CITY OF RANCHO PALOS VERDES GENERAL PLAN UPDATE

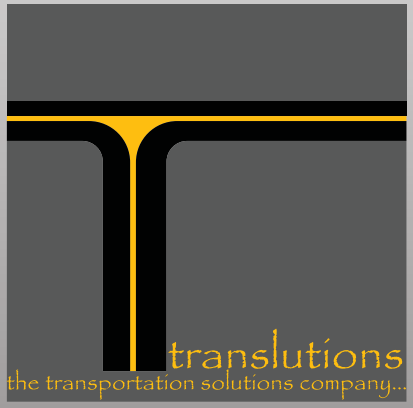
TRAFFIC IMPACT ANALYSIS

MAY 31, 2017

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1.0 INTRODUCTION

The City of Rancho Palos Verdes (City) is located on the Palos Verdes Peninsula in southwestern Los Angeles County, California. It is generally bounded by the Pacific Ocean and Palos Verdes Estates to the west, the Pacific Ocean to the south, the City of Los Angeles to the east, and Rolling Hills and Rolling Hills Estates to the north. Figure 1 illustrates the regional location of the City.

Like many Cities in Southern California, traffic congestion is a concern for Rancho Palos Verdes residents and businesses. Although traffic on local roads is generally free-flowing, major thoroughfares, particularly the major routes connecting the community to the Palos Verdes Peninsula and to regional freeway systems, experience congestion at key intersections and along several segments during peak traffic hours. Integrated solutions that improve mobility for all modes of travel are needed, including enhancing the efficiency of existing roadways and the ability to walk, bicycle, and use transit.

The City of Rancho Palos Verdes General Plan emphasizes the maintenance of a street system that can meet the demands of the current and planned land uses. This study establishes acceptable levels of service and recommends improvements to maintain acceptable levels of service at major intersections and roadways within the City. The use of alternative travel modes such as transit, walking, and biking are also accommodated in the proposed network.

1.1 Purpose of the TIA and Study Objectives

This report presents the methodology, findings and conclusions of the Traffic Impact Analysis (TIA) conducted for the City of Rancho Palos Verdes General Plan Update. State Law requires that there should be consistency between the different elements of the General Plan. The primary objective of this report is to define a circulation system that supports the development anticipated in the Land Use Element and other elements of the updated General Plan. Thus, the proposed circulation system has been planned to achieve the levels of service (LOS) as described in the Circulation Element of the General Plan. This report also intends to satisfy the requirements for the disclosure of potential impacts and mitigation measures per the California Environmental Quality Act (CEQA).

1.2 Project Location & Study Area

The City is located on the Palos Verdes Peninsula in Los Angeles County, California. The City is approximately 13.5 square miles in total area and is in close proximity to the ports of Long Beach and Los Angeles. The City is bordered by Palos Verdes Estates on the northwest, Rolling Hills and Rolling Hills Estates to the northeast, Los Angeles to the east, and the Pacific Ocean to the south. Regional access to the City is provided by Interstate 110 (I-110), Pacific Coast Highway (State Route 1), and Western Avenue (State Route 213). The study area includes the following intersections and roadway segments:

Intersections

1. Palos Verdes Drive West/Hawthorne Boulevard;
2. Palos Verdes Drive West/Lower Point-Vicente Park Entrance;
3. Via Rivera/Hawthorne Boulevard;
4. Gravania Altamira-Ridgegate Drive/Hawthorne Boulevard;

Torrance
Lomita
Palos Verdes Estates
Inset 1
Rolling Hills Estates
213
Rolling Hills
110
Los Angeles
Pacific Ocean
N
LOS ANGELES COUNTY
ORANGE

Legend

City of Rancho Palos Verdes

FIGURE 1

Rancho Palos Verdes General Plan Update
Regional Location

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5. Hawthorne Boulevard/Eddinghill Drive-Seamount Drive;
6. Hawthorne Boulevard/Crest Road;
7. Hawthorne Boulevard/Dupre Drive-R.E. Ryan Park Driveway;
8. Hawthorne Boulevard/Vallon Drive;
9. Cresmont Lane-Terranea Way/Palos Verdes Drive South;
10. Grayslake Road-Highridge Road/Hawthorne Boulevard;
11. Highridge Road/Crest Road;
12. Basswood Avenue/Montemalaga Drive;
13. Silver Spur Road/Hawthorne Boulevard;
14. Crenshaw Boulevard/Crestridge Road;
15. Crenshaw Boulevard/Indian Peak Road;
16. Crenshaw Boulevard/Crest Road;
17. Hawthorne Boulevard/Blackhorse Road;
18. Forrestal Drive-Trump National Drive/Palos Verdes Drive South;
19. Palos Verdes Drive East/Palos Verdes Drive South;
20. Palos Verdes Drive East/Crest Road-Marymount College Driveway;
21. Palos Verdes Drive East/Via Canada;
22. Palos Verdes Drive East/Crownview Drive;
23. Palos Verdes Drive East/Miraleste Drive;
24. Miraleste Drive/1st Street;
25. Western Avenue/Avenida Aprenda;
26. Western Avenue/Delasonde Drive;
27. Western Avenue/Toscanini Drive;
28. Western Avenue/Caddington Drive;
29. Western Avenue/Crestwood Street; and
30. Seahill Drive-Tramonto Drive/Palos Verdes Drive South.

Roadway Segments

1. Hawthorne Boulevard between the North City Limit and Blackhorse Road;
2. Hawthorne Boulevard between Blackhorse Road and Silver Spur Road;
3. Hawthorne Boulevard between Grayslake Road - Highridge Road and Indian Peak Road;
4. Hawthorne Boulevard between Grayslake Road - Highridge Road and Granvia Atlamira - Ridgegate Drive;
5. Hawthorne Boulevard between Granvia Atlamira - Ridgegate Drive and Eddinghill Drive - Seamount Drive;
6. Hawthorne Boulevard between Eddinghill Drive - Seamount Drive and Crest Road;
7. Hawthorne Boulevard between Crest Road and Vallon Drive;
8. Hawthorne Boulevard between Vallon Drive and Palos Verdes Drive West;
9. Palos Verdes Drive West between the North City Limit and Hawthorne Boulevard;
10. Palos Verdes Drive West between Hawthorne Boulevard and Palos Verdes Drive South;
11. Palos Verdes Drive South between Palos Verdes Drive West and Crestmont Lane - Terranea Way;
12. Palos Verdes Drive South between Crestmont Lane - Terranea Way and Narcissa Drive;
13. Palos Verdes Drive South between Narcissa Drive and Palos Verdes Drive East;



14. Palos Verdes Drive South between Palos Verdes Drive East and the East City Limit;
15. Palos Verdes Drive East between the North City Limit and Miraleste Drive;
16. Palos Verdes Drive East between Miraleste Drive and Crest Road;
17. Palos Verdes Drive East between Crest Road and Ganado Drive;
18. Palos Verdes Drive East between Ganado Drive and Palos Verdes Drive South;
19. Crenshaw Boulevard between the North City Limit and Indian Peak Road;
20. Crenshaw Boulevard between Indian Peak Road and Crest Road;
21. Crenshaw Boulevard south of Crest Road;
22. Crest Road between Hawthorne Boulevard and Highridge Road;
23. Crest Road between Highridge Road and Crenshaw Boulevard;
24. Crest Road between Ganado Drive and Northern City Limits;
25. Crest Road between Palos Verdes Drive East and Ganado Drive;
26. Crestridge Road between Highridge Road and Crenshaw Boulevard;
27. Highridge Road between Hawthorne Boulevard and the City Limit with Rolling Hills Estates;
28. Indian Peak Road between Crenshaw Boulevard and the City Limit with Rolling Hills Estates;
29. Miraleste Drive between Palos Verdes Drive East and Via Colinita;
30. Miraleste Drive between Via Colinita and City's Limit at 9th Street;
31. Montemalaga Road between Silver Spur Road and Rolling Hills Estates City Limits;
32. Silver Spur Road between the North City Limit and just north of Hawthorne Boulevard;
33. Silver Spur Road between Hawthorne Boulevard and Dry Bank Road;
34. Western Avenue between the North City Limit and Delasonde Drive;
35. Western Avenue between Delasonde Drive and Trudie Drive; and
36. Western Avenue between Trudie Drive and South City Limit.

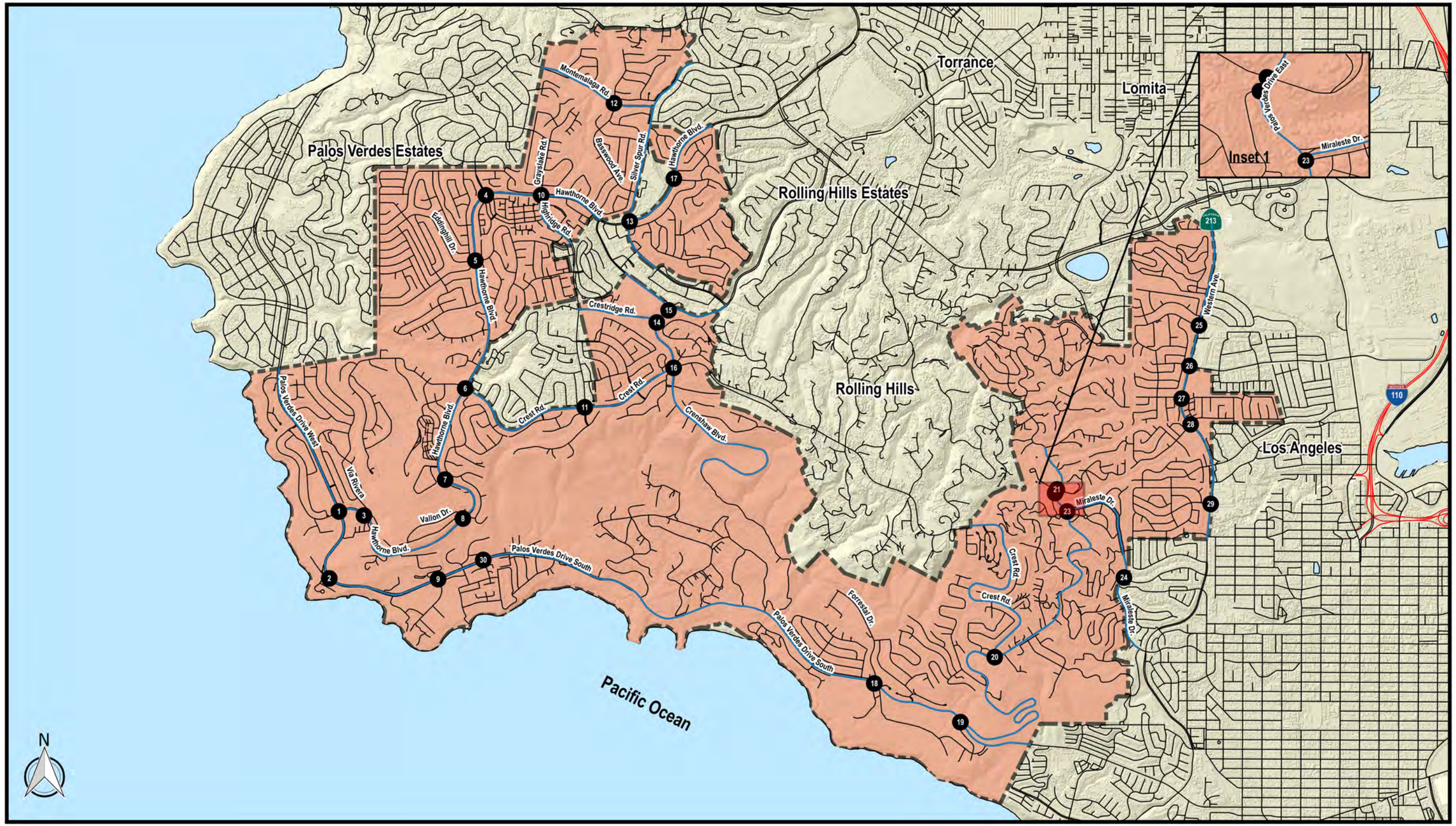
Figure 2 illustrates the study area intersections and roadway segments included in the TIA.

1.3 Analysis Scenarios

This study analyzes existing and the proposed General Plan Build Out (year 2040) conditions. This TIA analyzes weekday a.m. and p.m. peak hour conditions. The a.m. peak hour is defined as the one hour of highest traffic volumes occurring between 7:00 and 9:00 a.m. The p.m. peak hour is defined as the one hour of highest traffic volumes occurring between 4:00 and 6:00 p.m. At the request of City Staff, intersection traffic operations during the a.m. and midday peak hour conditions on Saturday were also included in this analysis. The a.m. peak hour for Saturday defined as the one hour of highest traffic volumes occurring between 7:00 and 9:00 a.m. The midday peak hour for Saturday is defined as the one hour of highest traffic volumes occurring between 11:00 a.m. and 1:00 p.m.

2.0 LOS DEFINITIONS, PROCEDURES, AND THRESHOLDS

Level of service (LOS) is a measure of the quality of operational conditions within a traffic stream, and is generally expressed in terms of such measures as speed and travel time, freedom to maneuver, traffic interruptions, and comfort and convenience. Levels range from A to F, with LOS A representing excellent (free-flow) conditions and LOS F representing extreme congestion. The Los Angeles Congestion Management Program (CMP) uses Intersection Capacity Utilization (ICU) methodologies for traffic analyses. However, ICU is based upon the critical



Legend

City of Rancho Palos Verdes — Study Area Roadway Segments

Study Area Intersections

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FIGURE 2

Rancho Palos Verdes General Plan Update
Study Area Intersections and Roadway Segments

flow ratio (ICU) for the intersection, and is designed to be insensitive to the actual signal timing for the intersection. Since the opportunity of adding more capacity (i.e. more lanes) to improve traffic operations on roadways such as Hawthorne Boulevard is low, transportation system strategies such as signal coordination and prioritization were considered as feasible improvements. The Highway Capacity Manual (HCM) can be used since it is receptive to signal timing and corridor wide analyses to maximize traffic flow. Therefore, based on consultation with City staff, HCM procedures have been used to evaluate levels of service at signalized intersections on Hawthorne Boulevard and at all un-signalized intersections. The remaining signalized intersections use ICU procedures to evaluate levels of service. This section discusses the LOS definitions, procedures, and thresholds used in this report.

2.1 Intersection Levels of Service

The analysis of traffic operations at signalized intersections on Hawthorne Boulevard, Western Avenue, and all un-signalized intersections was conducted according to the Highway Capacity Manual 6th Edition (HCM) delay methodologies, which is described in the Highway Capacity Manual (Transportation Research Board, Washington, D.C., December 2016). Under the HCM methodology, LOS for signalized intersections is based on the average delay experienced by vehicles traveling through an intersection, whereas for un-signalized intersections, the LOS is based on the worst approach where the minor leg has a shared lane and on the worst movement where the minor leg has dedicated turn lanes. Traffic operations at all remaining signalized intersections was conducted according to the ICU methodologies. The ICU values represent volume/capacity (v/c) ratios for the peak hours, providing a measure of system performance. Table A presents a brief description of each level of service letter grade, as well as the HCM range of delays and ICU v/c ratios associated with each grade.

Table A: Levels of Service Criteria

LOS	Description of Drivers' Perception and Traffic Operation	HCM (Delay in Seconds)		ICU (v/c ratio)
		Unsignalized	Signalized	
A	This level is typically assigned when the volume-to-capacity ratio is low and either progression is exceptionally favorable or the cycle length is very short. If it is due to favorable progression, most vehicles arrive during the green indication and travel through the intersection without stopping.	≤ 10	≤ 10	0.00-0.60
B	This level is assigned when the volume-to-capacity ratio is low and either progression is highly favorable or the cycle length is short. More vehicles stop than with LOS A.	> 10 and ≤ 15	> 10 and ≤ 20	0.61-0.70
C	This level is typically assigned when progression is favorable or the cycle length is moderate. Individual cycle failures (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear at this level. The number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.	> 15 and ≤ 25	> 20 and ≤ 35	0.71-0.80

D	This level is typically assigned when the volume-to-capacity ratio is high and either progression is ineffective or the cycle length is long. Many vehicles stop and individual cycle failures are noticeable.	> 25 and ≤ 35	> 35 and ≤ 55	0.81-0.90
E	This level is typically assigned when the volume-to-capacity ratio is high, progression is unfavorable, and the cycle length is long. Individual cycle failures are frequent.	> 35 and ≤ 50	> 55 and ≤ 80	0.91-1.00
F	This level is typically assigned when the volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.	> 50	> 80	>1.0

Source: *Highway Capacity Manual, 2016/2010 LA County CMP*

2.2 Roadway Segment Levels of Service

The analysis of traffic operations on roadway segments was conducted by comparing the daily traffic volumes to the maximum roadway capacity of each facility type. The maximum roadway capacity is a measure of a streets ability to meet the vehicular demand that is placed on it. Table B identifies the maximum daily capacity values for each roadway type. These daily capacities were developed consistent with HCM *Chapter 16, Urban Street Facilities*, which provides a methodology for developing generalized daily service volumes based on daily volumes and applying k-factors (proportion of daily volume that occurs during the peak hour) and d-factors (proportion of traffic moving in peak direction of travel). The v/c ratios listed in Table A represent the level of service criteria for roadway segments.

Table B: Roadway Segment Capacities

Classification	Maximum Two-Way Daily Traffic Volume (LOS E)
4-Lane Divided Arterial	36,100
2-Lane Divided Arterial	17,900
2-Lane Undivided Arterial	17,000
4-Lane Undivided Collector	34,300
2-Lane Divided Collector	17,900

2.3 Levels of Service Thresholds

The CMP standard level of service for intersections is LOS E. However, local jurisdictions are allowed to use a stricter LOS standard. The City uses LOS D as the minimum level of service standard for roadway segment and



intersection operations. Therefore, study intersections and roadway segments operating at LOS E of F are mitigated to LOS D or better.

3.0 REGIONAL PLANS AND PROGRAMS

Circulation is a regional issue and local circulation is always linked with the regional system. Transportation analyses are therefore conducted in cognizance of the regional circulation planning process. The following plans and programs are related to the General Plan:

3.1 County of Los Angeles Congestion Management Program

All urbanized areas within the state of California are required to have a Congestion Management Agency (CMA), whose primary responsibility is to put programs in place to keep traffic operations satisfactory by assisting in the coordination of land use, air quality and transportation planning among the local jurisdictions and to prepare a Congestion Management Program (CMP). The Los Angeles County Metro (Metro) is the CMA for Los Angeles County, and reports annual findings to the Southern California Association of Governments (SCAG) for a finding of regional consistency.

3.2 SCAG Regional Transportation Plan

The Regional Transportation Plan (RTP) is a component of the Regional Comprehensive Plan and Guide prepared by SCAG to address regional issues, goals, objectives, and policies for the Southern California region until 2035. The RTP is periodically updated by SCAG to address changing conditions in the five-county SCAG region (Los Angeles, Riverside, San Bernardino, Orange, and Kern Counties), and is developed with participation from local agencies throughout the region. The RTP sets broad goals for the region and provides strategies to reduce congestion and increase mobility options. On April 4, 2012, the SCAG Regional Council adopted the *2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS): Towards a Sustainable Future*. The SCS is a newly required element of the RTP. The SCS will integrate land use and transportation strategies that will achieve the emissions reduction targets set by the California Air Resources Board (CARB).

3.3 California Complete Streets Act

The California Complete Streets Act (2008) requires *"that the legislative body of a city or county, upon any substantive revision of the circulation element of the general plan, modify the circulation element to plan for a balanced, multimodal transportation network that meets the needs of all users [including] motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation…."* This provision of the law went into effect on January 1, 2011. The law also required the Governor's Office of Planning and Research to amend its guidelines for the development of circulation elements so as to assist cities and counties in meeting the requirement.

3.4 Caltrans Complete Streets Implementation Action Plan

State and federal laws require Caltrans and local agencies to promote and facilitate increased bicycling and walking. The California Vehicle Code (CVC) and Streets and Highways Code identify the rights of bicyclists and pedestrians, and establish legislative intent that people of all ages using all types of mobility devices are able to travel on roads. Caltrans manuals and guidance outline statutory requirements, planning policy, and project delivery procedures to facilitate multimodal travel, which includes connectivity to public transit for bicyclists and pedestrians. A complete



street matches the needs of travelers to the uses surrounding a street. It provides safe travel for people using any legal mode of travel, including bicycling, walking, riding transit, and driving. As part of the Complete Streets Implementation Action Plan, Caltrans encourages local agencies to include bicycle, pedestrian, and transit elements in regional and local planning documents, including general plans, transportation plans, and circulation elements.

4.0 PROPOSED GENERAL PLAN

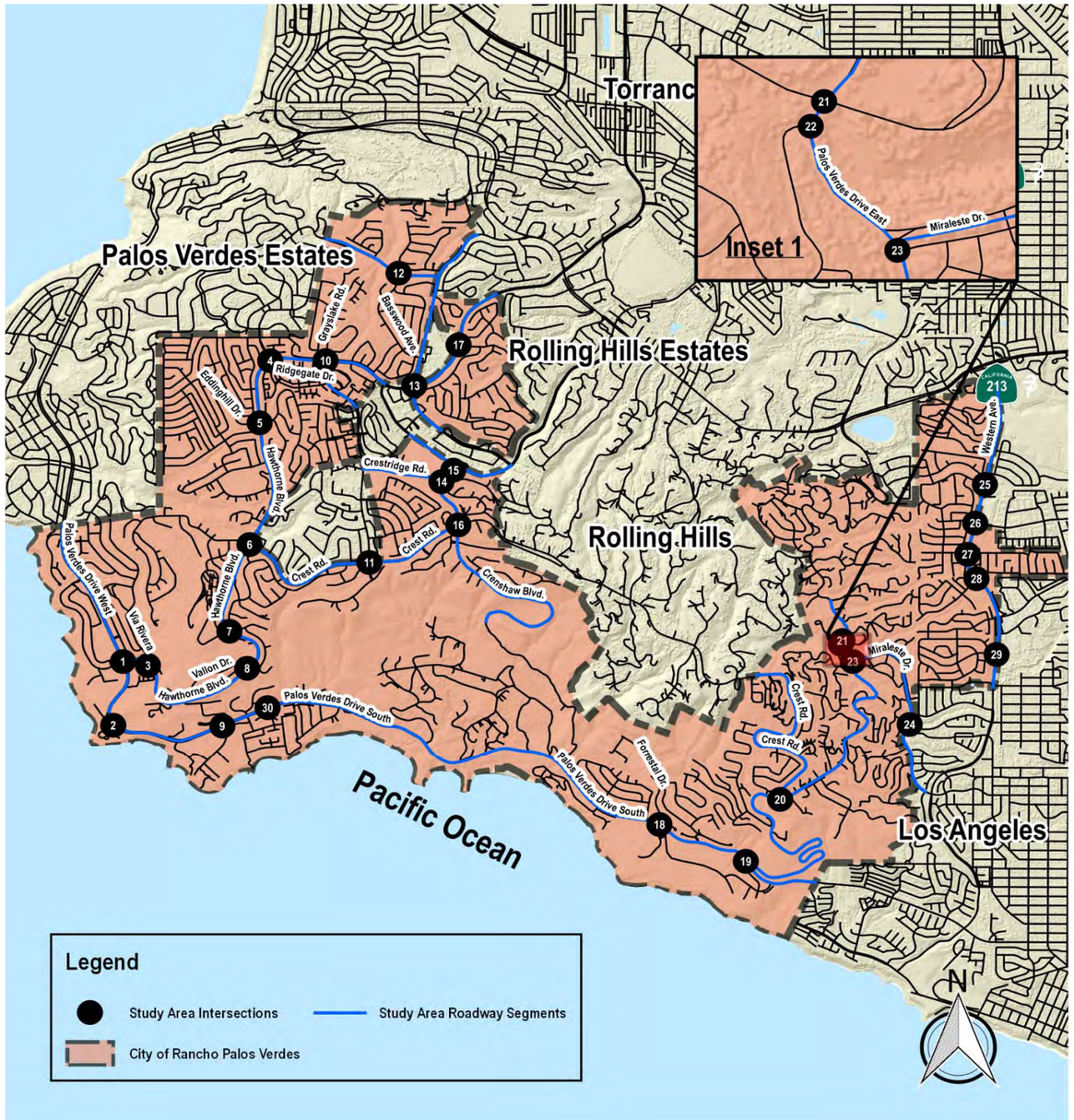
The General Plan is a comprehensive update of the 2010 General Plan. While the General Plan update may contain similar goals, policies, or other components of the previous plan, this Plan has been updated to meet the needs and issues of the City at the present time and foreseeable future. The purpose of the General Plan is to provide the City Council, Planning Commission, Staff, and the entire community with a comprehensive and internally consistent plan to guide the City's decision-making and development processes through to the General Plan Horizon Year (2040). The General Plan update provides an opportunity to formulate a land use plan and associated policies and programs and to inform appropriate land use decisions for the City for the next 20 years. Based on field reconnaissance, a review of existing General Plan and Zoning patterns, and discussion with City staff, the Land Use Plan designates 756 dwelling units for new residential development. The Land Use Map that is included within the Land Use Element establishes the desired pattern of growth in the City of Rancho Palos Verdes and its sphere of influence. It provides guidance to achieve the community's vision for how lands are to be used, the intensity and physical form of growth, and key design expectations. The permitted density and intensity of each land use designation is contained in Appendix A.

5.0 VOLUME DEVELOPMENT METHODOLOGY

Forecast traffic volumes at study intersections were developed based on discussion with City staff and uses the Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP) model as the basis. This section discusses the methodology used to develop traffic volumes used in the analysis.

5.1 Existing Weekday and Saturday Intersection Traffic Volumes

Intersection operations during the weekday a.m. and p.m. peak hour conditions and Saturday a.m. and midday peak hour conditions were included in this report. The existing weekday and Saturday intersection traffic volumes are based on a.m. and p.m. peak hour intersection turn movement counts collected by National Data and Surveying Services in November 2016. Saturday counts were conducted on the Saturday of Veteran's Day. Since, Rancho Palos Verdes is a major tourist destination for active transportation users, conducting traffic counts on a long weekend provides higher traffic volumes than a typical weekend day. Count sheets are contained in Appendix B. Vehicle classification counts (e.g., passenger vehicle, 2-axle truck, 3-axle truck, and 4 or more axle truck), including pedestrian and bicycle counts were conducted at all analysis intersections. Passenger car equivalents (PCEs) account for the larger impact of trucks on traffic operations. It does so by assigning trucks a PCE factor that represents the number of passenger vehicles that could travel through an intersection in the same time a truck could. For this analysis, trucks have been assigned a PCE factor of 2.5, which is consistent with the HCM methodologies. Detailed volume development worksheets are included in Appendix C. Figures 3 illustrates the existing intersection geometrics and stop control at the study area intersections. The existing weekday a.m. and p.m. peak hour traffic volumes for the study area intersections are illustrated in Figure 4. The existing Saturday a.m. and midday peak hour traffic volumes for six study area intersections are illustrated in Figure 5.



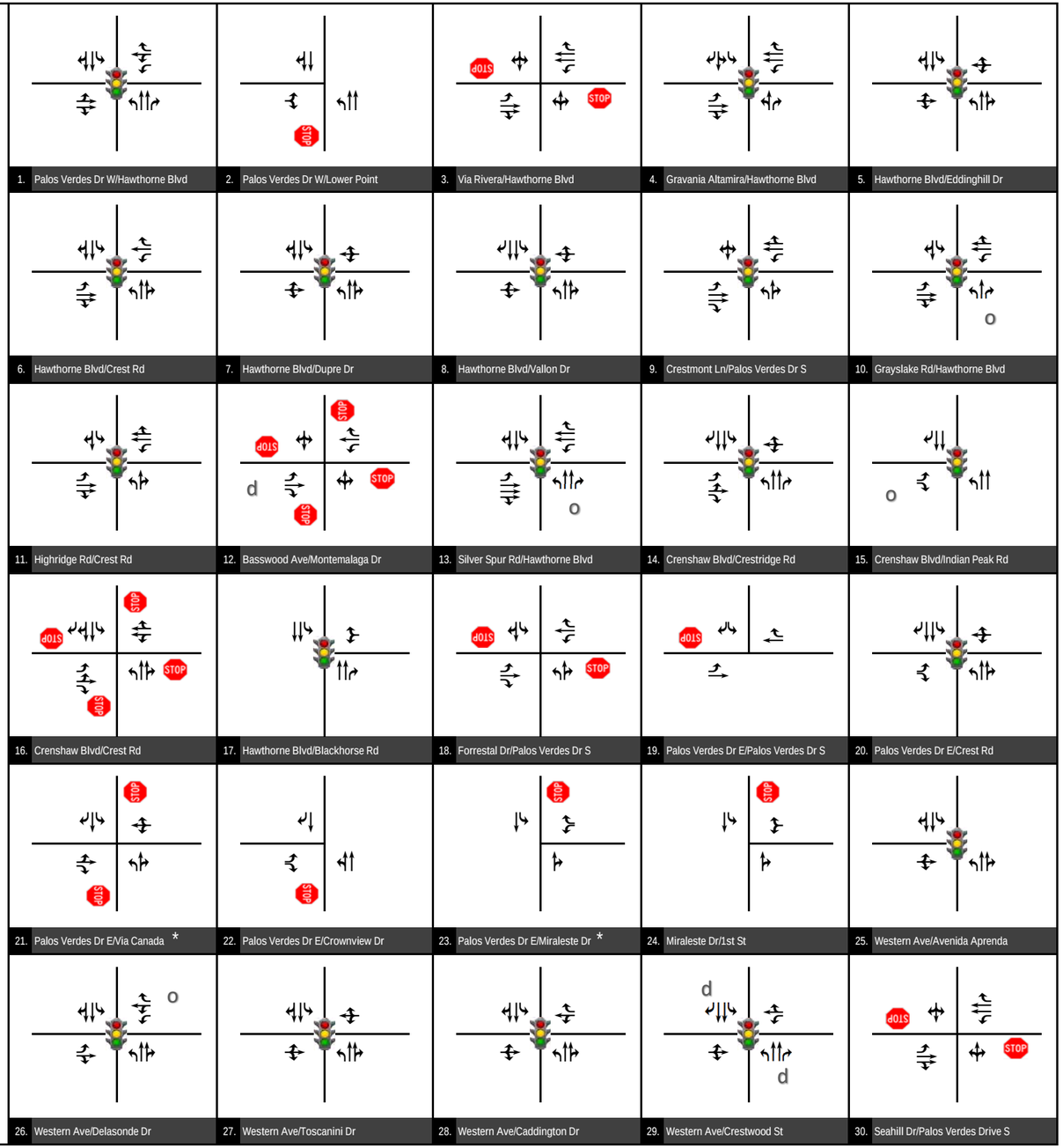


FIGURE 3

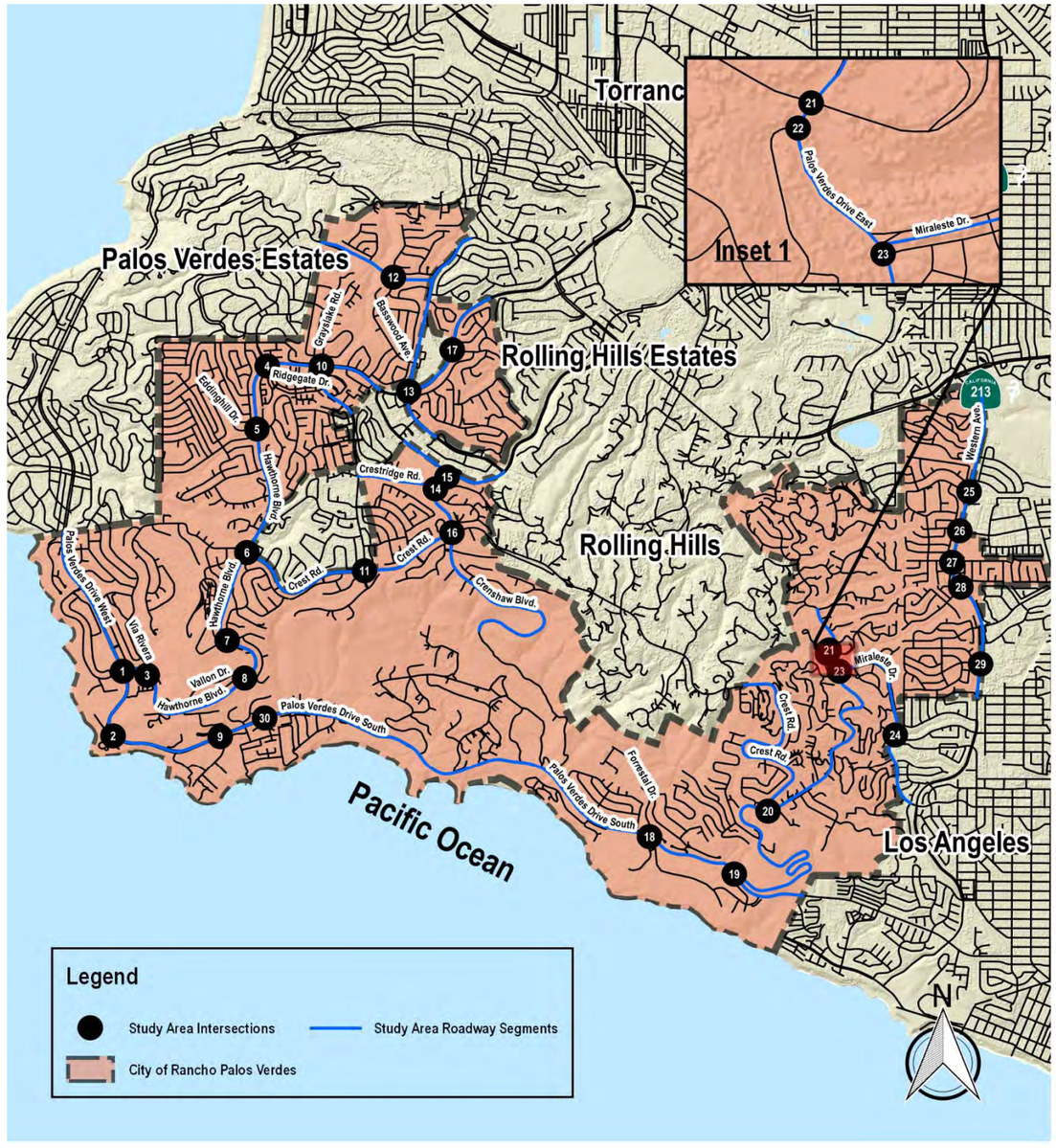
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Traffic Signal
Stop Sign
o RT Overlap
d Defacto right turn
* Crossing Guards are present and control traffic.

Rancho Palos Verdes General Plan Update
Existing Intersection Geometrics and Stop Control

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P:\Rancho Palos Verdes GP\TIA\Z60 Geo Exist 5/31/2017



11/6	311/391	272/221	244/188	468/750	0/2		133/71	73/21	107/73
5/1			21/33	12/27			488/641	57/46	
28/39			222/357	4/15		1/14	31/7	786/539	
3/19		45/	57:			1094/519	1/0	4/4	
			49!				3/9		
1 Palos Verdes Dr W/Hawthorne Blvd				2 Palos Verdes Dr W/Lower Point				3 Via Rivera/Hawthorne Blvd	

90/86	44/40	367/270	258/301	127/134	459/702	34/46	85/34	71/121	376/508
197/94			510/780	209/103			27/9	117/136	
879/645			58/85	23/8			12/3	96/91	
28/27		48/11	60/38	63/37		75/30		52/20	
			55/29			779/615	4/6		
4 Gravania Altamira/Hawthorne Blvd				5 Hawthorne Blvd/Eddinghill Dr				6 Hawthorne Blvd/Crest Rd	

2/3	631/742	13/15	7/6	16/30	635/717	7/9	5/6	1/1	2/10
0/13			0/1	27/18			12/5	14/36	
0/1			27/10	0/1			12/4	421/717	
0/8		859/634	18/15	23/5		16/15	1061/471	51/70	
						833/633	71/63		27/85
7 Hawthorne Blvd/Dupre Dr				8 Hawthorne Blvd/Vallon Dr				9 Crestmont Ln/Palos Verdes Dr S	

7/11	35/22	157/90	127/141	130/56	3/8	117/23	39/16	135/163	675/878
32/11			707/1085	112/59			274/423	168/123	
1265/907			188/342	573/321			15/19	147/213	
15/21		65/55		6/4		16/7			186/126
		116/27				13/8	20/9		1151/646
10 Grayslake Rd/Hawthorne Blvd				11 Highridge Rd/Crest Rd				12 Basswood Ave/Montemalaga Dr	

26/8	42/9	122/46	62/36	136/204	316/350	110/84	76/63	201/324	601/727
66/12			231/223	175/193			557/868	402/211	
360/199			25/32	1019/664			176/230	7/8	
6/12		19/13		316/256		196/272		17/13	
		65/8	36/21			228/274	119/225		904/525
13 Silver Spur Rd/Hawthorne Blvd				14 Crenshaw Blvd/Crestridge Rd				15 Crenshaw Blvd/Indian Peak Rd	

341/492	104/122	170/130	118/108	770/1165	58/117		40/41	24/27	1/0
645/337			57/28			188/70	936/454	11/36	
57/43			2/2			28/10	24/21	441/774	
92/40		53/42					6/14	4/4	
		151/103	0/6			0/1	0/2		14/34
16 Crenshaw Blvd/Crest Rd				17 Hawthorne Blvd/Blackhorse Rd				18 Forrestal Dr/Palos Verdes Dr S	

151/69	31/41	71/48	198/82	102/151	92/48	9/90	216/39	761/1571	
105/86		857/452	229/46			0/2	403/92		
408/769			1/0			8/20	171/57		
			66/16					88/68	
				75/22				1582/1139	
19 Palos Verdes Dr E/Palos Verdes Dr S				20 Palos Verdes Dr E/Crest Rd					

180/29	246/508	4/10	7/10	28/22	522/552		226/170	348/409	
189/37			3/1	25/16			411/269		
5/2			17/26	48/31			132/176		
288/43		347/38			30/37			361/116	
		417/305	21/26		753/360			145/198	
21 Palos Verdes Dr E/Via Canada				22 Palos Verdes Dr E/Crownview Dr				23 Palos Verdes Dr E/Miraleste Dr	

201/358	265/195	232/146	216/39	761/1571		0/2	0/1	0/7	8/1
		13/41	403/92			5/13			958/500
			171/57			395/649			21/40
		408/232		88/68		17/55		85/46	
		49/35		1582/1139				38/21	
24 Miraleste Dr/1st St				25 Western Ave/Avenida Aprenda					

47/29	737/1335	150/203	279/170	20/35	959/1562	24/35	56/26	49/172	1224/1524
110/26			191/49	79/32			50/10	85/159	
137/36			175/270	25/16			67/42	80/88	
112/32		116/61		283/63		194/71			36/215
		1205/1036	144/168			1380/1221	34/48		1516/1219
26 Western Ave/Delasonde Dr				27 Western Ave/Toscanini Dr				28 Western Ave/Caddington Dr	

127/142	1062/1423	15/35	21/58	0/2	0/1	0/7	8/1		
182/115			13/37	5/13			958/500		
25/24			62/220	395/649			21/40		
108/64		82/51		17/55		85/46			
		1454/1178	126/216			38/21			
29 Western Ave/Crestwood St				30 Seahill Dr/Palos Verdes Drive S					

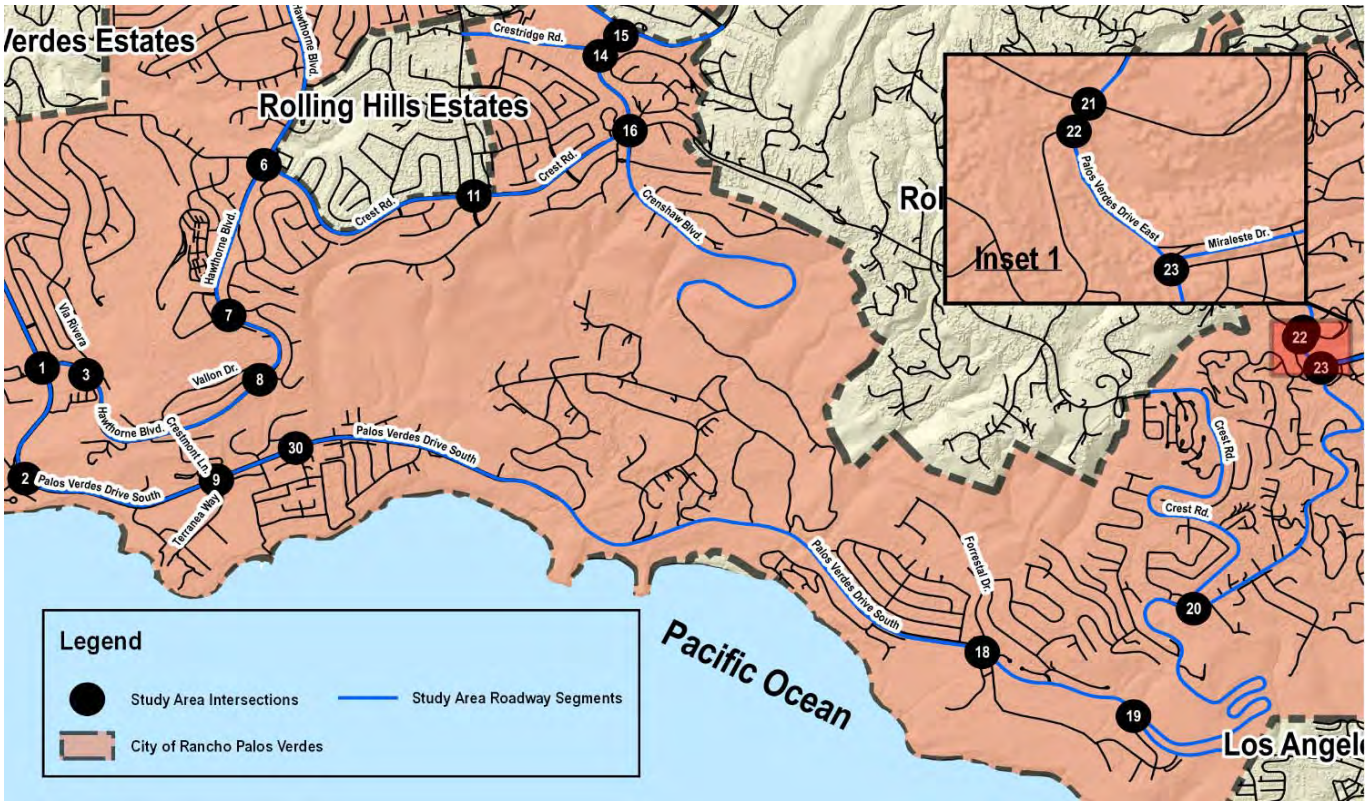
FIGURE 4

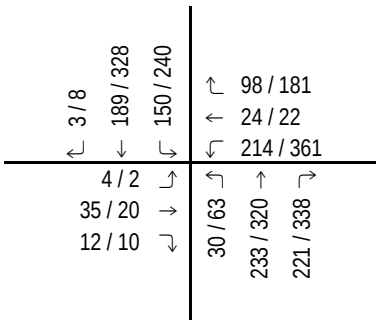
XXXX/YYYY AM/PM Peak Hour Traffic Volumes

Rancho Palos Verdes General Plan Update
Existing Weekday Peak Hour Intersection Traffic Volumes (In PCEs)

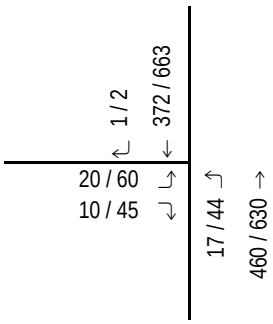
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P:\Rancho Palos Verdes GP\TIA\Z60 Vol Exist (5/31/2017)

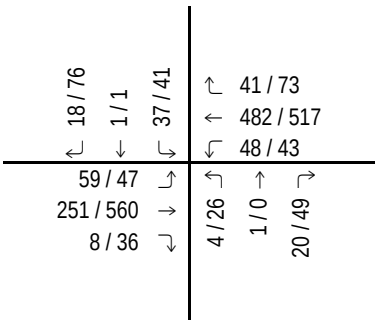




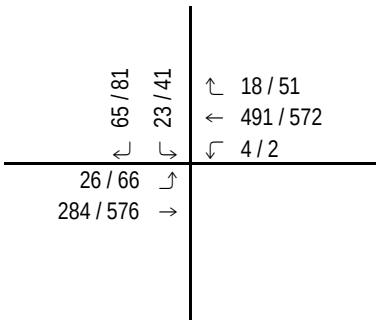
1 Palos Verdes Dr W/Hawthorne Blvd



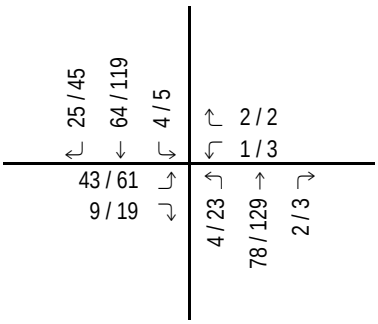
2 Palos Verdes Dr W/Lower Point



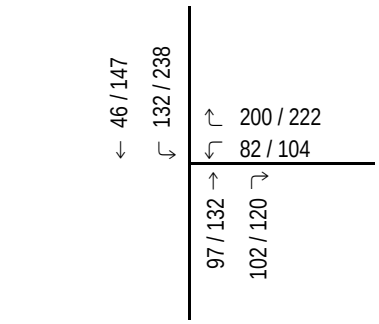
18 Forrestal Dr/Palos Verdes Dr S



19 Palos Verdes Dr E/Palos Verdes Dr S



20 Palos Verdes Dr E/Crest Rd



23 Palos Verdes Dr E/Miraleste Dr

FIGURE 5

XXX / YYY AM / Midday Peak Hour Traffic Volumes

Rancho Palos Verdes General Plan Update
Existing Saturday Peak Hour Intersection Traffic Volumes (in PCEs)

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5.2 Existing Weekday Roadway Segment Traffic Volumes

The existing weekday traffic volumes at study area roadway segments are based on traffic counts collected by National Data and Surveying Services in November 2016. Count sheets are contained in Appendix B. Vehicle classification counts (e.g., passenger vehicle, 2-axle truck, 3-axle truck, and 4 or more axle truck) were conducted at all analysis roadway segments. Trucks have been assigned a PCE factor of 2.5. Detailed volume development worksheets are included in Appendix C.

Table C shows the existing weekday traffic volumes at study area roadway segments.

5.3 General Plan Build Out Weekday and Saturday Intersection Traffic Volumes

The proposed General Plan Build Out traffic volume forecasts were developed using future traffic projections from the 2012 Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP) and refined to include data from the City of Rancho Palos Verdes Land Use Element. The Traffic Analysis Zone structure within the City was refined to include updated zone boundaries based on current and future land uses.

The intersection traffic volumes for General Plan Build Out weekday conditions were developed using the 2012 SCAG RTP base year and future year model networks. Raw traffic model data from the 2012 SCAG RTP base and future year model runs were post-processed using National Cooperative Highway Research Program (NCHRP) 255 methodologies to develop peak-hour turning movement volumes at each study area intersection. The following describes the methodology used to post-process model volumes to develop peak hour intersection volumes for General Plan Build Out conditions:

The base year for the traffic model is 2008 and the forecast year is 2035. The difference between the modeled 2008 and 2035 peak period directional arterial traffic volumes (for each intersection approach and departure) was identified from loaded network model plots. This difference defines the growth in traffic over the 27-year period. This incremental growth in peak period approach and departure volumes was factored to develop the incremental change in peak hour volumes. The 2012 SCAG RTP uses a three-hour a.m. peak period and a four-hour p.m. peak period. SCAG, the regional Metropolitan Transportation Organization (MPO) has established that the a.m. peak hour comprises 38 percent of the a.m. peak period and that the p.m. peak hour comprises 28 percent of the p.m. peak period. Therefore, the incremental changes in peak period volumes were multiplied by the appropriate factor to develop incremental changes in peak hour volumes. The incremental growth in approach and departure volumes between 2008 and 2035 was factored to reflect the forecast growth between the year of the ground counts (2016) and 2040. For this purpose, linear growth between 2008 and forecast 2035 (and beyond) was assumed. Since the increment between 2016 and 2040 is 24 years of the 27-year time span, a factor of 0.89 (i.e., 24/27) was used. This forecast growth in approach and departure volumes were added to the 2016 ground counts, resulting in post-processed General Plan Build Out 2040 link volumes.

General Plan Build Out weekday turn volumes were developed using existing turn volumes and the future approach and departure volumes, based on the methodologies contained in *National Cooperative Highway Research Program Report (NCHRP) 255: Highway Traffic Data for Urbanized Area Project Planning and Design* (Transportation



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Table C - Existing Weekday Roadway Segment Daily Traffic Volumes

Roadway Segment	Functional Classification	Existing Conditions Daily Volume
Hawthorne Boulevard		
1 . Between the North City Limit and Blackhorse Road	4-Lane Divided Arterial	29,164
2 . Between Blackhorse Road and Silver Spur Road	4-Lane Divided Arterial	27,634
3 . Between Grayslake Road - Highridge Road and Indian Peak Road	4-Lane Divided Arterial	36,880
4 . Between Grayslake Road - Highridge Road and Granvia Atlamira - Ridgegate Drive	4-Lane Divided Arterial	26,244
5 . Between Granvia Atlamira - Ridgegate Drive and Eddinghill Drive - Seamount Drive	4-Lane Divided Arterial	20,065
6 . Between Eddinghill Drive - Seamount Drive and Crest Road	4-Lane Divided Arterial	16,300
7 . Between Crest Road and Vallon Drive	4-Lane Divided Arterial	17,199
8 . Between Vallon Drive and Palos Verdes Drive West	4-Lane Divided Arterial	16,524
Palos Verdes Drive West		
9 . Between the North City Limit and Hawthorne Boulevard	4-Lane Divided Arterial	13,442
10 . Between Hawthorne Boulevard and Palos Verdes Drive South	4-Lane Divided Arterial	15,365
Palos Verdes Drive South		
11 . Between Palos Verdes Drive West and Crestmont Lane - Terranea Way	4-Lane Divided Arterial	16,056
12 . Between Crestmont Lane - Terranea Way and Narcissa Drive	4-Lane Divided Arterial	13,945
13 . Between Narcissa Drive and Palos Verdes Drive East	2-Lane Divided Arterial	15,178
14 . Between Palos Verdes Drive East and the East City Limit	2-Lane Divided Arterial	14,798
Palos Verdes Drive East		
15 . Between the North City Limit and Miraleste Drive	2-Lane Undivided Arterial	10,605
16 . Between Miraleste Drive and Crest Road	2-Lane Undivided Arterial	8,221
17 . Between Crest Road and Ganado Drive	2-Lane Divided Arterial	3,756
18 . Between Ganado Drive and Palos Verdes Drive South	2-Lane Undivided Arterial	2,991
Crenshaw Boulevard		
19 . Between the North City Limit and Indian Peak Road	4-Lane Divided Arterial	33,049
20 . Between Indian Peak Road and Crest Road	4-Lane Divided Arterial	18,028
21 . South of Crest Road	2-Lane Undivided Arterial	1,724
Crest Road		
22 . Between Hawthorne Boulevard and Highridge Road	4-Lane Divided Arterial	10,699
23 . Between Highridge Road and Crenshaw Boulevard	4-Lane Divided Arterial	11,916
24 . Ganado Drive and Northern City Limits	2-Lane Undivided Collector	623
25 . Palos Verdes Drive East and Ganado Drive	4-Lane Undivided Collector	3,023
Crestridge Road		
26 . Between Highridge Road and Crenshaw Boulevard	2-Lane Undivided Arterial	7,311
Highridge Road		
27 . Between Hawthorne Boulevard and the City Limit with Rolling Hills Estates	2-Lane Undivided Arterial	9,054
Indian Peak Road		
28 . Between Crenshaw Boulevard and the City Limit with Rolling Hills Estates	2-Lane Divided Collector	6,628
Miraleste Drive		
29 . Between Palos Verdes Drive East and Via Colinita	2-Lane Divided Arterial	13,531
30 . Between Via Colinita and City's Limit at 9th Street	2-Lane Divided Arterial	6,648
Montemalaga Road		
31 . Between Silver Spur Road and Rolling Hills Estates City Limits	2-Lane Divided Collector	8,269
Silver Spur Road		
32 . Between the North City Limit and just north of Hawthorne Boulevard	3-Lane Divided Arterial	12,838
33 . Between Hawthorne Boulevard and Dry Bank Road	4-Lane Divided Arterial	17,291
Western Avenue		
34 . Between the North City Limit and Delasonde Drive	4-Lane Divided Arterial	36,416
35 . Between Delasonde Drive and Trudie Drive	4-Lane Divided Arterial	37,299
36 . Between Trudie Drive and South City Limit	4-Lane Divided Arterial	39,242

Notes:

LOS = Level of Service

* Exceeds Level of Service

Research Board, December 1982). At some locations, forecast turning movements were forecast to be less than those under existing conditions. This can be attributed to network improvements or changes in land use. To present a more conservative analysis, General Plan Build Out turning movements lower than those forecast based on the 2012 SCAG RTP have been adjusted by applying a growth rate based on the average growth rates forecast in the Los Angeles County CMP for Palos Verdes. The General Plan Build Out Saturday turn volumes were developed based on the average growth rates forecast in the Los Angeles County CMP for Palos Verdes. Detailed volume development worksheets are included in Appendix C.

The General Plan Build Out weekday a.m. and p.m. peak hour traffic volumes for the study area intersections are illustrated in Figure 6. The General Plan Build Out Saturday a.m. and midday peak hour traffic volumes for six study area intersections are illustrated in Figure 7.

5.4 General Plan Build Out Roadway Segment Traffic Volumes

The roadway segment volumes for General Plan Build Out conditions were developed using the same methodology described under "General Plan Build Out Weekday and Saturday Intersection Traffic Volumes". Detailed volume development worksheets are included in Appendix C.

Table D shows the General Plan Build Out weekday traffic volumes at study area roadway segments.

6.0 EXISTING CONDITIONS ANALYSIS

This section discusses the existing transportation conditions in the study area.

6.1 Existing Roadway Network Conditions

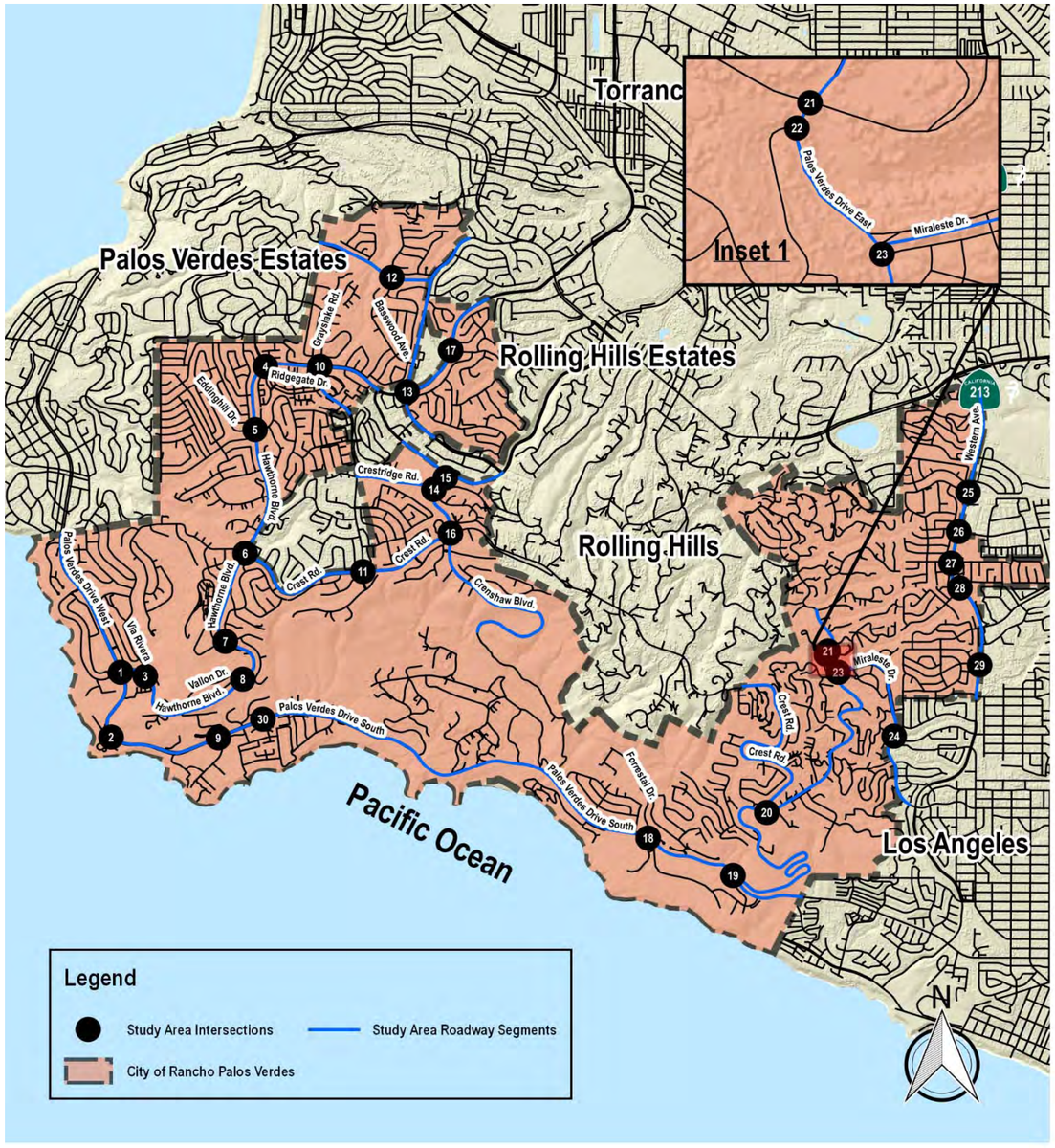
As stated earlier, regional access to the City is provided by the I-110, Pacific Coast Highway, and SR-213. The roadway network within the City can be classified into four categories according to the type of service they are intended to provide. The four basic roadway classifications are described below:

Freeway: Although there are no freeways in the City, access to I-110 and I-405 are key links to commuters who travel regionally.

Arterial: An Arterial roadway is a roadway primarily for through traffic to which access from abutting property is kept at a minimum. Arterials in the City are two-lane and four-lane roadways with raised or painted medians. Arterials usually connect to other Arterials and highways and disperse traffic from Collector roadways.

Collector: A Collector roadway is intended to serve residential areas or commercial areas and convey traffic through an area to roads of equal or higher classification. Collectors are two-lane and four-lane undivided roadways in the City.

Local: A Local roadway provides access to abutting property with driveway access and are two-lane undivided roadways.



1 Palos Verdes Dr W/Hawthorne Blvd				2 Palos Verdes Dr W/Lower Point			
12/7	332/417	290/235	↱ 260/200	499/801	0/2		↱
5/1	↓	↳	← 22/35	13/29	↳	1/15	↑
30/42	→	↱	↰ 238/380	4/16	↱	1167/553	↱
3/20	↱						
48/	↰	↑	↱	61/	↑	↱	52/

3 Via Rivera/Hawthorne Blvd				4 Gravania Altamira/Hawthorne Blvd			
78/22	114/78		↱ 142/76	96/92	47/43	391/288	↱ 277/321
61/49	↳		← 520/683	210/100	↳	↱	← 545/832
839/575	→		↰ 33/7	937/690	→	↱	↰ 62/91
4/4	↱			30/29	↱		
1/0	↰	↑	↱	51/12	↰	↑	↱
3/10	↱			64/40	↱		59/31

5 Hawthorne Blvd/Eddinghill Dr			
151/143	489/749	39/49	↱ 91/36
224/110	↳	↱	← 29/10
25/9	→	↱	↰ 13/3
67/39	↱		
80/32	↰	↑	↱
832/656	↑	↱	4/6

6 Hawthorne Blvd/Crest Rd				7 Hawthorne Blvd/Dupre Dr			
76/129	401/541	158/75	↱ 162/62	2/3	673/793	14/16	↱ 7/6
124/145	↳	↱	← 52/88	0/14	↳	↱	← 0/1
102/97	→	↱	↰ 248/303	0/1	→	↱	↰ 29/11
55/21	↱			0/9	↱		
33/	↰	↑	↱	913/677	↑	↱	
56	↑	↱		19/16			
35							

8 Hawthorne Blvd/Vallon Dr				9 Crestmont Ln/Palos Verdes Dr S			
17/32	678/765	7/10	↱ 5/6	1/1	2/11		↱ 13/4
29/19	↳	↱	← 13/5	15/38	↳	↱	← 1132/502
0/1	→	↱	↰ 889/675	449/765	→	↱	↰ 75/67
24/5	↱			54/75	↱		
17/16	↰	↑	↱	29/91	↰	↑	↱
12/5	↑	↱		17/100	↱		

10 Grayslake Rd/Hawthorne Blvd			
7/12	37/23	168/96	↱ 135/150
34/12	↳	↱	← 755/1159
1350/967	→	↱	↰ 200/365
16/22	↱		
69/59	↰	↑	↱
124/29	↑	↱	
549/297	↱		

11 Highridge Rd/Crest Rd				12 Basswood Ave/Montemalaga Dr			
139/60	3/9	125/24	↱ 41/17	28/9	45/10	130/49	↱ 66/38
119/63	↳	↱	← 292/451	70/13	↳	↱	← 246/238
611/342	→	↱	↰ 16/20	384/212	→	↱	↰ 27/34
9/5	↱			6/13	↱		
22/8	↰	↑	↱	20/14	↰	↑	↱
14/9	↑	↱		69/9	↑	↱	
21/10				38/22			

13 Silver Spur Rd/Hawthorne Blvd				14 Crenshaw Blvd/Crestridge Rd			
145/217	337/373	117/91	↱ 81/70	214/346	641/775	28/32	↱ 44/35
187/206	↳	↱	← 595/926	429/225	↳	↱	← 6/2
1087/710	→	↱	↰ 187/245	7/9	→	↱	↰ 4/9
337/273	↱			18/14	↱		
209/290	↰	↑	↱	6/7	↰	↑	↱
243/292	↑	↱		964/571	↑	↱	
126/240				3/13			

15 Crenshaw Blvd/Indian Peak Rd			
144/174	720/936	0/2	
179/131	↳	↱	
157/227	↱		
198/136	↰	↑	↱
1228/690	↑	↱	

16 Crenshaw Blvd/Crest Rd				17 Hawthorne Blvd/Blackhorse Rd			
364/525	114/144	181/138	↱ 126/115	822/1243	115/125		↱ 200/81
688/392	↳	↱	← 60/30	↓	↳	↱	↰ 30/11
61/46	→	↱	↰ 2/2				
98/43	↱						
57/45	↰	↑	↱	0/1	↰	↑	↱
161/137	↑	↱		1326/985	↑	↱	
0/6				33/25			

18 Forrestal Dr/Palos Verdes Dr S				19 Palos Verdes Dr E/Palos Verdes Dr S			
26/29	1/0	48/47	↱ 42/44	160/73	33/44		↱ 76/51
12/38	↳	↱	← 999/484	112/92	↳	↱	← 914/482
470/827	→	↱	↰ 25/22	435/821	→	↱	↰
4/4	↱						
6/15	↰	↑	↱				
0/2	↑	↱					
15/36							

20 Palos Verdes Dr E/Crest Rd				21 Palos Verdes Dr E/Via Canada			
211/88	109/161	98/51	↱ 10/96	192/31	262/542	4/11	↱ 7/11
244/49	↳	↱	← 0/2	201/39	↳	↱	← 3/1
1/0	→	↱	↰ 8/21	5/2	→	↱	↰ 18/28
70/17	↱			307/46	↱		
80/23	↰	↑	↱	370/40	↰	↑	↱
141/118	↑	↱		445/325	↑	↱	
34/12				22/28			

22 Palos Verdes Dr E/Crownview Dr			
29/23	558/588		
27/17	↳	↱	
51/33	↱		
32/39	↰	↑	↱
804/384	↑	↱	

23 Palos Verdes Dr E/Miraleste Dr			
241/181	371/436		↱ 438/287
↓	↳		← 141/187
			↰
385/123	↑	↱	
155/211	↱		

24 Miraleste Dr/1st St			
214/382	282/207		↱ 247/155
↓	↳		← 14/44
			↰
435/247	↑	↱	
52/37	↱		

25 Western Ave/Avenida Aprenda			
232/41	873/1709	148/98	↱ 101/53
429/98	↳	↱	← 9/5
2/9	→	↱	↰ 60/31
182/61	↱		
94/73	↰	↑	↱
1831/1261	↑	↱	
177/96			

26 Western Ave/Delasonde Dr			
50/31	847/1457	210/244	↱ 309/231
117/28	↳	↱	← 203/52
146/39	→	↱	↰ 186/288
119/36	↱		
125/65	↰	↑	↱
1307/1188	↑	↱	
154/179			

27 Western Ave/Toscanini Dr			
21/37	1078/1696	26/37	↱ 60/28
84/34	↳	↱	← 53/11
27/17	→	↱	↰ 72/45
301/67	↱		
207/76	↰	↑	↱
1491/1376	↑	↱	
36/51			

28 Western Ave/Caddington Dr			
57/186	1355/1654	11/62	↱ 13/7
93/179	↳	↱	← 0/6
85/94	↱		↰ 4/17
38/229	↰	↑	↱
1634/1365	↑	↱	

29 Western Ave/Crestwood St			
136/153	1162/1533	16/37	↱ 24/62
195/123	↳	↱	← 14/39
27/26	→	↱	↰ 68/235
115/68	↱		
87/54	↰	↑	↱
1563/1308	↑	↱	
134/230			

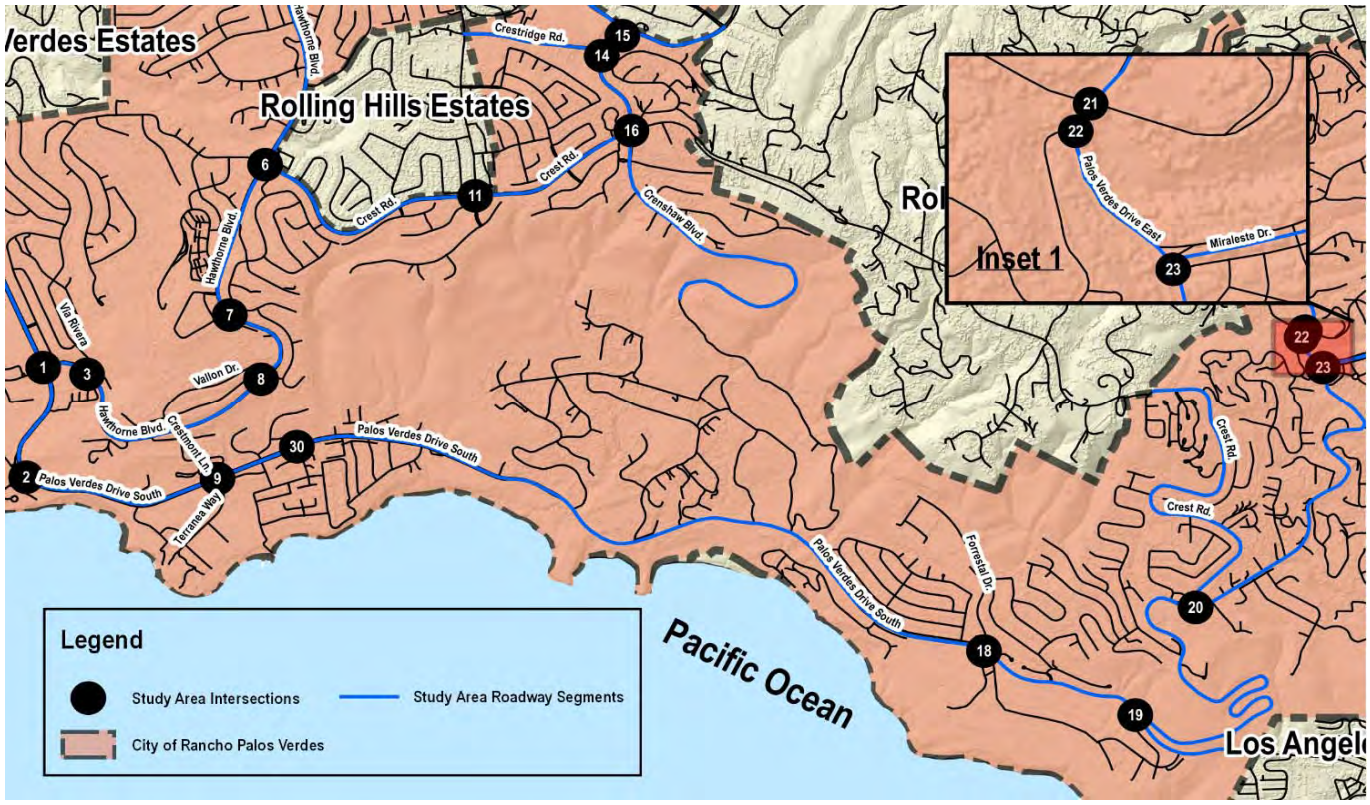
30 Seahill Dr/Palos Verdes Drive S			
0/2	0/1	0/8	↱ 8/1
5/14	↳	↱	← 1022/535
422/694	→	↱	↰ 23/43
18/59	↱		
90/50	↰	↑	↱
41/23	↑	↱	

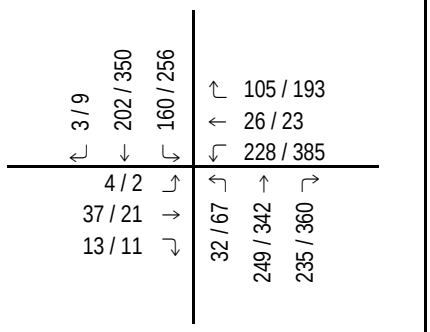
FIGURE 6

XXXX/YYYY AM/PM Peak Hour Traffic Volumes

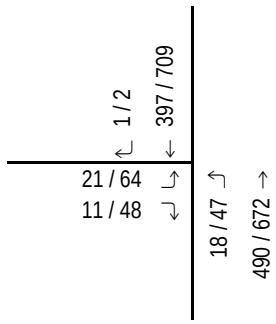
Rancho Palos Verdes General Plan Update
General Plan Build Out Weekday Peak Hour Intersection Traffic Volumes (In PCEs)

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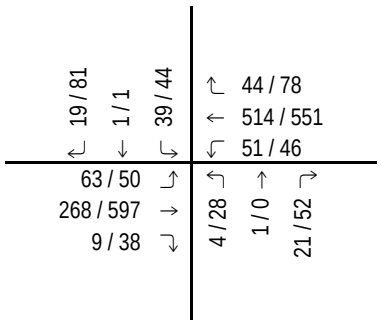




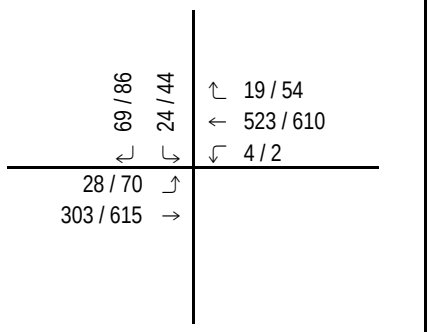
1 Palos Verdes Dr W/Hawthorne Blvd



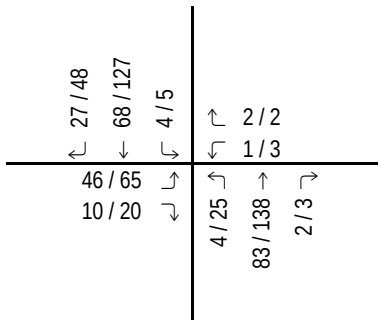
2 Palos Verdes Dr W/Lower Point



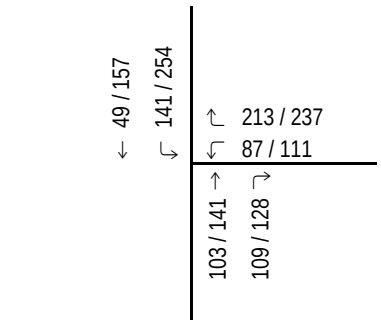
18 Forrestal Dr/Palos Verdes Dr S



19 Palos Verdes Dr E/Palos Verdes Dr S



20 Palos Verdes Dr E/Crest Rd



23 Palos Verdes Dr E/Miraleste Dr

FIGURE 7

XXX / YYY AM / Midday Peak Hour Traffic Volumes

Rancho Palos Verdes General Plan Update
General Plan Build Out Saturday Peak Hour Intersection Traffic Volumes

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Table D - General Plan Build Out Weekday Roadway Segment Daily Traffic Volumes

Roadway Segment	Functional Classification	Year 2040 Conditions Daily Volume
Hawthorne Boulevard		
1 . Between the North City Limit and Blackhorse Road	4-Lane Divided Arterial	31,123
2 . Between Blackhorse Road and Silver Spur Road	4-Lane Divided Arterial	29,491
3 . Between Grayslake Road - Highridge Road and Indian Peak Road	4-Lane Divided Arterial	39,358
4 . Between Grayslake Road - Highridge Road and Granvia Atlamira - Ridgegate Drive	4-Lane Divided Arterial	28,008
5 . Between Granvia Atlamira - Ridgegate Drive and Eddinghill Drive - Seamount Drive	4-Lane Divided Arterial	21,413
6 . Between Eddinghill Drive - Seamount Drive and Crest Road	4-Lane Divided Arterial	17,394
7 . Between Crest Road and Vallon Drive	4-Lane Divided Arterial	18,354
8 . Between Vallon Drive and Palos Verdes Drive West	4-Lane Divided Arterial	17,634
Palos Verdes Drive West		
9 . Between the North City Limit and Hawthorne Boulevard	4-Lane Divided Arterial	14,345
10 . Between Hawthorne Boulevard and Palos Verdes Drive South	4-Lane Divided Arterial	16,397
Palos Verdes Drive South		
11 . Between Palos Verdes Drive West and Crestmont Lane - Terranea Way	4-Lane Divided Arterial	17,134
12 . Between Crestmont Lane - Terranea Way and Narcissa Drive	4-Lane Divided Arterial	14,882
13 . Between Narcissa Drive and Palos Verdes Drive East	2-Lane Divided Arterial	16,197
14 . Between Palos Verdes Drive East and the East City Limit	2-Lane Divided Arterial	15,792
Palos Verdes Drive East		
15 . Between the North City Limit and Miraleste Drive	2-Lane Undivided Arterial	11,318
16 . Between Miraleste Drive and Crest Road	2-Lane Undivided Arterial	8,773
17 . Between Crest Road and Ganado Drive	2-Lane Divided Arterial	4,009
18 . Between Ganado Drive and Palos Verdes Drive South	2-Lane Undivided Arterial	3,191
Crenshaw Boulevard		
19 . Between the North City Limit and Indian Peak Road	4-Lane Divided Arterial	35,269
20 . Between Indian Peak Road and Crest Road	4-Lane Divided Arterial	21,049
21 . South of Crest Road	2-Lane Undivided Arterial	1,840
Crest Road		
22 . Between Hawthorne Boulevard and Highridge Road	4-Lane Divided Arterial	11,418
23 . Between Highridge Road and Crenshaw Boulevard	4-Lane Divided Arterial	12,716
24 . Ganado Drive and Northern City Limits	2-Lane Undivided Collector	798
25 . Palos Verdes Drive East and Ganado Drive	4-Lane Undivided Collector	3,225
Crestridge Road		
26 . Between Highridge Road and Crenshaw Boulevard	2-Lane Undivided Arterial	7,802
Highridge Road		
27 . Between Hawthorne Boulevard and the City Limit with Rolling Hills Estates	2-Lane Undivided Arterial	9,662
Indian Peak Road		
28 . Between Crenshaw Boulevard and the City Limit with Rolling Hills Estates	2-Lane Divided Collector	7,074
Miraleste Drive		
29 . Between Palos Verdes Drive East and Via Colinita	2-Lane Divided Arterial	14,440
30 . Between Via Colinita and City's Limit at 9th Street	2-Lane Divided Arterial	7,094
Montemalaga Road		
31 . Between Silver Spur Road and Rolling Hills Estates City Limits	2-Lane Divided Collector	8,825
Silver Spur Road		
32 . Between the North City Limit and just north of Hawthorne Boulevard	3-Lane Divided Arterial	13,700
33 . Between Hawthorne Boulevard and Dry Bank Road	4-Lane Divided Arterial	19,115
Western Avenue		
34 . Between the North City Limit and Delasonde Drive	4-Lane Divided Arterial	38,863
35 . Between Delasonde Drive and Trudie Drive	4-Lane Divided Arterial	39,805
36 . Between Trudie Drive and South City Limit	4-Lane Divided Arterial	41,879

Notes:

LOS = Level of Service

* Exceeds Level of Service

The major roadways within the City are discussed below:

Hawthorne Boulevard runs in a north-south direction within the City. Hawthorne Boulevard is a four-lane divided Arterial roadway with turn lanes at some intersections and a posted speed limit of 45 miles per hour (mph).

Palos Verdes Drive West: Palos Verdes Drive West runs in a north-south direction within the City. Palos Verdes Drive West is a four-lane divided Arterial roadway with turn lanes at some intersections and a posted speed limit of 45 mph.

Palos Verdes Drive South: Palos Verdes Drive South runs in an east-west direction within the City. Palos Verdes Drive South is a four-lane divided Arterial roadway from Palos Verdes Drive West to Crestmont Lane-Terranea Way and a two-lane divided Arterial roadway from Narcissa Drive to the Eastern City limits. The posted speed limit on Palos Verdes Drive South is 45 mph.

Palos Verdes Drive East: Palos Verdes Drive East runs in a north-south direction within the City. Palos Verdes Drive East is a two-lane undivided Arterial roadway from the Northern City limits to Crest Road, a two-lane divided Arterial from Crest Road to Ganado Drive, and a two-lane undivided Arterial from Ganado Drive to Palos Verdes Drive South. The posted speed limit on Palos Verdes Drive East ranges from 30 to 40 mph.

Crenshaw Boulevard: Crenshaw Boulevard runs in an east-west direction within the City. Crenshaw Boulevard is a four-lane divided Arterial roadway from the Northern City limits to Crest Road and a two-lane undivided Arterial south of Crest Road. The posted speed limit on Crenshaw Boulevard is 45 mph.

Crest Road: Crest Road runs in an east-west direction within the City. Crest Road is a four-lane Arterial roadway from Hawthorne Boulevard to Crenshaw Boulevard, a two-lane undivided Arterial from Ganado Drive to the Northern City limits, and a four-lane undivided Collector from Palos Verdes Drive East to Ganado Drive. The posted speed limit on Crest Road is 40 mph on the Arterial roadway and 25 mph on the Collector roadway.

Crestridge Road: Crestridge Road runs in an east-west direction within the City. Crestridge Road is a two-lane undivided Arterial roadway. The posted speed limit on Crestridge Road is 40 mph.

Highridge Road: Highridge Road runs in a north-south direction within the City. Highridge Road is a two-lane undivided Arterial roadway with a posted speed limit of 35 mph.

Indian Peak Road: Indian Peak Road runs in a north-south direction within the City. Indian Peak Road is two-lane divided Collector roadway with a posted speed limit of 35 mph.

Miraleste Drive: Miraleste Drive runs in a north-south direction within the City. Miraleste Drive is a two-lane divided Arterial roadway with a posted speed limit of 35 mph.

Montemalaga Road: Montemalaga Road runs in an east-west direction within the City. Montemalaga Road is a two-lane divided Arterial roadway with a posted speed limit of 35 mph.

Silver Spur Road: Silver Spur Road runs in a north-south direction within the City. Silver Spur Road is a three-lane divided Arterial roadway from the Northern City limits to Hawthorne Boulevard and a four-lane Arterial roadway from Hawthorne Boulevard to Dry Bank Road. The posted speed limit ranges from 35 to 45 mph.



Western Avenue: Western Avenue runs in a north-south direction. Western Avenue is a four-lane divided Arterial roadway with a posted speed limit of 35 mph.

Figure 8 shows the major roadways and their classifications in the City.

6.2 Existing Transit Service

Public transportation services for residents within the City and Palos Verdes Peninsula are provided by fixed-route and demand-response services. Fixed-route services include transit services in which vehicles run along an established path at preset times. Demand-response services are any non-fixed-route services that transport individuals with advanced scheduling by the rider. These services are further described below.

Fixed-route services in the City are provided by the Palos Verdes Peninsula Transit Authority (PVPTA). Services provided by PVPTA are funded by the Cities of Palos Verdes Estates, Rancho Palos Verdes, Rolling Hills Estates, Los Angeles County and the City of Los Angeles. The PVPTA services include the following fixed-routes:

- The Blue/Silver/White fixed-route lines provide local bus service generally in a north/south direction throughout the Palos Verdes Peninsula between 7:00 AM and 9:00 PM Monday through Friday with no weekend service.
- The Green/Green Eastview fixed-route lines provide local bus service generally in an east/west direction throughout the Palos Verdes Peninsula between 7:00 AM and 6:00 PM Monday through Friday with no weekend service.
- The Gold/Orange fixed-route lines provide local bus service generally in an east/west direction throughout the Palos Verdes Peninsula between 6:30 AM and 5:30 PM Monday through Friday with no weekend service.
- The 225/226 fixed-route lines provide local/regional bus service generally in a north/south direction throughout the Palos Verdes Peninsula between 6:00 AM and 9:00 PM Monday through Friday with no weekend service.

Demand-response services include Dial-A-Ride, an origin to destination reservation transportation service. Dial-A-Ride vehicles travel throughout the Palos Verdes Peninsula seven days a week/24 hours a day and include destinations off the Palos Verdes Peninsula for medical purposes only.

Figure 9 illustrates the fixed-route transit services and bus stop locations. As shown in Figure 9, fixed-route services are available on most major roadways within the City.

6.3 Existing Bicycle Facilities

The City's vision for bicycle mobility includes a planned system that promotes a safe and efficient network that provides connectivity within the City and Peninsula, but also to the regional bicycle facilities of adjacent jurisdictions. Bicyclists need to travel on a seamless bicycle network and need to feel safe when using the facilities by having

Palos Verdes Estates
Rolling Hills Estates
Rolling Hills
Torrance
Lomita
Los Angeles
Pacific Ocean
Montemalaga Rd.
Grayslake Rd.
Beesewood Ave.
Hawthorne Blvd.
Ridgegate Dr.
Edinghill Dr.
Crest Rd.
Palos Verdes Drive West
Via Rivera
Vallon Dr.
Palos Verdes Drive South
Forrestal Dr.
Western Ave.
Miraleste Dr.
213
110
N

Legend

City of Rancho Palos Verdes
4-Lane Divided Arterial
3-Lane Divided Arterial
2-Lane Divided Arterial
2-Lane Undivided Arterial
4-Lane Undivided Collector
2-Lane Divided Collector
2-Lane Undivided Collector
Local

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FIGURE 8

Rancho Palos Verdes General Plan Update
Existing Roadway Classifications

Palos Verdes Estates
Rolling Hills Estates
Rolling Hills
Torrance
Lomita
Los Angeles
Pacific Ocean
Granvia Altamira
Graystake Rd.
Basswood Ave.
Blackhorse Rd.
Ridgegate Dr.
Eddinghill Dr.
Seamount Dr.
Via Rivera
Dupre Dr.
Vallon Dr.
Crestmont Ln.
Lower Point
Seahill Dr.
Terranea Way
Forrestal Dr.
Trump National Dr.
213
110
N

Legend

City of Rancho Palos Verdes
Bus Stops
Bus Stop Sign Only
Bus Stop Shelter
PVPTA White Route
PVPTA Silver Route
PVPTA Route 226
PVPTA Orange Route
PVPTA Route225
PVPTA Green Route
PVPTA Green Eastview
PVPTA Gold Route
PVPTA Blue Route
MTA Bus Lines

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FIGURE 9

City of Rancho Palos Verdes General Plan Update
Public Transit

sufficient separation from vehicles. The *Three Feet for Safety Act,* which was incorporated into the California Vehicle Code in September 2014, requires motorists overtaking or passing a bicycle in the same direction to leave a minimum distance of three feet between the motor vehicle and bicyclist. By designing bicycle facilities that include 3-foot buffers, bike stations, water facilities, and other desirable amenities, the promotion of commuter travel by bicycle is encouraged.

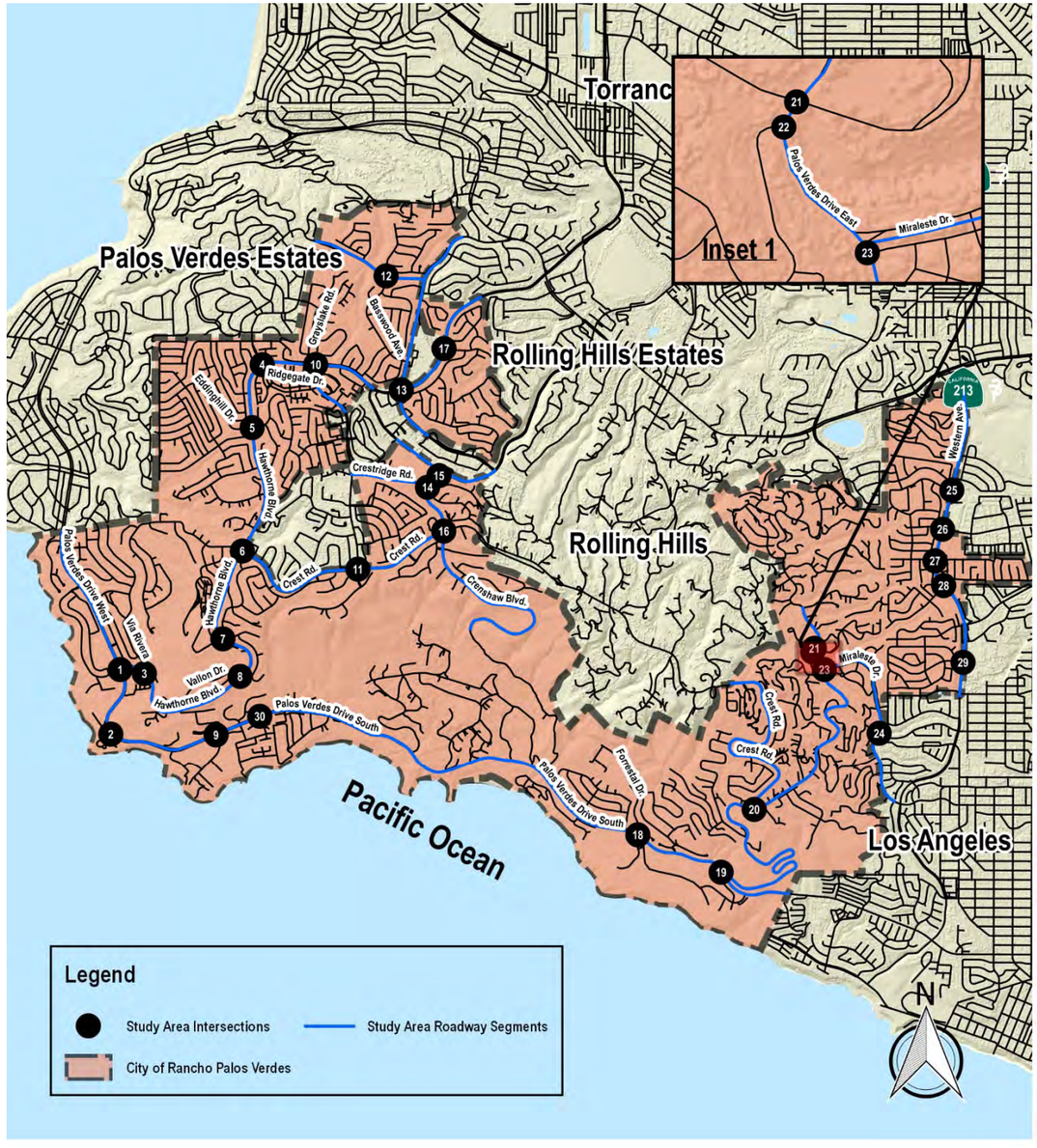
The City's existing bicycle facilities are documented in the *Conceptual Bikeways Plan* adopted by the City Council in 1990 and revised in 1996. The bicycle classifications included are discussed below:

- Class I: A Class I bikeway is a special pathway designated for the exclusive use of bicycles. Crossflows by pedestrians and motorists are minimized. It is usually separated from motor vehicle facilities by a space or physical barrier. It is usually grade separated, but it may have street crossings at designated traffic markings. It can be used in both directions and is located on one side of the street. Class I bikeways are also referred to as "bike paths".
- Class II: A Class II bikeway, or "bike lane", is a lane on the paved area of a road for preferential use by bicycles. It is usually located along the edge of the paved area outside the traveled lanes or between the parking lane and the first motor vehicle lane. It is identified by limited "bike lane" or "bike route" signing, special lane lines, bicycle symbols or "bikes only" stencils on the pavement, and other pavement markings or signs deemed appropriate to give adequate instructions to bicyclists. Bike lanes are used only in the same direction of motor vehicle flow and, therefore, must be on both sides of the street.
- Class III: A Class III bikeway, or "shared route", is a roadway identified as a bicycle facility by "bike route" signing only. There are no special lane markings, and bicycle traffic shares the roadway with motor vehicles. Special regulations may be enacted and posted along such facilities to control motor vehicular speeds or restrict parking to enhance bicycle safety. Class III lanes are mainly to provide continuity in the bikeway system by connecting discontinuous segments of Class I and/or Class II facilities, or to provide a link to specific destination points. Bike lane, is a lane on the paved area of a road for preferential use by bicycles. It is usually located along the edge of the paved area outside the traveled lanes or between the parking lane and the first motor vehicle lane. It is identified by limited "bike lane" or "bike route" signing, special lane lines, bicycle symbols, or "bikes only" stencils on the pavement, and other pavement markings or signs deemed appropriate to give adequate instructions to bicyclists. Bike lanes are used only in the same direction of motor vehicle flow and, therefore, must be on both sides of the street.

The existing weekday a.m. and p.m. peak hour bicycle volumes for the study area intersections are illustrated in Figure 10. As shown in Figure 10, the peak hour bicycle volumes at the study area intersections are low. The existing bicycle facilities are illustrated in Figure 11. As shown in Figure 11, the majority of the study area roadway segments include existing bicycle facilities. However, gaps in bicycle facilities on major roadways are located on Hawthorne Boulevard from the northern City limits to Indian Peak Road, Crenshaw Boulevard from the northern City limits to Crest Road, Silver Spur Road from Montemalaga Road to Hawthorne Boulevard, and Miraleste Drive from Palos Verdes Drive East to Via Colinita.

6.4 Existing Trail Facilities

The City offers pedestrian, bicycle, equestrian, and multi-purpose trails that connect recreational, commercial, and education activity centers with the vast areas of open space and natural preserves



8/4 ↓ 1/0 ⤷ ⤴ 1/1 ← 0/4 ⤵ 13/1 → 1/0 ⤵	9/5 ↓ 15/2 →	← 4/4 2/3 →	1/0 ↓ 0/1 ⤷ 2/0 ↓ ⤵ 1/1 ← 0/1 0/1 ⤵ 2/3 → 1/0 ⤵ 1/1 ⤵ 0/1 ⤵	2/1 ↓ ← 0/1 3/4 →
1 Palos Verdes Dr W/Hawthorne Blvd	2 Palos Verdes Dr W/Lower Point	3 Via Rivera/Hawthorne Blvd	4 Gravania Altamira/Hawthorne Blvd	5 Hawthorne Blvd/Eddinghill Dr
1/1 ↓ 1/0 ⤷ ⤴ 2/2 0/2 → 1/0 ⤵	2/2 ↓ 2/2 →	4/2 ↓ ⤵ 0/1 1/2 →	← 15/3 7/4 →	0/1 ↓ ← 1/1 ⤵ 1/0 2/3 → ⤵ 1/0 1/0 ⤵ 0/1 ⤵
6 Hawthorne Blvd/Crest Rd	7 Hawthorne Blvd/Dupre Dr	8 Hawthorne Blvd/Vallon Dr	9 Crestmont Ln/Palos Verdes Dr S	10 Grayslake Rd/Hawthorne Blvd
0/1 ⤷ 1/0 ⤷ ← 2/1 1/0 ⤵ 2/0 →	0/1 ⤷ 1/3 →	1/1 ⤷ ⤴ 1/0 0/2 → 1/0 →	2/1 ↓ 4/0 →	1/1 ↓ ⤵ 1/0 ⤵ 2/0 →
11 Highridge Rd/Crest Rd	12 Basswood Ave/Montemalaga Dr	13 Silver Spur Rd/Hawthorne Blvd	14 Crenshaw Blvd/Crestridge Rd	15 Crenshaw Blvd/Indian Peak Rd
1/1 ⤷ 1/0 ⤷ ⤴ 1/1 2/0 ⤵ 1/0 ⤵ 2/0 ⤵	1/0 ↓ 1/2 →	← 11/2 11/5 →	7/3 ↓ 0/1 ⤷ ← 7/2 2/2 ⤵ 1/2 →	5/3 ⤷ 3/0 ↓ ← 0/2 0/6 ⤵ 4/0 ⤵ 0/2 ⤵
16 Crenshaw Blvd/Crest Rd	17 Hawthorne Blvd/Blackhorse Rd	18 Forrestal Dr/Palos Verdes Dr S	19 Palos Verdes Dr E/Palos Verdes Dr S	20 Palos Verdes Dr E/Crest Rd
2/1 ↓ ⤴ 1/0 5/7 →	3/1 ↓ 5/7 →	0/1 ↓ 3/5 → 0/1 ⤵	0/3 → 0/1 ⤵	1/0 ↓ 1/1 →
21 Palos Verdes Dr E/Via Canada	22 Palos Verdes Dr E/Crownview Dr	23 Palos Verdes Dr E/Miraleste Dr	24 Miraleste Dr/1st St	25 Western Ave/Avenida Aprenda
2/1 ↓ ⤴ 1/0 ← 1/0 1/2 →	1/0 ↓ ⤷ 0/1 2/0 → 1/0 ⤷ 2/3 → 0/1 ⤵	2/0 ↓ 1/0 ⤷ 2/3 →	1/1 ↓ ← 1/0 1/2 → 1/0 ⤵	← 15/3 7/4 →
26 Western Ave/Delasonde Dr	27 Western Ave/Toscanini Dr	28 Western Ave/Caddington Dr	29 Western Ave/Crestwood St	30 Seahill Dr/Palos Verdes Drive S

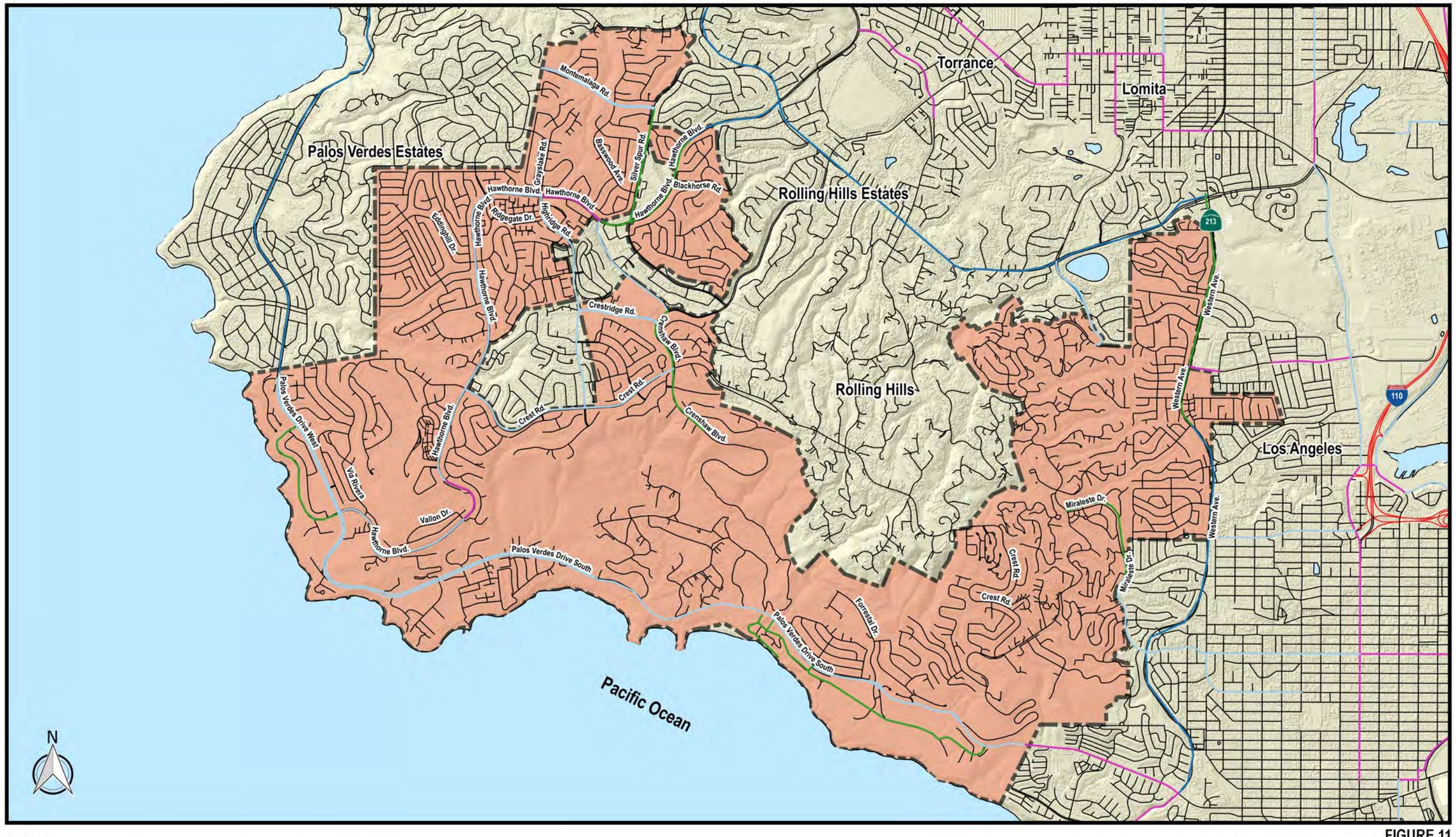
FIGURE 10

XX/YY AM/PM Peak Hour Bicycle Volumes

Rancho Palos Verdes General Plan Update
Existing Weekday Peak Hour Bicycle Volumes

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P:\Rancho Palos Verdes GP\TIA\Z60 Vol Exist Bike Weekday (5/31/2017)



Legend

City of Rancho Palos Verdes
Class I (Bike Path)
Class II (Bike Lane)
Class III (Bike Route)
Neighboring Facility
Planned Facility

FIGURE 11

Rancho Palos Verdes General Plan Update
Bicycle Facilities

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throughout the City and Peninsula. The City's trail network is planned and implemented through several documents including the Public Use Master Plan, the Coast Vision Plan, the Natural Community Conservation Plan, and the Conceptual Trails Plan. Figure 12 illustrates the trails within the City and Peninsula. As shown in Figure 12, there are equestrian trails throughout the Peninsula including the Equestrian Zone on Palos Verdes Drive East, which has a high presence of equestrians that utilize the trail system.

Pedestrian circulation in Rancho Palos Verdes is also provided via sidewalks. Sidewalks provide safe passage for pedestrians by creating a right-of-way that is separate from vehicular traffic. They provide direct connections to activity centers throughout the City including schools, shopping centers, recreation areas, and government buildings. Sidewalks also provide pedestrian connections to transit services since most transit trips begin and end with pedestrian trips.

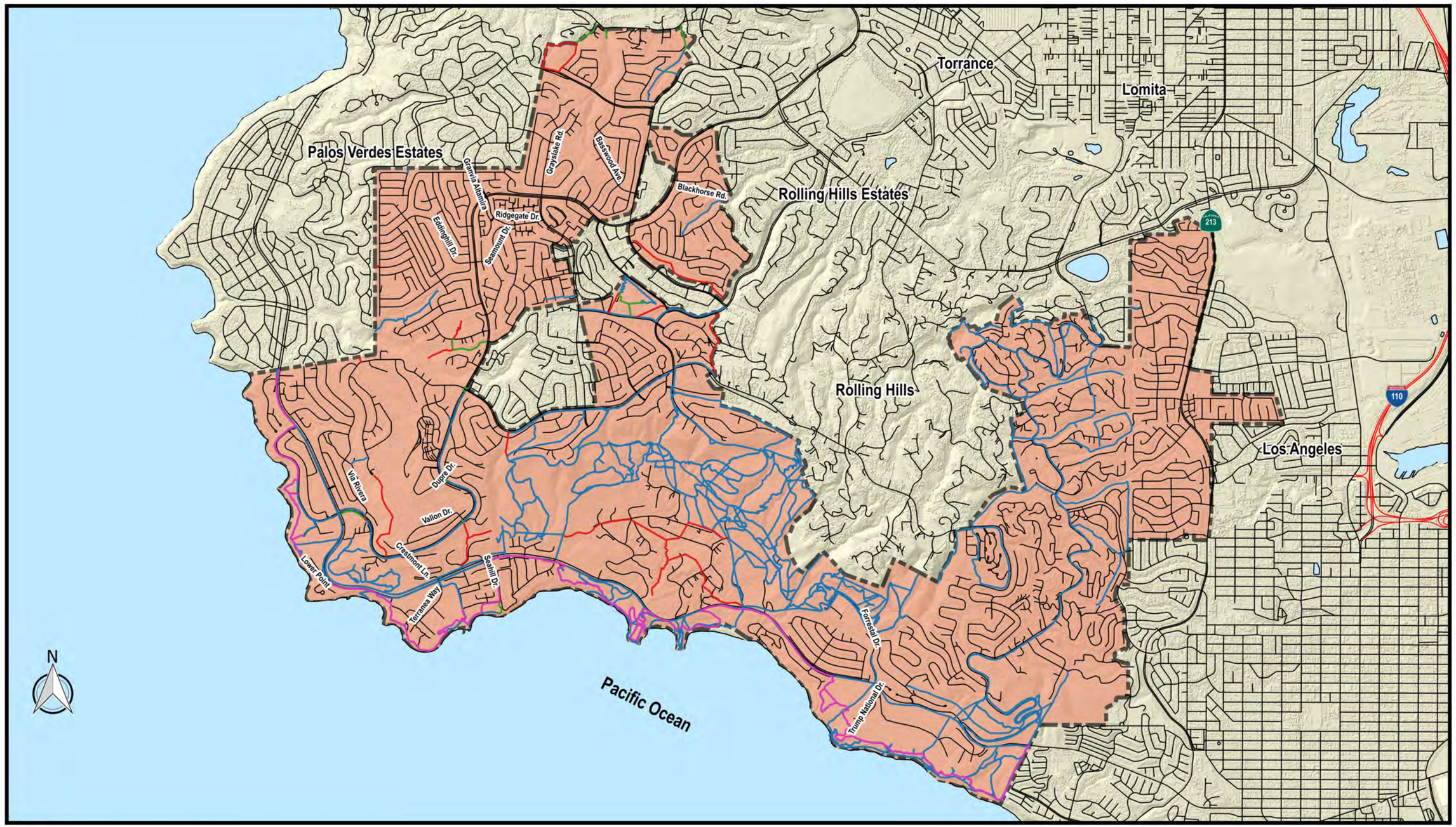
The existing pedestrian sidewalks on study area roadway segments are illustrated in Figure 13. As shown in Figure 13, study are roadway segments that currently don't include pedestrian sidewalks are located on Palos Verdes Drive West, Palos Verdes Drive South, Hawthorne Boulevard, Palos Verdes Drive East, and Crest Road. The existing weekday a.m. and p.m. peak hour pedestrian volumes for the study area intersections are illustrated in Figure 14.

6.5 Vehicular and Pedestrian Collisions

Vehicular collision data within Rancho Palos Verdes for 2015 was obtained from the City and contained in Appendix E. The traffic accident data from 2015 was reviewed to determine if any clusters of accidents occur that may indicate a traffic collision problem area. Figure 15 illustrates the location of vehicle-only collisions in the City. As shown in Figure 15, three or more multiple vehicle-only collisions occurred at the following locations:

- Gravania Altamira-Ridgegate Drive/Hawthorne Boulevard;
- Grayslake Road-Highridge Road/Hawthorne Boulevard;
- Ravenspur Drive/Hawthorne Boulevard;
- Hawthorne Boulevard/Eddinghill Drive-Seamount Drive;
- Hawthorne Boulevard/Crest Road;
- Crenshaw Boulevard/Crestridge Road;
- Crenshaw Boulevard/Crest Road;
- Palos Verdes Drive West/Hawthorne Boulevard;
- Palos Verdes Drive West/Lower Point-Vicente Park Entrance;
- Peninsula Raquet Club Entrance/Hawthorne Boulevard;
- Western Avenue/Delasonde Drive;
- Western Avenue/Caddington Drive; and
- Miraleste Drive/Via Colinita.

The City's unique location, topography, and recreational facilities attract numerous bicyclists and pedestrians every year. These bicyclists and pedestrians together with heavy traffic on major roadways can result in vehicle/pedestrian



Legend

City of Rancho Palos Verdes
California Coastal Trail
Conceptual/Proposed Trail
Existing Trail
Proposed Trail Removal

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FIGURE 12

Rancho Palos Verdes General Plan Update
Trails Network

Palos Verdes Estates
Rolling Hills Estates
Rolling Hills
Torrance
Lomita
Los Angeles
Pacific Ocean
Montemalaga Rd.
Graystake Rd.
Basswood Ave.
Hawthorne Blvd.
Blackhorse Rd.
Ridgegate Dr.
Eddinghill Dr.
Seamount Dr.
Crest Rd.
Palos Verdes Drive West
Via Rivera
Dupre Dr.
Vallon Dr.
Lower Point
Palos Verdes Drive South
Seahill Dr.
Terranea Way
Forrestal Dr.
Western Ave.
Miraleste Dr.
213
110
N

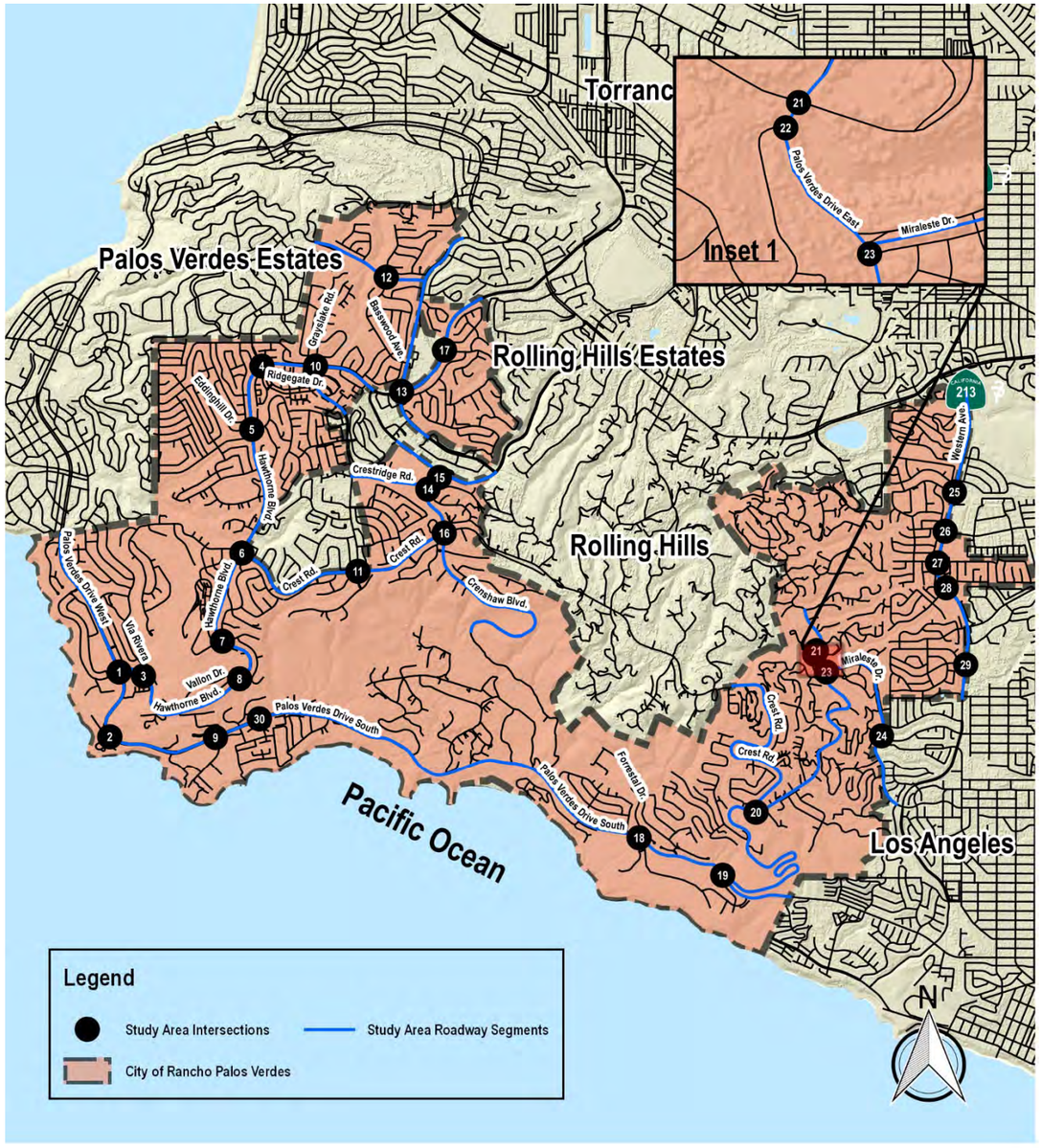
Legend

- City of Rancho Palos Verdes
- Sidewalks on One Side
- Sidwalks on Both Side
- No Sidewalks

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FIGURE 13

Rancho Palos Verdes General Plan Update
Existing Sidewalks



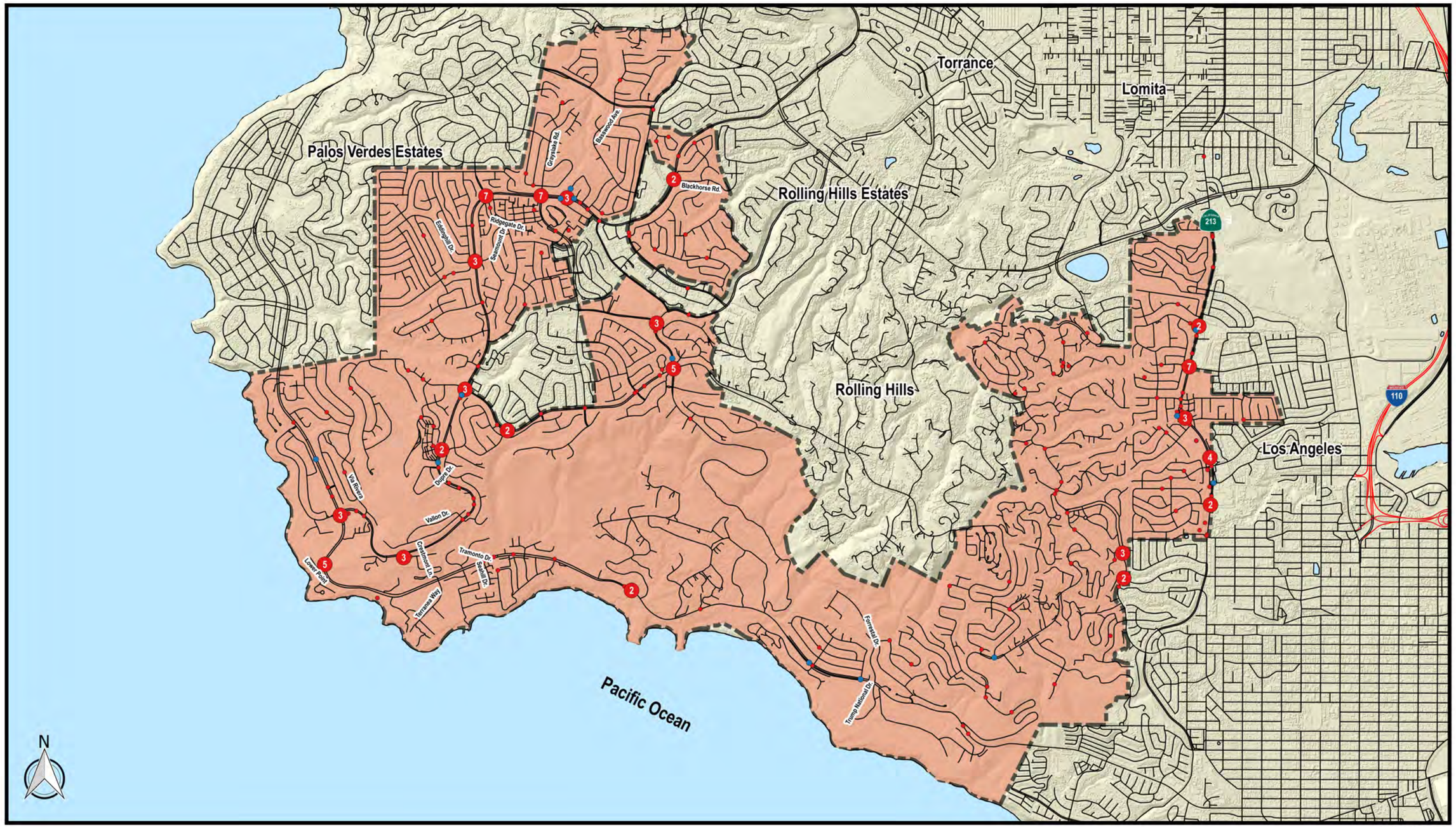
1 Palos Verdes Dr W/Hawthorne Blvd AM: 13/9 ↓ 2/3 ← 22/6 → 10/1 ↑ PM: 13/9 ↓ 2/3 ← 22/6 → 10/1 ↑	2 Palos Verdes Dr W/Lower Point AM: 9/1 ↓ → 3/6 ↑ PM: 9/1 ↓ → 3/6 ↑	3 Via Rivera/Hawthorne Blvd AM: 3/1 ↓ 4/1 → ↑ PM: 3/1 ↓ 4/1 → ↑	4 Gravania Altamira/Hawthorne Blvd AM: 12/2 ↓ 4/5 ← 5/4 → 3/1 ↑ PM: 12/2 ↓ 4/5 ← 5/4 → 3/1 ↑	5 Hawthorne Blvd/Eddinghill Dr AM: 1/1 ↓ 4/4 → 11/2 ↑ PM: 1/1 ↓ 4/4 → 11/2 ↑
6 Hawthorne Blvd/Crest Rd AM: 5/2 ↓ 4/2 ← 5/3 → 3/3 ↑ PM: 5/2 ↓ 4/2 ← 5/3 → 3/3 ↑	7 Hawthorne Blvd/Dupre Dr AM: ↓ 0/2 → 1/2 ↑ PM: ↓ 0/2 → 1/2 ↑	8 Hawthorne Blvd/Vallon Dr AM: 1/0 → ← 1/0 PM: 1/0 → ← 1/0	9 Crestmont Ln/Palos Verdes Dr S AM: 3/2 → ← 4/0 ↑ 0/1 PM: 3/2 → ← 4/0 ↑ 0/1	10 Grayslake Rd/Hawthorne Blvd AM: 11/2 → 11/6 ↓ ← 8/7 ↑ 2/0 PM: 11/2 → 11/6 ↓ ← 8/7 ↑ 2/0
11 Highridge Rd/Crest Rd AM: 11/2 → 15/5 ↓ ← 10/3 ↑ 8/5 PM: 11/2 → 15/5 ↓ ← 10/3 ↑ 8/5	12 Basswood Ave/Montemalaga Dr AM: 3/0 → 15/1 ↓ ← 3/1 ↑ 24/2 PM: 3/0 → 15/1 ↓ ← 3/1 ↑ 24/2	13 Silver Spur Rd/Hawthorne Blvd AM: 459/3 → 14/60 ↓ ← 19/40 ↑ 305/8 PM: 459/3 → 14/60 ↓ ← 19/40 ↑ 305/8	14 Crenshaw Blvd/Crestridge Rd AM: 0/1 → 2/1 ↓ ← 1/0 ↑ 1/1 PM: 0/1 → 2/1 ↓ ← 1/0 ↑ 1/1	15 Crenshaw Blvd/Indian Peak Rd AM: 2/0 → 0/1 ↓ ↑ 0/1 PM: 2/0 → 0/1 ↓ ↑ 0/1
16 Crenshaw Blvd/Crest Rd AM: 4/0 → 9/2 ↓ ← 8/3 ↑ 0/3 PM: 4/0 → 9/2 ↓ ← 8/3 ↑ 0/3	17 Hawthorne Blvd/Blackhorse Rd AM: 3/6 → 0/1 ↓ ← 1/1 ↑ 1/2 PM: 3/6 → 0/1 ↓ ← 1/1 ↑ 1/2	18 Forrestal Dr/Palos Verdes Dr S AM: 7/1 → 1/0 ↓ ← 8/7 ↑ 4/0 PM: 7/1 → 1/0 ↓ ← 8/7 ↑ 4/0	19 Palos Verdes Dr E/Palos Verdes Dr S AM: 4/0 → PM: 4/0 →	20 Palos Verdes Dr E/Crest Rd AM: 3/3 → 4/4 ↓ ← 2/4 ↑ 2/4 PM: 3/3 → 4/4 ↓ ← 2/4 ↑ 2/4
21 Palos Verdes Dr E/Via Canada AM: 0/4 → 6/6 ↓ ← 6/0 ↑ 7/2 PM: 0/4 → 6/6 ↓ ← 6/0 ↑ 7/2	22 Palos Verdes Dr E/Crownview Dr AM: 2/0 → ← 2/0 ↑ 0/1 PM: 2/0 → ← 2/0 ↑ 0/1	23 Palos Verdes Dr E/Miraleste Dr AM: 1/1 → 8/3 ↓ ↑ 10/15 PM: 1/1 → 8/3 ↓ ↑ 10/15	24 Miraleste Dr/1st St AM: 4/9 → 12/10 ↓ ← 2/14 ↑ 8/12 PM: 4/9 → 12/10 ↓ ← 2/14 ↑ 8/12	25 Western Ave/Avenida Aprenda AM: 2/1 → 2/0 ↓ ← 0/2 ↑ PM: 2/1 → 2/0 ↓ ← 0/2 ↑
26 Western Ave/Delasonde Dr AM: 7/6 → 9/4 ↓ ← 21/3 ↑ 14/6 PM: 7/6 → 9/4 ↓ ← 21/3 ↑ 14/6	27 Western Ave/Toscanini Dr AM: 3/5 → 5/3 ↓ ← 12/2 ↑ 8/11 PM: 3/5 → 5/3 ↓ ← 12/2 ↑ 8/11	28 Western Ave/Caddington Dr AM: 1/1 → 8/3 ↓ ↑ 10/15 PM: 1/1 → 8/3 ↓ ↑ 10/15	29 Western Ave/Crestwood St AM: 4/9 → 12/10 ↓ ← 2/14 ↑ 8/12 PM: 4/9 → 12/10 ↓ ← 2/14 ↑ 8/12	30 Seahill Dr/Palos Verdes Drive S AM: 4/9 → 12/10 ↓ ← 2/14 ↑ 8/12 PM: 4/9 → 12/10 ↓ ← 2/14 ↑ 8/12

FIGURE 14

XX/YY AM/PM Peak Hour Pedestrian Volumes

Rancho Palos Verdes General Plan Update
Existing Weekday Peak Hour Pedestrian Volumes

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Legend

- City of Rancho Palos Verdes
- Study Area Roadway Segments
- Vehicle Only Collisions
- Multiple Vehicle Collisions
- Vehicle-Pedestrian Collisions

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FIGURE 15

Rancho Palos Verdes General Plan Update
Vehicle and Pedestrian Collisions

conflicts. Traffic accident data from 2015 was reviewed to determine if any locations where vehicle-pedestrian collisions occurred may indicate a problem area. Figure 15 illustrates the location of vehicle-pedestrian collisions in the City.

6.6 Existing Weekday Intersection Levels of Service

An intersection level of service analysis was conducted for existing weekday conditions to determine current circulation system performance. The existing weekday levels of service for the study area intersections are summarized in Table E. Level of service calculation worksheets are contained in Appendix D. As shown in Table E, all study area intersections are currently operating at satisfactory levels of service, with the exception of the following intersections:

3. Via Rivera/Hawthorne Boulevard - a.m. and p.m. peak hours;
18. Forrestal Drive-Trump National Drive/Palos Verdes Drive South - a.m. and p.m. peak hours;
19. Palos Verdes Drive East/Palos Verdes Drive South - a.m. and p.m. peak hours;
21. Palos Verdes Drive East/Via Canada - a.m. peak hour; and
23. Palos Verdes Drive East/Miraleste Drive – a.m. and p.m. peak hours.

Figures 16 and 17 illustrate the locations of the study area intersections and corresponding a.m. and p.m. peak hour levels of service under existing weekday conditions.

6.7 Existing Saturday Intersection Levels of Service

An intersection level of service analysis was conducted for six study intersections under existing Saturday conditions to determine current circulation system performance. The existing Saturday levels of service for the study area intersections are summarized in Table E. Level of service calculation worksheets are contained in Appendix D. As shown in Table E, all study area intersections are currently operating at satisfactory levels of service, with the exception of the following:

18. Forrestal Drive-Trump National Drive/Palos Verdes Drive South – midday peak hour; and
19. Palos Verdes Drive East/Palos Verdes Drive South – midday peak hour.

Figures 18 and 19 illustrate the locations of the study area intersections and corresponding a.m. and p.m. peak hour levels of service under existing Saturday conditions.

6.8 Existing Weekday Roadway Segment Levels of Service

A level of service analysis was conducted at study area roadway segments for existing weekday conditions to determine current circulation system performance. The existing weekday levels of service for the study area roadway segments are summarized in Table F. Level of service calculation worksheets are contained in Appendix D. As shown in Table F, all study area roadway segments are currently operating at satisfactory levels of service, with the exception of the following roadway segments:



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Table E: Existing Intersection Levels of Service

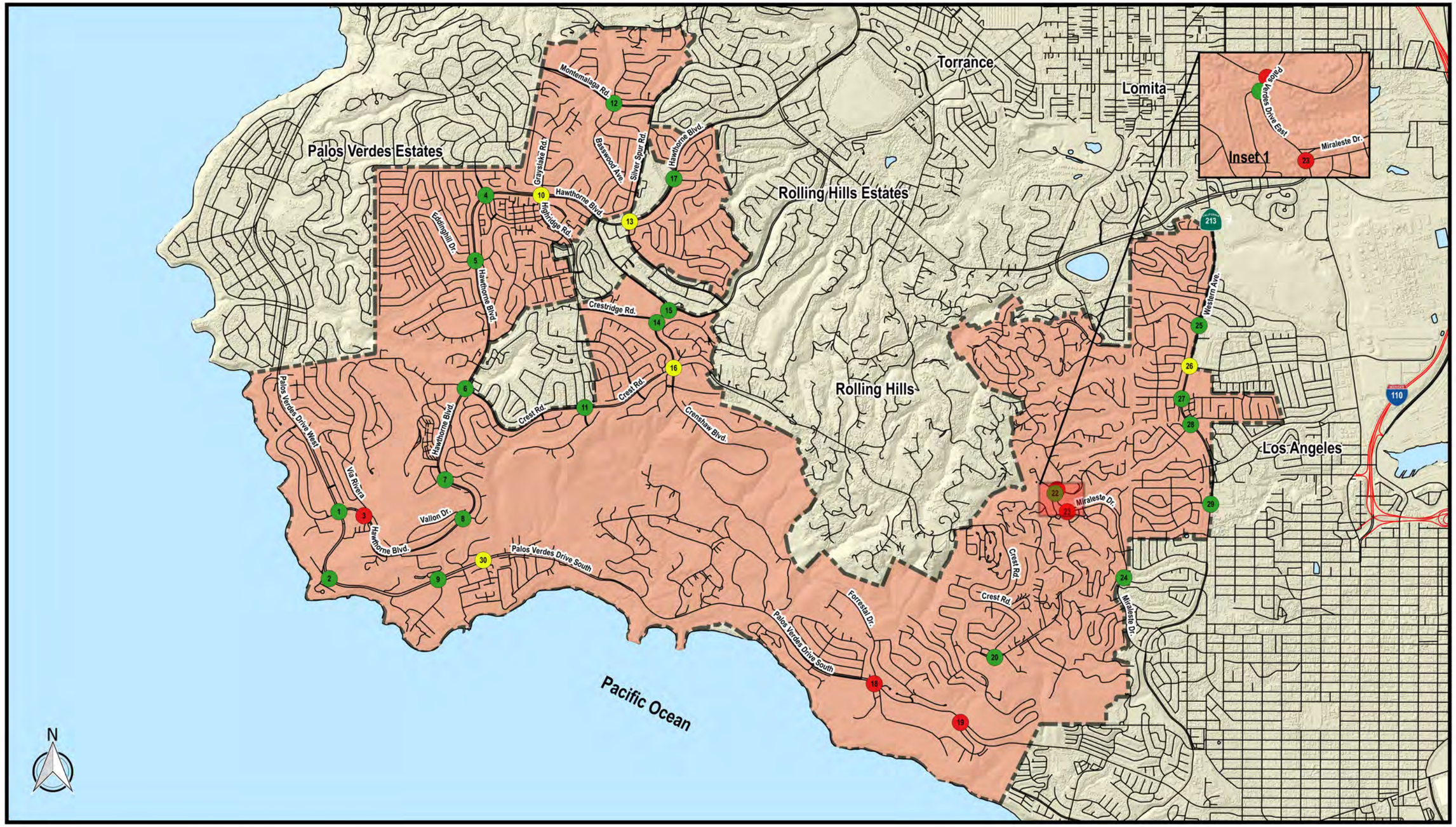
Intersection	Control	Weekday				Saturday			
		AM Peak Hour		PM Peak Hour		AM Peak Hour		Midday Peak Hour	
		Delay or ICU	LOS	Delay or ICU	LOS	Delay or ICU	LOS	Delay or ICU	LOS
1 . Palos Verdes Drive West/Hawthorne Boulevard	Signal	32.50	C	23.40	C	19.2	B	23.3	C
2 . Palos Verdes Drive West/Lower Point - Vicente Park Entrance	TWSC	19.40	C	20.80	C	13.2	B	26.5	D
3 . Via Rivera/Hawthorne Boulevard	TWSC	72.90	F *	39.10	E *	-	-	-	-
4 . Gravania Altamira – Ridgegate Drive/Hawthorne Boulevard	Signal	31.50	C	32.80	C	-	-	-	-
5 . Hawthorne Boulevard/Eddinghill Drive – Seamount Drive	Signal	10.20	B	7.90	A	-	-	-	-
6 . Hawthorne Boulevard/Crest Road	Signal	27.90	C	22.20	C	-	-	-	-
7 . Hawthorne Boulevard/Dupre Drive – R. E. Ryan Park Driveway	Signal	2.30	A	3.20	A	-	-	-	-
8 . Hawthorne Boulevard/Vallon Drive	Signal	15.90	B	5.40	A	-	-	-	-
9 . Crestmont Lane – Terranea Way/Palos Verdes Drive South	Signal	0.47	A	0.42	A	-	-	-	-
10 . Grayslake Road – Highridge Road/Hawthorne Boulevard	Signal	52.30	D	38.60	D	-	-	-	-
11 . Highridge Road/Crest Road	Signal	0.38	A	0.32	A	-	-	-	-
12 . Basswood Avenue/Montemalaga Drive	AWSC	15.30	C	10.00	A	-	-	-	-
13 . Silver Spur Road/Hawthorne Boulevard	Signal	37.10	D	42.60	D	-	-	-	-
14 . Crenshaw Boulevard/Crestridge Road	Signal	0.60	A	0.45	A	-	-	-	-
15 . Crenshaw Boulevard/Indian Peak Road	Signal	0.66	B	0.67	B	-	-	-	-
16 . Crenshaw Boulevard/Crest Road	AWSC	32.40	D	16.80	C	-	-	-	-
17 . Hawthorne Boulevard/Blackhorse Road	Signal	0.67	B	0.51	A	-	-	-	-
18 . Forrestal Drive – Trump National Drive/Palos Verdes Drive South	TWSC	81.30	F *	73.40	F *	27.7	D	61.4	F *
19 . Palos Verdes Drive East/Palos Verdes Drive South	TWSC	53.40	F *	45.90	E *	17.3	C	36.4	E *
20 . Palos Verdes Drive East/Crest Road – Marymount College Driveway	Signal	0.38	A	0.27	A	0.2	A	0.2	A
21 . Palos Verdes Drive East/Via Canada	TWSC	>100	F *	25.10	D	-	-	-	-
22 . Palos Verdes Drive East/Crownview Drive	TWSC	21.80	C	17.60	C	-	-	-	-
23 . Palos Verdes Drive East/Miraleste Drive	TWSC	>100	F *	>100	F *	13.9	B	27.7	D
24 . Miraleste Drive/1st Street	TWSC	18.40	C	17.00	C	-	-	-	-
25 . Western Avenue/Avenida Aprenda	Signal	23.10	C	5.70	A	-	-	-	-
26 . Western Avenue/Delasonde Drive	Signal	40.30	D	42.60	D	-	-	-	-
27 . Western Avenue/Toscanini Drive	Signal	24.30	C	6.10	A	-	-	-	-
28 . Western Avenue/Caddington Drive	Signal	11.20	B	18.60	B	-	-	-	-
29 . Western Avenue/Crestwood Street	Signal	18.40	B	20.20	C	-	-	-	-
30 . Seahill Drive-Tramonto Drive/Palos Verdes Drive South	TWSC	31.50	D	30.20	D	-	-	-	-

Notes:

ICU = Intersection Capacity Utilization

AWSC = All Way Stop Control; TWSC = Two-Way Stop Control; For TWSC intersections, reported delay is for worst-case approach/movement.

LOS = Level of Service



Legend

City of Rancho Palos Verdes

Intersection Levels of Service

Level of Service A-C

Level of Service D

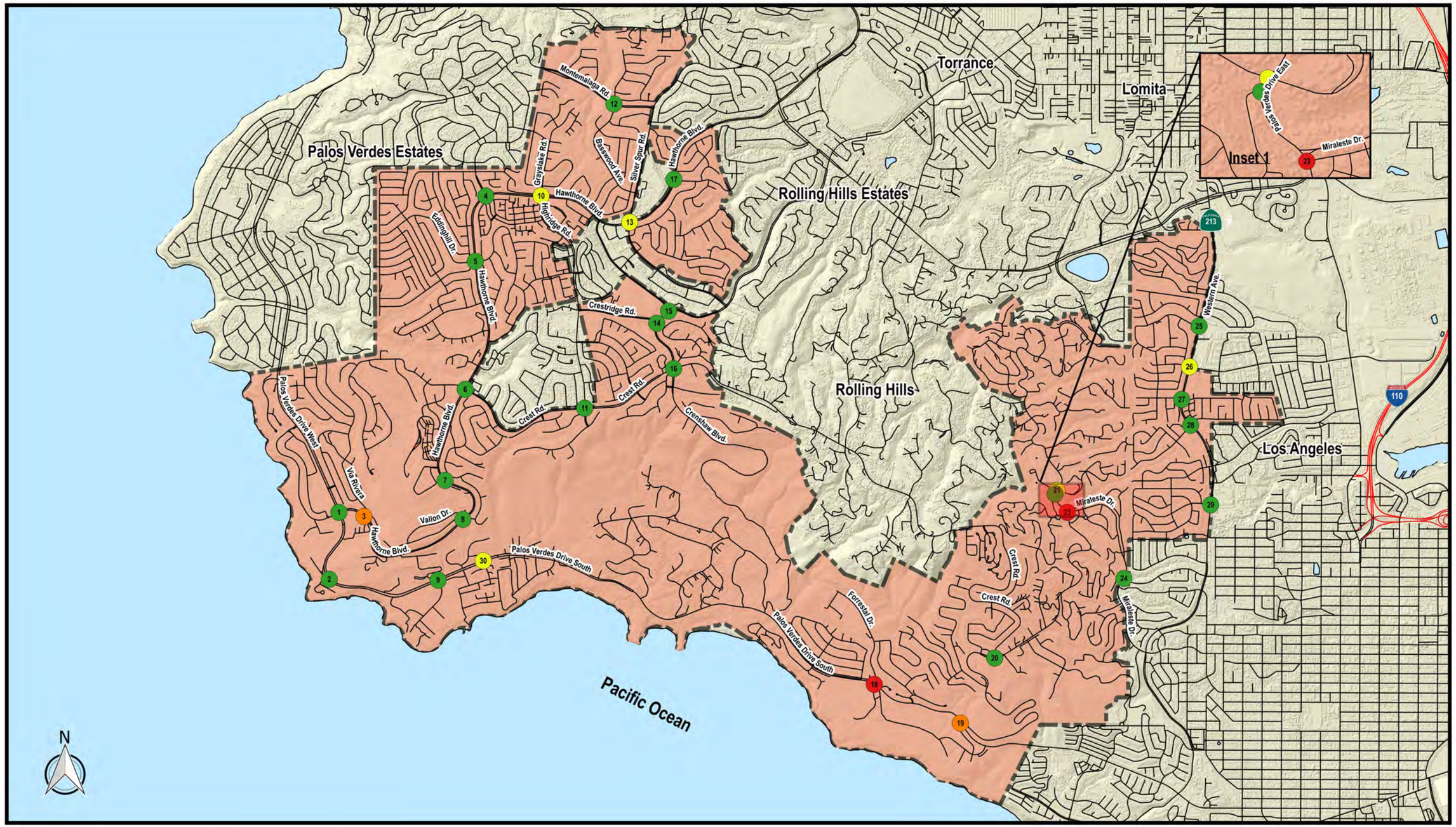
Level of Service E

Level of Service F

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FIGURE 16

Rancho Palos Verdes General Plan Update
Existing Weekday A.M. Peak Hour Intersection Levels of Service



Legend

City of Rancho Palos Verdes

Intersection Levels of Service

Level of Service A-C

Level of Service D

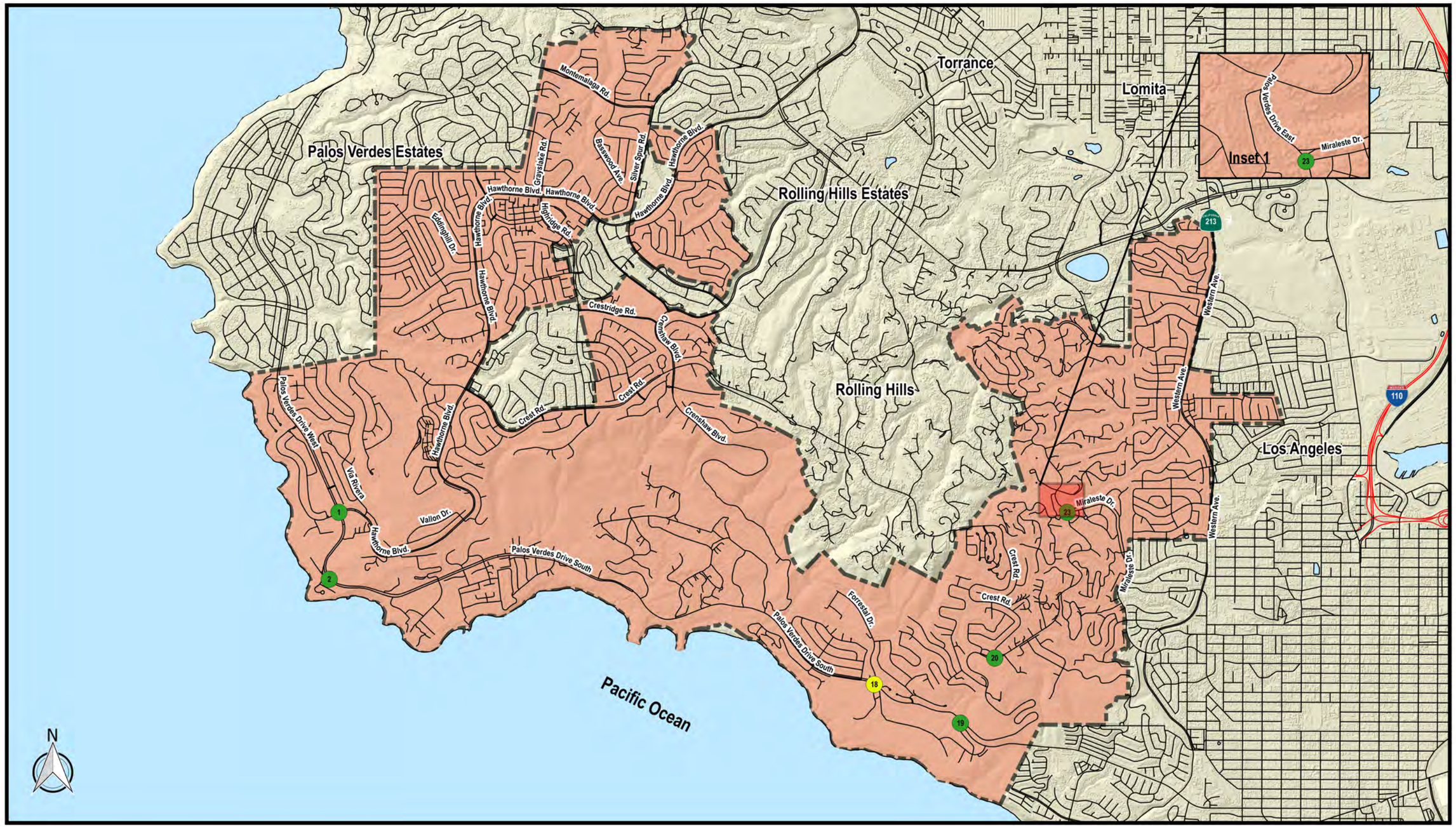
Level of Service E

Level of Service F

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FIGURE 17

Rancho Palos Verdes General Plan Update
Existing Weekday P.M. Peak Hour Intersection Levels of Service



Legend

City of Rancho Palos Verdes

Intersection Levels of Service

Level of Service A-C

Level of Service D

Level of Service E

Level of Service F

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FIGURE 18

Rancho Palos Verdes General Plan Update
Existing Saturday A.M. Peak Hour Intersection Levels of Service

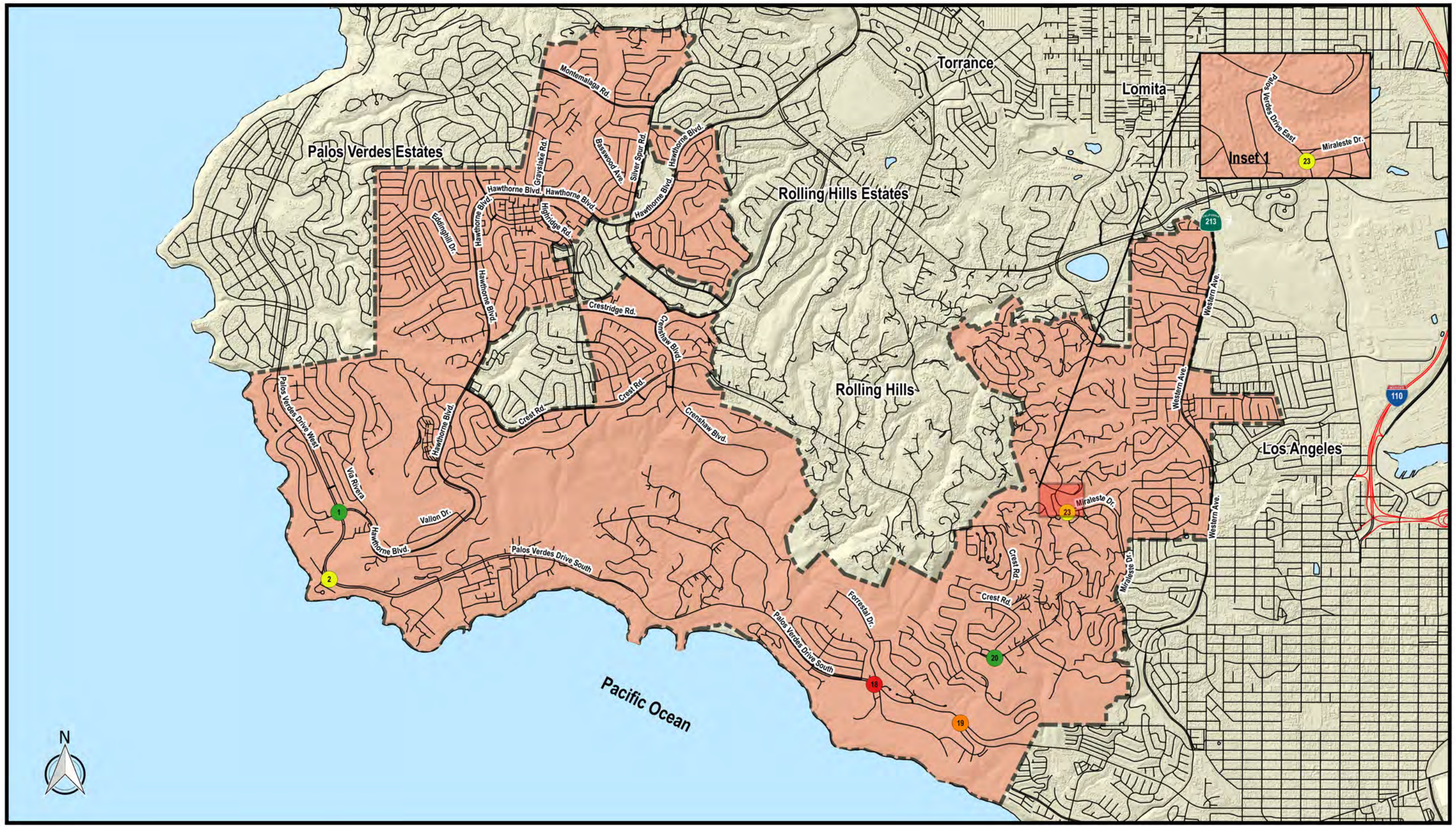


FIGURE 19

Rancho Palos Verdes General Plan Update
Existing Saturday Midday Peak Hour Intersection Levels of Service

Legend

City of Rancho Palos Verdes

Intersection Levels of Service

Level of Service A-C

Level of Service D

Level of Service E

Level of Service F

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Table F - Existing Weekday Roadway Segment Levels of Service

Roadway Segment	Functional Classification	Existing Conditions				
		Daily Volume	Capacity	V/C	LOS	
Hawthorne Boulevard						
1 . Between the North City Limit and Blackhorse Road	4-Lane Divided Arterial	29,164	36,100	0.81	D	
2 . Between Blackhorse Road and Silver Spur Road	4-Lane Divided Arterial	27,634	36,100	0.77	C	
3 . Between Grayslake Road - Highridge Road and Indian Peak Road	4-Lane Divided Arterial	36,880	36,100	1.02	F	*
4 . Between Grayslake Road - Highridge Road and Granvia Atlamira - Ridgegate Drive	4-Lane Divided Arterial	26,244	36,100	0.73	C	
5 . Between Granvia Atlamira - Ridgegate Drive and Eddinghill Drive - Seamount Drive	4-Lane Divided Arterial	20,065	36,100	0.56	A	
6 . Between Eddinghill Drive - Seamount Drive and Crest Road	4-Lane Divided Arterial	16,300	36,100	0.45	A	
7 . Between Crest Road and Vallon Drive	4-Lane Divided Arterial	17,199	36,100	0.48	A	
8 . Between Vallon Drive and Palos Verdes Drive West	4-Lane Divided Arterial	16,524	36,100	0.46	A	
Palos Verdes Drive West						
9 . Between the North City Limit and Hawthorne Boulevard	4-Lane Divided Arterial	13,442	36,100	0.37	A	
10 . Between Hawthorne Boulevard and Palos Verdes Drive South	4-Lane Divided Arterial	15,365	36,100	0.43	A	
Palos Verdes Drive South						
11 . Between Palos Verdes Drive West and Crestmont Lane - Terranea Way	4-Lane Divided Arterial	16,056	36,100	0.44	A	
12 . Between Crestmont Lane - Terranea Way and Narcissa Drive	4-Lane Divided Arterial	13,945	36,100	0.39	A	
13 . Between Narcissa Drive and Palos Verdes Drive East	2-Lane Divided Arterial	15,178	17,900	0.85	D	
14 . Between Palos Verdes Drive East and the East City Limit	2-Lane Divided Arterial	14,798	17,900	0.83	D	
Palos Verdes Drive East						
15 . Between the North City Limit and Miraleste Drive	2-Lane Undivided Arterial	10,605	17,000	0.62	B	
16 . Between Miraleste Drive and Crest Road	2-Lane Undivided Arterial	8,221	17,000	0.48	A	
17 . Between Crest Road and Ganado Drive	2-Lane Divided Arterial	3,756	17,900	0.21	A	
18 . Between Ganado Drive and Palos Verdes Drive South	2-Lane Undivided Arterial	2,991	17,000	0.18	A	
Crenshaw Boulevard						
19 . Between the North City Limit and Indian Peak Road	4-Lane Divided Arterial	33,049	36,100	0.92	E	*
20 . Between Indian Peak Road and Crest Road	4-Lane Divided Arterial	18,028	36,100	0.50	A	
21 . South of Crest Road	2-Lane Undivided Arterial	1,724	17,000	0.10	A	
Crest Road						
22 . Between Hawthorne Boulevard and Highridge Road	4-Lane Divided Arterial	10,699	36,100	0.30	A	
23 . Between Highridge Road and Crenshaw Boulevard	4-Lane Divided Arterial	11,916	36,100	0.33	A	
24 . Ganado Drive and Northern City Limits	2-Lane Undivided Collector	623	17,000	0.04	A	
25 . Palos Verdes Drive East and Ganado Drive	4-Lane Undivided Collector	3,023	34,300	0.09	A	
Crestridge Road						
26 . Between Highridge Road and Crenshaw Boulevard	2-Lane Undivided Arterial	7,311	17,000	0.43	A	
Highridge Road						
27 . Between Hawthorne Boulevard and the City Limit with Rolling Hills Estates	2-Lane Undivided Arterial	9,054	17,000	0.53	A	
Indian Peak Road						
28 . Between Crenshaw Boulevard and the City Limit with Rolling Hills Estates	2-Lane Divided Collector	6,628	17,900	0.37	A	
Miraleste Drive						
29 . Between Palos Verdes Drive East and Via Colinita	2-Lane Divided Arterial	13,531	17,900	0.76	C	
30 . Between Via Colinita and City's Limit at 9th Street	2-Lane Divided Arterial	6,648	17,900	0.37	A	
Montemalaga Road						
31 . Between Silver Spur Road and Rolling Hills Estates City Limits	2-Lane Divided Collector	8,269	17,900	0.46	A	
Silver Spur Road						
32 . Between the North City Limit and just north of Hawthorne Boulevard	3-Lane Divided Arterial	12,838	27,000	0.48	A	
33 . Between Hawthorne Boulevard and Dry Bank Road	4-Lane Divided Arterial	17,291	36,100	0.48	A	
Western Avenue						
34 . Between the North City Limit and Delasonde Drive	4-Lane Divided Arterial	36,416	36,100	1.01	F	*
35 . Between Delasonde Drive and Trudie Drive	4-Lane Divided Arterial	37,299	36,100	1.03	F	*
36 . Between Trudie Drive and South City Limit	4-Lane Divided Arterial	39,242	36,100	1.09	F	*

Notes:

LOS = Level of Service, V/C = Volume to Capacity

* Exceeds Level of Service

3. Hawthorne Boulevard: Between Silver Spur Road and Grayslake Road-Highridge Road and Indian Peak Road;
19. Crenshaw Boulevard: Between the Northern City limits and Indian Peak Road;
34. Western Avenue: Between the Northern City Limits and Delasonde Drive;
35. Western Avenue: Between Delasonde Drive and Trudie Drive; and
36. Western Avenue: Between Trudie Drive and the Southern City limits.

Figure 20 illustrates the locations of the study area roadway segments and existing weekday levels of service.

7.0 GENERAL PLAN BUILD OUT CONDITIONS

This section discusses General Plan Build Out transportation conditions in the study area.

7.1 General Plan Build Out Roadway Conditions

General Plan Build Out roadway conditions are assumed to be the same as those under existing conditions with the exception the intersection of Western Avenue/Avenida Aprenda, which includes an additional northbound through movement and an east leg due to the Ponte Vista at San Pedro Specific Plan development. Figure 21 illustrates the General Plan Build Out intersection geometrics and stop control at the study area intersections.

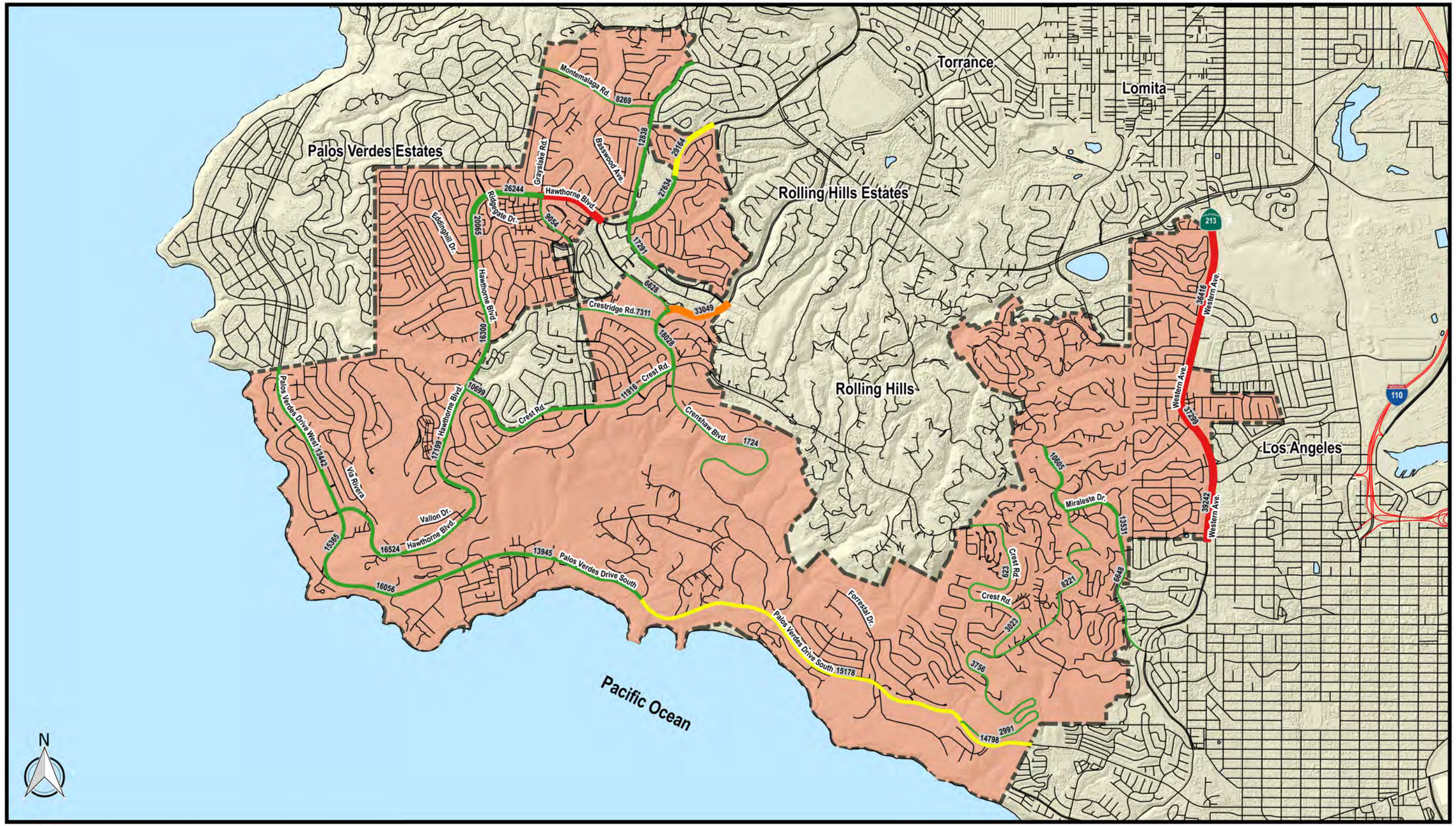
7.2 General Plan Build Out Transit Service

The expansion of transit services through the City and Palos Verdes Peninsula is a goal of the City as the region's population increases. Future regional transit options are discussed below.

The South Bay Metro Green Line Extension is a project planned to examine extending rail service to the South Bay. The project will improve mobility in the southwestern Los Angeles County by accessing the regional rail network through connections to the Metro Blue Line and the proposed Crenshaw/LAX Transit Corridor. Measure R will provide $272 million for the rail extension to Redondo Beach with a possible connection to Torrance. through Los Angeles Metro.

The Airport Metro Connector 96th Street Transit Station is a project by Metro that will connect the regional transit system to Los Angeles International Airport's Central Terminal Area with an Automated People Mover. The station will be served by the Metro Green and Crenshaw/LAX Lines and will feature a bus plaza for buses, passenger pick-up/drop-off, and amenities for pedestrians and bicyclists.

The Metro Crenshaw/LAX Line is an extension of the Metro Exposition Line at Crenshaw and Exposition Boulevards and will travel to the Metro Green Line and serve the cities of Los Angeles, Inglewood, El Segundo, and Los Angeles County with eight stations.



Legend

City of Rancho Palos Verdes

Level of Service A-C

Level of Service D

Level of Service E

Level of Service F

Daily Volume

0-10,000

10,000-20,000

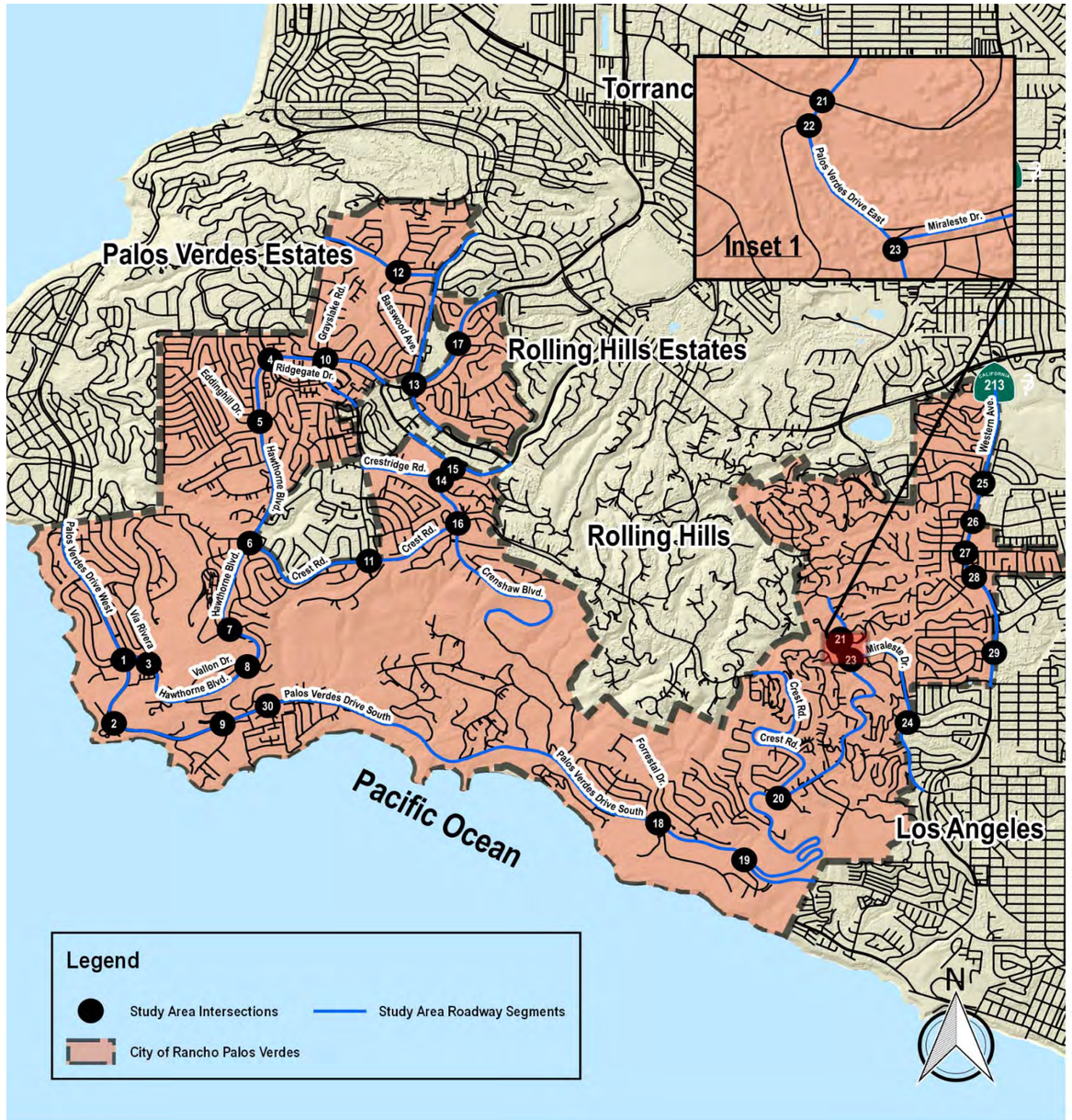
20,000-30,000

30,000-40,000

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FIGURE 20

Rancho Palos Verdes General Plan Update
Existing Weekday Roadway Segment Levels of Service



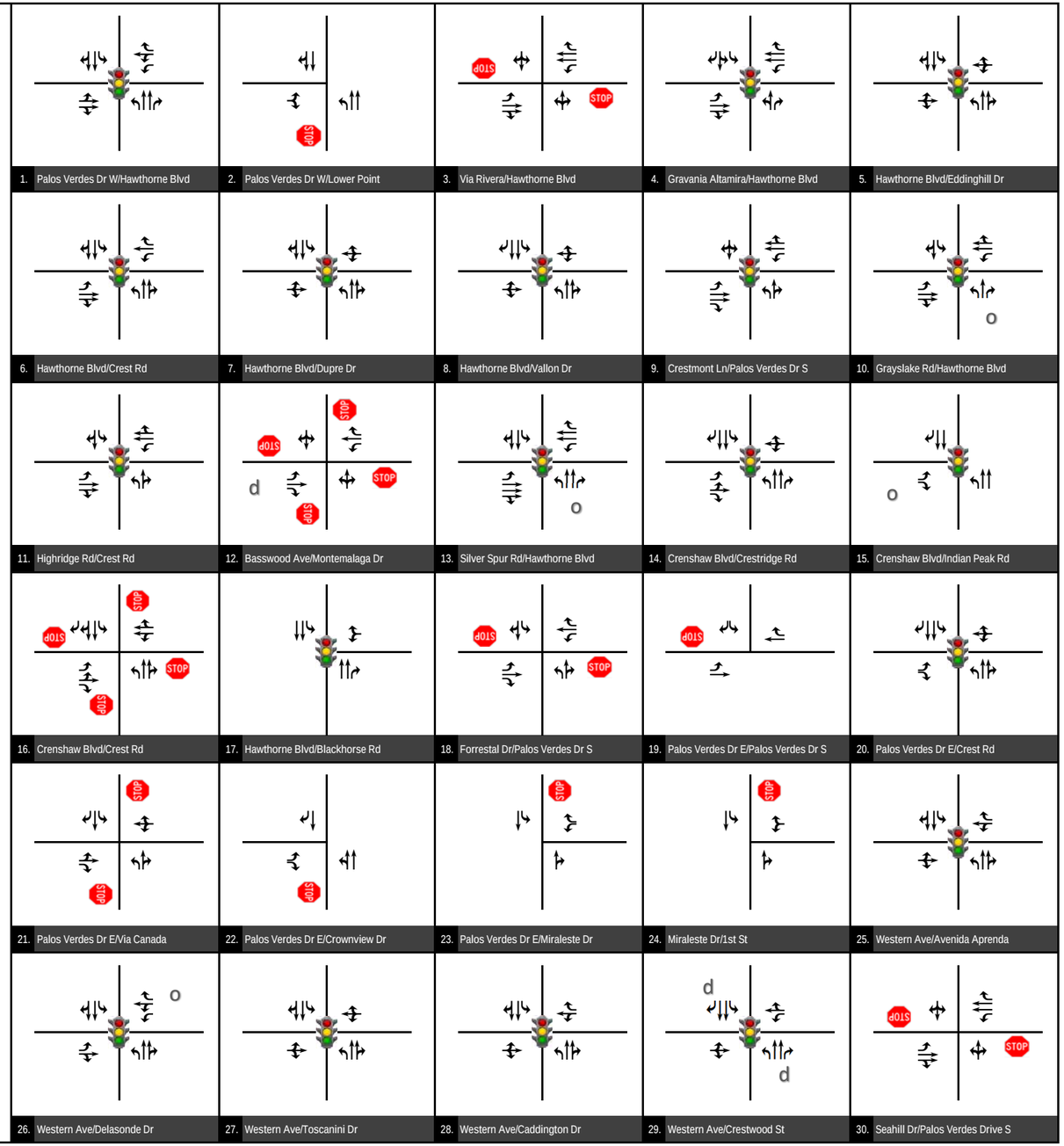


FIGURE 21

Legend

Traffic Signal
Stop Sign
o RT Overlap
d Defacto right turn

Rancho Palos Verdes General Plan Update
General Plan Build Out Intersection Geometrics and Stop Control

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7.3 General Plan Build Out Bicycle Facilities

Figure 11 illustrates the planned bicycle facilities within the City and Peninsula. As shown in Figure 11, planned bicycle facilities within the City include segments on Crenshaw Boulevard from Indian Peak Road to Burrell Lane, Hawthorne Boulevard from Indian Peak Road to the northern City limits, Silver Spur Road from Montemalaga Road to Hawthorne Boulevard, Miraleste Drive from Palos Verdes Drive East to 1st Street, Western Avenue from Caddington Drive to the northern City limits, and Yacht Harbor Drive.

7.4 General Plan Build Out Trail Facilities

The City's Trails Network Plan is being updated to include modifications to the five geographical sections within the City. Modifications to the plan include conceptual trails, proposed trails, and removal of trails throughout the City. Figure 12 illustrate the modifications to the trail facilities in the City.

7.5 General Plan Build Out Weekday Intersection Levels of Service

An intersection level of service analysis was conducted for General Plan Build Out weekday conditions to determine the projected circulation system performance. The General Plan Build Out weekday levels of service for the study area intersections are summarized in Table G. Level of service calculation worksheets are contained in Appendix D. As shown in Table G, all study area intersections are projected to operate at satisfactory levels of service, with the exception of the following intersections:

3. Via Rivera/Hawthorne Boulevard - a.m. and p.m. peak hours;
10. Grayslake Road-Highridge Road/Hawthorne Boulevard - a.m. peak hour;
16. Crenshaw Boulevard/Crest Road - a.m. peak hour;
18. Forrestal Drive-Trump National Drive/Palos Verdes Drive South - a.m. and p.m. peak hours;
19. Palos Verdes Drive East/Palos Verdes Drive South - a.m. and p.m. peak hours;
21. Palos Verdes Drive East/Via Canada - a.m. peak hour;
23. Palos Verdes Drive East/Miraleste Drive – a.m. and p.m. peak hours;
25. Western Avenue/Avenida Aprenda – a.m. peak hour; and
30. Seahill Drive-Tramonto Drive/Palos Verdes Drive South – a.m. and p.m. peak hours.

Figures 22 and 23 illustrate the locations of the study area intersections and corresponding a.m. and p.m. peak hour levels of service under General Plan Build Out weekday conditions.

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Table G: General Plan Build Out Intersection Levels of Service

Intersection	Control	Weekday				Saturday			
		AM Peak Hour		PM Peak Hour		AM Peak Hour		Midday Peak Hour	
		Delay or ICU	LOS	Delay or ICU	LOS	Delay or ICU	LOS	Delay or ICU	LOS
1 . Palos Verdes Drive West/Hawthorne Boulevard	Signal	39.90	D	24.20	C	19.6	B	24.4	C
2 . Palos Verdes Drive West/Lower Point - Vicente Park Entrance	TWSC	21.40	C	23.10	C	13.7	B	31.8	D
3 . Via Rivera/Hawthorne Boulevard	TWSC	>100	F *	51.40	F *	-	-	-	-
4 . Gravania Altamira – Ridgegate Drive/Hawthorne Boulevard	Signal	32.60	C	33.60	C	-	-	-	-
5 . Hawthorne Boulevard/Eddinghill Drive – Seamount Drive	Signal	10.80	B	8.20	A	-	-	-	-
6 . Hawthorne Boulevard/Crest Road	Signal	29.80	C	23.30	C	-	-	-	-
7 . Hawthorne Boulevard/Dupre Drive – R. E. Ryan Park Driveway	Signal	2.50	A	3.30	A	-	-	-	-
8 . Hawthorne Boulevard/Vallon Drive	Signal	16.20	B	5.50	A	-	-	-	-
9 . Crestmont Lane – Terranea Way/Palos Verdes Drive South	Signal	0.49	A	0.45	A	-	-	-	-
10 . Grayslake Road – Highridge Road/Hawthorne Boulevard	Signal	63.40	E *	43.60	D	-	-	-	-
11 . Highridge Road/Crest Road	Signal	0.40	A	0.34	A	-	-	-	-
12 . Basswood Avenue/Montemalaga Drive	AWSC	17.70	C	10.40	B	-	-	-	-
13 . Silver Spur Road/Hawthorne Boulevard	Signal	40.40	D	48.60	D	-	-	-	-
14 . Crenshaw Boulevard/Crestridge Road	Signal	0.63	B	0.46	A	-	-	-	-
15 . Crenshaw Boulevard/Indian Peak Road	Signal	0.69	B	0.70	B	-	-	-	-
16 . Crenshaw Boulevard/Crest Road	AWSC	44.00	E *	21.30	C	-	-	-	-
17 . Hawthorne Boulevard/Blackhorse Road	Signal	0.72	C	0.55	A	-	-	-	-
18 . Forrestal Drive – Trump National Drive/Palos Verdes Drive South	TWSC	>100	F *	>100	F *	31.6	D	82.9	F *
19 . Palos Verdes Drive East/Palos Verdes Drive South	TWSC	68.20	F *	58.10	F *	18.5	C	44.6	E *
20 . Palos Verdes Drive East/Crest Road – Marymount College Driveway	Signal	0.38	A	0.27	A	0.16	A	0.2	A
21 . Palos Verdes Drive East/Via Canada	TWSC	>100	F *	28.20	D	-	-	-	-
22 . Palos Verdes Drive East/Crownview Drive	TWSC	24.30	C	18.80	C	-	-	-	-
23 . Palos Verdes Drive East/Miraleste Drive	TWSC	>100	F *	>100	F *	14.6	B	33	D
24 . Miraleste Drive/1st Street	TWSC	21.20	C	19.30	C	-	-	-	-
25 . Western Avenue/Avenida Aprenda	Signal	72.20	E *	19.50	B	-	-	-	-
26 . Western Avenue/Delasonde Drive	Signal	51.40	D	32.00	C	-	-	-	-
27 . Western Avenue/Toscanini Drive	Signal	23.30	C	15.10	B	-	-	-	-
28 . Western Avenue/Caddington Drive	Signal	11.90	B	24.20	C	-	-	-	-
29 . Western Avenue/Crestwood Street	Signal	21.90	C	26.90	C	-	-	-	-
30 . Seahill Drive-Tramonto Drive/Palos Verdes Drive South	TWSC	39.40	E *	37.10	E *	-	-	-	-

Notes:

ICU = Intersection Capacity Utilization

AWSC = All Way Stop Control; TWSC = Two-Way Stop Control; For TWSC intersections, reported delay is for worst-case approach/movement.

LOS = Level of Service

Palos Verdes Estates
Torrance
Lomita
Rolling Hills Estates
Rolling Hills
Los Angeles
Pacific Ocean
Inset 1
See Inset 1
Graystake Rd.
Basswood Ave.
Blackhorse Rd.
Ridgegate Dr.
Eddinghill Dr.
Via Rivera
Vallon Dr.
Crestmont Ln.
Terranea Way
Forrestal Dr.
213
110
N

Legend

City of Rancho Palos Verdes

Intersection Levels of Service

Level of Service A-C

Level of Service D

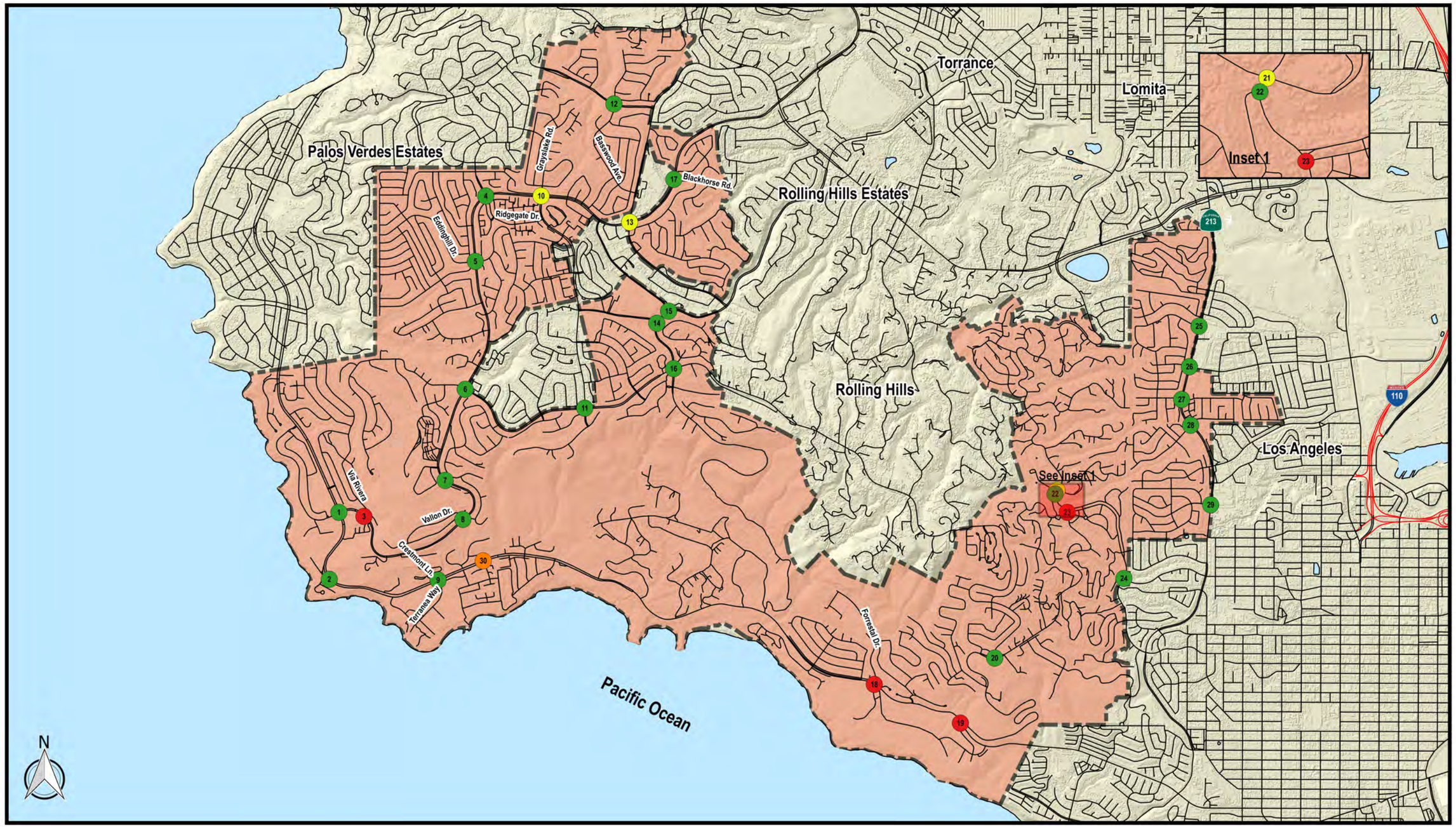
Level of Service E

Level of Service F

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FIGURE 22

Rancho Palos Verdes General Plan Update
General Plan Build Out Weekday A.M. Peak Hour Intersection Levels of Service



Legend

City of Rancho Palos Verdes

Intersection Levels of Service

Level of Service A-C

Level of Service D

Level of Service E

Level of Service F

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FIGURE 23

Rancho Palos Verdes General Plan Update
General Plan Build Out Weekday P.M. Peak Hour Intersection Levels of Service

7.6 General Plan Build Out Saturday Intersection Levels of Service

An intersection level of service analysis was conducted for six study intersections under General Plan Build Out Saturday conditions to determine the projected circulation system performance. The General Plan Build Out Saturday levels of service for the study area intersections are summarized in Table G. Level of service calculation worksheets are contained in Appendix D. As shown in Table G, all study area intersections are projected to operate at satisfactory levels of service, with the exception of the following:

18. Forrestal Drive-Trump National Drive/Palos Verdes Drive South – midday peak hour; and
19. Palos Verdes Drive East/Palos Verdes Drive South – midday peak hour.

Figures 24 and 25 illustrate the locations of the study area intersections and corresponding a.m. and p.m. peak hour levels of service under General Plan Build Out Saturday conditions.

7.7 General Plan Build Out Weekday Roadway Segment Levels of Service

A level of service analysis was conducted at study area roadway segments for General Plan Build Out weekday conditions to determine the projected circulation system performance. The General Plan Build Out weekday levels of service for the study area roadway segments are summarized in Table H. Level of service calculation worksheets are contained in Appendix D. As shown in Table H, all study area roadway segments are projected to operate at satisfactory levels of service, with the exception of the following roadway segments:

3. Hawthorne Boulevard: Between Silver Spur Road and Grayslake Road-Highridge Road and Indian Peak Road;
13. Palos Verdes Drive South: Between Narcissa Drive and Palos Verdes Drive East;
19. Crenshaw Boulevard: Between the Northern City limits and Indian Peak Road;
34. Western Avenue: Between the Northern City Limits and Delasonde Drive;
35. Western Avenue: Between Delasonde Drive and Trudie Drive; and
36. Western Avenue: Between Trudie Drive and the Southern City limits.

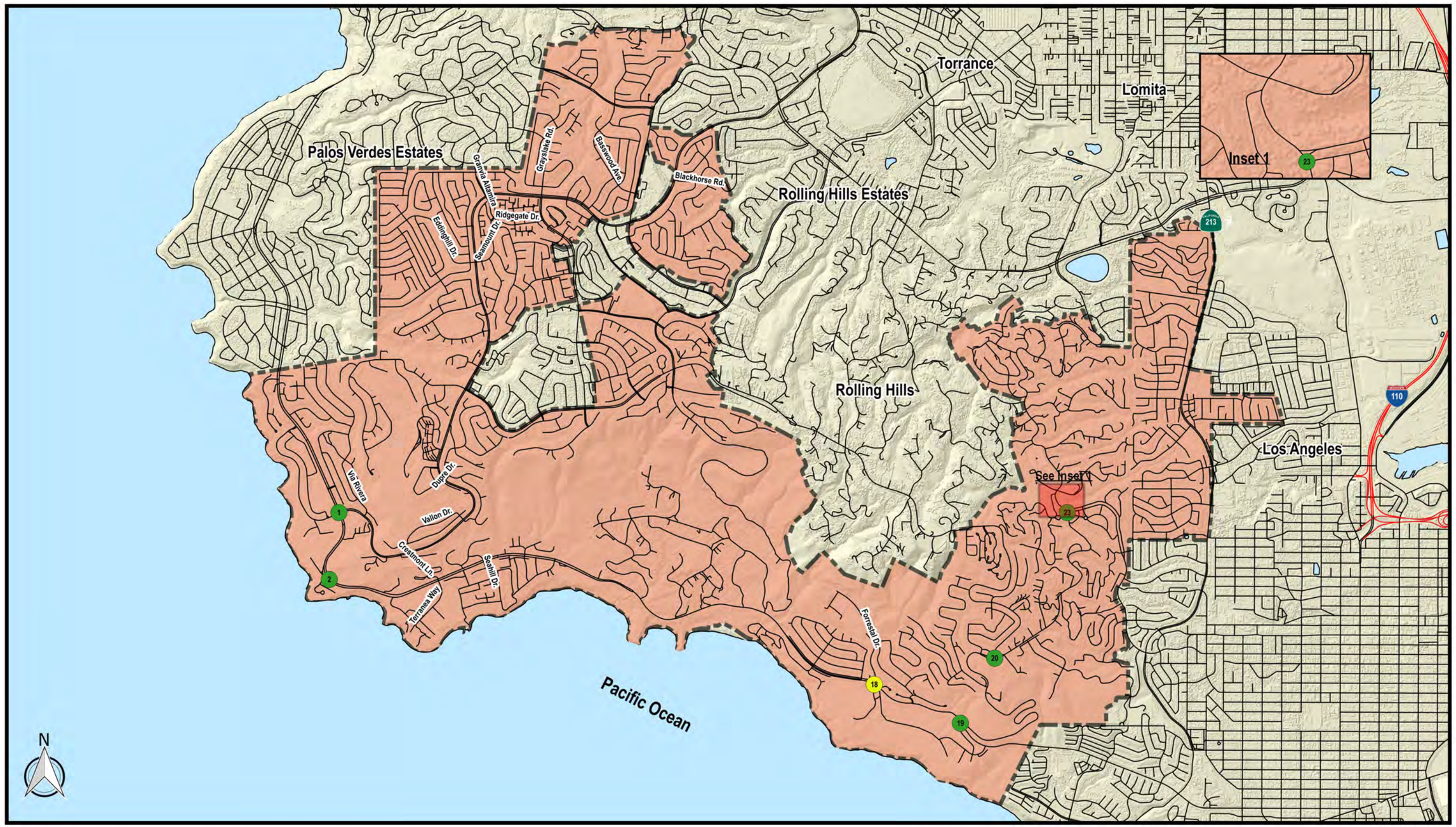
Figure 26 illustrates the locations of the study area roadway segments and General Plan Build Out weekday levels of service.

8.0 CIRCULATION IMPROVEMENTS

The General Plan strives to maintain a level of service of LOS D at intersections and roadway segments within the City. To support the proposed Land Use Element, the following improvements are recommended to restore all intersections and roadway segments to satisfactory conditions.

8.1 General Plan Build Out Weekday Intersection Improvements

Under General Plan Build Out weekday conditions, nine intersections will not meet the City's minimum level of service standard. The following improvements are recommended to restore all intersections to satisfactory conditions:



Legend

City of Rancho Palos Verdes

Intersection Levels of Service

Level of Service A-C

Level of Service D

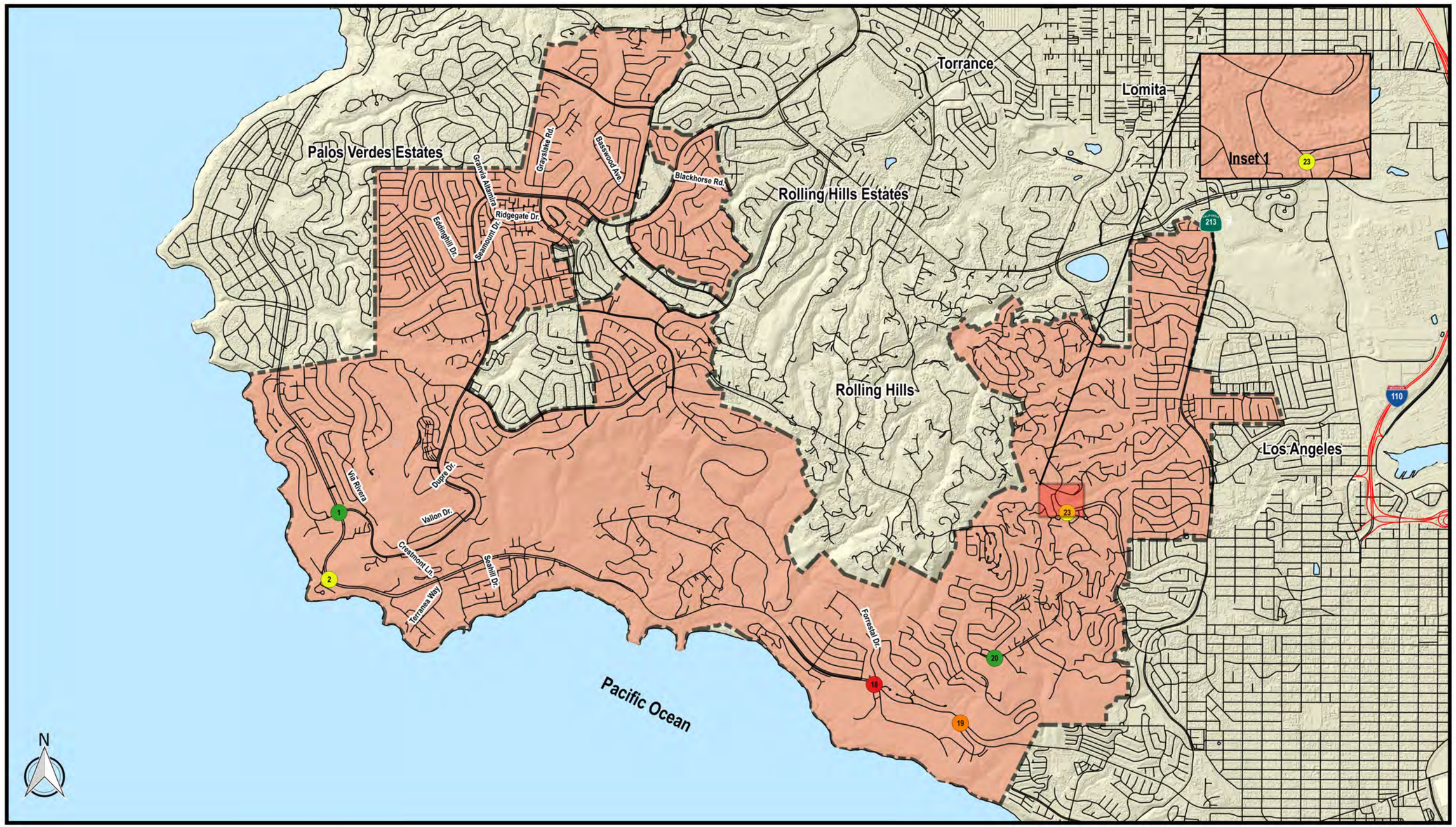
Level of Service E

Level of Service F

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FIGURE 24

Rancho Palos Verdes General Plan Update
General Plan Build Out Saturday A.M. Peak Hour Intersection Levels of Service



Legend

City of Rancho Palos Verdes

Intersection Levels of Service

Level of Service A-C

Level of Service D

Level of Service E

Level of Service F

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FIGURE 25

Rancho Palos Verdes General Plan Update
General Plan Build Out Saturday Midday Peak Hour Intersection Levels of Service

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Table H - General Plan Build Out Weekday Roadway Segment Levels of Service

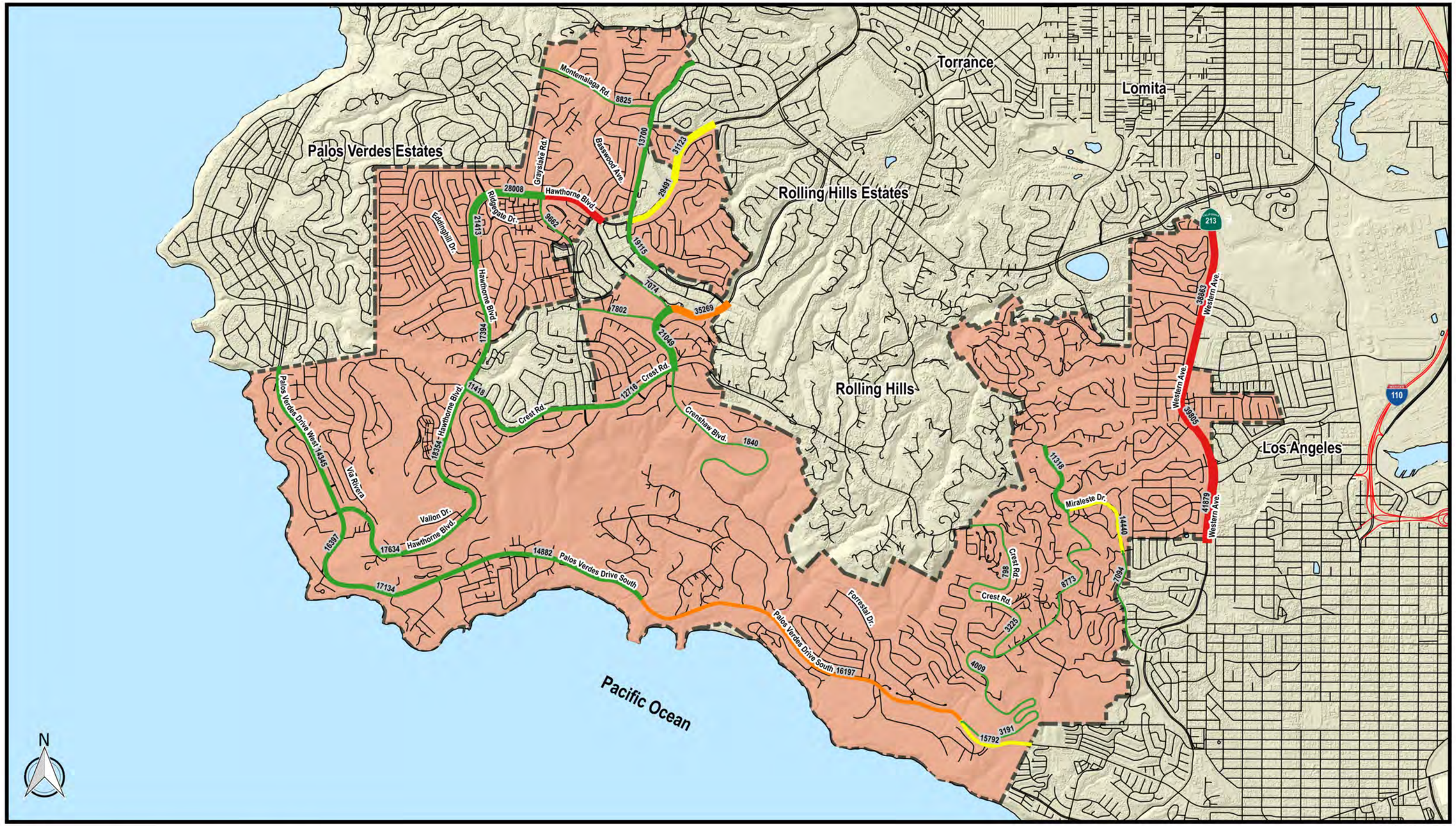
Roadway Segment	Functional Classification	Year 2040 Conditions				
		Daily Volume	V/C	V/C	LOS	
Hawthorne Boulevard						
1 . Between the North City Limit and Blackhorse Road	4-Lane Divided Arterial	31,123	36,100	0.86	D	
2 . Between Blackhorse Road and Silver Spur Road	4-Lane Divided Arterial	29,491	36,100	0.82	D	
3 . Between Grayslake Road - Highridge Road and Indian Peak Road	4-Lane Divided Arterial	39,358	36,100	1.09	F	*
4 . Between Grayslake Road - Highridge Road and Granvia Atlamira - Ridgegate Drive	4-Lane Divided Arterial	28,008	36,100	0.78	C	
5 . Between Granvia Atlamira - Ridgegate Drive and Eddinghill Drive - Seamount Drive	4-Lane Divided Arterial	21,413	36,100	0.59	A	
6 . Between Eddinghill Drive - Seamount Drive and Crest Road	4-Lane Divided Arterial	17,394	36,100	0.48	A	
7 . Between Crest Road and Vallon Drive	4-Lane Divided Arterial	18,354	36,100	0.51	A	
8 . Between Vallon Drive and Palos Verdes Drive West	4-Lane Divided Arterial	17,634	36,100	0.49	A	
Palos Verdes Drive West						
9 . Between the North City Limit and Hawthorne Boulevard	4-Lane Divided Arterial	14,345	36,100	0.40	A	
10 . Between Hawthorne Boulevard and Palos Verdes Drive South	4-Lane Divided Arterial	16,397	36,100	0.45	A	
Palos Verdes Drive South						
11 . Between Palos Verdes Drive West and Crestmont Lane - Terranea Way	4-Lane Divided Arterial	17,134	36,100	0.47	A	
12 . Between Crestmont Lane - Terranea Way and Narcissa Drive	4-Lane Divided Arterial	14,882	36,100	0.41	A	
13 . Between Narcissa Drive and Palos Verdes Drive East	2-Lane Divided Arterial	16,197	17,900	0.90	E	*
14 . Between Palos Verdes Drive East and the East City Limit	2-Lane Divided Arterial	15,792	17,900	0.88	D	
Palos Verdes Drive East						
15 . Between the North City Limit and Miraleste Drive	2-Lane Undivided Arterial	11,318	17,000	0.67	B	
16 . Between Miraleste Drive and Crest Road	2-Lane Undivided Arterial	8,773	17,000	0.52	A	
17 . Between Crest Road and Ganado Drive	2-Lane Divided Arterial	4,009	17,900	0.22	A	
18 . Between Ganado Drive and Palos Verdes Drive South	2-Lane Undivided Arterial	3,191	17,000	0.19	A	
Crenshaw Boulevard						
19 . Between the North City Limit and Indian Peak Road	4-Lane Divided Arterial	35,269	36,100	0.98	E	*
20 . Between Indian Peak Road and Crest Road	4-Lane Divided Arterial	21,049	36,100	0.58	A	
21 . South of Crest Road	2-Lane Undivided Arterial	1,840	17,000	0.11	A	
Crest Road						
22 . Between Hawthorne Boulevard and Highridge Road	4-Lane Divided Arterial	11,418	36,100	0.32	A	
23 . Between Highridge Road and Crenshaw Boulevard	4-Lane Divided Arterial	12,716	36,100	0.35	A	
24 . Ganado Drive and Northern City Limits	2-Lane Undivided Collector	798	17,000	0.05	A	
25 . Palos Verdes Drive East and Ganado Drive	4-Lane Undivided Collector	3,225	34,300	0.09	A	
Crestridge Road						
26 . Between Highridge Road and Crenshaw Boulevard	2-Lane Undivided Arterial	7,802	17,000	0.46	A	
Highridge Road						
27 . Between Hawthorne Boulevard and the City Limit with Rolling Hills Estates	2-Lane Undivided Arterial	9,662	17,000	0.57	A	
Indian Peak Road						
28 . Between Crenshaw Boulevard and the City Limit with Rolling Hills Estates	2-Lane Divided Collector	7,074	17,900	0.40	A	
Miraleste Drive						
29 . Between Palos Verdes Drive East and Via Colinita	2-Lane Divided Arterial	14,440	17,900	0.81	D	
30 . Between Via Colinita and City's Limit at 9th Street	2-Lane Divided Arterial	7,094	17,900	0.40	A	
Montemalaga Road						
31 . Between Silver Spur Road and Rolling Hills Estates City Limits	2-Lane Divided Collector	8,825	17,900	0.49	A	
Silver Spur Road						
32 . Between the North City Limit and just north of Hawthorne Boulevard	3-Lane Divided Arterial	13,700	27,000	0.51	A	
33 . Between Hawthorne Boulevard and Dry Bank Road	4-Lane Divided Arterial	19,115	36,100	0.53	A	
Western Avenue						
34 . Between the North City Limit and Delasonde Drive	4-Lane Divided Arterial	38,863	36,100	1.08	F	*
35 . Between Delasonde Drive and Trudie Drive	4-Lane Divided Arterial	39,805	36,100	1.10	F	*
36 . Between Trudie Drive and South City Limit	4-Lane Divided Arterial	41,879	36,100	1.16	F	*

Notes:

LOS = Level of Service, V/C = Volume to Capacity

V/C= Volume to Capacity Ratio

* Exceeds Level of Service



Legend

City of Rancho Palos Verdes

Level of Service A-C

Level of Service D

Level of Service E

Level of Service F

Daily Volume

0 - 10,000

10,000 - 20,000

20,000 - 30,000

30,000 - 40,000

40,000 - 50,000

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FIGURE 26

Rancho Palos Verdes General Plan Update
General Plan Build Out Weekday Roadway Segment Levels of Service

3. Via Rivera/Hawthorne Boulevard: Install a traffic signal. An intersection signal warrant analysis was conducted at this location for the a.m. and p.m. peak hours. This analysis is based on the *2012 California Manual of Uniform Traffic Control Devices* (Warrant 3 – Peak Hour). The analysis is included in Appendix F, and shows that a signal is warranted during the a.m. and p.m. peak hours.
10. Grayslake Road-Highridge Road/Hawthorne Boulevard: Add an eastbound right-turn lane.
16. Crenshaw Boulevard/Crest Road: Install a traffic signal. An intersection signal warrant analysis was conducted at this location for the a.m. and p.m. peak hours. This analysis is based on the *2012 California Manual of Uniform Traffic Control Devices* (Warrant 3 – Peak Hour). The analysis is included in Appendix F, and shows that a signal is warranted during the a.m. and p.m. peak hours.
18. Forrestal Drive-Trump National Drive/Palos Verdes Drive South: Add a two-way left-turn lane on Palos Verdes Drive South. A two-way left-turn lane provides a deceleration and storage area for vehicles traveling in either direction that are making left-turns at an intersection.
19. Palos Verdes Drive East/Palos Verdes Drive South: Add a two-way left-turn lane on Palos Verdes Drive South. A two-way left-turn lane provides a deceleration and storage area for vehicles traveling in either direction that are making left-turns at an intersection.
21. Palos Verdes Drive East/Via Canada: Install a traffic signal. An intersection signal warrant analysis was conducted at this location for the a.m. and p.m. peak hours. This analysis is based on the *2012 California Manual of Uniform Traffic Control Devices* (Warrant 3 – Peak Hour). The analysis is included in Appendix F, and shows that a signal is warranted during the a.m. and p.m. peak hours.
23. Palos Verdes Drive East/Miraleste Drive: Add a two-way left-turn lane on Palos Verdes Drive East. A two-way left-turn lane provides a deceleration and storage area for vehicles traveling in either direction that are making left-turns at an intersection.
25. Western Avenue/Avenida Aprenda: Add an eastbound left-turn lane.
30. Seahill Drive-Tramonto Drive/Palos Verdes Drive South: Add a two-way left-turn lane on Palos Verdes Drive South. An intersection traffic signal warrant analysis was conducted at this location for the a.m. and p.m. peak hours to determine if a traffic signal was a viable mitigation measure. This analysis is based on the *2012 California Manual of Uniform Traffic Control Devices* (Warrant 3 – Peak Hour). The analysis is included in Appendix F, and shows that the a.m. peak hour is just below the minimum volume threshold on the minor street. A traffic signal as the mitigation measure would operate at LOS C with a delay of 22.4 seconds in the a.m. peak hour and LOS C with a delay of 26.7 seconds in the p.m. peak hour.

Table I summarizes the General Plan Build Out weekday conditions with the recommended intersection improvements. Level of service worksheets are included in Appendix D. Figures 27 illustrate the resulting intersection geometrics and stop control. Figures 28 and 29 illustrate the locations of the study area intersections and corresponding a.m. and p.m. peak hour levels of service under General Plan Build Out weekday conditions with the recommended intersection improvements.

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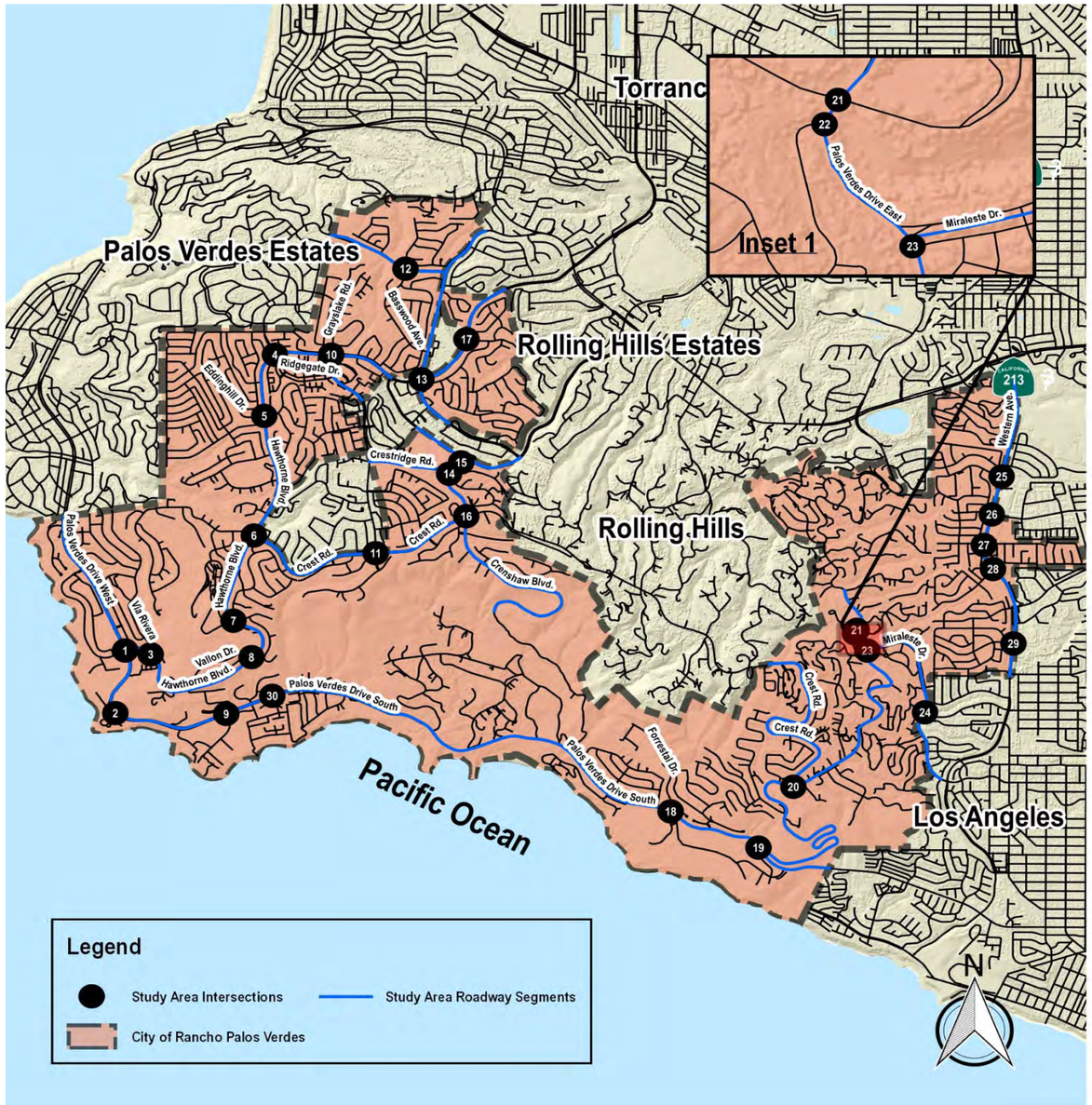
Table I: General Plan Build Out With Improvements Intersection Levels of Service

Intersection	Control	Weekday				Saturday			
		AM Peak Hour		PM Peak Hour		AM Peak Hour		MIdday Peak Hour	
		Delay or ICU	LOS	Delay or ICU	LOS	Delay or ICU	LOS	Delay or ICU	LOS
3 . Via Rivera/Hawthorne Boulevard	Signal	37.00	D	34.80	C	-	-	-	-
10 . Grayslake Road – Highridge Road/Hawthorne Boulevard	Signal	50.40	D	39.60	D	-	-	-	-
16 . Crenshaw Boulevard/Crest Road	Signal	35.70	D	28.30	C	-	-	-	-
18 . Forrestal Drive – Trump National Drive/Palos Verdes Drive South	TWSC	26.10	D	27.10	D	16.9	C	24.1	C
19 . Palos Verdes Drive East/Palos Verdes Drive South	TWSC	29.10	D	25.70	D	13	B	18.9	C
21 . Palos Verdes Drive East/Via Canada	Signal	51.50	D	18.20	B	-	-	-	-
23 . Palos Verdes Drive East/Miraleste Drive	TWSC	30.20	D	12.10	B		-		-
25 . Western Avenue/Avenida Aprenda	Signal	50.50	D	26.70	C	-	-	-	-
30 . Seahill Drive-Tramonto Drive/Palos Verdes Drive South	TWSC	16.9	C	17.6	C	-	-	-	-

Notes:

TWSC = Two-Way Stop Control; For TWSC intersections, reported delay is for worst-case approach/movement.

LOS = Level of Service



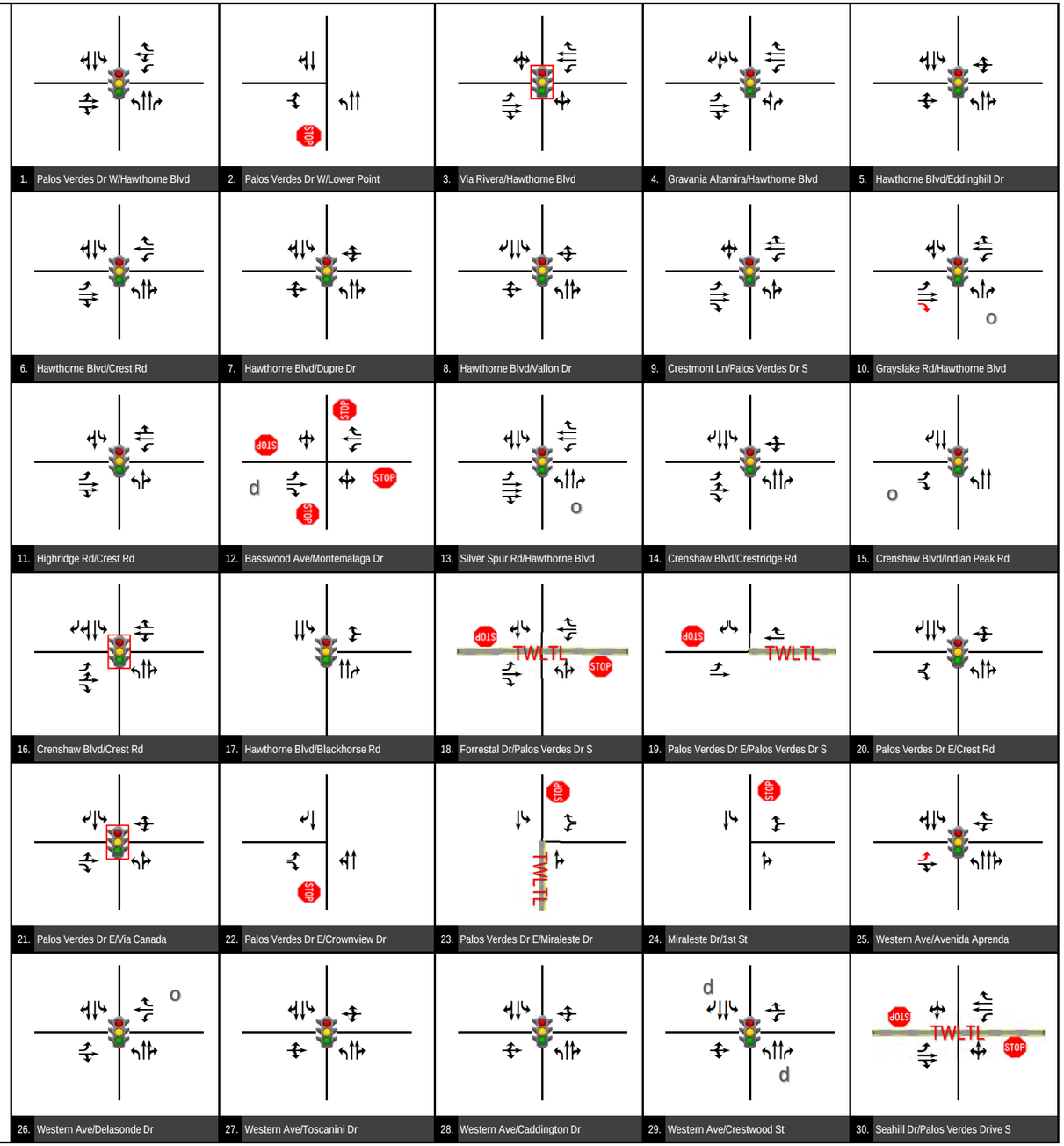


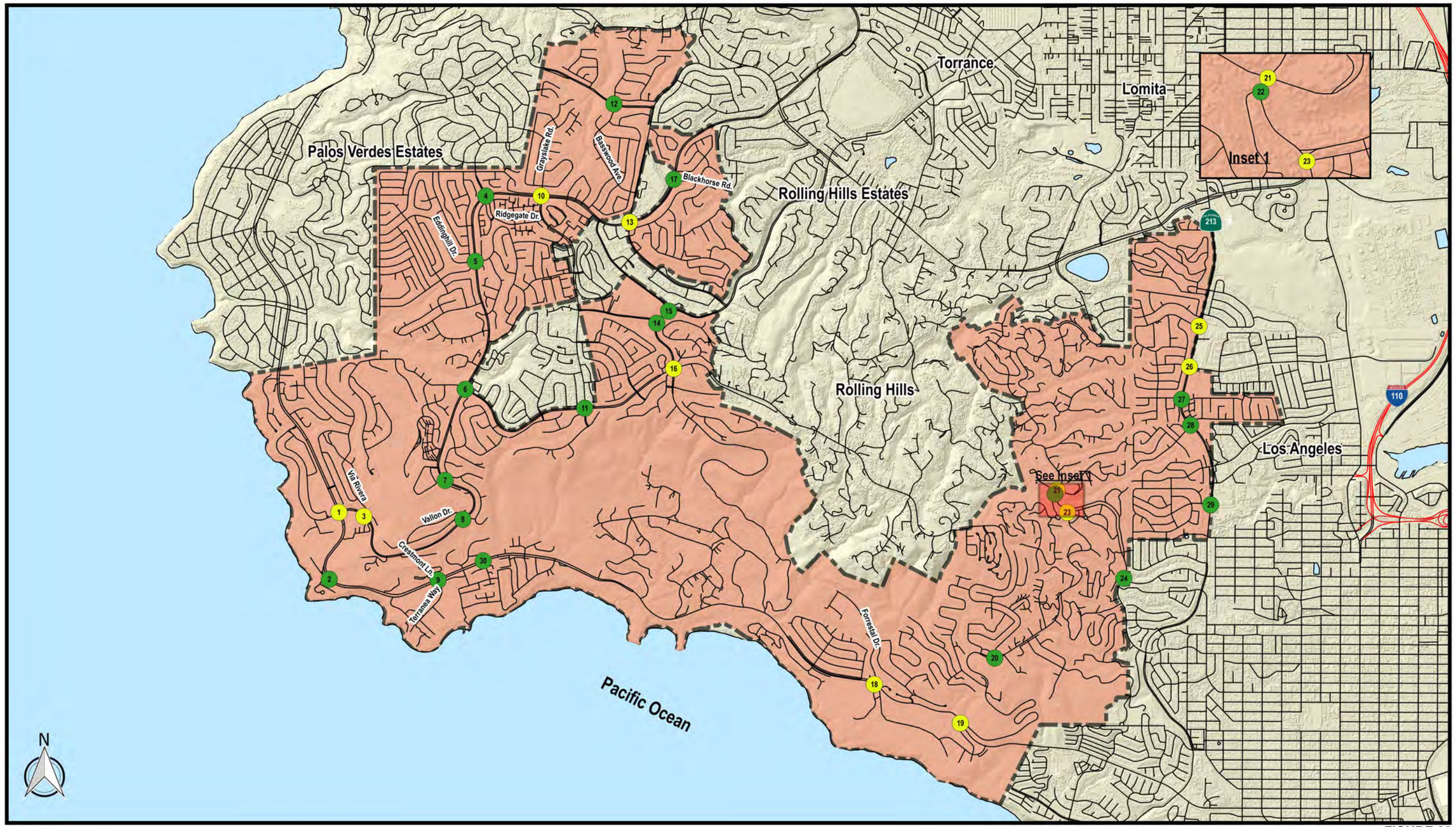
FIGURE 27

Legend

Traffic Signal
Stop Sign
o RT Overlap
d Defacto right turn
New Traffic Signal
Improvements
TWLTL New Two-Way Left-Turn Lane

Rancho Palos Verdes General Plan Update
General Plan Build Out With Improvements Intersection Geometrics and Stop Control

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Legend

City of Rancho Palos Verdes

Intersection Levels of Service

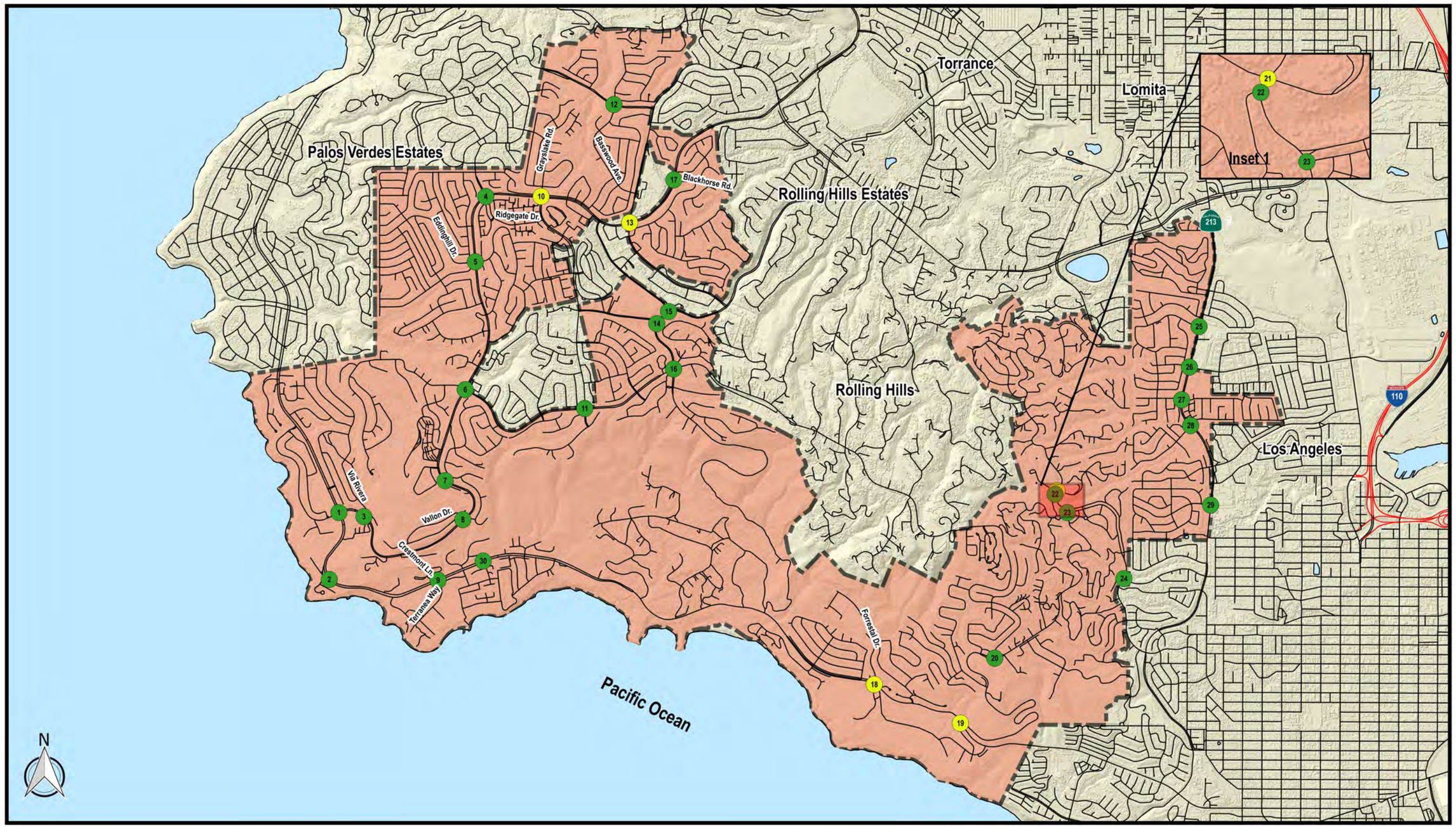
Level of Service A-C

Level of Service D

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FIGURE 28

Rancho Palos Verdes General Plan Update
General Plan Build Out With Improvements Weekday A.M. Peak Hour Intersection Levels of Service



Legend

City of Rancho Palos Verdes

Intersection Levels of Service

Level of Service D

Level of Service A-C

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FIGURE 29

Rancho Palos Verdes General Plan Update
General Plan Build Out With Improvements Weekday P.M. Peak Hour Intersection Levels of Service

8.2 General Plan Build Out Saturday Intersection Improvements

Under General Plan Build Out weekday conditions, nine intersections will not meet the City's minimum level of service standard. The following improvements are recommended to restore all intersections to satisfactory conditions:

18. Forrestal Drive-Trump National Drive/Palos Verdes Drive South: Add a two-way left-turn lane on Palos Verdes Drive South. A two-way left-turn lane provides a deceleration and storage area for vehicles traveling in either direction that are making left-turns at an intersection.
19. Palos Verdes Drive East/Palos Verdes Drive South: Add a two-way left-turn lane on Palos Verdes Drive South. A two-way left-turn lane provides a deceleration and storage area for vehicles traveling in either direction that are making left-turns at an intersection.

Table I summarizes the General Plan Build Out Saturday conditions with the recommended intersection improvements. Level of service worksheets are included in Appendix D. Figures 27 illustrate the resulting intersection geometrics and stop control. Figures 30 and 31 illustrate the locations of the study area intersections and corresponding a.m. and p.m. peak hour levels of service under General Plan Build Out Saturday conditions with the recommended intersection improvements.

8.3 General Plan Build Out Roadway Segment Improvements

Under General Plan Build Out weekday conditions, six roadway segments will not meet the City's minimum level of service standard. The following improvements are recommended to restore all roadway segments to satisfactory conditions:

3. Hawthorne Boulevard: Between Silver Spur Road and Grayslake Road-Highridge Road and Indian Peak Road: Convert roadway segment from 4-lane Divided Arterial to 5-lane Divided Arterial.
13. Palos Verdes Drive South: Between Narcissa Drive and Palos Verdes Drive East: The improvement necessary to maintain satisfactory Levels of Service at this roadway segment is to convert it to a 4-Lane Divided Arterial. However, this improvement would require elimination of bicycle lanes and may not be feasible.
19. Crenshaw Boulevard: Between the Northern City limits and Indian Peak Road: Convert roadway segment from 4-lane Divided Arterial to 5-lane Divided Arterial.
34. Western Avenue: Between the Northern City Limits and Delasonde Drive: Convert roadway segment from 4-lane Divided Arterial to 5-lane Divided Arterial.
35. Western Avenue: Between Delasonde Drive and Trudie Drive: Convert roadway segment from 4-lane Divided Arterial to 5-lane Divided Arterial.
36. Western Avenue: Between Trudie Drive and the Southern City limits: Convert roadway segment from 5-lane Divided Arterial to 6-lane Divided Arterial.

Palos Verdes Estates
Torrance
Lomita
Rolling Hills Estates
Rolling Hills
Los Angeles
Pacific Ocean
Inset 1
See Inset 1
Graystake Rd.
Basswood Ave.
Blackhorse Rd.
Granvia Altamira
Ridgegate Dr.
Eddinghill Dr.
Seamount Dr.
Via Rivera
Dupre Dr.
Vallon Dr.
Crestmont Ln.
Seahill Dr.
Terranea Way
Forrestal Dr.
213
110
1
2
18
19
20
23
N

Legend

City of Rancho Palos Verdes

Intersection Levels of Service

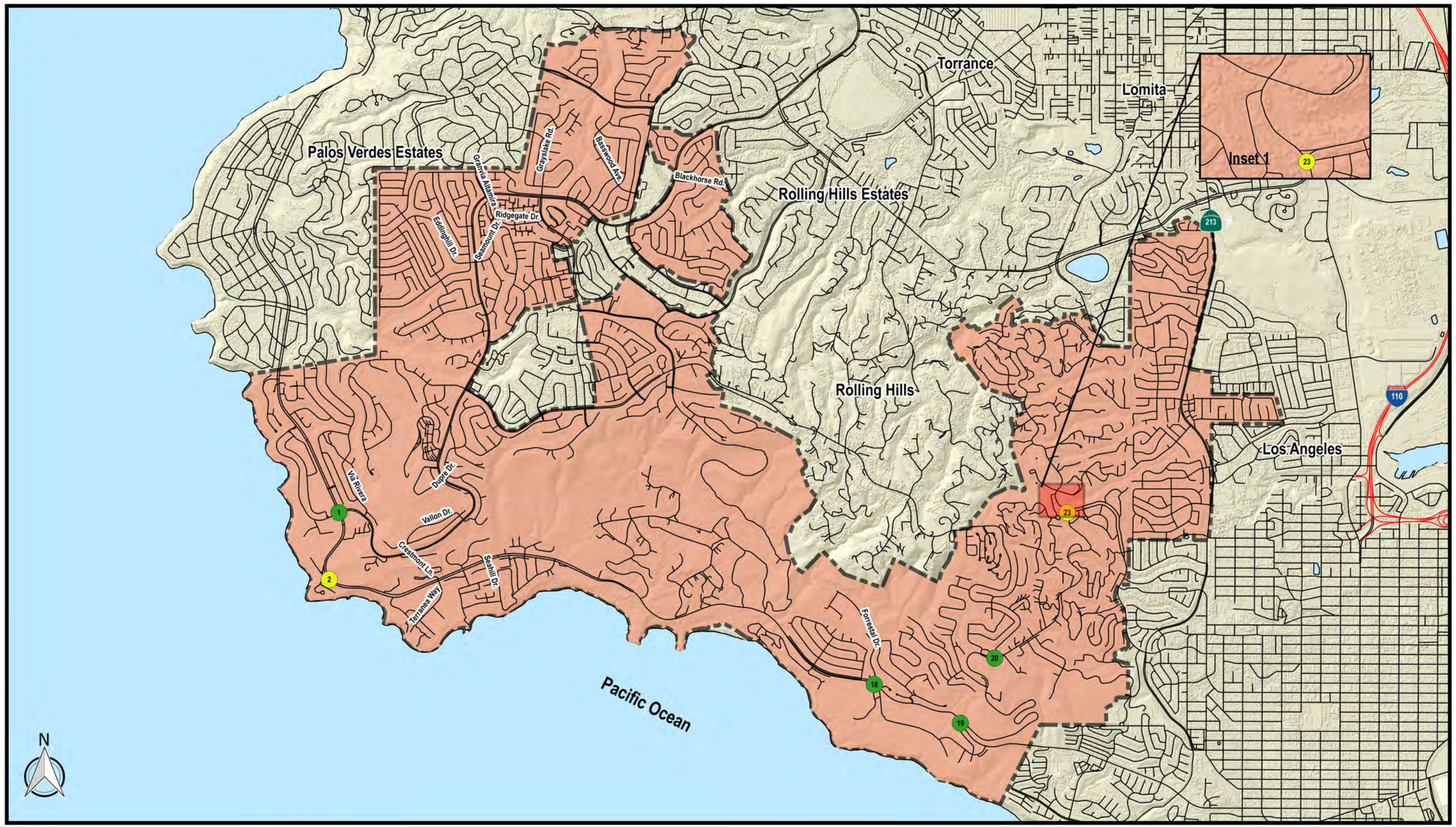
Level of Service D

Level of Service A-C

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FIGURE 30

Rancho Palos Verdes General Plan Update
General Plan Build Out With Improvements Saturday A.M. Peak Hour Intersection Levels of Service



Legend

City of Rancho Palos Verdes

Intersection Levels of Service

Level of Service A-C

Level of Service D

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FIGURE 31

Rancho Palos Verdes General Plan Update
General Plan Build Out With Improvements Saturday Midday Peak Hour Intersection Levels of Service

Table J summarizes the General Plan Build Out weekday conditions with the recommended roadway segment improvements. Level of service worksheets are included in Appendix D.

The circulation improvements recommended above are to maintain LOS D or better. The Los Angeles County Congestion Management Program (CMP) designates the maximum acceptable level of service on arterial roads (i.e., major, secondary, and limited secondary highways) as LOS E, except where base year LOS is worse than LOS E, in which case, the base year LOS is the standard. Based on the current analysis, the segments forecast to operate at unsatisfactory LOS under future conditions on Hawthorne Boulevard and Western Avenue currently operate at LOS F. All other segments operate at LOS E or better under future conditions. From a CMP compliance perspective, all roadway segments are forecast to operate at or better than the minimum thresholds set by the CMP. Therefore, it is entirely up to the City if the above improvements are constructed or not.

It should also be noted that under General Plan Law, "Level of service standard" is a threshold that defines a deficiency on the congestion management program highway and roadway system which requires the preparation of a deficiency plan. It is the intent of the Legislature that the agency shall use all elements of the program to implement strategies and actions that avoid the creation of deficiencies and to improve multimodal mobility. "Multimodal" means the utilization of all available modes of travel that enhance the movement of people and goods, including, but not limited to, highway, transit, nonmotorized, and demand management strategies including, but not limited to, telecommuting. The availability and practicality of specific multimodal systems, projects, and strategies may vary by county and region in accordance with the size and complexity of different urbanized areas. Therefore, it is within the City's power to accept a lower automobile level of service for certain roadways to enhance other modes of travel.

8.4 General Plan Build Out Recommended Roadway Classifications

Figure 32 illustrates the recommended General Plan Build Out roadway classifications based on the proposed Land Use Element.

9.0 SUMMARY & CONCLUSIONS

Under existing weekday conditions, the following five study intersections and five roadway segments operate at unsatisfactory levels of service:

Intersections

3. Via Rivera/Hawthorne Boulevard - a.m. and p.m. peak hours;
18. Forrestal Drive-Trump National Drive/Palos Verdes Drive South - a.m. and p.m. peak hours;
19. Palos Verdes Drive East/Palos Verdes Drive South - a.m. and p.m. peak hours;
21. Palos Verdes Drive East/Via Canada - a.m. peak hour; and
23. Palos Verdes Drive East/Miraleste Drive – a.m. and p.m. peak hours.

Table J - General Plan Build Out With Improvements Roadway Segment Levels of Service

Roadway Segment	Functional Classification	General Plan Build Out With Improvements Conditions			
		Daily Volume	Capacity	V/C	LOS
Hawthorne Boulevard					
3 . Between Grayslake Road - Highridge Road and Indian Peak Road	5-Lane Divided Arterial	39,358	45,100	0.87	D
Palos Verdes Drive South					
13 . Between Narcissa Drive and Palos Verdes Drive East	4-Lane Divided Arterial	16,197	36,100	0.45	A
Crenshaw Boulevard					
19 . Between the North City Limit and Indian Peak Road	5-Lane Divided Arterial	35,269	45,100	0.78	C
Western Avenue					
34 . Between the North City Limit and Delasonde Drive	5-Lane Divided Arterial	38,863	45,100	0.86	D
35 . Between Delasonde Drive and Trudie Drive	5-Lane Divided Arterial	39,805	45,100	0.88	D
36 . Between Trudie Drive and South City Limit	6-Lane Divided Arterial	41,879	54,200	0.77	C

Notes:

LOS = Level of Service, V/C = Volume to Capacity

V/C= Volume to Capacity Ratio

Torrance
Lomita
Palos Verdes Estates
Rolling Hills Estates
Rolling Hills
Los Angeles
Pacific Ocean
Graysilake Rd.
Beeswood Ave.
Ridgegate Dr.
Edinghill Dr.
Via Rivera
Vallon Dr.
Forrestal Dr.
213
110
N

Legend

City of Rancho Palos Verdes

Roadway Type

4-Lane Divided Arterial
3-Lane Divided Arterial
2-Lane Divided Arterial
2-Lane Undivided Arterial
4-Lane Undivided Collector
2-Lane Divided Collector
2-Lane Undivided Collector
Local
5-Lane Divided Arterial
6-Lane Divided Arterial

transitions
the transportation solutions company...

FIGURE 32

Rancho Palos Verdes General Plan Update
Recommended General Plan Build Out Roadway Classifications

Roadway Segments

3. Hawthorne Boulevard: Between Silver Spur Road and Grayslake Road-Highridge Road and Indian Peak Road;
19. Crenshaw Boulevard: Between the Northern City limits and Indian Peak Road;
34. Western Avenue: Between the Northern City Limits and Delasonde Drive;
35. Western Avenue: Between Delasonde Drive and Trudie Drive; and
36. Western Avenue: Between Trudie Drive and the Southern City limits.

Under existing Saturday conditions, the following two study intersections operate at unsatisfactory levels of service:

18. Forrestal Drive-Trump National Drive/Palos Verdes Drive South – midday peak hour; and
19. Palos Verdes Drive East/Palos Verdes Drive South – midday peak hour.

Under General Plan Build Out weekday conditions, the following nine intersections and six roadway segments are projected to operate at unsatisfactory levels of service:

Intersections

3. Via Rivera/Hawthorne Boulevard - a.m. and p.m. peak hours;
10. Grayslake Road-Highridge Road/Hawthorne Boulevard - a.m. peak hour;
16. Crenshaw Boulevard/Crest Road - a.m. peak hour;
18. Forrestal Drive-Trump National Drive/Palos Verdes Drive South - a.m. and p.m. peak hours;
19. Palos Verdes Drive East/Palos Verdes Drive South - a.m. and p.m. peak hours;
21. Palos Verdes Drive East/Via Canada - a.m. peak hour;
23. Palos Verdes Drive East/Miraleste Drive – a.m. and p.m. peak hours;
25. Western Avenue/Avenida Aprenda – a.m. peak hour; and
30. Seahill Drive-Tramonto Drive/Palos Verdes Drive South – a.m. and p.m. peak hours.

Roadway Segments

3. Hawthorne Boulevard: Between Silver Spur Road and Grayslake Road-Highridge Road and Indian Peak Road;
13. Palos Verdes Drive South: Between Narcissa Drive and Palos Verdes Drive East;
19. Crenshaw Boulevard: Between the Northern City limits and Indian Peak Road;
34. Western Avenue: Between the Northern City Limits and Delasonde Drive;
35. Western Avenue: Between Delasonde Drive and Trudie Drive; and
36. Western Avenue: Between Trudie Drive and the Southern City limits.

Under General Plan Build Out Saturday conditions, the following two intersections are projected to operate at unsatisfactory levels of service:

18. Forrestal Drive-Trump National Drive/Palos Verdes Drive South – midday peak hour; and
19. Palos Verdes Drive East/Palos Verdes Drive South – midday peak hour.

With the implementation of the recommended circulation improvements, all intersections and roadway segments will maintain the City's threshold of LOS D.



APPENDIX A:
LAND USE CHARACTERISTICS



PROJECTED NEW RESIDENTIAL UNITS AND POPULATION INCREASE BY DENSITY RANGE BY 2030

Density Ranges	Undeveloped Acreage	Projected Dwelling Units	Projected Additional Population**
1 d.u./5 acres	25.16	5	13
≤ 1 d.u./acre	145.93	146	372
1–2 d.u./acre	130.87	262	668
1–2 d.u./acre/ Hazard Area*	45.92	92	234
2–4 d.u./acre	40.07	160	408
4–6 d.u./acre	0.48	3	8
6–12 d.u./acre	0.00	0	0
12–22 d.u./acre	1.23	28***	71
Institutional	9.82	60****	153****
TOTAL	**399.48**	**756**	**1,927**

Notes:

* This combined land use designation occurs within the active Portuguese Bend landslide area.

** Population projections assume 2.65 persons/d.u. and 3.80% vacancy rate, based upon State Department of Finance estimates (2010).

*** Assumes development of approved 28-unit condominium project.

**** Assumes development of approved 60-unit senior condominium project.

d.u. = dwelling unit

APPENDIX B:
TRAFFIC COUNTS



ITM Peak Hour Summary

Prepared by:

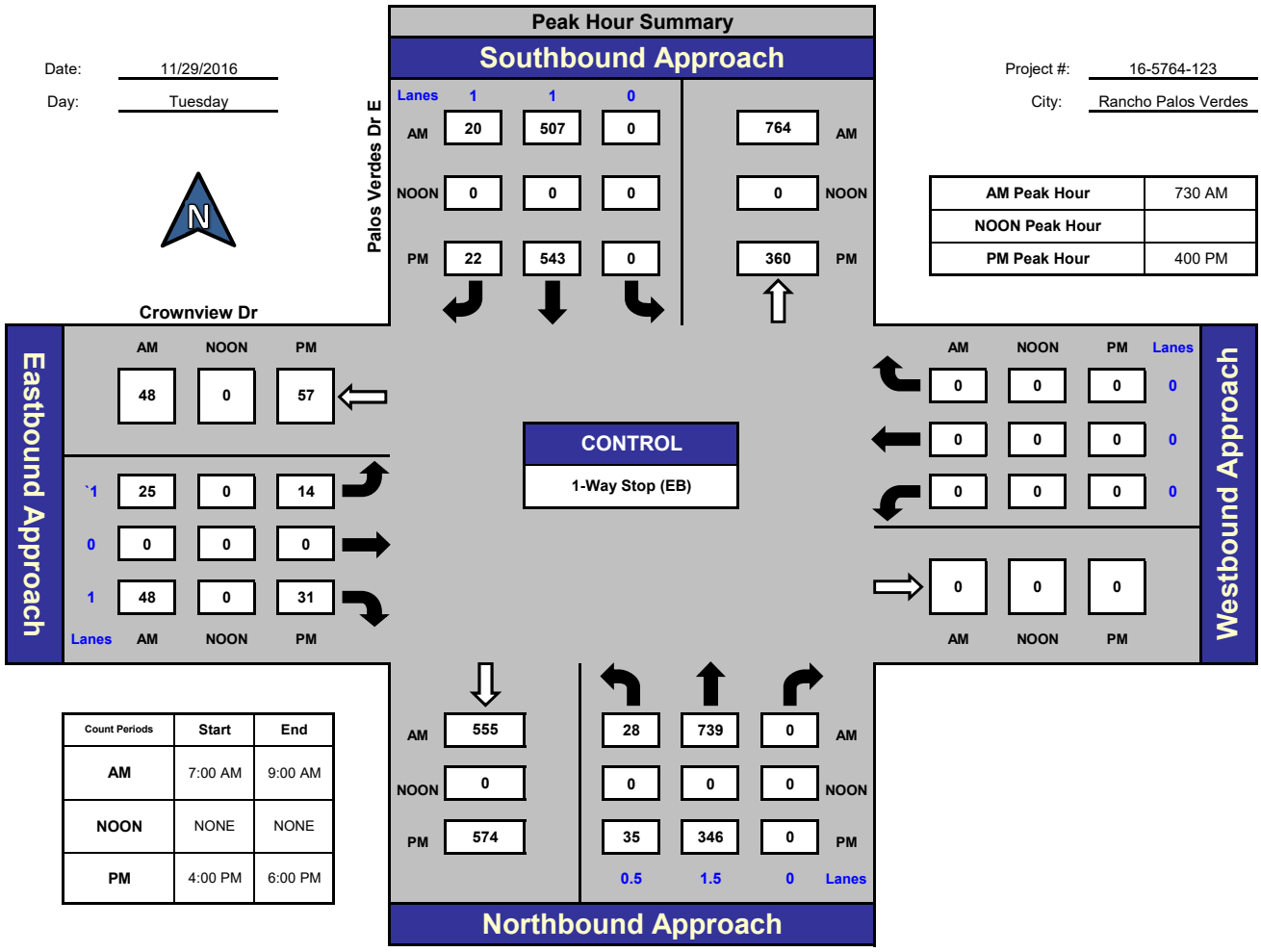
National Data & Surveying Services

Palos Verdes Dr E and Crownview Dr , Rancho Palos Verdes

Date: 11/29/2016
Day: Tuesday

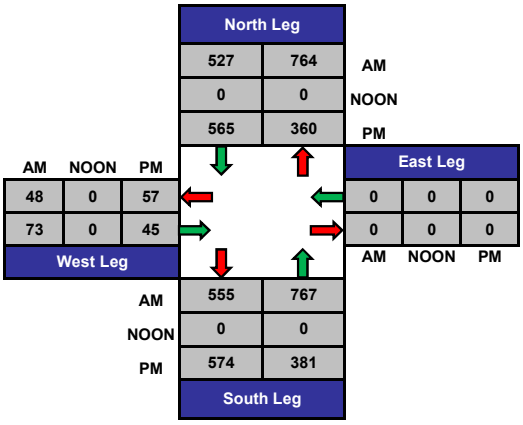
Project #: 16-5764-123
City: Rancho Palos Verdes

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NOON Peak Hour	
PM Peak Hour	400 PM

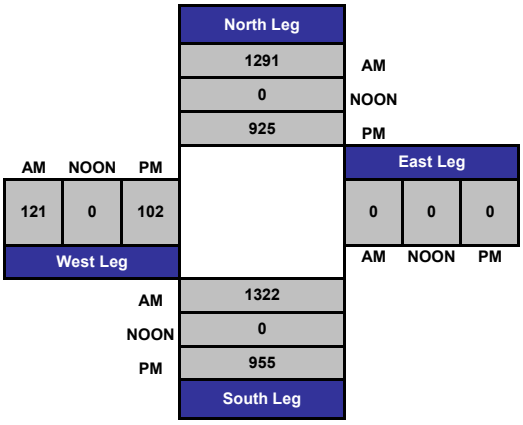


Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON	NONE	NONE
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Basswood Ave and Montemalaga Dr , Rancho Palos Verdes

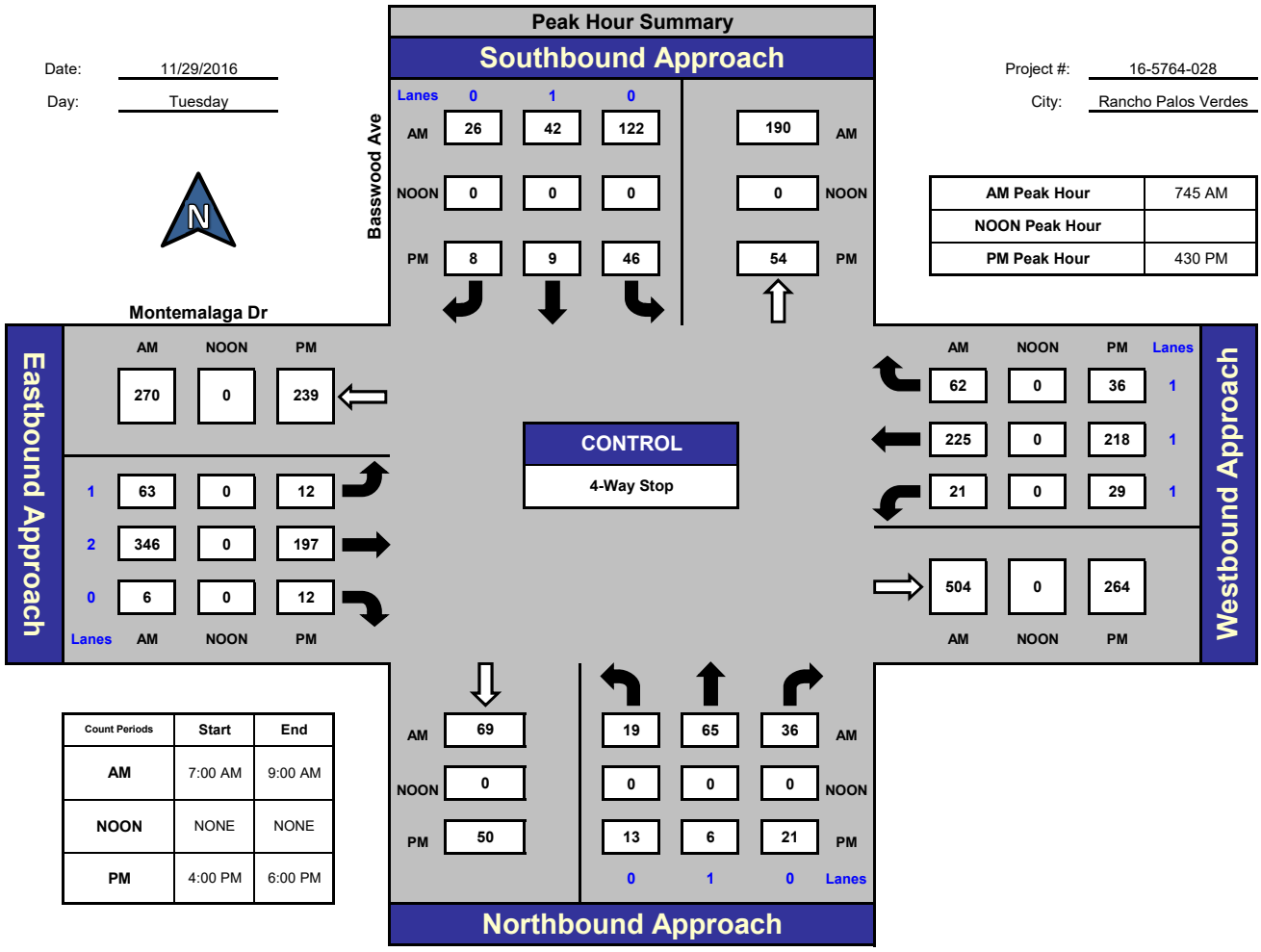
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Day: Tuesday

Project #: 16-5764-028

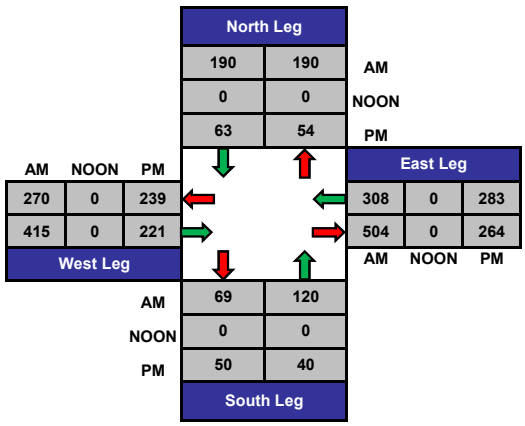
City: Rancho Palos Verdes

AM Peak Hour	745 AM
NOON Peak Hour	
PM Peak Hour	430 PM

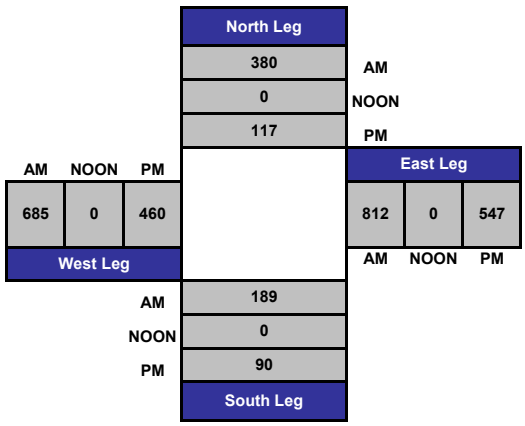


Count Periods	Start	End
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NOON	NONE	NONE
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

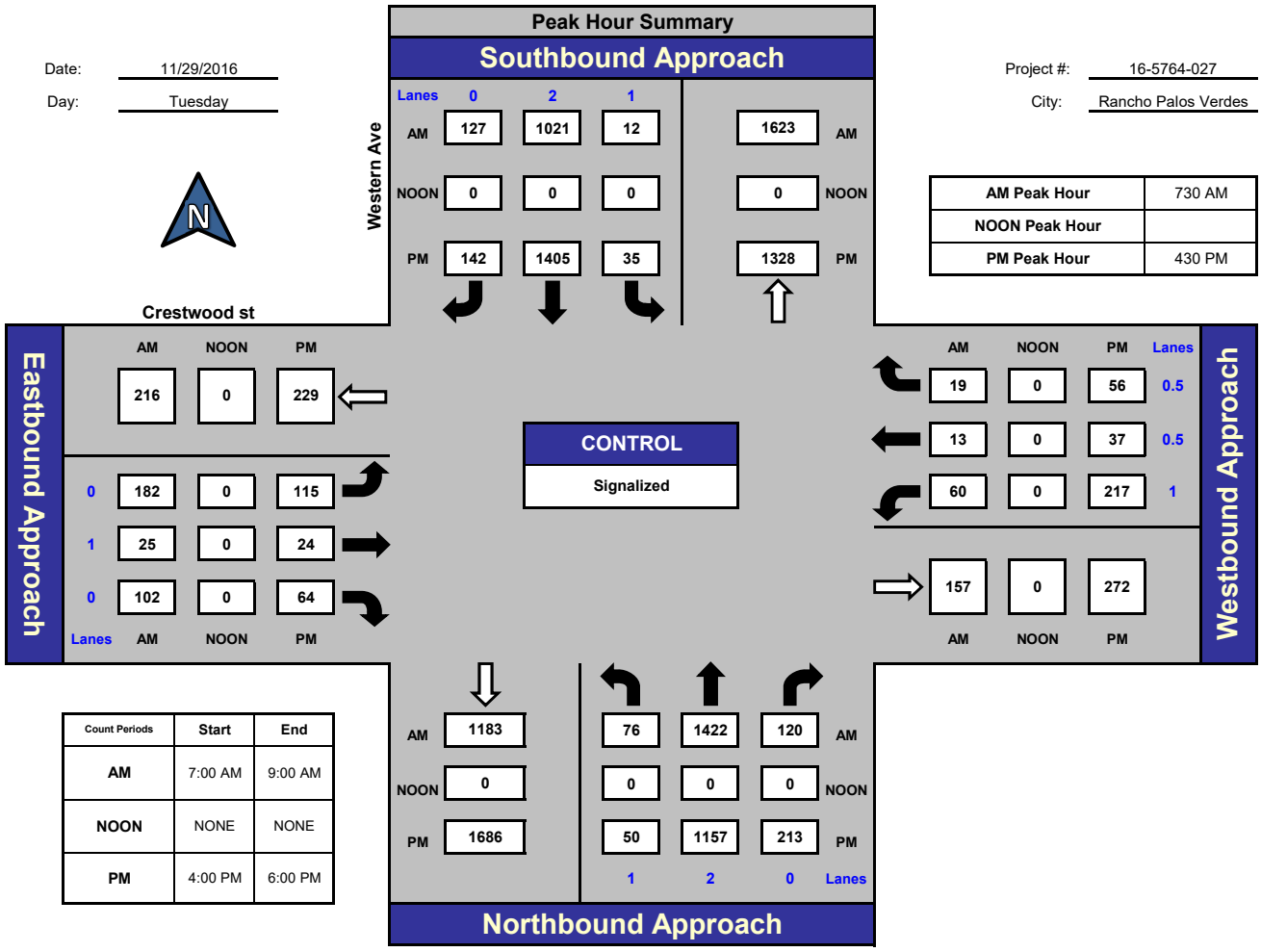
National Data & Surveying Services

Western Ave and Crestwood st , Rancho Palos Verdes

Date: 11/29/2016
Day: Tuesday

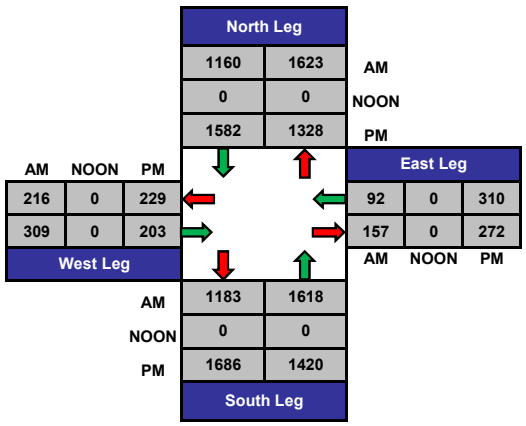
Project #: 16-5764-027
City: Rancho Palos Verdes

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PM Peak Hour	430 PM

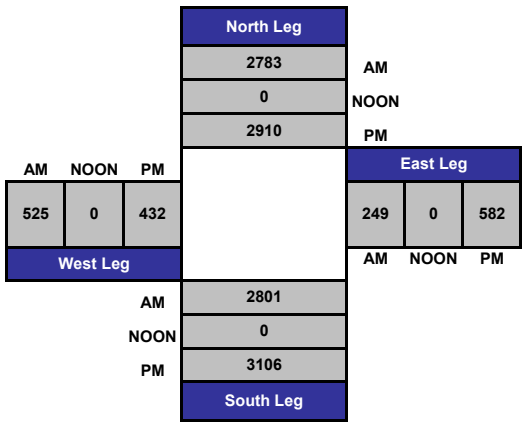


Count Periods	Start	End
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NOON	NONE	NONE
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

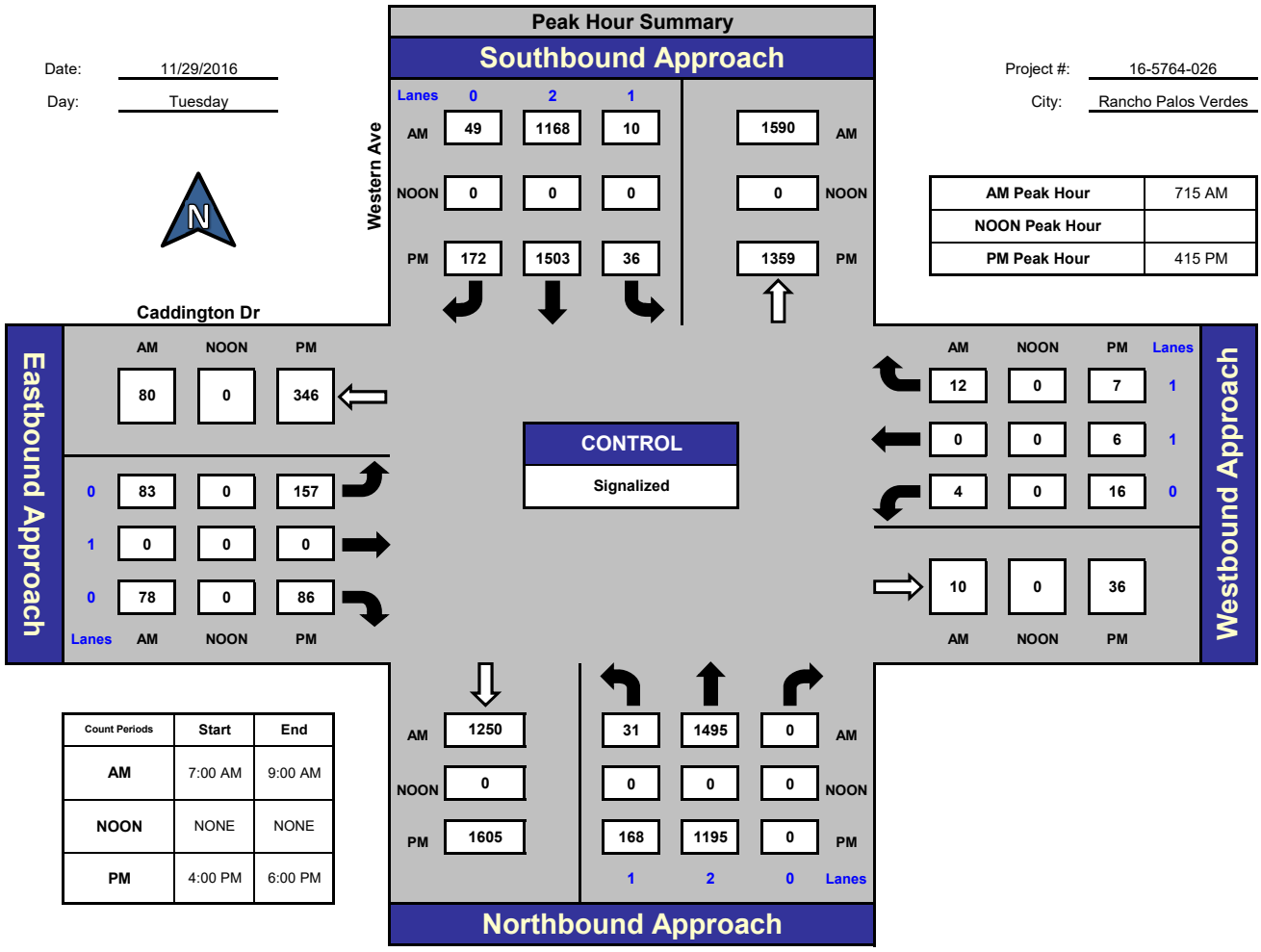
National Data & Surveying Services

Western Ave and Caddington Dr , Rancho Palos Verdes

Date: 11/29/2016
Day: Tuesday

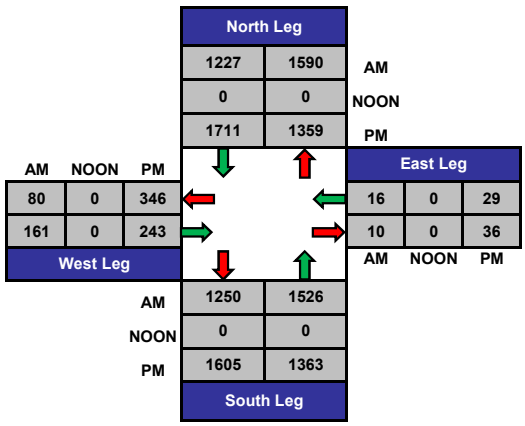
Project #: 16-5764-026
City: Rancho Palos Verdes

AM Peak Hour	715 AM
NOON Peak Hour	
PM Peak Hour	415 PM

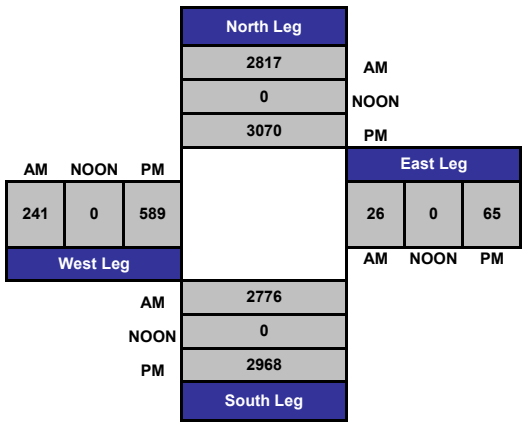


Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON	NONE	NONE
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Western Ave and Dilasonde Dr , Rancho Palos Verdes

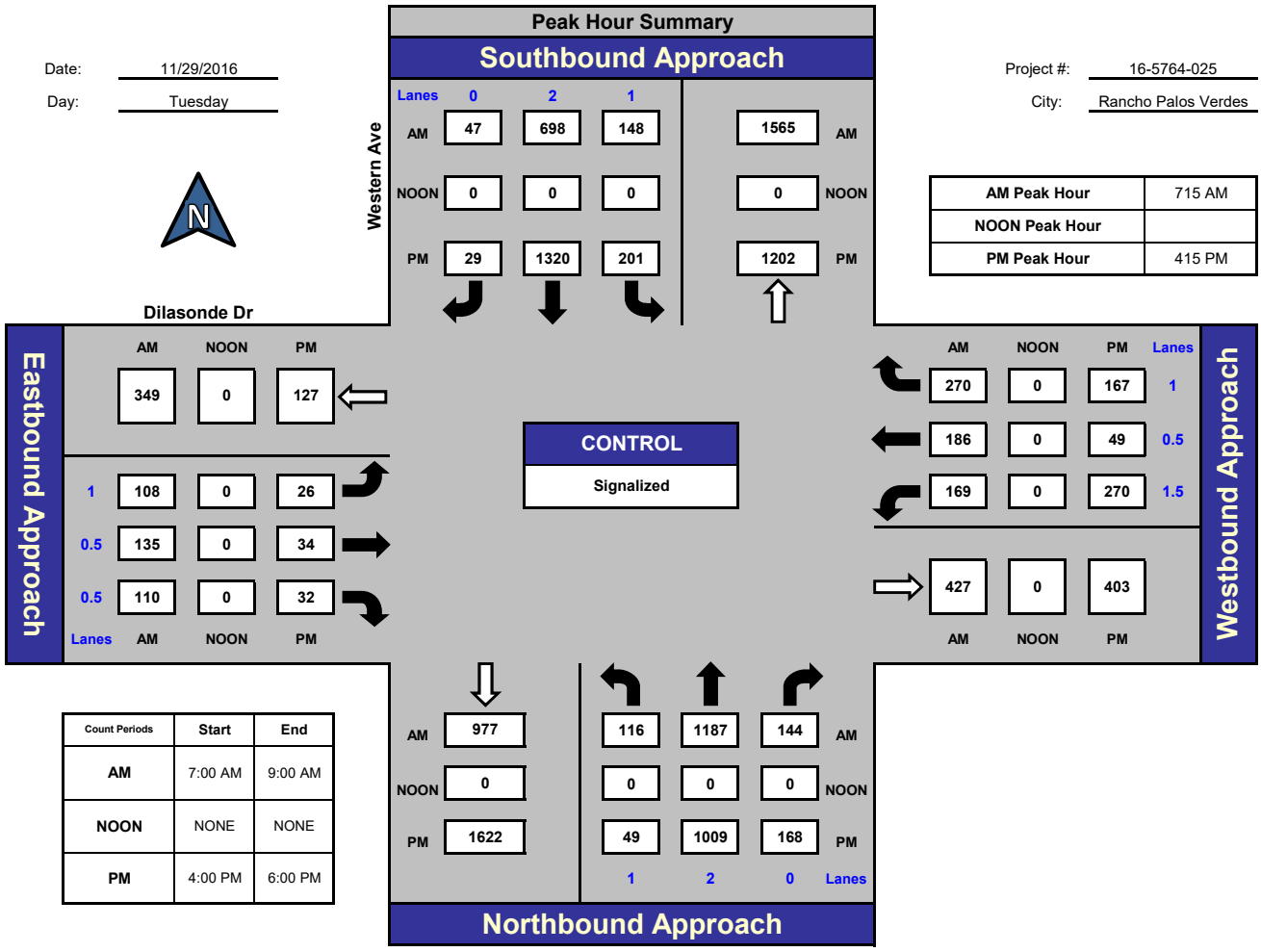
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Day: Tuesday

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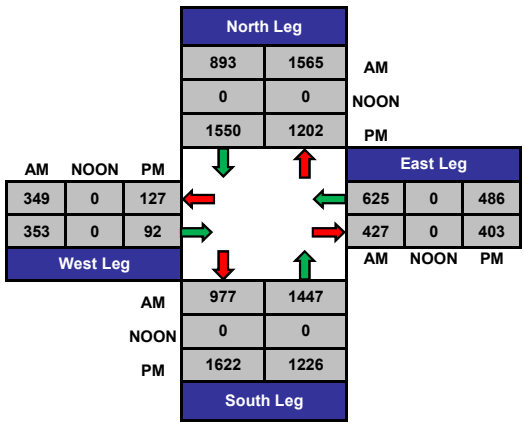
City: Rancho Palos Verdes

AM Peak Hour	715 AM
NOON Peak Hour	
PM Peak Hour	415 PM

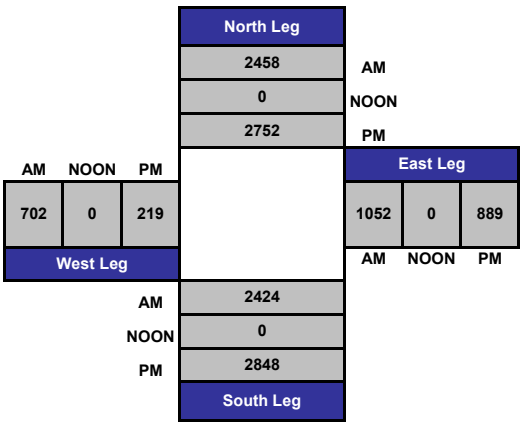


Count Periods	Start	End
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NOON	NONE	NONE
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

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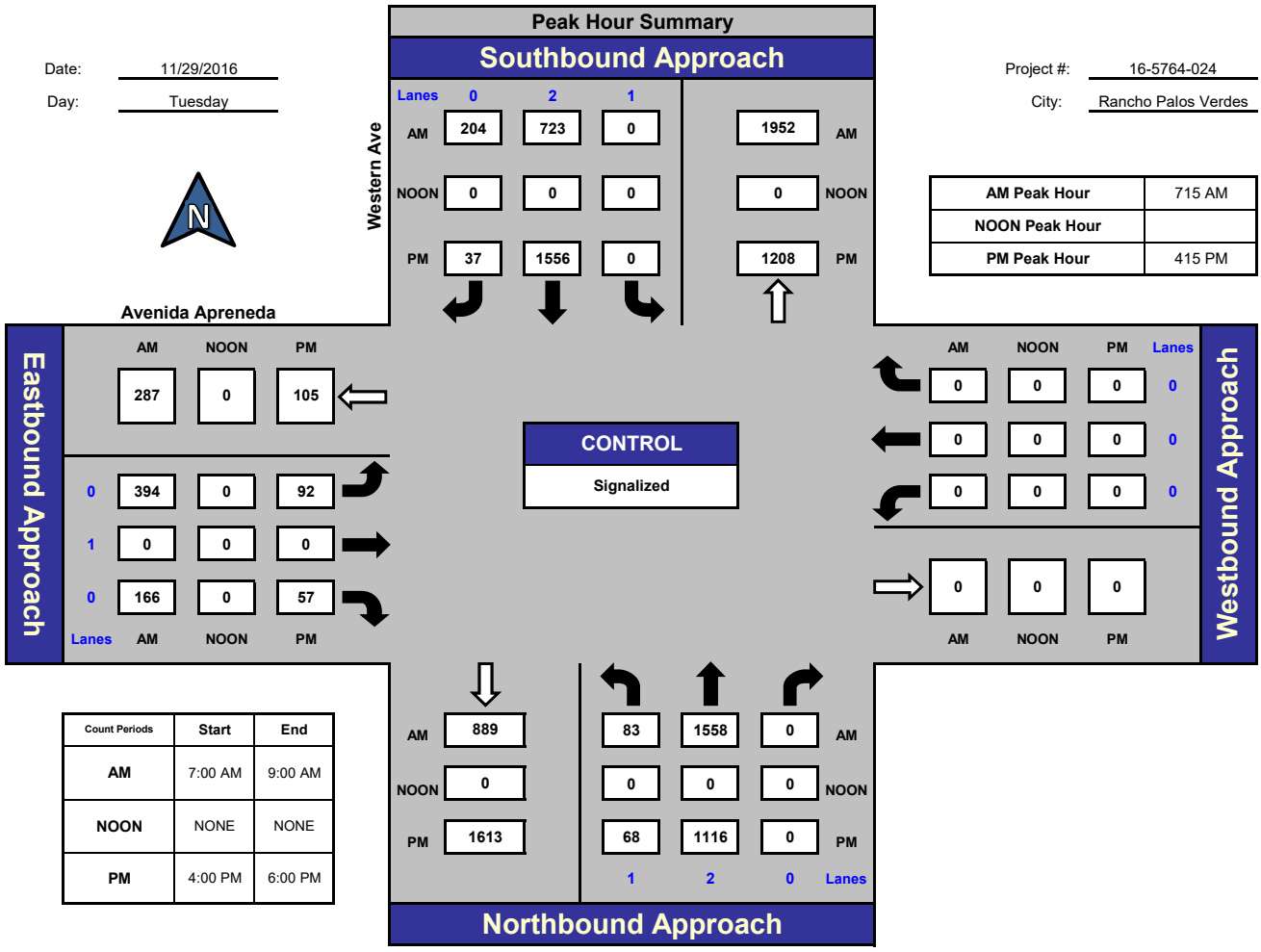
National Data & Surveying Services

Western Ave and Avenida Apreneda , Rancho Palos Verdes

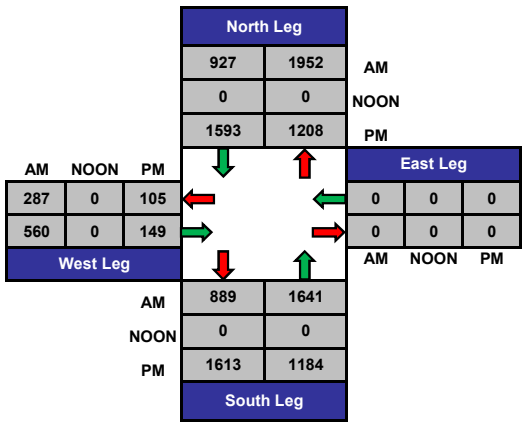
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Day: Tuesday

Project #: 16-5764-024
City: Rancho Palos Verdes

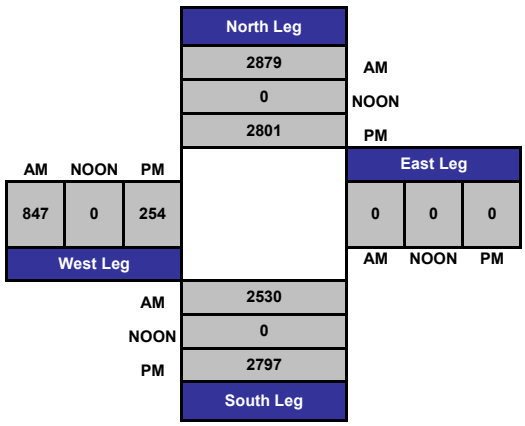
AM Peak Hour	715 AM
NOON Peak Hour	
PM Peak Hour	415 PM



Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Palos Verdes Dr E and Via Canada , Rancho Palos Verdes

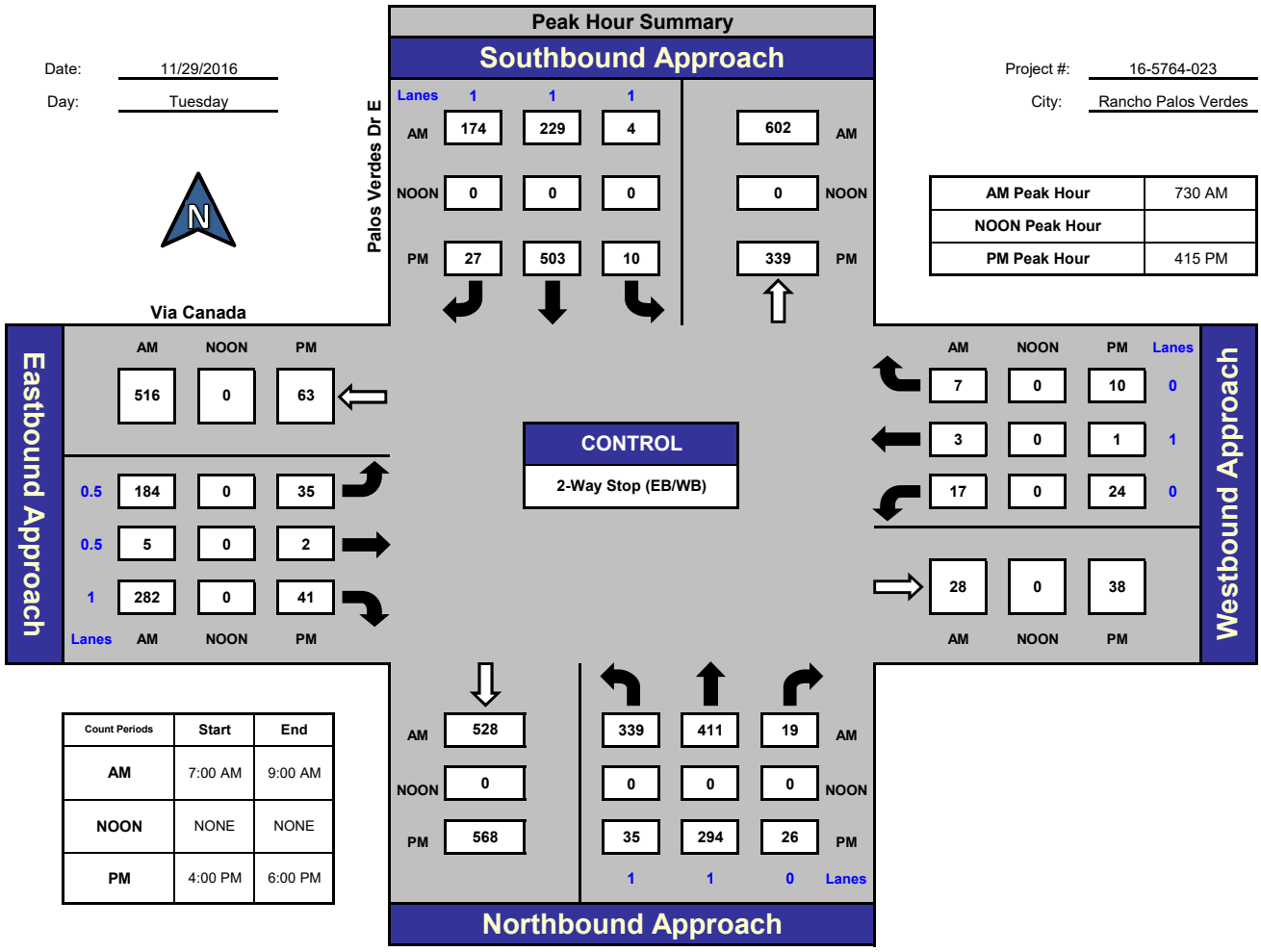
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Day: Tuesday

Project #: 16-5764-023

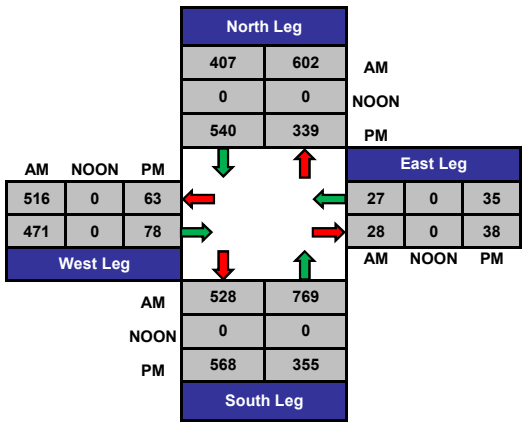
City: Rancho Palos Verdes

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	415 PM

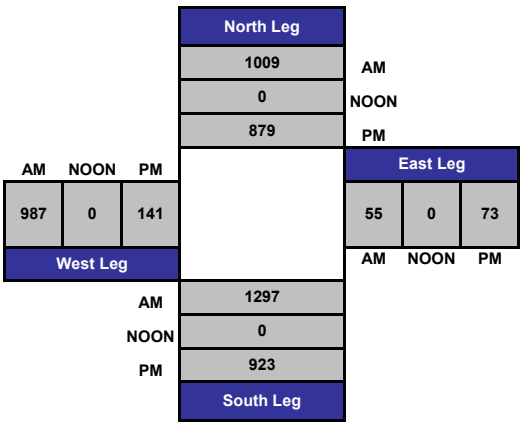


Count Periods	Start	End
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NOON	NONE	NONE
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

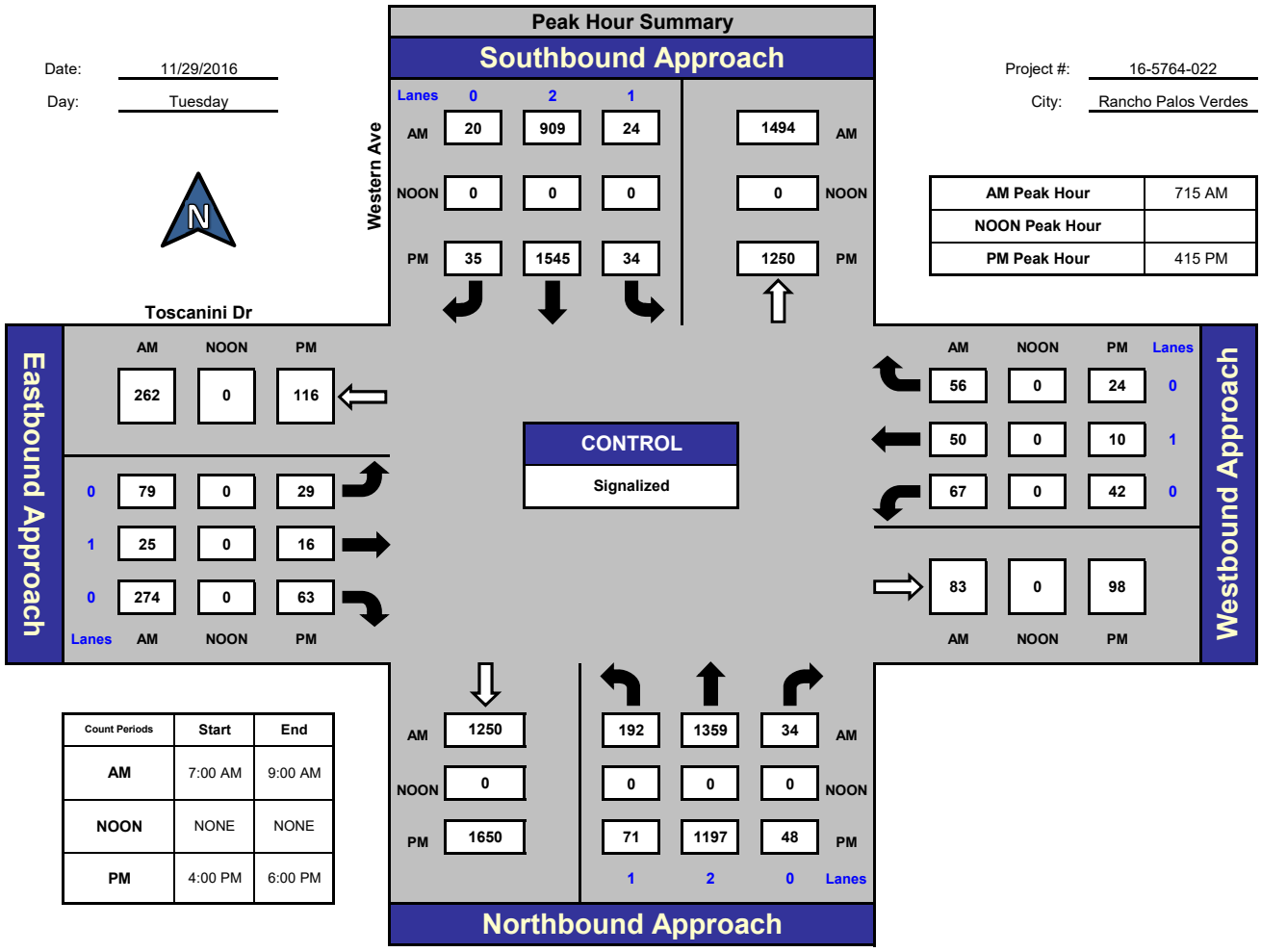
National Data & Surveying Services

Western Ave and Toscanini Dr , Rancho Palos Verdes

Date: 11/29/2016
Day: Tuesday

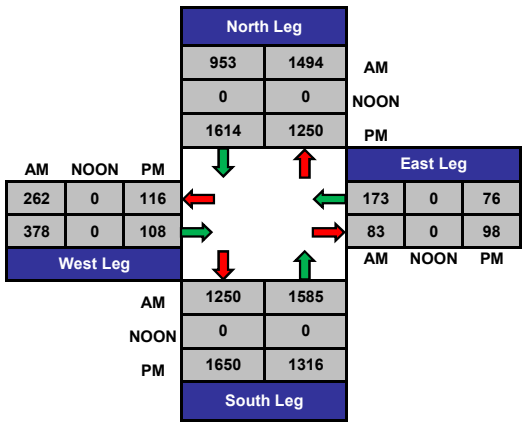
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City: Rancho Palos Verdes

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NOON Peak Hour	
PM Peak Hour	415 PM

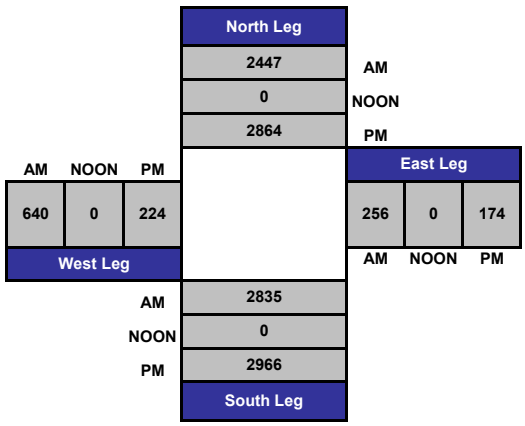


Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON	NONE	NONE
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Miraleste Dr and 1st St , Rancho Palos Verdes

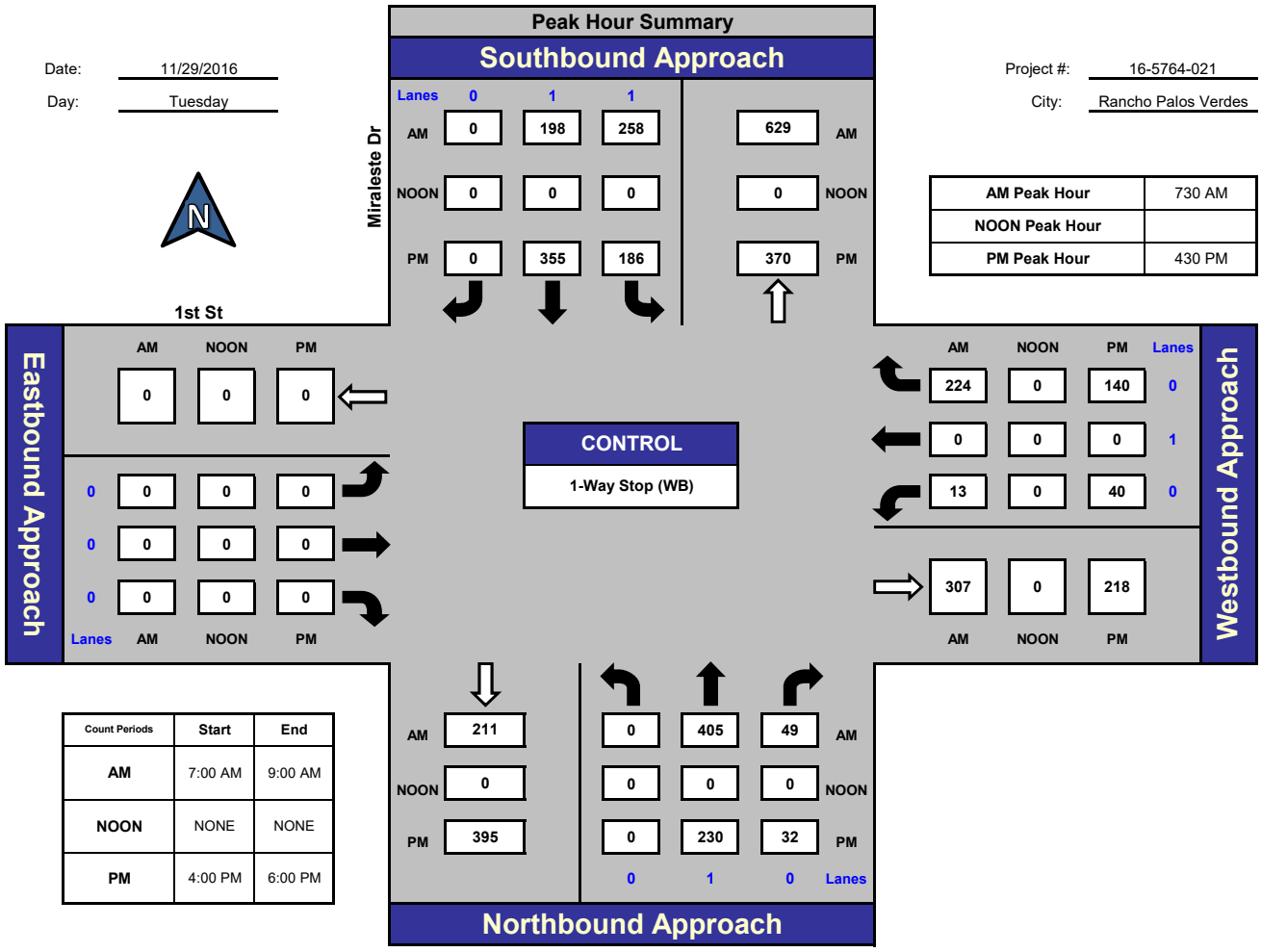
Date: 11/29/2016

Day: Tuesday

Project #: 16-5764-021

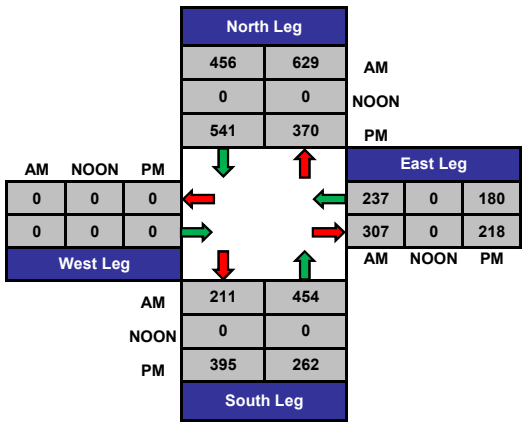
City: Rancho Palos Verdes

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	430 PM

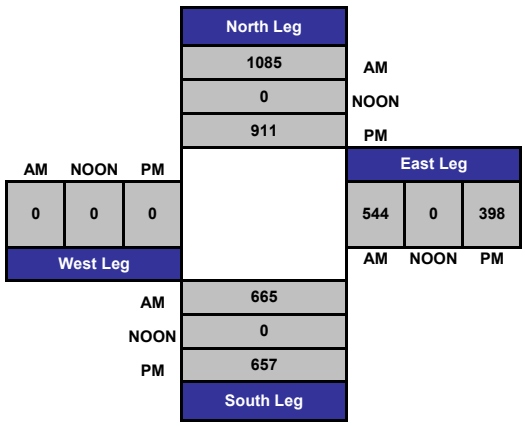


Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON	NONE	NONE
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Palos Verdes Dr E and Palos Verdes Dr S , Rancho Palos Verdes

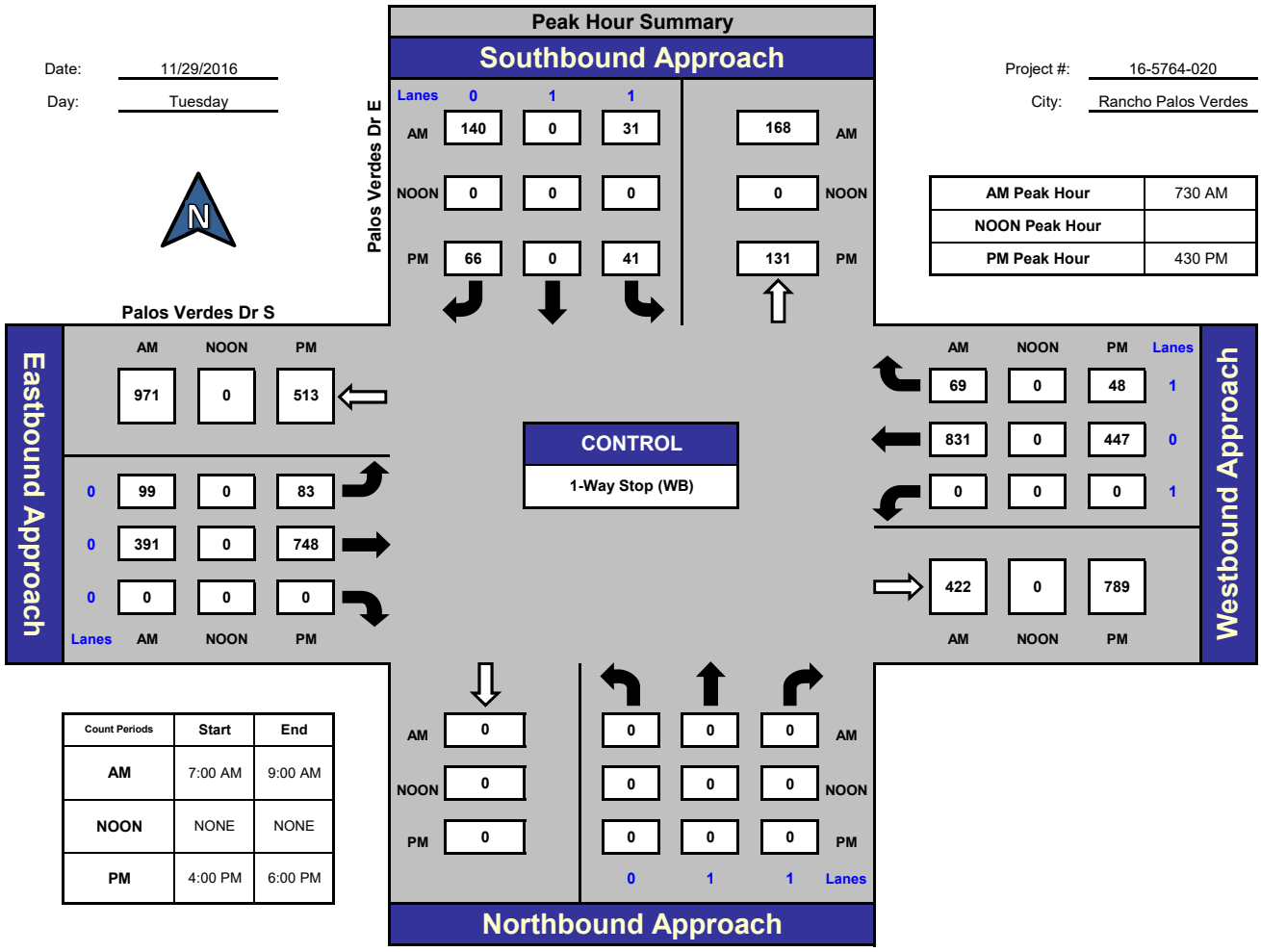
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Day: Tuesday

Project #: 16-5764-020

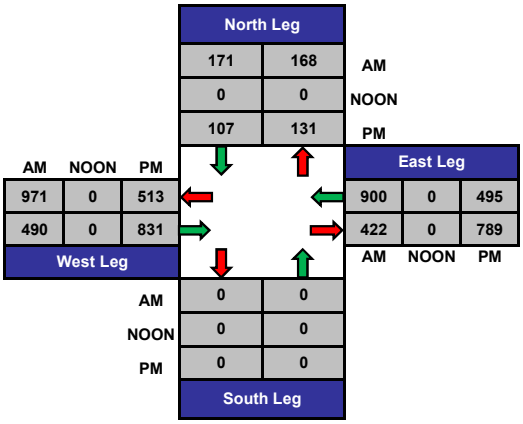
City: Rancho Palos Verdes

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	430 PM

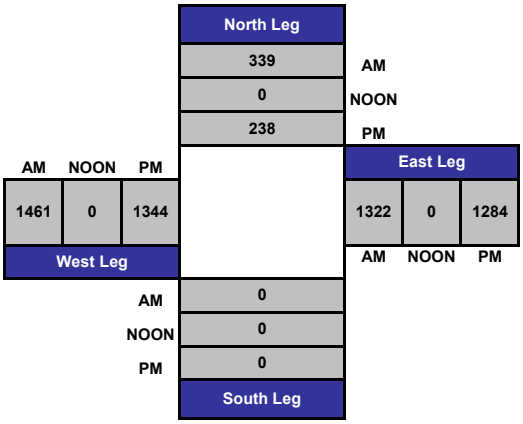


Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON	NONE	NONE
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

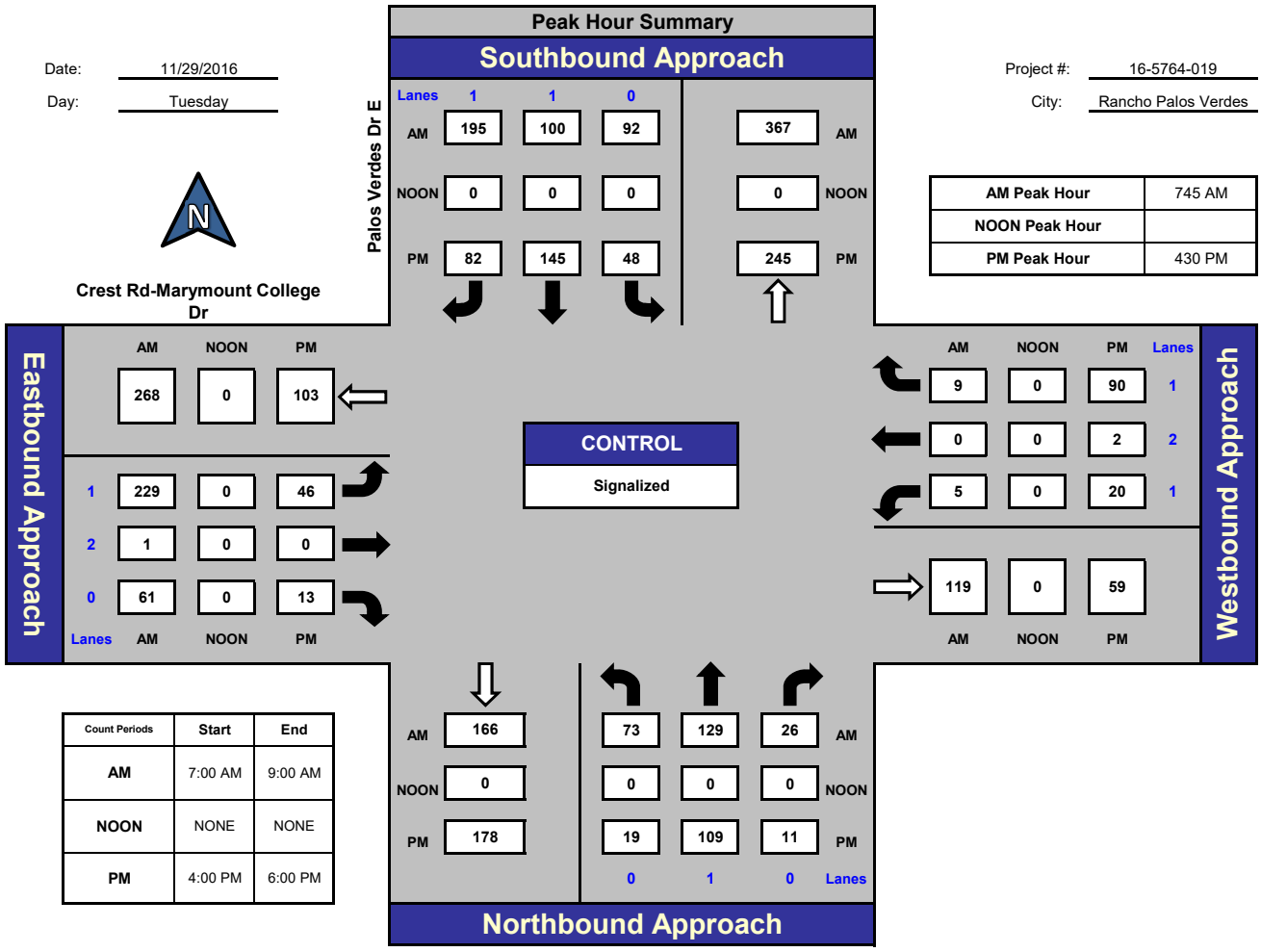
National Data & Surveying Services

Palos Verdes Dr E and Crest Rd-Marymount College Dr , Rancho Palos Verdes

Date: 11/29/2016
Day: Tuesday

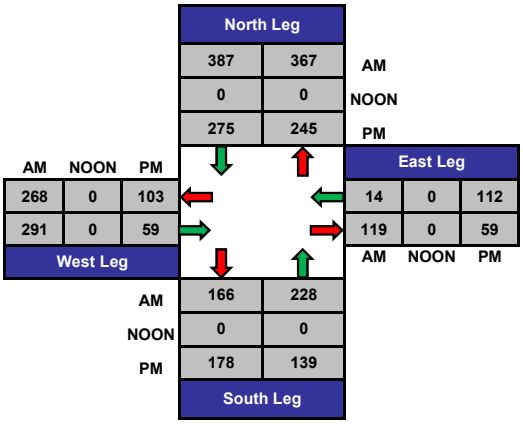
Project #: 16-5764-019
City: Rancho Palos Verdes

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NOON Peak Hour	
PM Peak Hour	430 PM

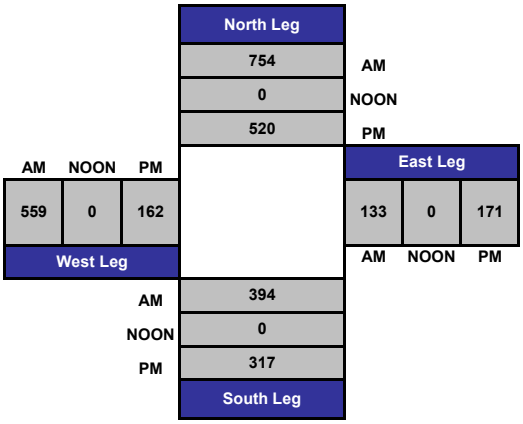


Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON	NONE	NONE
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

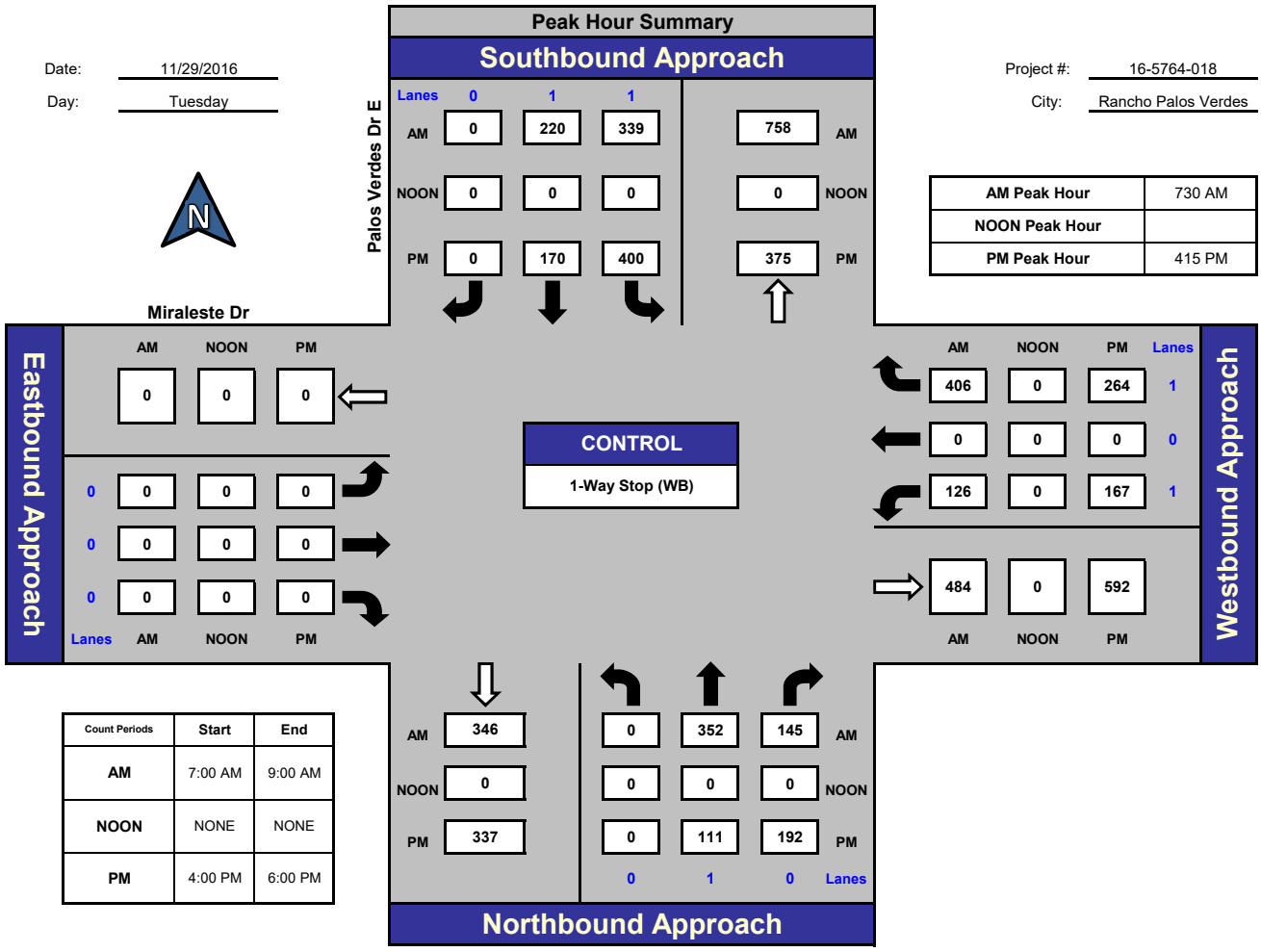
National Data & Surveying Services

Palos Verdes Dr E and Miraleste Dr , Rancho Palos Verdes

Date: 11/29/2016
Day: Tuesday

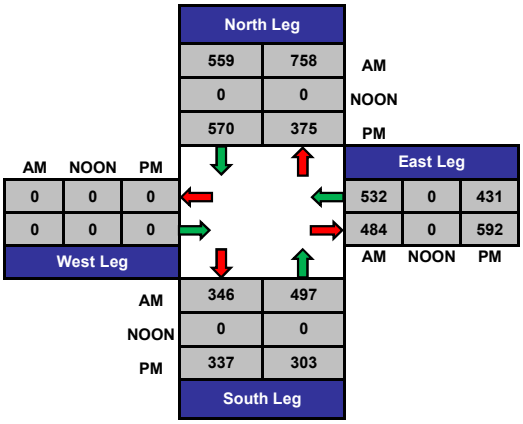
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City: Rancho Palos Verdes

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PM Peak Hour	415 PM

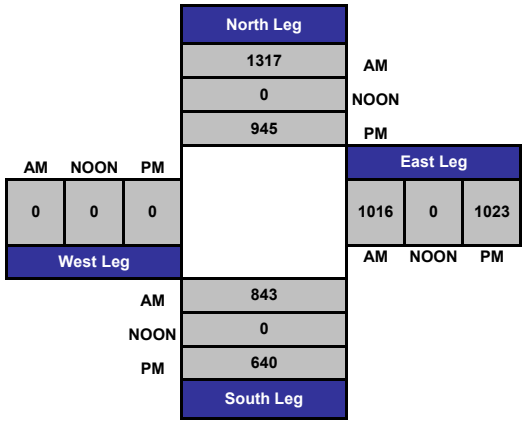


Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON	NONE	NONE
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

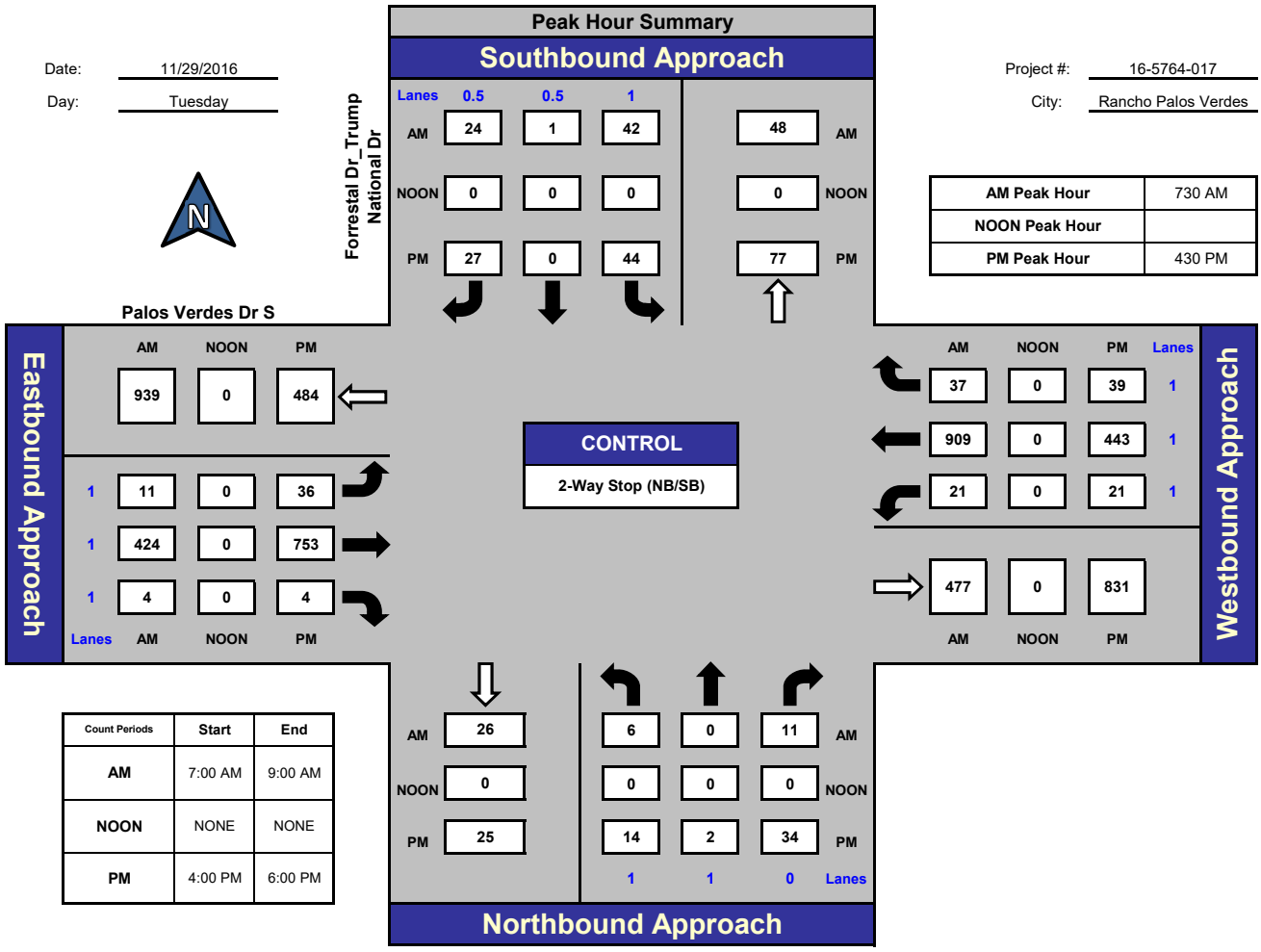
Prepared by:

National Data & Surveying Services

Forrestal Dr_Trump National Dr and Palos Verdes Dr S , Rancho Palos Verdes

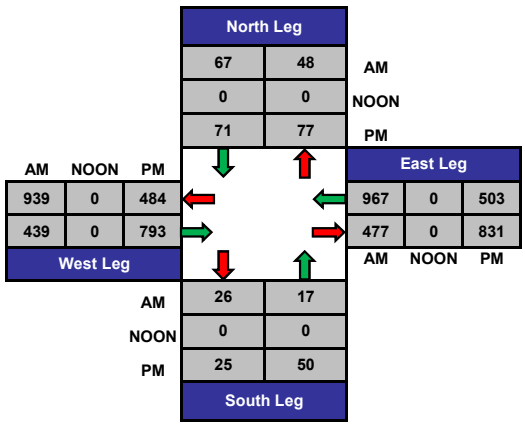
Date: 11/29/2016
Day: Tuesday
Project #: 16-5764-017
City: Rancho Palos Verdes

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	430 PM

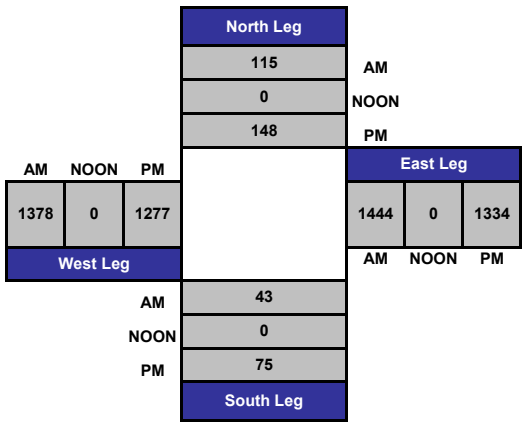


Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON	NONE	NONE
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

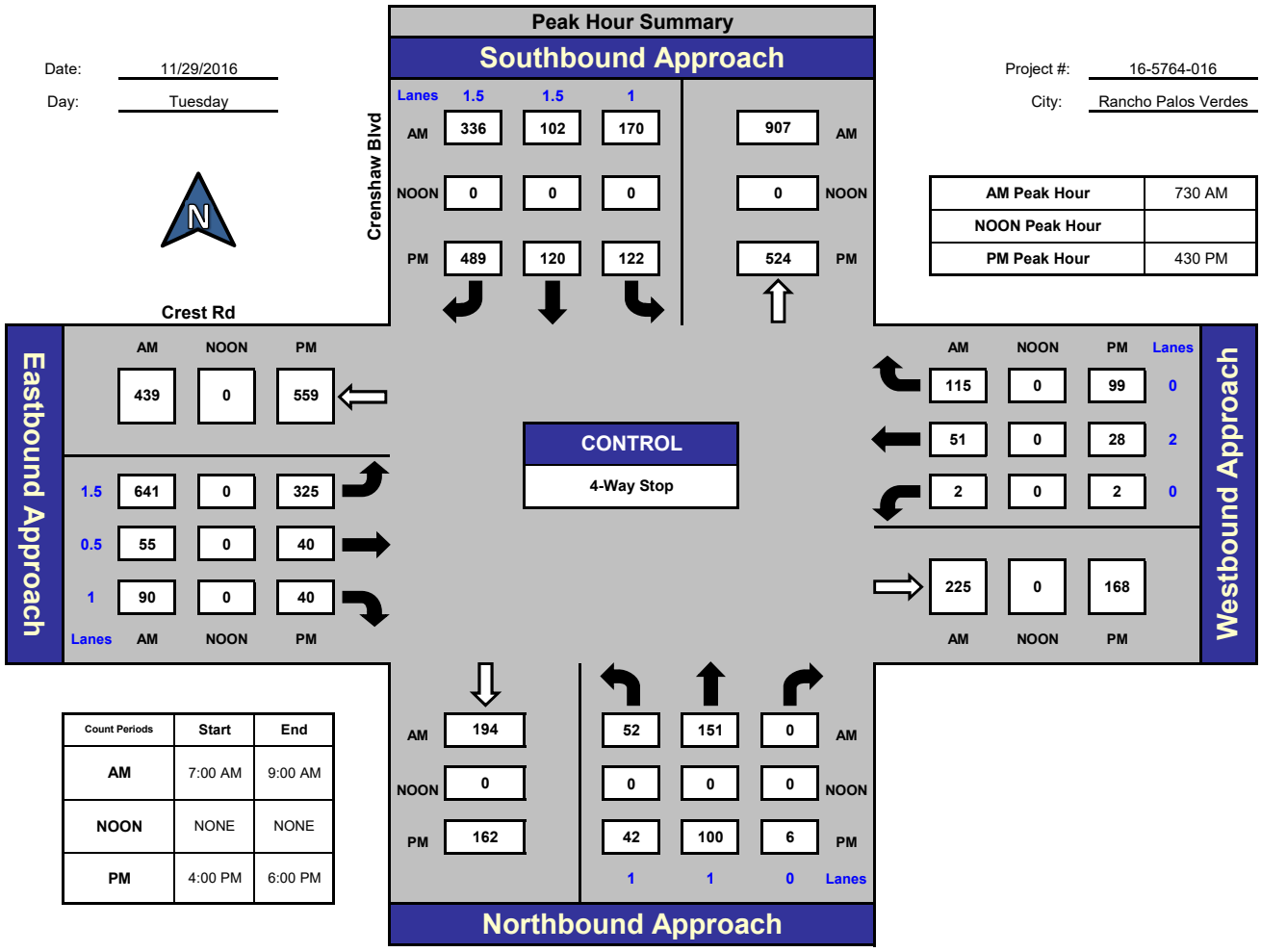
National Data & Surveying Services

Crenshaw Blvd and Crest Rd , Rancho Palos Verdes

Date: 11/29/2016
Day: Tuesday

Project #: 16-5764-016
City: Rancho Palos Verdes

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	430 PM



Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON	NONE	NONE
PM	4:00 PM	6:00 PM

Total Ins & Outs

North Leg		
608	907	AM
0	0	NOON
731	524	PM

West Leg			East Leg		
AM	NOON	PM			
439	0	559	168	0	129
786	0	405	225	0	168
			AM	NOON	PM

South Leg		
194	203	AM
0	0	NOON
162	148	PM

Total Volume Per Leg

North Leg	
1515	AM
0	NOON
1255	PM

West Leg			East Leg		
AM	NOON	PM			
1225	0	964	393	0	297
			AM	NOON	PM

South Leg	
397	AM
0	NOON
310	PM

ITM Peak Hour Summary

Prepared by:

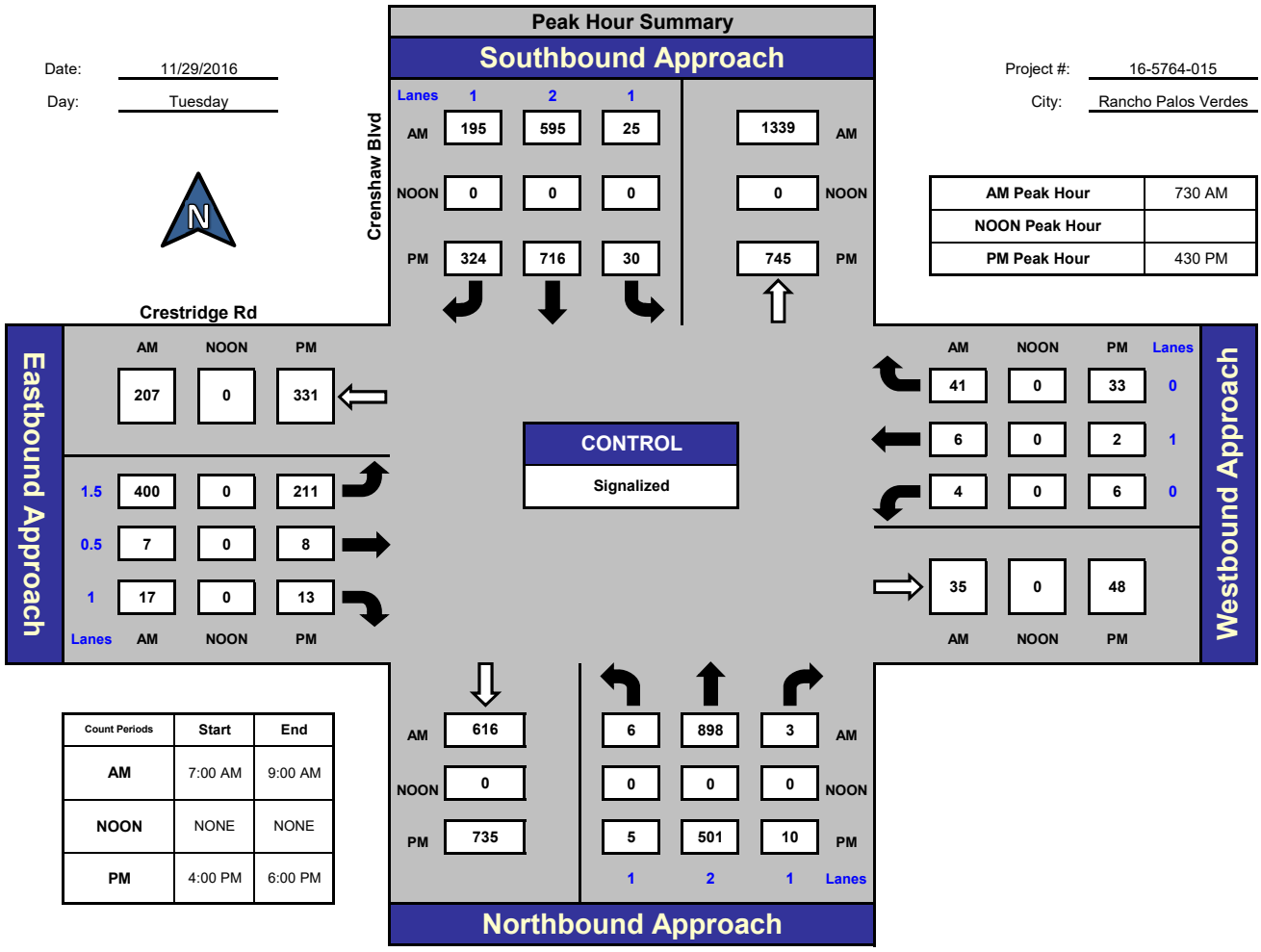
National Data & Surveying Services

Crenshaw Blvd and Crestridge Rd , Rancho Palos Verdes

Date: 11/29/2016
Day: Tuesday

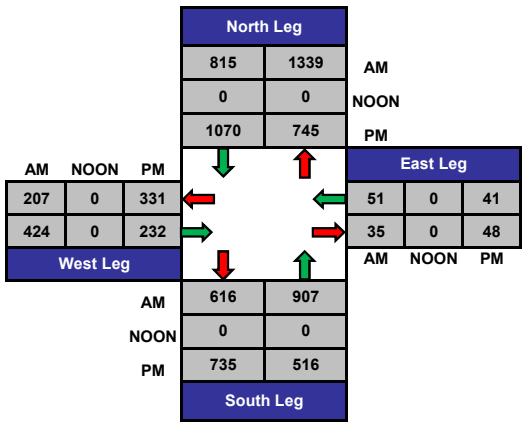
Project #: 16-5764-015
City: Rancho Palos Verdes

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	430 PM

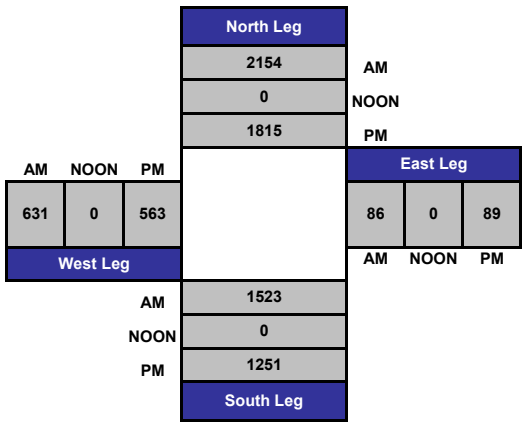


Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON	NONE	NONE
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Crenshaw Blvd and Indian Peak Rd , Rancho Palos Verdes

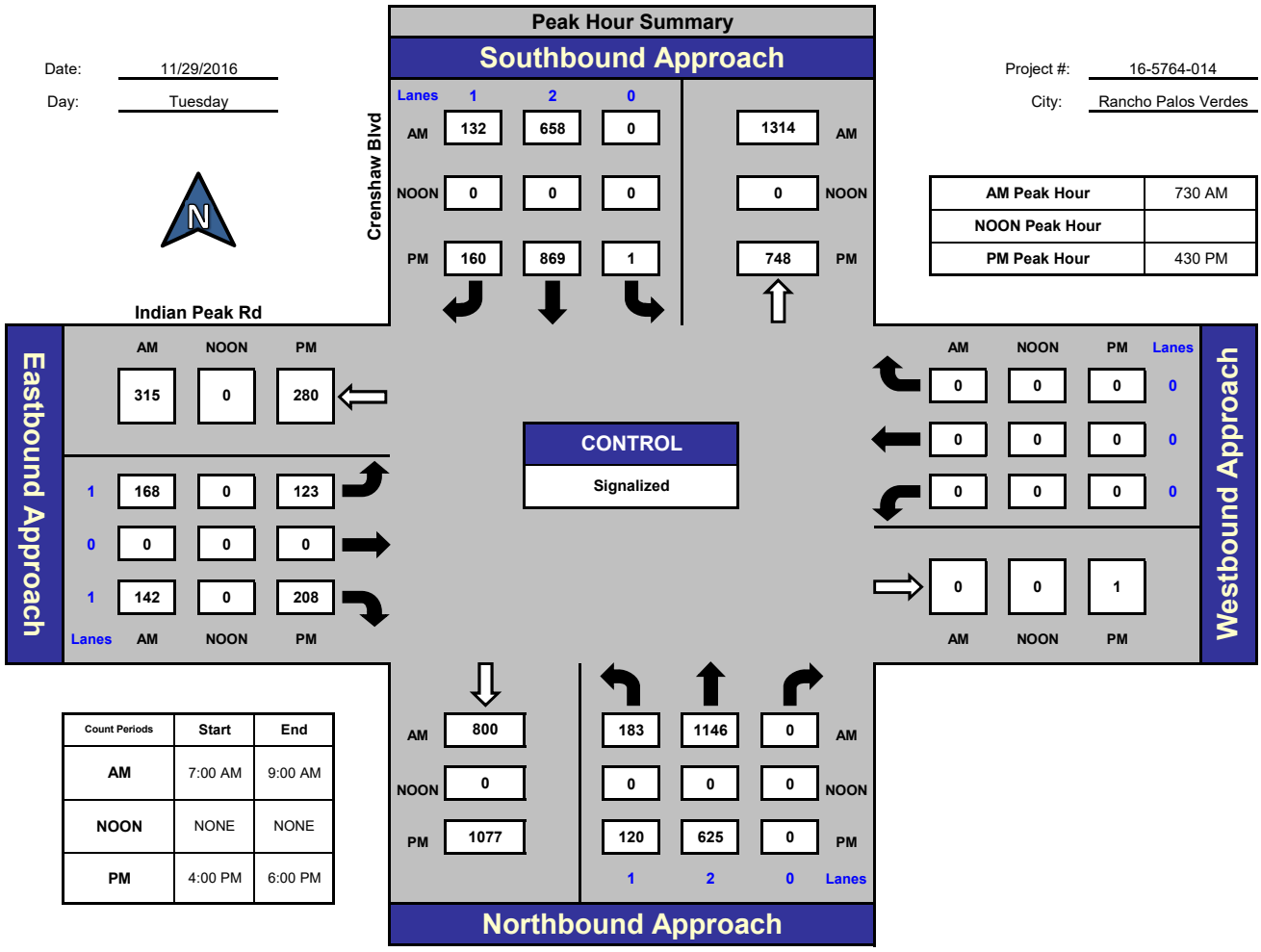
Date: 11/29/2016

Day: Tuesday

Project #: 16-5764-014

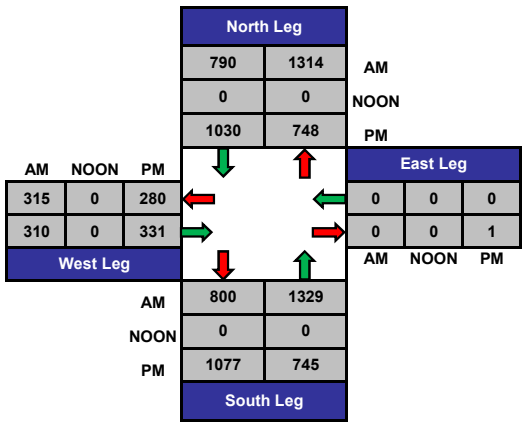
City: Rancho Palos Verdes

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	430 PM

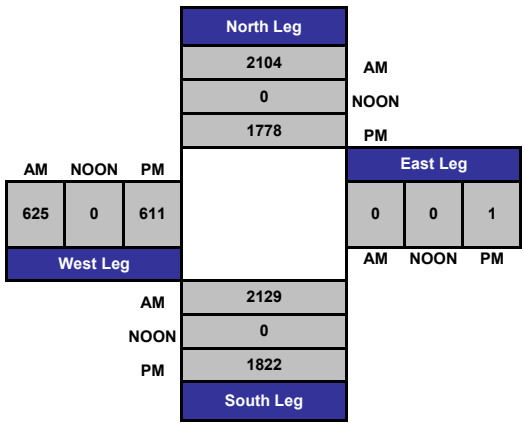


Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON	NONE	NONE
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Hawthorne Blvd and Blackhorse Rd , Rancho Palos Verdes

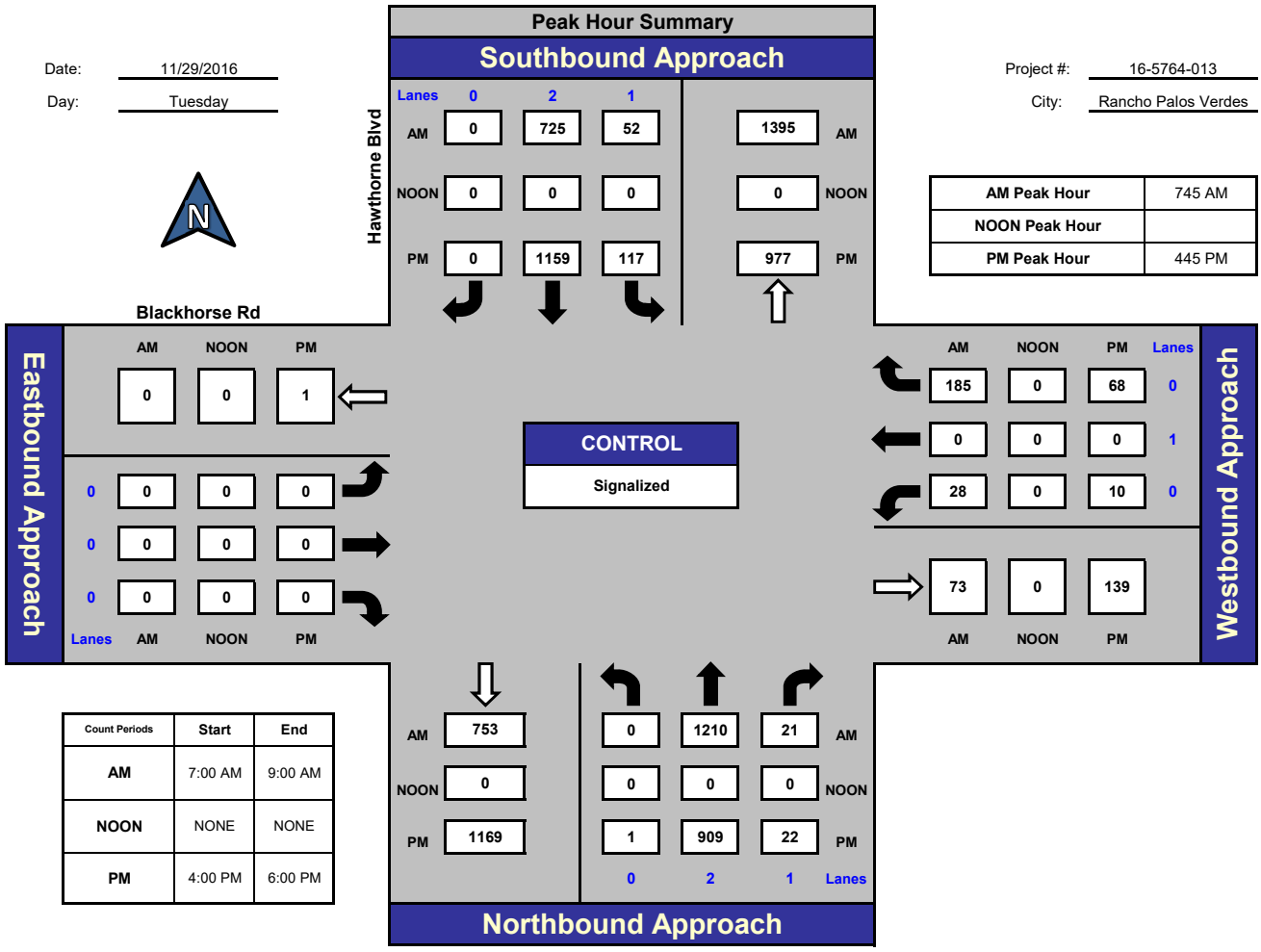
Date: 11/29/2016

Day: Tuesday

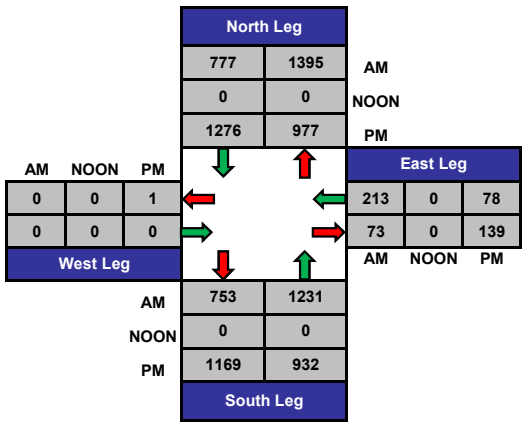
Project #: 16-5764-013

City: Rancho Palos Verdes

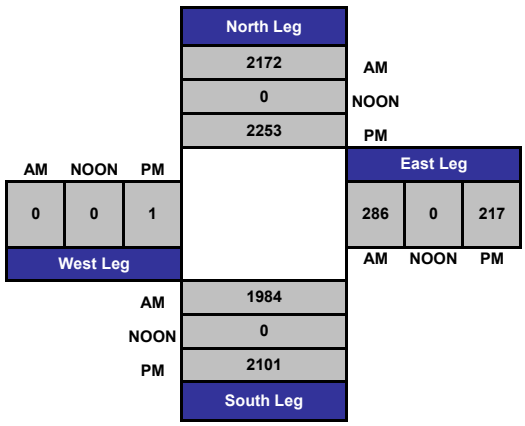
AM Peak Hour	745 AM
NOON Peak Hour	
PM Peak Hour	445 PM



Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Silver Spur Rd and Hawthorne Blvd , Rancho Palos Verdes

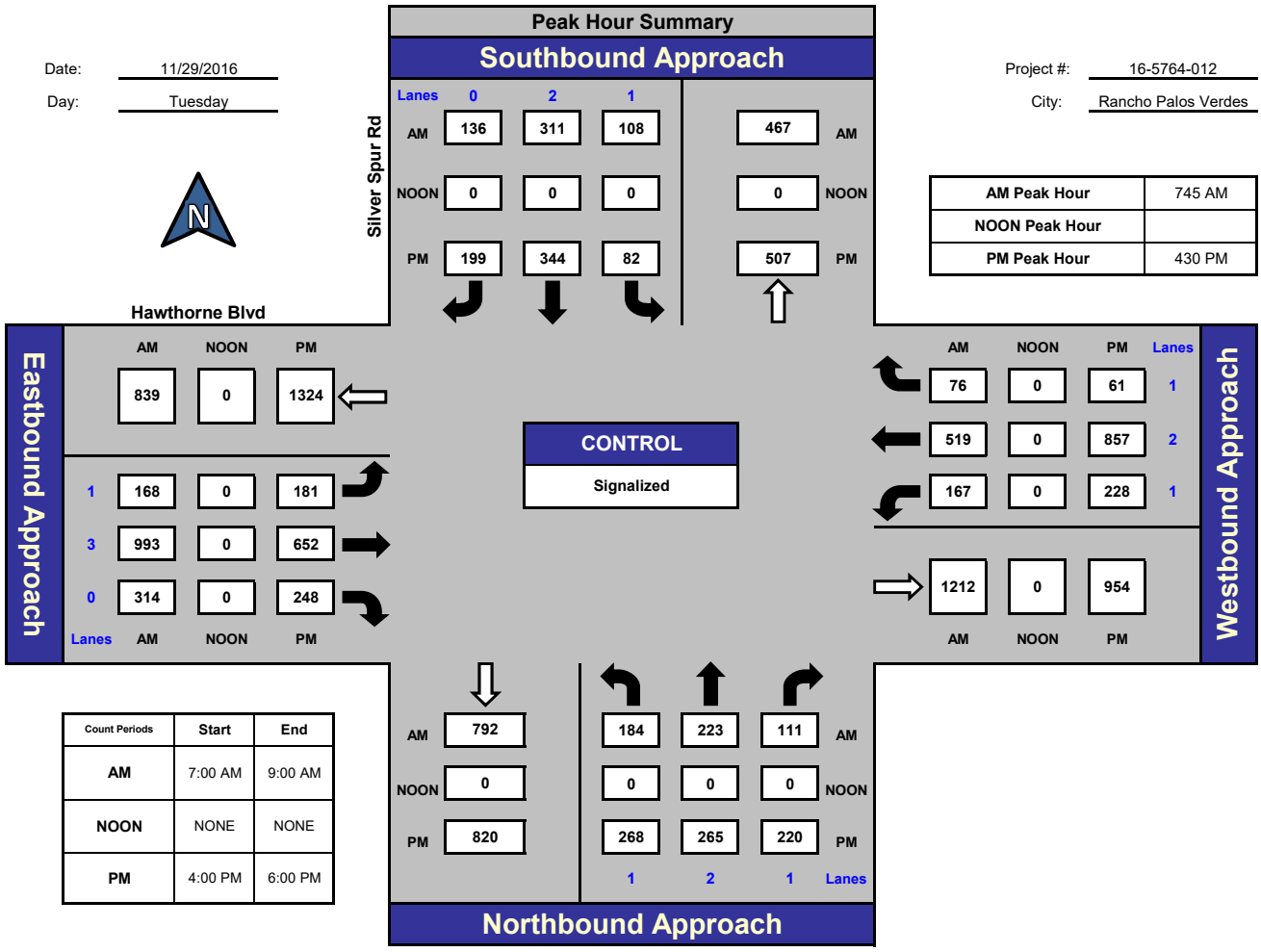
Date: 11/29/2016

Day: Tuesday

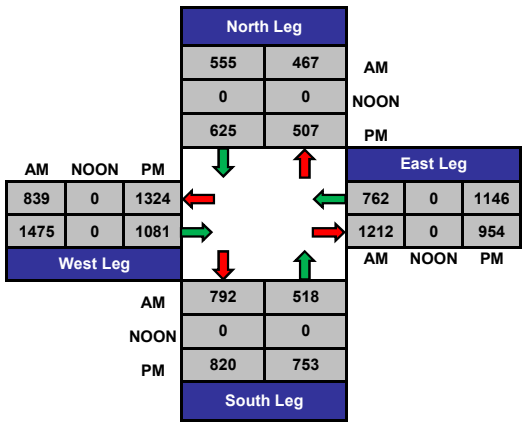
Project #: 16-5764-012

City: Rancho Palos Verdes

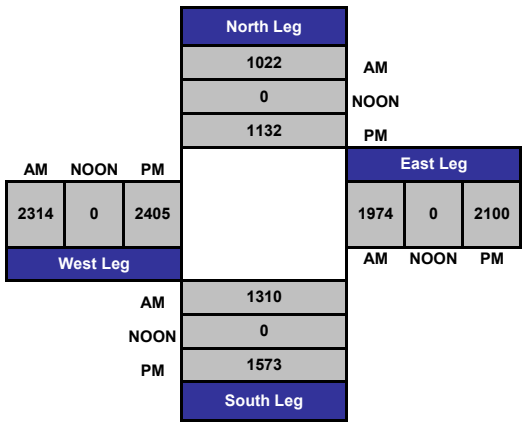
AM Peak Hour	745 AM
NOON Peak Hour	
PM Peak Hour	430 PM



Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

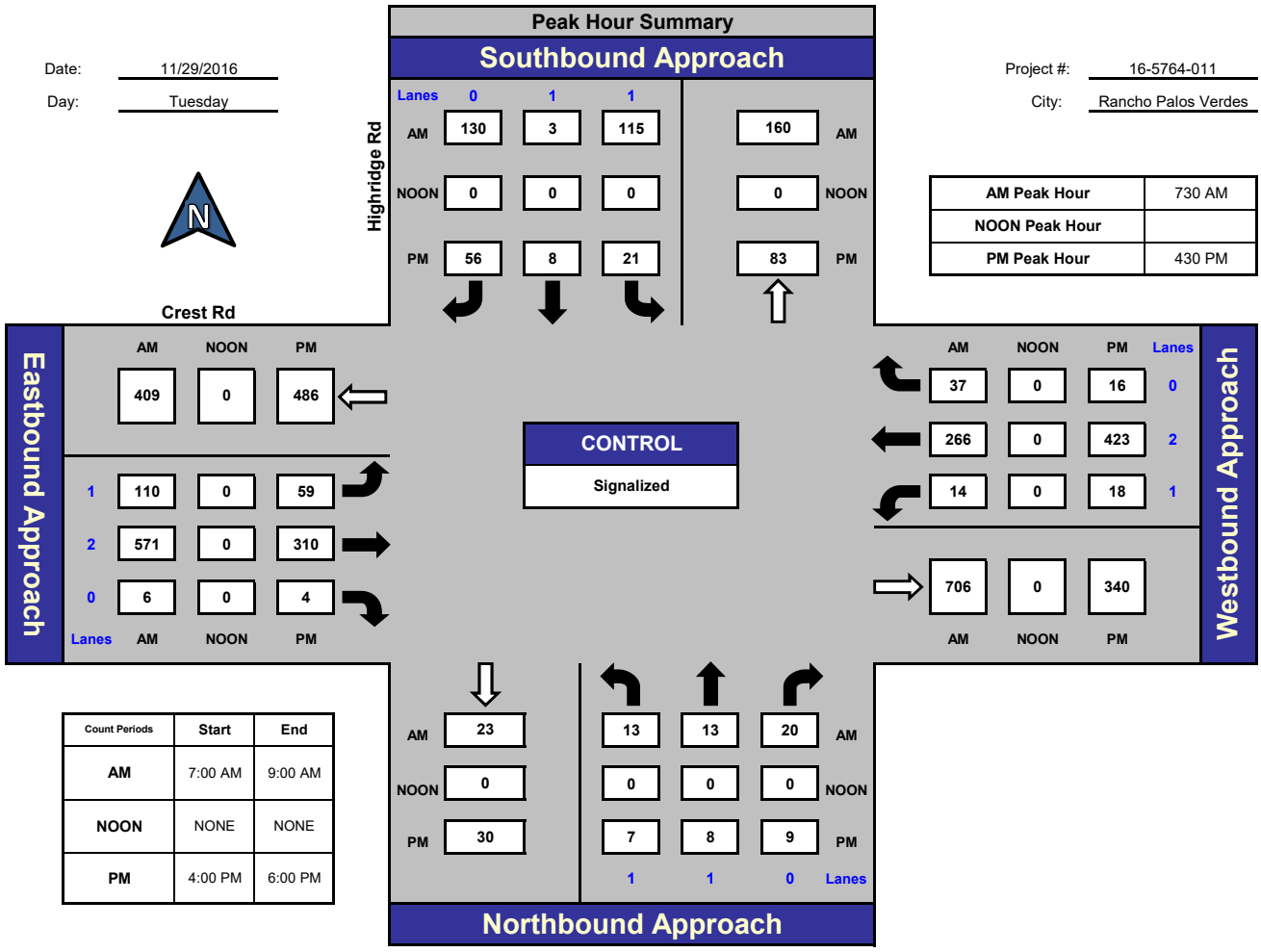
National Data & Surveying Services

Highridge Rd and Crest Rd , Rancho Palos Verdes

Date: 11/29/2016
Day: Tuesday

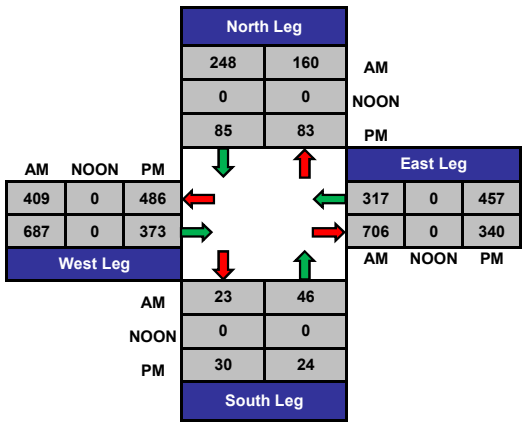
Project #: 16-5764-011
City: Rancho Palos Verdes

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	430 PM

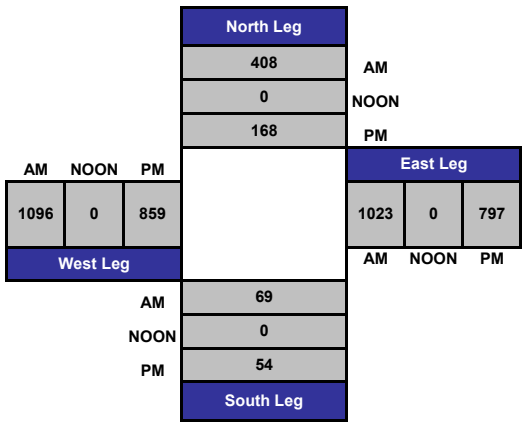


Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON	NONE	NONE
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

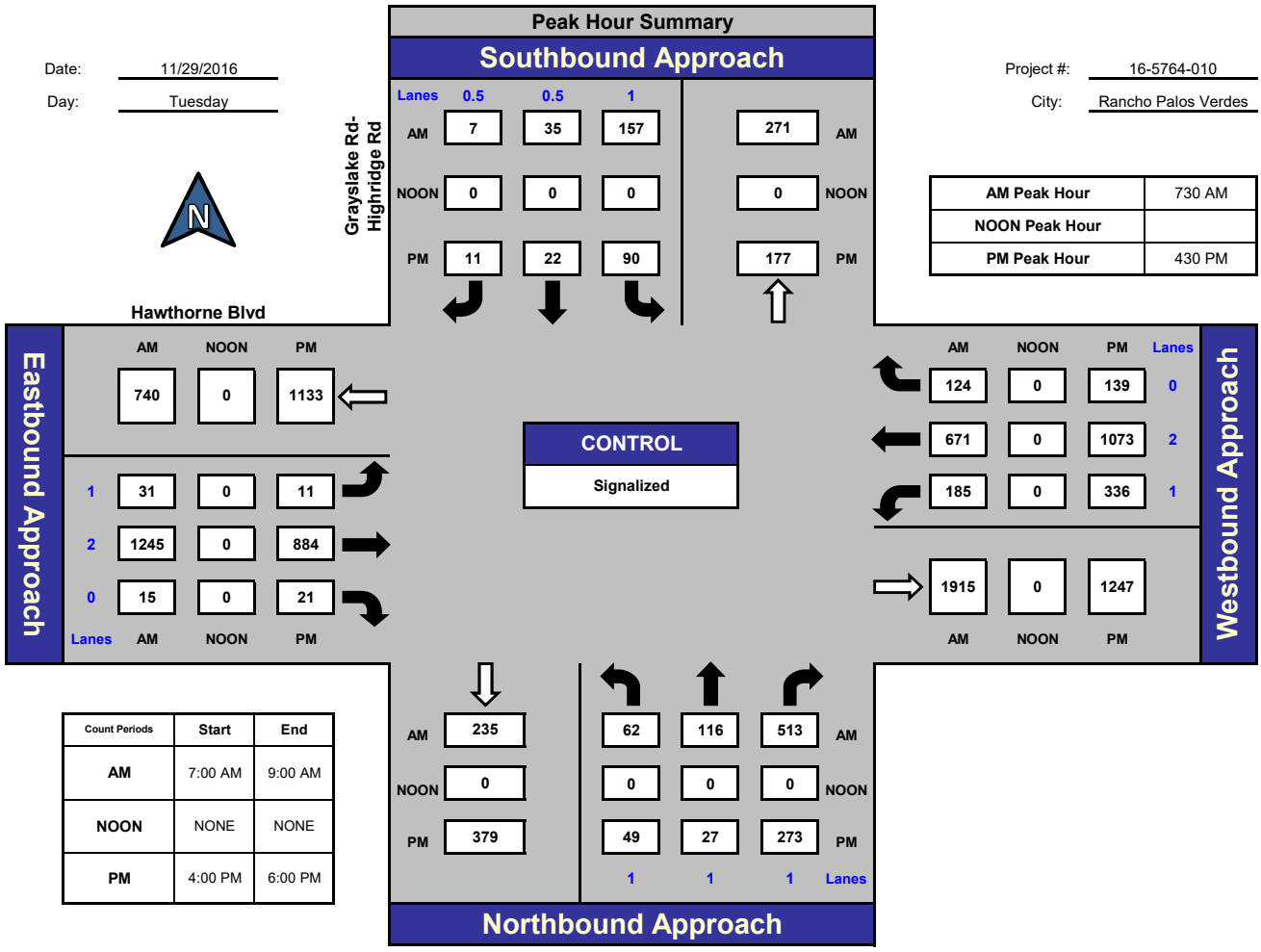
Prepared by:

National Data & Surveying Services

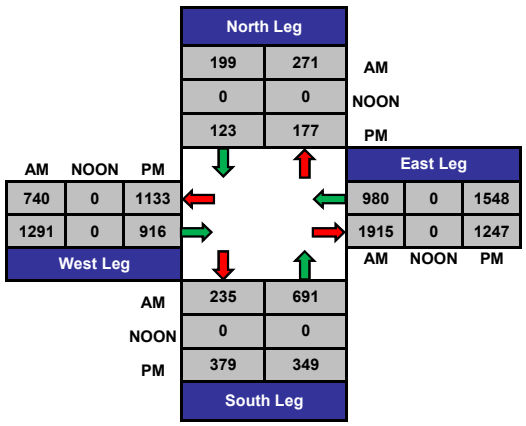
Grayslake Rd-Highridge Rd and Hawthorne Blvd , Rancho Palos Verdes

Date: 11/29/2016
Day: Tuesday
Project #: 16-5764-010
City: Rancho Palos Verdes

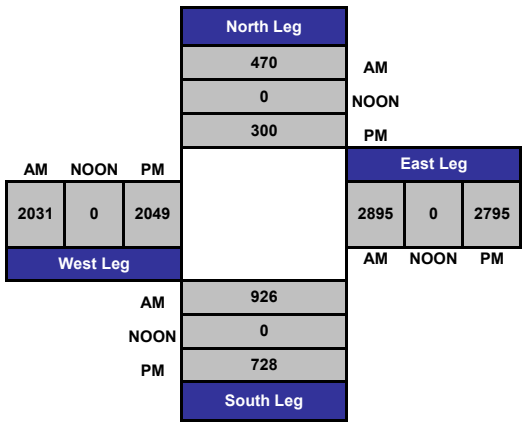
AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	430 PM



Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

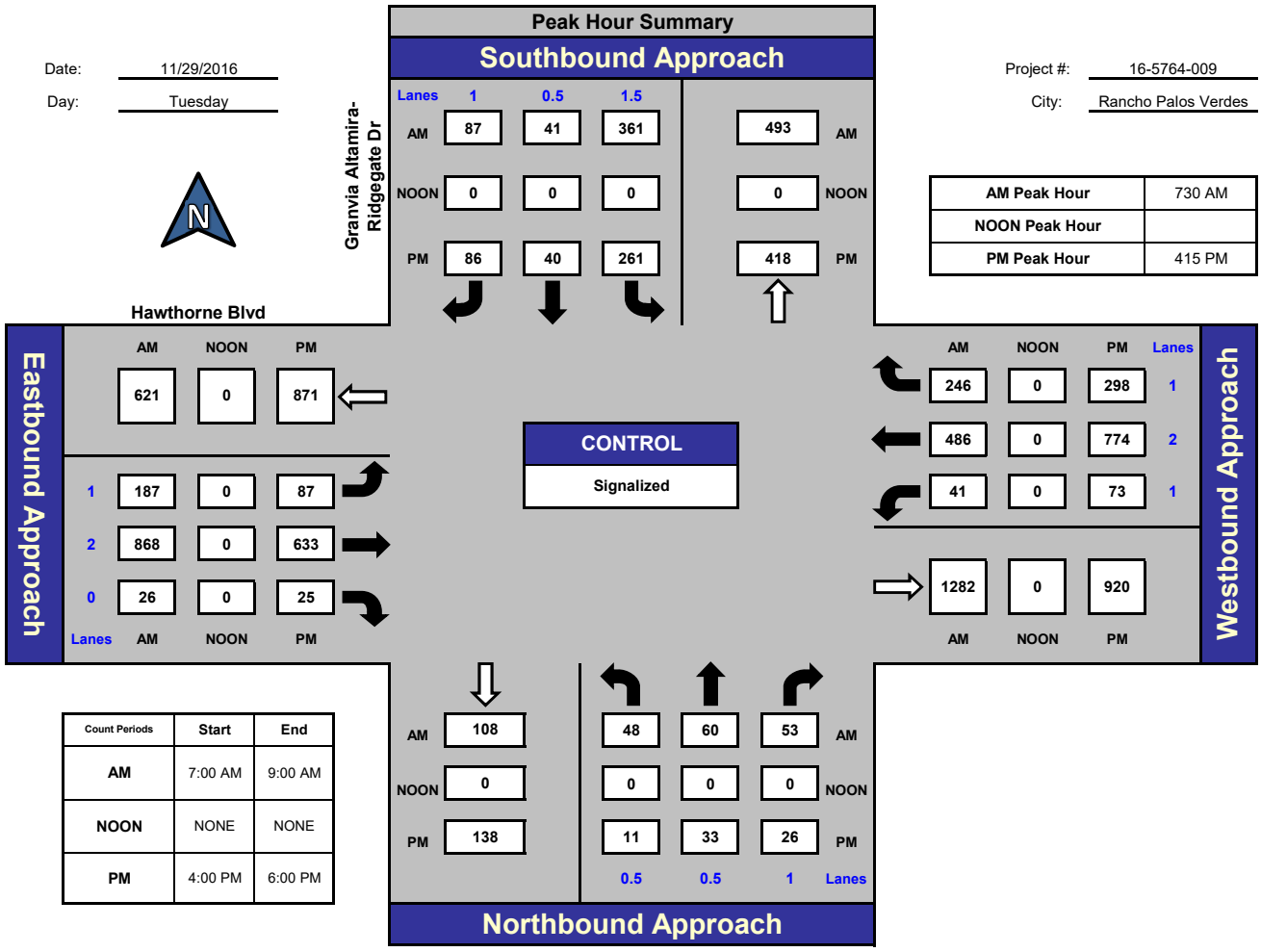
National Data & Surveying Services

Granvia Altamira-Ridgegate Dr and Hawthorne Blvd , Rancho Palos Verdes

Date: 11/29/2016
Day: Tuesday

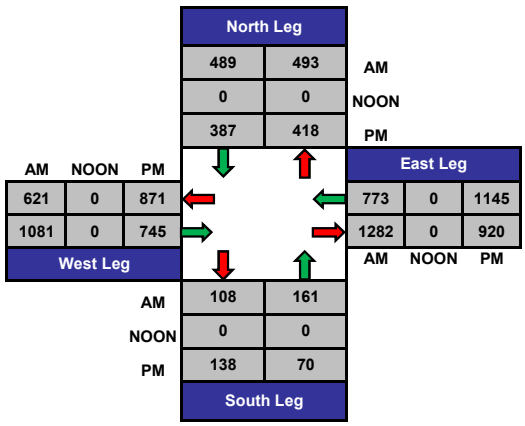
Project #: 16-5764-009
City: Rancho Palos Verdes

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	415 PM

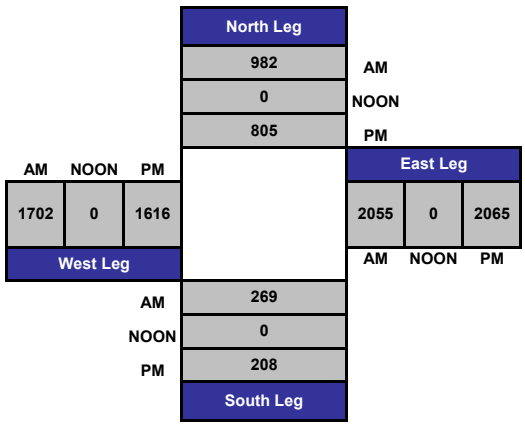


Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON	NONE	NONE
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

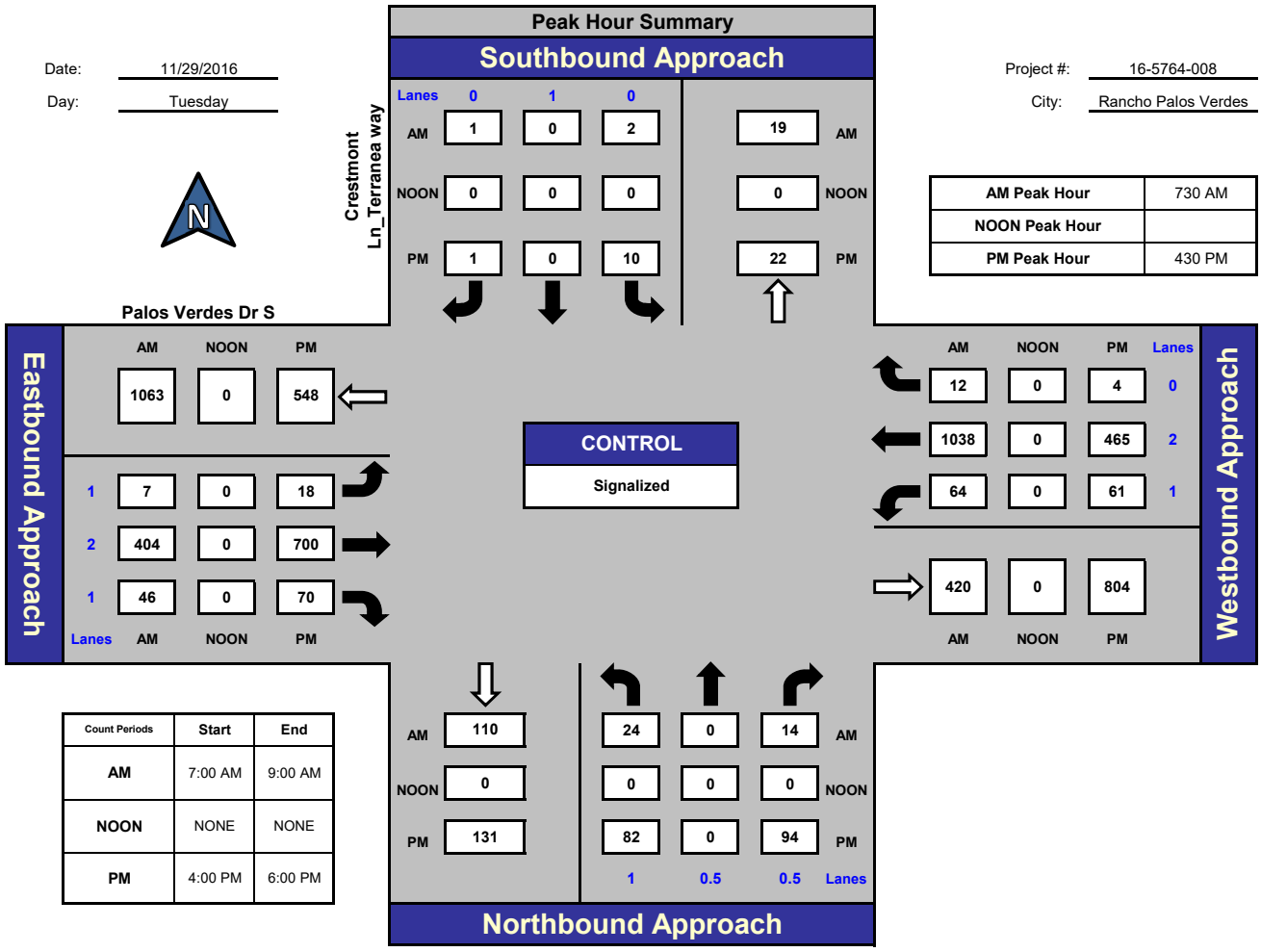
National Data & Surveying Services

Crestmont Ln_Terranea way and Palos Verdes Dr S , Rancho Palos Verdes

Date: 11/29/2016
Day: Tuesday

Project #: 16-5764-008
City: Rancho Palos Verdes

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	430 PM



Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON	NONE	NONE
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg		
	3	19	AM
	0	0	NOON
	11	22	PM

West Leg AM	West Leg NOON	West Leg PM	East Leg	East Leg AM	East Leg NOON	East Leg PM
1063	0	548		1114	0	530
457	0	788		420	0	804

	South Leg	
AM	110	38
NOON	0	0
PM	131	176

Total Volume Per Leg

	North Leg
AM	22
NOON	0
PM	33

West Leg AM	West Leg NOON	West Leg PM	East Leg	East Leg AM	East Leg NOON	East Leg PM
1520	0	1336		1534	0	1334

	South Leg
AM	148
NOON	0
PM	307

ITM Peak Hour Summary

Prepared by:

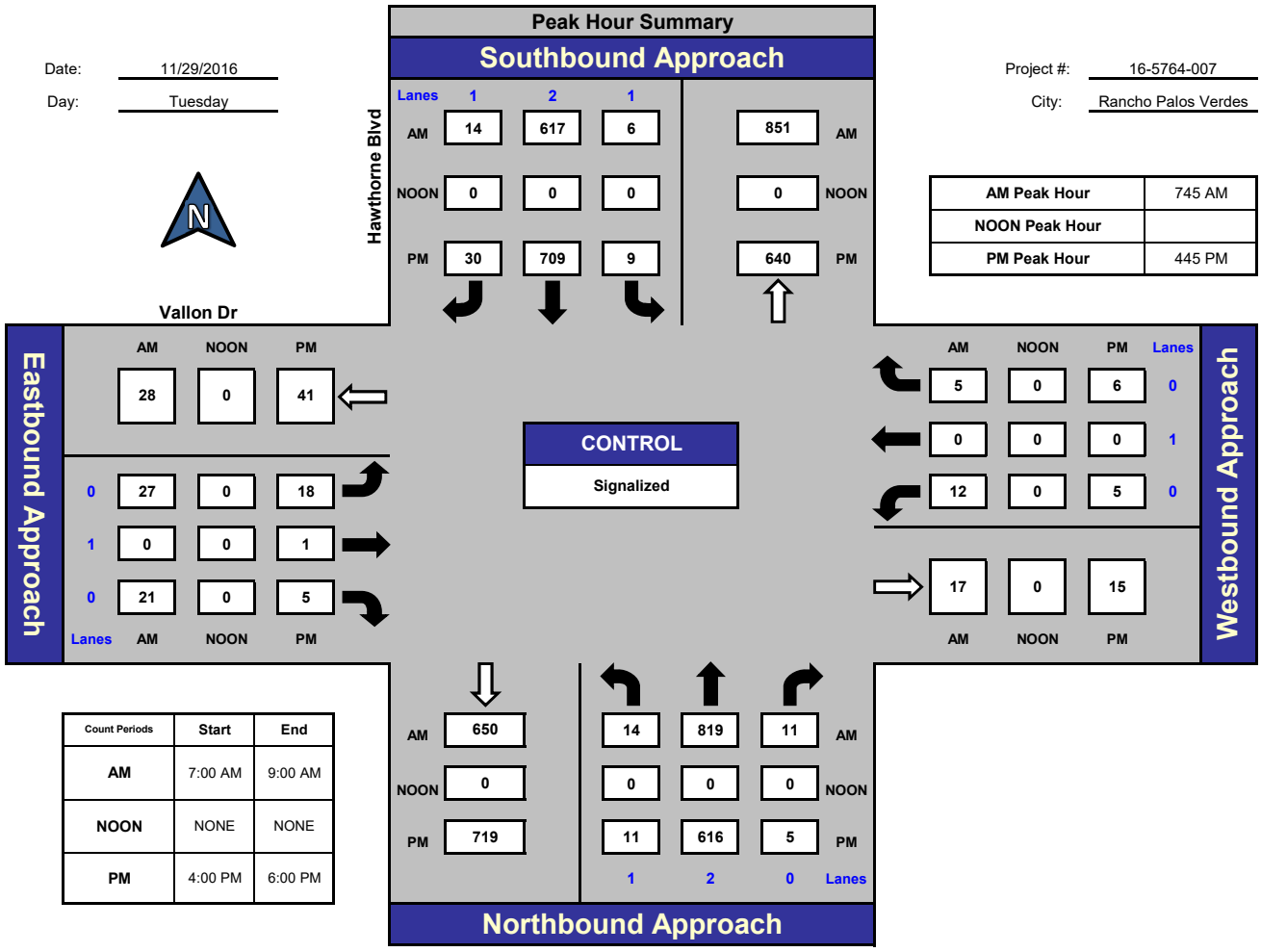
National Data & Surveying Services

Hawthorne Blvd and Vallon Dr , Rancho Palos Verdes

Date: 11/29/2016
Day: Tuesday

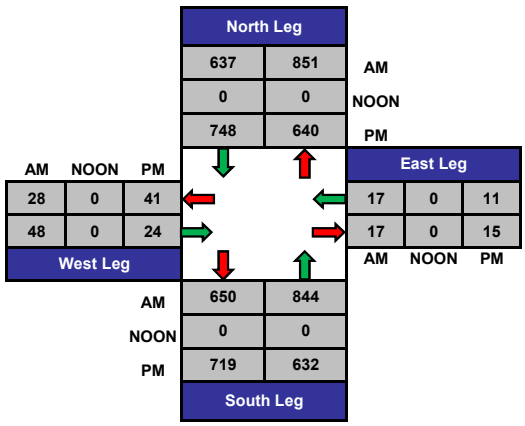
Project #: 16-5764-007
City: Rancho Palos Verdes

AM Peak Hour	745 AM
NOON Peak Hour	
PM Peak Hour	445 PM

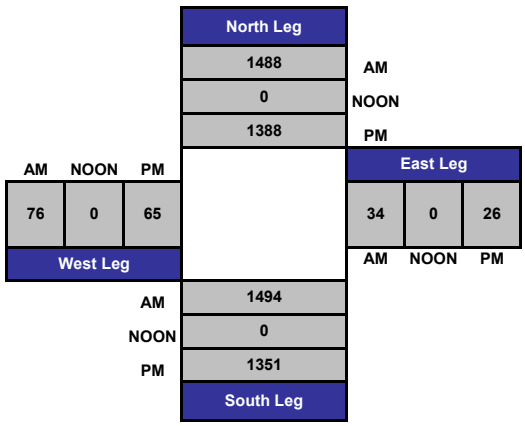


Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON	NONE	NONE
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

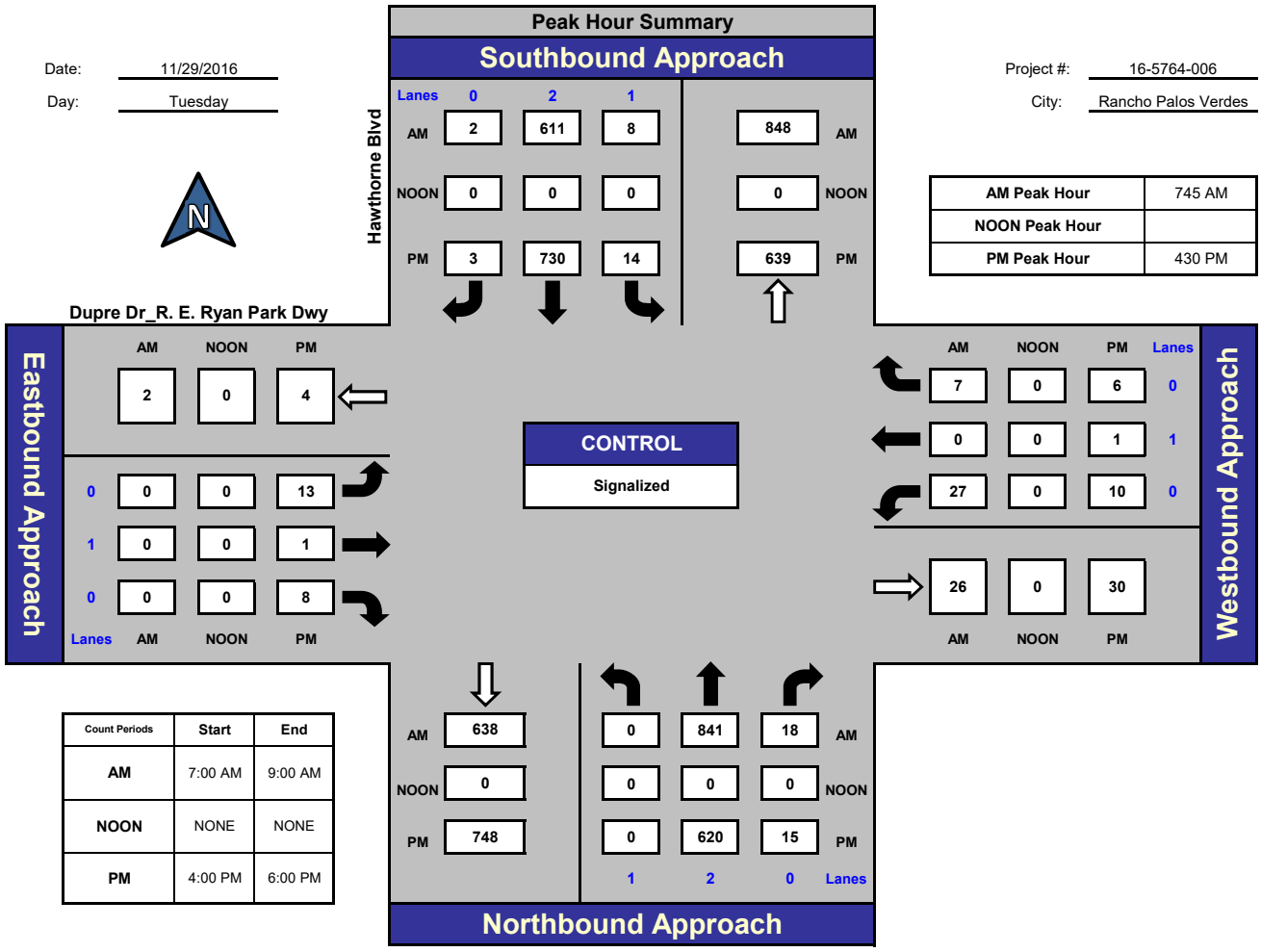
National Data & Surveying Services

Hawthorne Blvd and Dupre Dr_R. E. Ryan Park Dwy , Rancho Palos Verdes

Date: 11/29/2016
Day: Tuesday

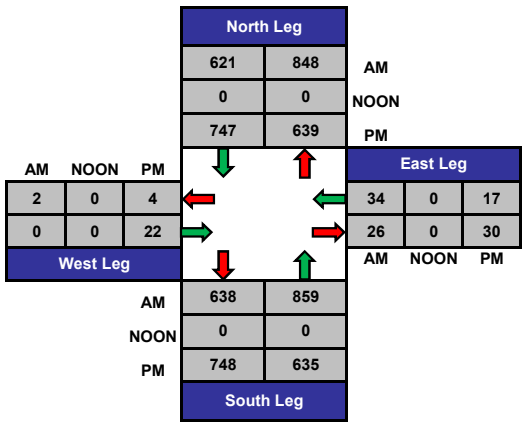
Project #: 16-5764-006
City: Rancho Palos Verdes

AM Peak Hour	745 AM
NOON Peak Hour	
PM Peak Hour	430 PM

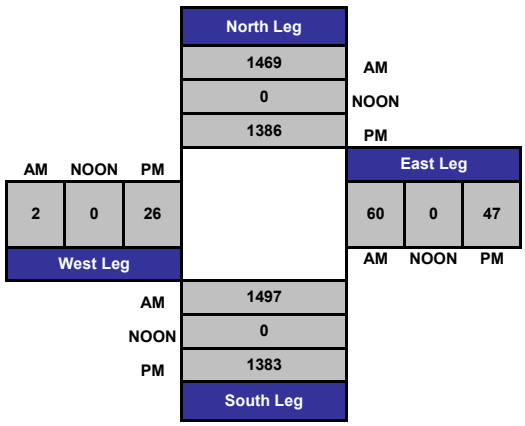


Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON	NONE	NONE
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Hawthorne Blvd and Crest Rd , Rancho Palos Verdes

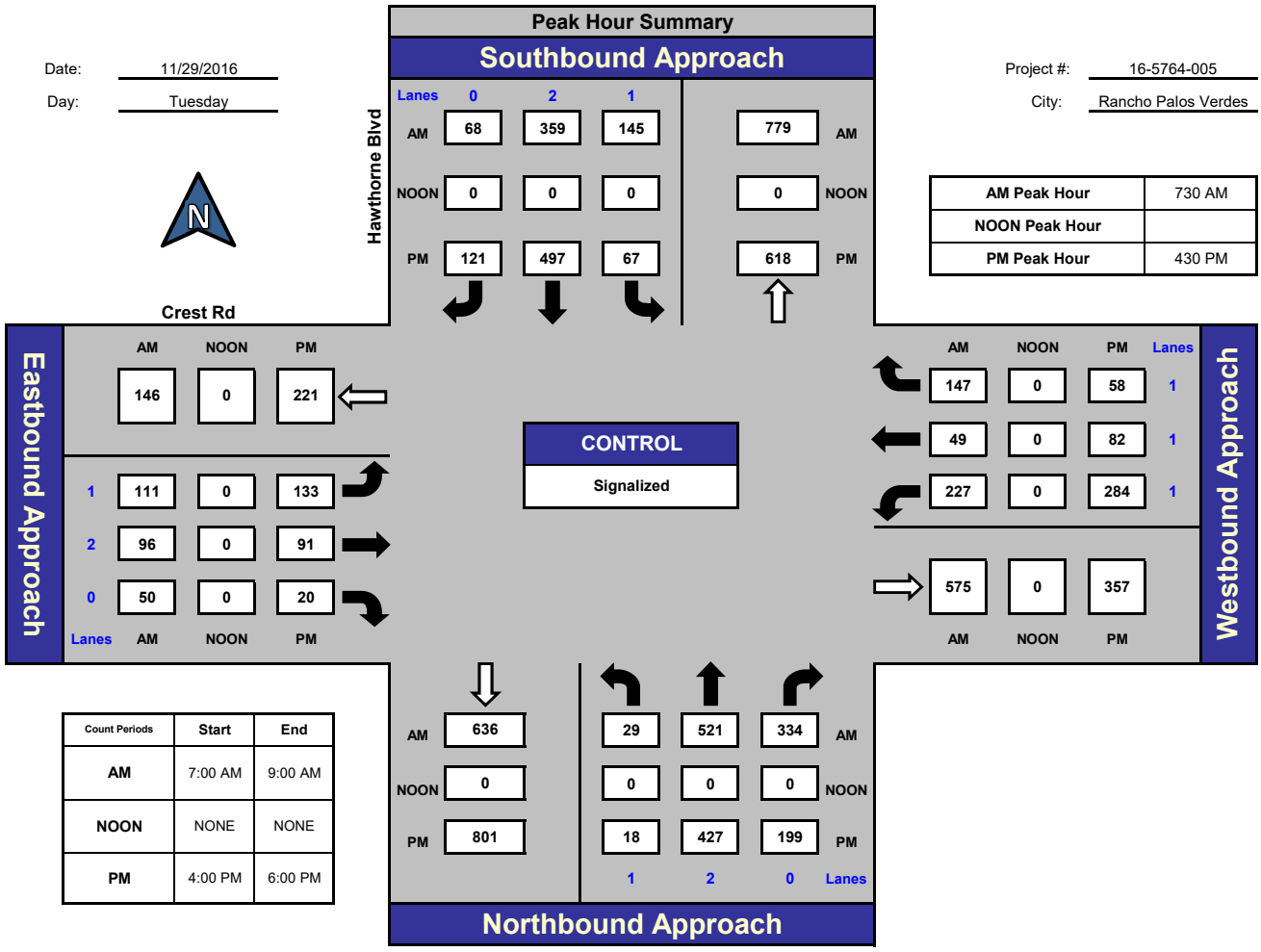
Date: 11/29/2016

Day: Tuesday

Project #: 16-5764-005

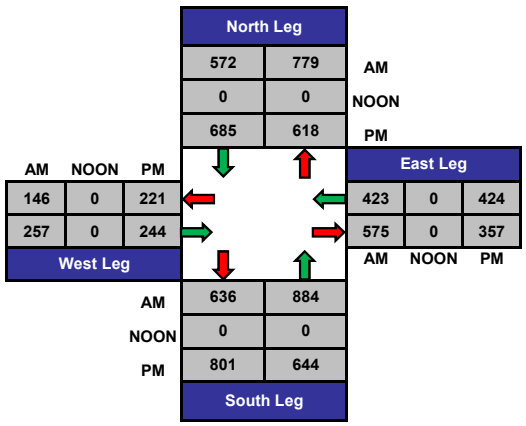
City: Rancho Palos Verdes

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	430 PM

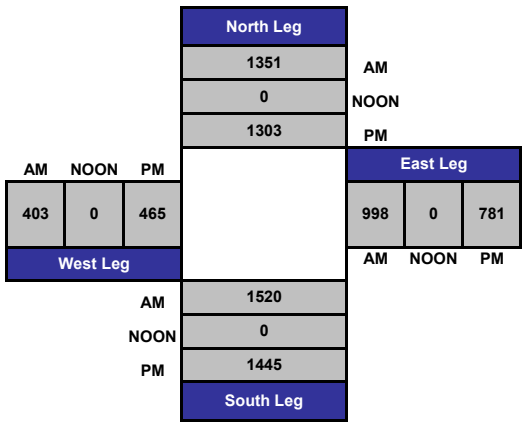


Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON	NONE	NONE
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Hawthorne Blvd and Eddinghill Dr-Seamount Dr , Rancho Palos Verdes

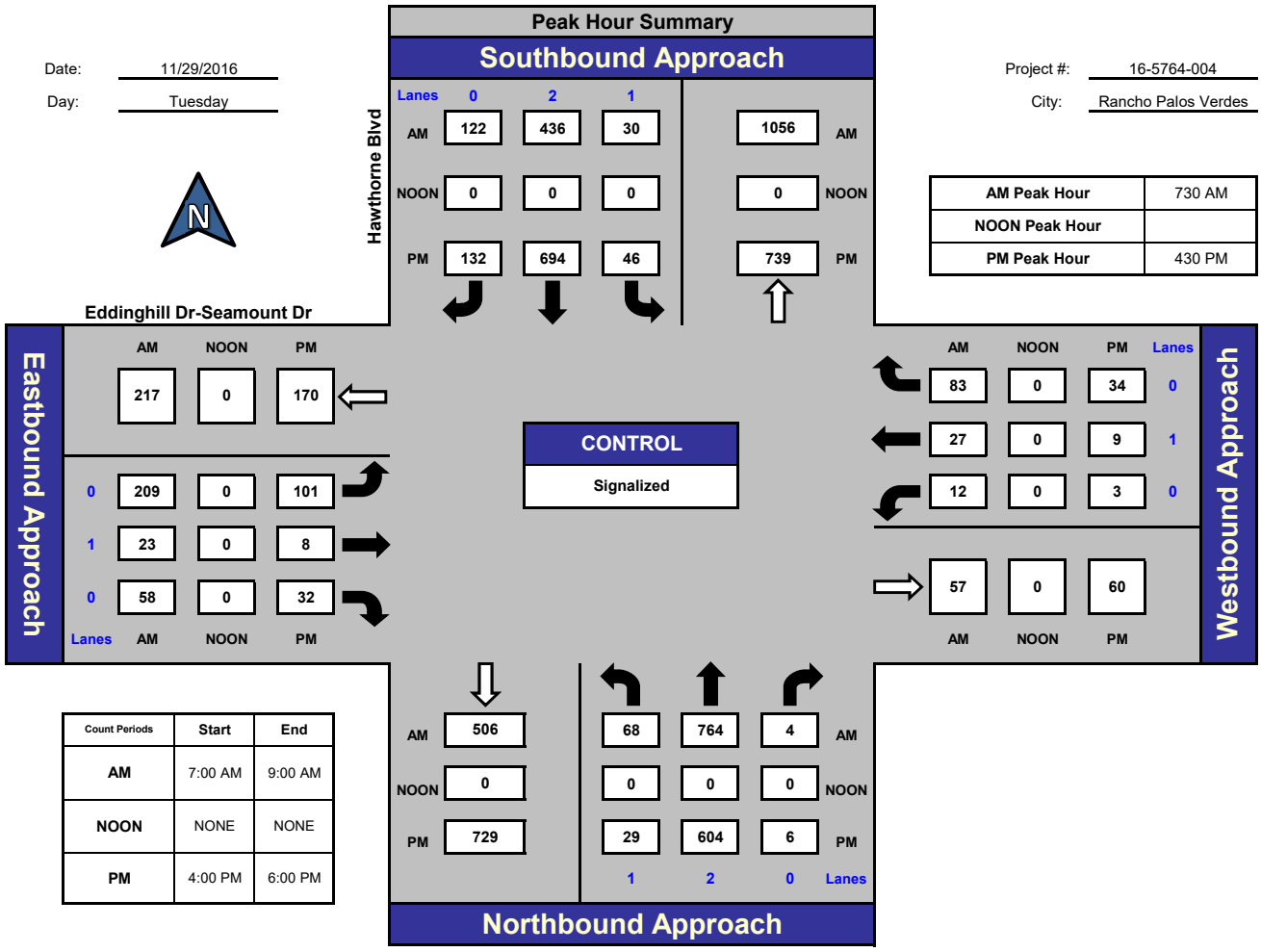
Date: 11/29/2016

Day: Tuesday

Project #: 16-5764-004

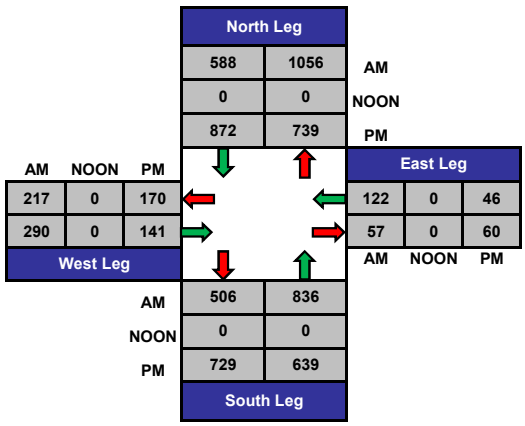
City: Rancho Palos Verdes

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	430 PM

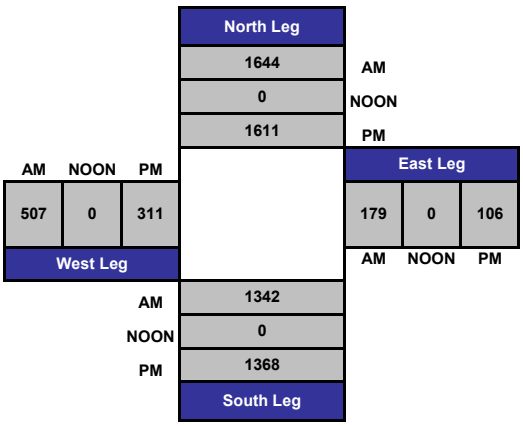


Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON	NONE	NONE
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Via Rivera and Hawthorne Blvd , Rancho Palos Verdes

Date: 11/29/2016

Day: Tuesday

Project #: 16-5764-003

City: Rancho Palos Verdes

AM Peak Hour	745 AM
NOON Peak Hour	
PM Peak Hour	430 PM

Peak Hour Summary

Southbound Approach (Via Rivera)

Lanes	0	1	0		
AM	73	0	107	184	AM
NOON	0	0	0	0	NOON
PM	21	0	73	109	PM

Eastbound Approach (Hawthorne Blvd)

Lanes	AM	NOON	PM
	542	0	651
1	54	0	40
2	769	0	525
0	4	0	4
Lanes	AM	NOON	PM

Westbound Approach

	AM	NOON	PM	Lanes
	130	0	69	1
	468	0	630	2
	31	0	7	1
	879	0	607	
	AM	NOON	PM	

CONTROL

1-Way Stop (SB)

Northbound Approach

AM	35	1	0	3	AM
NOON	0	0	0	0	NOON
PM	11	0	0	9	PM
		0	1	0	Lanes

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON	NONE	NONE
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg		
	180	184	AM
	0	0	NOON
	94	109	PM

West Leg				East Leg		
AM	NOON	PM		AM	NOON	PM
542	0	651		629	0	706
827	0	569		879	0	607

	South Leg	
AM	35	4
NOON	0	0
PM	11	9

Total Volume Per Leg

	North Leg	
	364	AM
	0	NOON
	203	PM

West Leg				East Leg		
AM	NOON	PM		AM	NOON	PM
1369	0	1220		1508	0	1313

	South Leg
AM	39
NOON	0
PM	20

ITM Peak Hour Summary

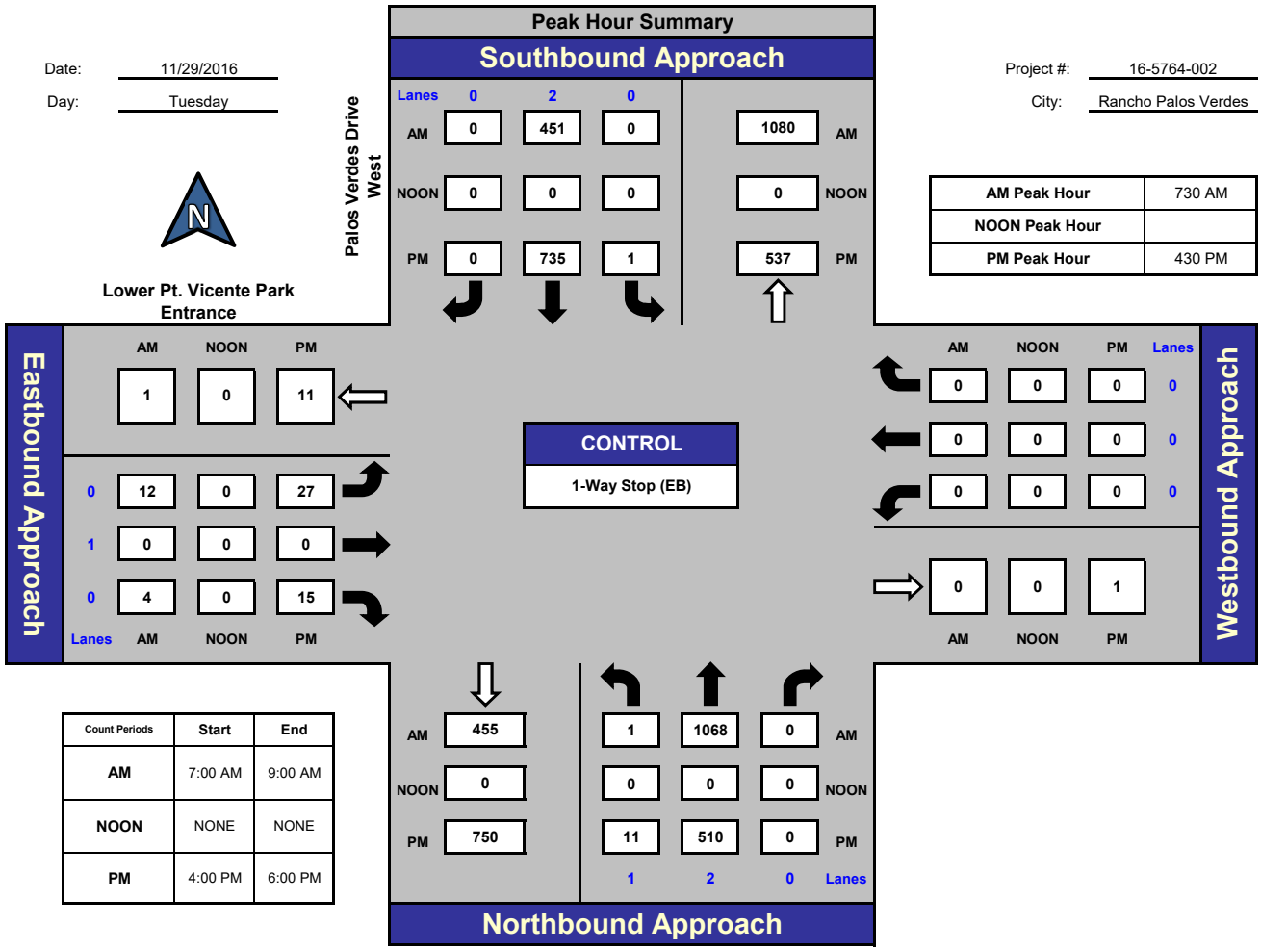
Prepared by:

National Data & Surveying Services

Palos Verdes Drive West and Lower Pt. Vicente Park Entrance , Rancho Palos Verdes

Date: 11/29/2016
Day: Tuesday

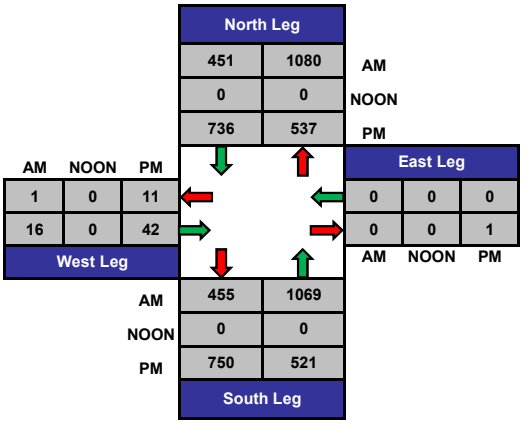
Project #: 16-5764-002
City: Rancho Palos Verdes



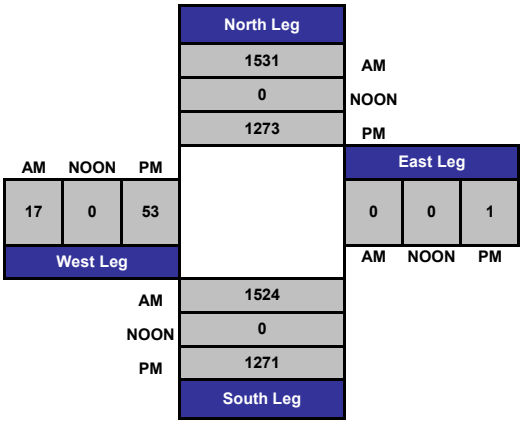
AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	430 PM

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON	NONE	NONE
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

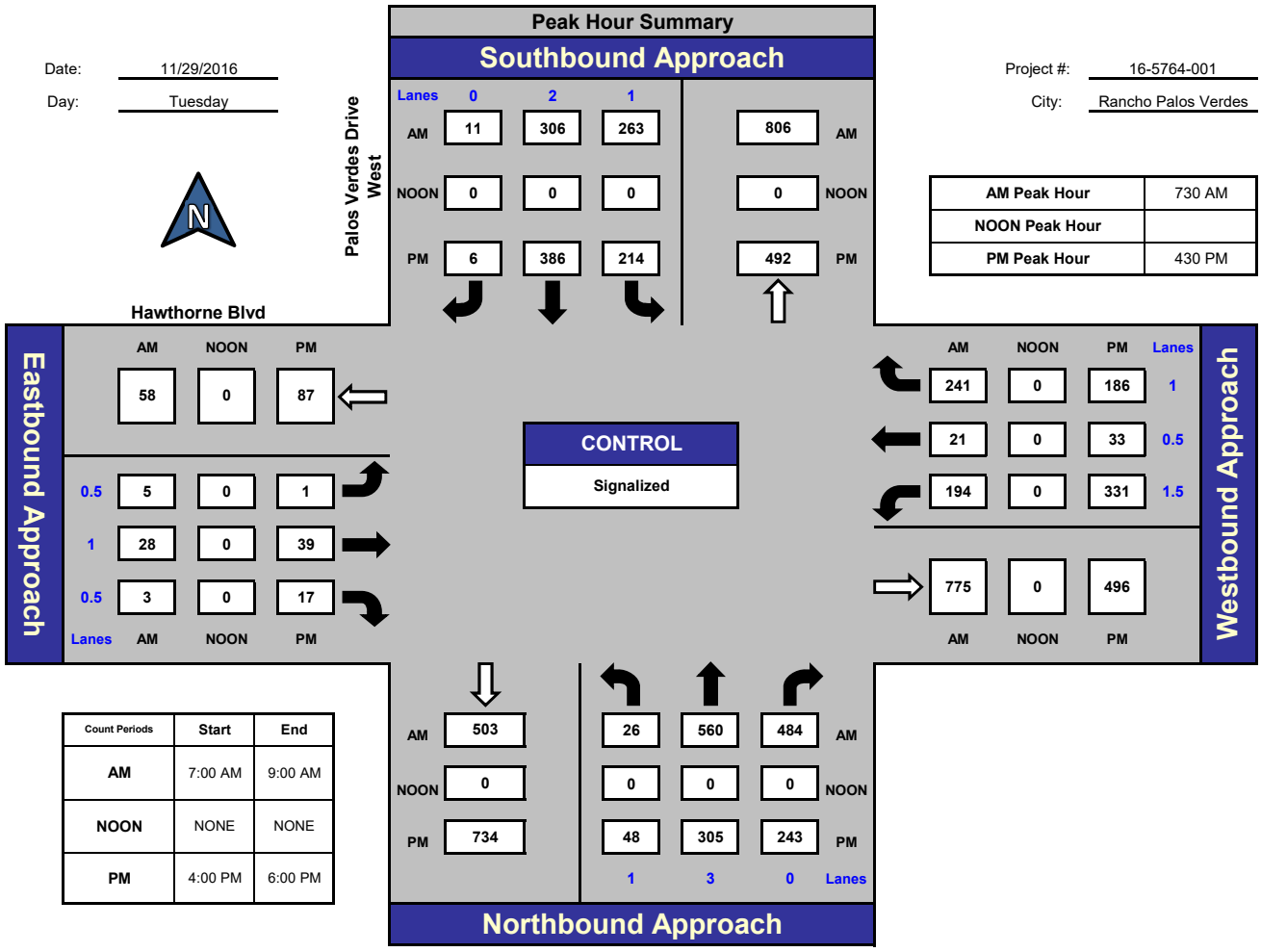
National Data & Surveying Services

Palos Verdes Drive West and Hawthorne Blvd , Rancho Palos Verdes

Date: 11/29/2016
Day: Tuesday

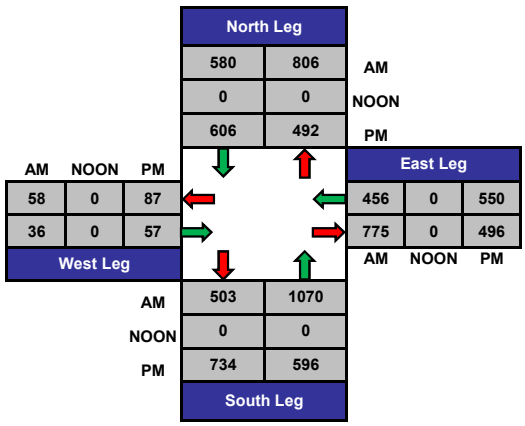
Project #: 16-5764-001
City: Rancho Palos Verdes

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	430 PM

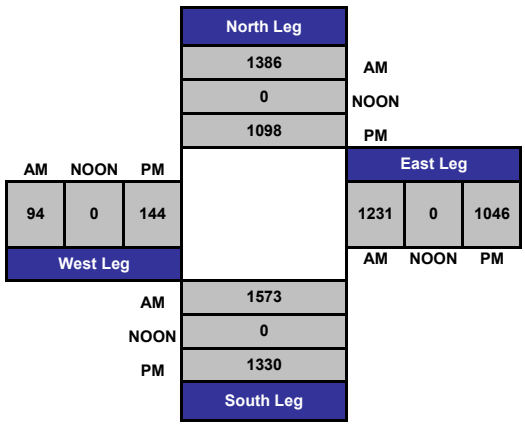


Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON	NONE	NONE
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



Prepared by National Data & Surveying Services

CLASSIFICATION

Western Ave Bet. Trudie Dr & South City Limit

Day: Tuesday
Date: 11/29/2016

City: Rancho Palos Verdes
Project #: CA16_5763_036

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	149	11	0	1	0	0	0	0	0	0	0	0	161
1:00	0	72	7	0	3	0	0	0	0	0	0	0	0	82
2:00	0	54	7	0	2	0	0	0	0	0	0	0	0	63
3:00	0	52	3	0	6	0	0	0	0	0	0	0	0	61
4:00	0	107	18	0	6	0	0	0	2	0	0	0	0	133
5:00	0	273	44	0	23	0	0	0	0	0	0	0	0	340
6:00	0	765	116	1	36	0	0	0	0	0	0	0	0	918
7:00	1	2109	210	5	78	1	0	0	0	0	0	0	0	2404
8:00	0	1991	211	1	66	0	0	0	1	0	0	0	0	2270
9:00	1	1812	202	3	89	0	0	0	2	0	0	0	0	2109
10:00	0	1856	183	1	79	0	0	1	0	0	0	0	0	2120
11:00	2	2158	242	3	87	0	0	1	2	0	0	0	0	2495
12:00 PM	0	2268	239	1	96	1	1	2	0	0	0	0	0	2608
13:00	2	2297	251	2	103	0	0	2	2	0	0	0	0	2659
14:00	2	2346	269	5	111	1	0	0	0	0	0	0	0	2734
15:00	2	2522	272	3	126	1	0	1	0	0	0	0	0	2927
16:00	2	2446	280	1	104	0	0	0	1	0	0	0	0	2834
17:00	1	2437	240	0	101	2	0	1	0	0	0	0	0	2782
18:00	0	2019	210	0	65	0	0	0	0	0	0	0	0	2294
19:00	1	1700	150	0	63	0	0	0	0	0	0	0	0	1914
20:00	0	1193	118	1	46	0	0	0	0	0	0	0	0	1358
21:00	0	889	80	0	25	0	0	0	0	0	0	0	0	994
22:00	0	511	64	1	20	0	0	0	0	0	0	0	0	596
23:00	0	263	29	0	4	0	0	0	0	0	0	0	0	296
Totals	14	32289	3456	28	1340	6	1	8	10					37152
% of Totals	0%	87%	9%	0%	4%	0%	0%	0%	0%					100%

AM Volumes	4	11398	1254	14	476	1	0	2	7	0	0	0	0	13156
% AM	0%	31%	3%	0%	1%	0%		0%	0%					35%
AM Peak Hour	11:00	11:00	11:00	7:00	9:00	7:00		10:00	4:00					11:00
Volume	2	2158	242	5	89	1		1	2					2495
PM Volumes	10	20891	2202	14	864	5	1	6	3	0	0	0	0	23996
% PM	0%	56%	6%	0%	2%	0%	0%	0%	0%					65%
PM Peak Hour	13:00	15:00	16:00	14:00	15:00	17:00	12:00	12:00	13:00					15:00
Volume	2	2522	280	5	126	2	1	2	2					2927

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%
	4674		13%	5267		14%	5616		15%	21595		58%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by National Data & Surveying Services

CLASSIFICATION

Western Ave Bet. Delasonde Dr & Trudie Dr

Day: Tuesday
Date: 11/29/2016

City: Rancho Palos Verdes
Project #: CA16_5763_035

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	121	11	0	0	0	0	0	0	0	0	0	0	132
1:00	0	83	10	0	3	0	0	0	0	0	0	0	0	96
2:00	0	54	4	0	1	0	0	0	0	0	0	0	0	59
3:00	0	68	3	0	2	0	0	0	1	0	0	0	0	74
4:00	0	118	9	0	3	1	0	0	1	0	0	0	0	132
5:00	0	295	23	2	10	1	0	0	0	0	0	0	0	331
6:00	0	853	83	1	29	0	0	1	0	0	0	0	0	967
7:00	0	2222	206	7	63	0	0	1	1	0	0	0	0	2500
8:00	0	1963	183	2	66	0	0	1	1	0	0	0	0	2216
9:00	1	1761	166	2	63	0	0	0	1	0	0	0	0	1994
10:00	0	1791	183	1	72	0	0	0	0	0	0	0	0	2047
11:00	1	1999	214	1	75	1	1	1	0	0	0	0	0	2293
12:00 PM	1	2078	227	2	78	1	0	2	0	0	0	0	0	2389
13:00	1	2135	222	1	92	0	0	0	0	0	0	0	0	2451
14:00	0	2219	217	4	92	0	0	0	0	0	0	0	0	2532
15:00	9	2541	243	3	94	0	1	0	0	0	0	0	0	2891
16:00	2	2434	243	1	89	0	0	0	1	0	0	0	0	2770
17:00	0	2293	213	0	83	0	0	0	0	0	0	0	0	2589
18:00	1	2037	180	1	59	0	0	0	0	0	0	0	0	2278
19:00	1	1585	136	0	40	0	0	0	0	0	0	0	0	1762
20:00	1	1127	103	0	38	0	0	0	0	0	0	0	0	1269
21:00	0	835	78	0	29	0	0	0	0	0	0	0	0	942
22:00	0	500	58	0	15	0	0	0	0	0	0	0	0	573
23:00	0	257	24	0	7	0	0	0	0	0	0	0	0	288
Totals	18	31369	3039	28	1103	4	2	6	6					35575
% of Totals	0%	88%	9%	0%	3%	0%	0%	0%	0%					100%

AM Volumes	2	11328	1095	16	387	3	1	4	5	0	0	0	0	12841
% AM	0%	32%	3%	0%	1%	0%	0%	0%	0%					36%
AM Peak Hour	9:00	7:00	11:00	7:00	11:00	4:00	11:00	6:00	3:00					7:00
Volume	1	2222	214	7	75	1	1	1	1					2500
PM Volumes	16	20041	1944	12	716	1	1	2	1	0	0	0	0	22734
% PM	0%	56%	5%	0%	2%	0%	0%	0%	0%					64%
PM Peak Hour	15:00	15:00	15:00	14:00	15:00	12:00	15:00	12:00	16:00					15:00
Volume	9	2541	243	4	94	1	1	2	1					2891

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	4716		13%	4840		14%	5359		15%	20660		58%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by National Data & Surveying Services

CLASSIFICATION

Western Ave Bet. North City Limit &Delasonde Dr

Day: Tuesday
Date: 11/29/2016

City: Rancho Palos Verdes
Project #: CA16_5763_034

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	122	15	0	2	0	0	0	0	0	0	0	0	139
1:00	0	80	15	0	5	0	0	0	0	0	0	0	0	100
2:00	0	58	8	0	2	0	0	0	0	0	0	0	0	68
3:00	0	60	8	0	3	0	0	0	0	0	0	0	0	71
4:00	0	130	11	0	10	0	0	0	0	0	0	0	0	151
5:00	0	289	36	2	23	0	0	0	0	0	0	0	0	350
6:00	0	897	119	2	44	0	0	0	0	0	0	0	0	1062
7:00	0	1901	224	9	103	1	0	1	0	0	0	0	0	2239
8:00	1	1925	205	2	95	0	0	0	0	0	0	0	0	2228
9:00	3	1635	194	1	100	0	0	2	0	0	0	0	0	1935
10:00	0	1570	193	0	106	0	0	1	0	0	0	0	0	1870
11:00	0	1760	226	1	113	2	0	3	0	0	0	0	0	2105
12:00 PM	0	1898	219	3	106	0	0	3	0	0	0	0	0	2229
13:00	0	1974	226	1	112	0	0	1	0	0	0	0	0	2314
14:00	0	1939	220	7	123	0	0	0	0	0	0	0	0	2289
15:00	1	2184	250	2	122	1	0	0	0	0	0	0	0	2560
16:00	0	2247	249	1	121	0	0	1	0	0	0	0	0	2619
17:00	0	2293	207	1	113	0	0	1	0	0	0	0	0	2615
18:00	0	1947	204	1	70	0	0	0	0	0	0	0	0	2222
19:00	0	1524	133	0	53	0	0	0	0	0	0	0	0	1710
20:00	0	1087	101	1	56	0	0	0	0	0	0	0	0	1245
21:00	0	875	78	0	38	1	0	0	0	0	0	0	0	992
22:00	0	503	62	0	26	0	0	0	0	0	0	0	0	591
23:00	0	262	33	0	8	0	0	0	0	0	0	0	0	303
Totals	5	29160	3236	34	1554	5		13						34007
% of Totals	0%	86%	10%	0%	5%	0%		0%						100%

AM Volumes	4	10427	1254	17	606	3	0	7	0	0	0	0	0	12318
% AM	0%	31%	4%	0%	2%	0%		0%						36%
AM Peak Hour	9:00	8:00	11:00	7:00	11:00	11:00		11:00						7:00
Volume	3	1925	226	9	113	2		3						2239
PM Volumes	1	18733	1982	17	948	2	0	6	0	0	0	0	0	21689
% PM	0%	55%	6%	0%	3%	0%		0%						64%
PM Peak Hour	15:00	17:00	15:00	14:00	14:00	15:00		12:00						16:00
Volume	1	2293	250	7	123	1		3						2619

Directional Peak Periods	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes	
All Classes	Volume	%	Volume	%	Volume	%	Volume	%
	4467 ⟷	13%	4543 ⟷	13%	5234 ⟷	15%	19763 ⟷	58%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by National Data & Surveying Services

CLASSIFICATION

Silver Spur Rd Bet. Hawthorne Blvd & Dry Bank Rd

Day: Tuesday
Date: 11/29/2016

City: Rancho Palos Verdes
Project #: CA16_5763_033

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	36	2	1	1	0	0	0	0	0	0	0	0	40
1:00	1	25	0	0	1	0	0	0	0	0	0	0	0	27
2:00	0	16	3	0	1	0	0	0	0	0	0	0	0	20
3:00	0	8	1	0	1	0	0	0	0	0	0	0	0	10
4:00	0	41	2	0	0	0	0	0	0	0	0	0	0	43
5:00	0	117	9	0	6	0	0	0	0	0	0	0	0	132
6:00	0	386	22	0	7	0	0	1	0	0	0	0	0	416
7:00	0	877	53	0	20	0	0	0	0	0	0	0	0	950
8:00	0	867	61	0	21	0	0	1	0	0	0	0	0	950
9:00	0	903	50	0	20	0	0	0	0	0	0	0	0	973
10:00	0	963	55	0	17	0	0	0	0	0	0	0	0	1035
11:00	1	1087	74	1	17	0	0	0	0	0	0	0	0	1180
12:00 PM	0	1265	80	0	21	0	0	1	0	0	0	0	0	1367
13:00	0	1183	62	0	13	0	0	2	0	0	0	0	0	1260
14:00	0	1246	72	2	15	0	0	1	0	0	0	0	0	1336
15:00	0	1373	65	2	22	0	0	1	0	0	0	0	0	1463
16:00	0	1317	67	0	19	1	0	1	0	0	0	0	0	1405
17:00	3	1318	53	0	14	1	0	0	0	0	0	0	0	1389
18:00	0	1015	38	0	10	0	0	2	0	0	0	0	0	1065
19:00	0	718	31	0	8	0	0	0	0	0	0	0	0	757
20:00	0	537	18	0	2	0	0	0	0	0	0	0	0	557
21:00	0	313	13	0	6	0	0	0	0	0	0	0	0	332
22:00	0	122	6	0	1	0	0	0	0	0	0	0	0	129
23:00	0	60	1	0	1	0	0	0	0	0	0	0	0	62
Totals	5	15793	838	6	244	2		10						16898
% of Totals	0%	93%	5%	0%	1%	0%		0%						100%

AM Volumes	2	5326	332	2	112	0	0	2	0	0	0	0	0	5776
% AM	0%	32%	2%	0%	1%			0%						34%
AM Peak Hour	1:00	11:00	11:00		8:00			6:00						11:00
Volume	1	1087	74	1	21			1						1180
PM Volumes	3	10467	506	4	132	2	0	8	0	0	0	0	0	11122
% PM	0%	62%	3%	0%	1%	0%		0%						66%
PM Peak Hour	17:00	15:00	12:00	14:00	15:00	16:00		13:00						15:00
Volume	3	1373	80	2	22	1		2						1463

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	1900		11%	2627		16%	2794		17%	9577		57%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by National Data & Surveying Services

CLASSIFICATION

Silver Spur Rd Bet. North City Limit & N/O Hawthorne Blvd

Day: Tuesday
Date: 11/29/2016

City: Rancho Palos Verdes
Project #: CA16_5763_032

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	9
01:00	0	9	0	0	0	0	0	0	0	0	0	0	0	9
02:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	21	1	0	0	0	0	0	0	0	0	0	0	22
05:00	0	68	7	0	2	0	0	0	0	0	0	0	0	77
06:00	0	540	34	0	11	2	1	1	0	0	0	0	0	589
07:00	1	1108	75	1	23	1	0	0	1	0	0	0	0	1210
08:00	2	654	60	1	17	1	0	2	1	0	0	0	0	738
09:00	1	466	45	1	13	1	1	0	0	0	0	0	0	528
10:00	1	490	53	1	9	0	0	0	0	0	0	0	0	554
11:00	0	595	48	1	17	0	0	0	0	0	0	0	0	661
12:00 PM	0	801	62	0	15	1	1	0	0	0	0	0	0	880
13:00	0	764	53	0	14	2	0	0	0	0	0	0	0	833
14:00	1	966	68	4	18	1	0	1	0	0	0	0	0	1059
15:00	1	1075	79	1	28	2	0	3	1	0	0	0	0	1190
16:00	0	1016	63	0	25	1	1	0	0	0	0	0	0	1106
17:00	1	906	41	1	15	0	0	0	0	0	0	0	0	964
18:00	0	724	25	0	11	0	0	1	0	0	0	0	0	761
19:00	0	520	27	0	5	0	0	0	0	0	0	0	0	552
20:00	0	382	13	1	3	0	0	0	0	0	0	0	0	399
21:00	0	161	11	0	2	0	0	0	0	0	0	0	0	174
22:00	0	80	2	0	1	0	0	0	0	0	0	0	0	83
23:00	0	29	0	0	1	0	0	0	0	0	0	0	0	30
Totals	8	11388	769	12	230	12	4	8	3					12434
% of Totals	0%	92%	6%	0%	2%	0%	0%	0%	0%					100%

AM Volumes	5	3964	325	5	92	5	2	3	2	0	0	0	0	4403
% AM	0%	32%	3%	0%	1%	0%	0%	0%	0%					35%
AM Peak Hour	08:00	07:00	07:00	07:00	07:00	06:00	06:00	08:00	07:00					07:00
Volume	2	1108	75	1	23	2	1	2	1					1210
PM Volumes	3	7424	444	7	138	7	2	5	1	0	0	0	0	8031
% PM	0%	60%	4%	0%	1%	0%	0%	0%	0%					65%
PM Peak Hour	14:00	15:00	15:00	14:00	15:00	13:00	12:00	15:00	15:00					15:00
Volume	1	1075	79	4	28	2	1	3	1					1190

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%
	1948		16%	1713		14%	2070		17%	6703		54%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by National Data & Surveying Services

CLASSIFICATION

Palos Verdes Dr W Bet. Hawthorne Blvd & Palos Verdes Dr S

Day: Tuesday
Date: 11/29/2016

City: Rancho Palos Verdes
Project #: CA16_5763_031

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	24	2	0	0	0	0	0	0	0	0	0	0	26
1:00	0	14	0	0	0	0	0	0	0	0	0	0	0	14
2:00	0	11	2	0	1	0	0	0	0	0	0	0	0	14
3:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8
4:00	0	32	3	0	0	0	0	0	0	0	0	0	0	35
5:00	0	107	8	0	3	0	0	0	0	0	0	0	0	118
6:00	0	432	41	0	20	0	0	0	0	0	0	0	0	493
7:00	0	1054	76	1	37	0	0	0	0	0	0	0	0	1168
8:00	0	1206	88	2	48	0	0	0	0	0	0	0	0	1344
9:00	0	790	65	0	26	0	0	0	0	0	0	0	0	881
10:00	1	668	51	1	23	0	0	0	0	0	0	0	0	744
11:00	3	766	54	1	29	0	0	0	0	0	0	0	0	853
12:00 PM	4	865	66	0	30	0	0	0	0	0	0	0	0	965
13:00	1	820	54	0	23	0	0	0	0	0	0	0	0	898
14:00	1	982	72	0	34	0	0	0	0	0	0	0	0	1089
15:00	1	1161	76	0	38	0	0	0	0	0	0	0	0	1276
16:00	1	1129	80	0	31	0	0	0	0	0	0	0	0	1241
17:00	1	1098	77	0	43	0	0	0	0	0	0	0	0	1219
18:00	1	736	43	0	25	0	0	0	0	0	0	0	0	805
19:00	0	442	21	0	10	0	0	0	0	0	0	0	0	473
20:00	0	395	27	0	11	0	0	0	0	0	0	0	0	433
21:00	0	311	16	0	8	0	0	0	0	0	0	0	0	335
22:00	0	154	10	0	3	0	0	0	0	0	0	0	0	167
23:00	0	79	7	0	3	0	0	0	0	0	0	0	0	89
Totals	14	13284	939	5	446									14688
% of Totals	0%	90%	6%	0%	3%									100%

AM Volumes	4	5112	390	5	187	0	0	0	0	0	0	0	0	5698
% AM	0%	35%	3%	0%	1%									39%
AM Peak Hour	11:00	8:00	8:00	8:00	8:00									8:00
Volume	3	1206	88	2	48									1344
PM Volumes	10	8172	549	0	259	0	0	0	0	0	0	0	0	8990
% PM	0%	56%	4%		2%									61%
PM Peak Hour	12:00	15:00	16:00		17:00									15:00
Volume	4	1161	80		43									1276

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	2512		17%	1863		13%	2460		17%	7853		53%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by National Data & Surveying Services

CLASSIFICATION

Palos Verdes Dr W Bet. North City Limit & Hawthorne Blvd

Day: Tuesday
Date: 11/29/2016

City: Rancho Palos Verdes
Project #: CA16_5763_030

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	29	0	0	0	0	0	0	0	0	0	0	0	29
1:00	0	11	1	0	0	0	0	0	0	0	0	0	0	12
2:00	0	10	2	0	0	0	0	0	0	0	0	0	0	12
3:00	0	10	0	0	0	0	0	0	0	0	0	0	0	10
4:00	0	24	0	0	0	0	0	0	0	0	0	0	0	24
5:00	0	89	3	0	0	0	0	0	0	0	0	0	0	92
6:00	0	540	14	0	10	0	0	0	0	0	0	0	0	564
7:00	1	964	36	0	19	0	0	0	0	0	0	0	0	1020
8:00	1	1142	34	0	14	3	0	0	1	0	0	0	0	1195
9:00	0	622	31	1	9	6	0	0	0	0	0	0	0	669
10:00	0	600	28	0	16	1	0	0	0	0	0	0	0	645
11:00	0	678	30	0	19	1	0	2	1	0	0	0	0	731
12:00 PM	2	932	36	1	18	4	0	0	1	0	0	0	0	994
13:00	4	760	33	0	17	1	0	0	0	0	0	0	0	815
14:00	0	1002	29	1	15	6	1	0	1	0	0	0	0	1055
15:00	0	1101	43	0	22	2	0	1	0	0	0	0	0	1169
16:00	2	955	41	0	16	1	0	0	0	0	0	0	0	1015
17:00	1	981	29	0	17	0	0	0	0	0	0	0	0	1028
18:00	0	710	23	0	11	0	0	0	0	0	0	0	0	744
19:00	0	429	10	0	2	0	0	0	0	0	0	0	0	441
20:00	0	368	6	0	3	0	0	0	0	0	0	0	0	377
21:00	0	242	8	0	2	0	0	0	0	0	0	0	0	252
22:00	0	123	0	0	1	0	0	0	0	0	0	0	0	124
23:00	0	54	0	0	0	0	0	0	0	0	0	0	0	54
Totals	11	12376	437	3	211	25	1	3	4					13071
% of Totals	0%	95%	3%	0%	2%	0%	0%	0%	0%					100%

AM Volumes	2	4719	179	1	87	11	0	2	2	0	0	0	0	5003
% AM	0%	36%	1%	0%	1%	0%		0%	0%					38%
AM Peak Hour	7:00	8:00	7:00	9:00	7:00	9:00		11:00	8:00					8:00
Volume	1	1142	36	1	19	6		2	1					1195
PM Volumes	9	7657	258	2	124	14	1	1	2	0	0	0	0	8068
% PM	0%	59%	2%	0%	1%	0%	0%	0%	0%					62%
PM Peak Hour	13:00	15:00	15:00	12:00	15:00	14:00	14:00	15:00	12:00					15:00
Volume	4	1101	43	1	22	6	1	1	1					1169

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%
	2215		17%	1809		14%	2043		16%	7004		54%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by National Data & Surveying Services

CLASSIFICATION

Montemalaga Rd Bet. Silver Spur Rd & City Limit

Day: Tuesday
Date: 11/29/2016

City: Rancho Palos Verdes
Project #: CA16_5763_029

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	16	2	0	0	0	0	0	0	0	0	0	0	18
1:00	0	15	0	0	0	0	0	0	0	0	0	0	0	15
2:00	0	9	1	0	0	0	0	0	0	0	0	0	0	10
3:00	0	9	0	0	0	0	0	0	0	0	0	0	0	9
4:00	0	8	3	0	1	0	0	0	0	0	0	0	0	12
5:00	0	57	4	0	1	0	0	0	0	0	0	0	0	62
6:00	0	265	42	0	9	0	0	0	0	0	0	0	0	316
7:00	0	551	63	0	17	0	0	0	1	0	0	0	0	632
8:00	0	651	74	0	24	2	1	1	1	0	0	0	0	754
9:00	0	401	54	2	24	12	0	0	2	0	0	0	0	495
10:00	0	327	61	0	13	14	1	0	0	0	0	0	0	416
11:00	0	407	68	1	11	7	2	0	0	0	0	0	0	496
12:00 PM	1	512	55	1	26	9	0	1	1	0	0	0	0	606
13:00	0	365	49	1	19	7	2	0	0	0	0	0	0	443
14:00	0	487	52	0	17	9	1	0	0	0	0	0	0	566
15:00	0	499	81	0	18	9	0	0	0	0	0	0	0	607
16:00	0	474	58	0	21	9	1	0	0	0	0	0	0	563
17:00	0	453	53	0	11	1	0	0	0	0	0	0	0	518
18:00	0	353	29	0	7	2	0	0	0	0	0	0	0	391
19:00	0	253	14	0	4	0	0	0	0	0	0	0	0	271
20:00	0	239	19	0	7	0	0	0	0	0	0	0	0	265
21:00	0	139	16	0	6	0	0	0	0	0	0	0	0	161
22:00	0	84	6	0	5	0	0	0	0	0	0	0	0	95
23:00	0	32	3	0	0	0	0	0	0	0	0	0	0	35
Totals	1	6606	807	5	241	81	8	2	5					7756
% of Totals	0%	85%	10%	0%	3%	1%	0%	0%	0%					100%

AM Volumes	0	2716	372	3	100	35	4	1	4	0	0	0	0	3235
% AM		35%	5%	0%	1%	0%	0%	0%	0%					42%
AM Peak Hour		8:00	8:00	9:00	8:00	10:00	11:00	8:00	9:00					8:00
Volume		651	74	2	24	14	2	1	2					754
PM Volumes	1	3890	435	2	141	46	4	1	1	0	0	0	0	4521
% PM	0%	50%	6%	0%	2%	1%	0%	0%	0%					58%
PM Peak Hour	12:00	12:00	15:00	12:00	12:00	12:00	13:00	12:00	12:00					15:00
Volume	1	512	81	1	26	9	2	1	1					607

Directional Peak Periods All Classes	AM 7-9 Volume		AM 7-9 %	NOON 12-2 Volume		NOON 12-2 %	PM 4-6 Volume		PM 4-6 %	Off Peak Volumes Volume		Off Peak Volumes %
	1386	⟷	18%	1049	⟷	14%	1081	⟷	14%	4240	⟷	55%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by National Data & Surveying Services

CLASSIFICATION

Palos Verdes Dr S Bet. Palos Verdes Dr E & East City Limit

Day: Tuesday
Date: 11/29/2016

City: Rancho Palos Verdes
Project #: CA16_5763_028e

East Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	50	4	0	0	0	0	0	0	0	0	0	0	54
1:00	0	41	0	0	0	0	0	0	0	0	0	0	0	41
2:00	0	15	2	0	0	0	0	0	0	0	0	0	0	17
3:00	0	10	0	0	0	0	0	0	0	0	0	0	0	10
4:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
5:00	0	17	3	0	0	0	0	0	0	0	0	0	0	20
6:00	0	78	5	0	5	0	0	0	0	0	0	0	0	88
7:00	0	174	11	0	2	0	0	0	0	0	0	0	0	187
8:00	1	318	18	0	10	0	0	0	1	0	0	0	0	348
9:00	0	394	37	2	6	0	0	0	0	0	0	0	0	439
10:00	0	343	40	1	7	1	0	0	0	0	0	0	0	392
11:00	0	286	41	0	18	2	0	1	0	0	0	0	0	348
12:00 PM	0	345	41	2	5	4	0	0	0	0	0	0	0	397
13:00	1	383	44	0	11	1	0	0	0	0	0	0	0	440
14:00	0	358	42	0	12	3	0	1	1	0	0	0	0	417
15:00	1	469	47	1	15	1	0	0	1	0	0	0	0	535
16:00	0	568	69	0	15	1	0	0	0	0	0	0	0	653
17:00	0	624	65	1	28	5	0	1	0	0	0	0	0	724
18:00	0	618	63	2	17	0	0	0	0	0	0	0	0	700
19:00	1	379	22	1	8	0	0	0	0	0	0	0	0	411
20:00	0	220	12	0	1	0	0	0	0	0	0	0	0	233
21:00	0	178	6	0	3	0	0	0	0	0	0	0	0	187
22:00	0	145	12	0	1	1	0	0	0	0	0	0	0	159
23:00	0	104	3	0	0	0	0	0	0	0	0	0	0	107
Totals	**4**	**6123**	**588**	**10**	**164**	**19**		**3**	**3**					**6914**
% of Totals	0%	89%	9%	0%	2%	0%		0%	0%					100%

AM Volumes	1	1732	162	3	48	3	0	1	1	0	0	0	0	1951
% AM	0%	25%	2%	0%	1%	0%		0%	0%					28%
AM Peak Hour	8:00	9:00	11:00	9:00	11:00	11:00		11:00	8:00					9:00
Volume	1	394	41	2	18	2		1	1					439
PM Volumes	3	4391	426	7	116	16	0	2	2	0	0	0	0	4963
% PM	0%	64%	6%	0%	2%	0%		0%	0%					72%
PM Peak Hour	13:00	17:00	16:00	12:00	17:00	17:00		14:00	14:00					17:00
Volume	1	624	69	2	28	5		1	1					724

Directional Peak Periods	**AM 7-9**			**NOON 12-2**			**PM 4-6**			**Off Peak Volumes**		
All Classes	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%
	535		8%	837		12%	1377		20%	4165		60%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by National Data & Surveying Services

CLASSIFICATION

Palos Verdes Dr S Bet. 1500' W/O Schooner and Palos Verdes Dr E

Day: Tuesday
Date: 11/29/2016

City: Rancho Palos Verdes
Project #: CA16_5763_027

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	55	0	0	0	0	0	0	0	0	0	0	0	55
1:00	0	21	2	0	1	0	0	0	0	0	0	0	0	24
2:00	0	29	1	0	0	0	0	0	0	0	0	0	0	30
3:00	0	18	5	0	0	0	0	0	0	0	0	0	0	23
4:00	0	40	4	0	0	0	0	0	0	0	0	0	0	44
5:00	0	203	13	0	9	0	0	0	0	0	0	0	0	225
6:00	0	502	52	0	9	1	0	0	0	0	0	0	0	564
7:00	0	1098	111	3	34	0	0	2	0	0	0	0	0	1248
8:00	0	1102	109	6	23	2	0	0	0	0	0	0	0	1242
9:00	0	793	85	2	21	4	0	0	0	0	0	0	0	905
10:00	0	632	60	0	26	2	0	0	0	0	0	0	0	720
11:00	1	701	80	2	19	3	0	0	0	0	0	0	0	806
12:00 PM	0	776	72	1	22	6	0	0	0	0	0	0	0	877
13:00	0	730	79	1	25	1	0	1	0	0	0	0	0	837
14:00	1	956	77	2	22	3	0	0	0	0	0	0	0	1061
15:00	0	1094	88	1	24	1	0	0	0	0	0	0	0	1208
16:00	0	1108	101	2	33	3	0	1	0	0	0	0	0	1248
17:00	1	1092	102	2	32	0	0	0	0	0	0	0	0	1229
18:00	1	721	41	2	13	0	0	0	0	0	0	0	0	778
19:00	0	451	23	0	2	0	0	0	0	0	0	0	0	476
20:00	0	362	13	0	3	0	0	0	0	0	0	0	0	378
21:00	0	289	16	1	1	0	0	0	0	0	0	0	0	307
22:00	0	206	5	0	1	0	0	0	0	0	0	0	0	212
23:00	1	106	6	0	2	0	0	0	0	0	0	0	0	115
Totals	5	13085	1145	25	322	26		4						14612
% of Totals	0%	90%	8%	0%	2%	0%		0%						100%

AM Volumes	1	5194	522	13	142	12	0	2	0	0	0	0	0	5886
% AM	0%	36%	4%	0%	1%	0%		0%						40%
AM Peak Hour	11:00	8:00	7:00	8:00	7:00	9:00		7:00						7:00
Volume	1	1102	111	6	34	4		2						1248
PM Volumes	4	7891	623	12	180	14	0	2	0	0	0	0	0	8726
% PM	0%	54%	4%	0%	1%	0%		0%						60%
PM Peak Hour	14:00	16:00	17:00	14:00	16:00	12:00		13:00						16:00
Volume	1	1108	102	2	33	6		1						1248

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes	Volume		%	Volume		%	Volume		%	Volume		%
	2490	⟷	17%	1714	⟷	12%	2477	⟷	17%	7931	⟷	54%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by National Data & Surveying Services

CLASSIFICATION

Palos Verdes Dr S Bet. Crestmont Ln/Terranea Way & Narcissa Dr

Day: Tuesday
Date: 11/29/2016

City: Rancho Palos Verdes
Project #: CA16_5763_026

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	26	5	0	0	0	0	0	0	0	0	0	0	31
1:00	0	20	1	0	0	0	0	0	0	0	0	0	0	21
2:00	0	9	3	0	0	0	0	0	0	0	0	0	0	12
3:00	0	10	0	0	0	0	0	0	0	0	0	0	0	10
4:00	0	36	1	0	3	0	0	0	0	0	0	0	0	40
5:00	1	135	15	0	5	0	0	0	1	0	0	0	0	157
6:00	0	417	51	0	18	0	0	0	0	0	0	0	0	486
7:00	1	959	111	0	44	0	0	0	0	0	0	0	0	1115
8:00	0	932	130	3	64	0	0	0	0	0	0	0	0	1129
9:00	2	633	88	1	48	0	0	0	0	0	0	0	0	772
10:00	0	534	69	1	41	0	0	0	0	0	0	0	0	645
11:00	6	551	80	0	46	0	0	0	0	0	0	0	0	683
12:00 PM	6	634	96	2	43	0	0	0	1	0	0	0	0	782
13:00	2	597	84	1	55	0	0	0	0	0	0	0	0	739
14:00	2	762	93	1	71	1	0	0	0	0	0	0	0	930
15:00	2	911	122	0	69	0	0	0	0	0	0	0	0	1104
16:00	3	882	138	0	72	0	0	0	0	0	0	0	0	1095
17:00	0	878	113	6	79	0	0	0	0	0	0	0	0	1076
18:00	1	601	64	0	29	0	0	0	0	0	0	0	0	695
19:00	0	345	41	0	17	0	0	0	0	0	0	0	0	403
20:00	0	304	32	0	12	0	0	0	0	0	0	0	0	348
21:00	0	220	27	0	12	0	0	0	0	0	0	0	0	259
22:00	0	152	18	0	3	0	0	0	0	0	0	0	0	173
23:00	0	87	9	0	8	0	0	0	0	0	0	0	0	104
Totals	26	10635	1391	15	739	1			2					12809
% of Totals	0%	83%	11%	0%	6%	0%			0%					100%

AM Volumes	10	4262	554	5	269	0	0	0	1	0	0	0	0	5101
% AM	0%	33%	4%	0%	2%				0%					40%
AM Peak Hour	11:00	7:00	8:00	8:00	8:00				5:00					8:00
Volume	6	959	130	3	64				1					1129
PM Volumes	16	6373	837	10	470	1	0	0	1	0	0	0	0	7708
% PM	0%	50%	7%	0%	4%	0%			0%					60%
PM Peak Hour	12:00	15:00	16:00	17:00	17:00	14:00			12:00					15:00
Volume	6	911	138	6	79	1			1					1104

Directional Peak Periods	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes	
All Classes	Volume	%	Volume	%	Volume	%	Volume	%
	2244 ⟷	18%	1521 ⟷	12%	2171 ⟷	17%	6873 ⟷	54%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by National Data & Surveying Services

CLASSIFICATION

Palos Verdes Dr S Bet. Palos Verdes Dr W & Crestmont Ln/Terranea Way

Day: Tuesday
Date: 11/29/2016

City: Rancho Palos Verdes
Project #: CA16_5763_025

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	23	4	0	0	0	0	0	0	0	0	0	0	27
1:00	0	15	0	0	0	0	0	0	0	0	0	0	0	15
2:00	0	11	2	0	1	0	0	0	0	0	0	0	0	14
3:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8
4:00	0	31	2	0	1	0	0	0	0	0	0	0	0	34
5:00	0	99	13	0	8	0	0	0	0	0	0	0	0	120
6:00	0	398	52	0	34	0	0	0	0	0	0	0	0	484
7:00	0	994	113	0	73	0	0	0	0	0	0	0	0	1180
8:00	0	1089	137	2	90	0	0	0	0	0	0	0	0	1318
9:00	0	718	98	1	62	0	0	0	0	0	0	0	0	879
10:00	0	585	76	0	58	0	0	0	0	0	0	0	0	719
11:00	2	667	99	2	64	0	0	0	0	0	0	0	0	834
12:00 PM	1	771	99	0	64	0	0	0	0	0	0	0	0	935
13:00	1	725	102	0	64	0	0	0	0	0	0	0	0	892
14:00	1	874	111	1	81	0	0	0	0	0	0	0	0	1068
15:00	0	1012	142	0	86	0	0	0	0	0	0	0	0	1240
16:00	1	1043	138	1	79	0	0	0	0	0	0	0	0	1262
17:00	0	997	137	2	91	0	0	0	0	0	0	0	0	1227
18:00	0	675	85	0	43	0	0	0	0	0	0	0	0	803
19:00	0	402	51	0	26	0	0	0	0	0	0	0	0	479
20:00	0	355	41	0	25	0	0	0	0	0	0	0	0	421
21:00	0	281	33	0	21	0	0	0	0	0	0	0	0	335
22:00	0	148	20	0	11	0	0	0	0	0	0	0	0	179
23:00	0	68	13	0	6	0	0	0	0	0	0	0	0	87
Totals	6	11989	1568	9	988									14560
% of Totals	0%	82%	11%	0%	7%									100%

AM Volumes	2	4638	596	5	391	0	0	0	0	0	0	0	0	5632
% AM	0%	32%	4%	0%	3%									39%
AM Peak Hour	11:00	8:00	8:00	8:00	8:00									8:00
Volume	2	1089	137	2	90									1318
PM Volumes	4	7351	972	4	597	0	0	0	0	0	0	0	0	8928
% PM	0%	50%	7%	0%	4%									61%
PM Peak Hour	12:00	16:00	15:00	17:00	17:00									16:00
Volume	1	1043	142	2	91									1262

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%
	2498		17%	1827		13%	2489		17%	7746		53%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by National Data & Surveying Services

CLASSIFICATION

Palos Verdes Dr E Bet. Ganado Dr & Palos Verdes Dr S

Day: Tuesday
Date: 11/29/2016

City: Rancho Palos Verdes
Project #: CA16_5763_024

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
1:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
2:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
5:00	0	8	0	0	2	0	0	0	0	0	0	0	0	10
6:00	0	82	12	0	3	0	0	0	0	0	0	0	0	97
7:00	2	205	18	1	9	1	0	0	0	0	0	0	0	236
8:00	1	248	25	0	6	2	0	0	0	0	0	0	0	282
9:00	0	141	21	0	4	0	0	0	0	0	0	0	0	166
10:00	1	116	20	0	5	0	0	0	0	0	0	0	0	142
11:00	3	166	16	1	2	1	0	0	0	0	0	0	0	189
12:00 PM	2	210	19	0	6	2	0	0	0	0	0	0	0	239
13:00	2	155	18	0	8	2	0	0	0	0	0	0	0	185
14:00	6	177	24	0	6	0	0	0	0	0	0	0	0	213
15:00	7	232	19	1	6	0	1	0	0	0	0	0	0	266
16:00	0	204	19	0	7	0	0	0	0	0	0	0	0	230
17:00	4	174	13	0	3	0	1	0	0	0	0	0	0	195
18:00	1	129	13	0	3	0	0	0	0	0	0	0	0	146
19:00	2	74	3	0	1	0	0	0	0	0	0	0	0	80
20:00	2	68	1	0	2	0	0	0	0	0	0	0	0	73
21:00	0	48	2	0	2	0	0	0	0	0	0	0	0	52
22:00	0	21	1	0	2	0	0	0	0	0	0	0	0	24
23:00	0	17	0	0	1	0	0	0	0	0	0	0	0	18
Totals	33	2486	244	3	78	8	2							2854
% of Totals	1%	87%	9%	0%	3%	0%	0%							100%

AM Volumes	7	977	112	2	31	4	0	0	0	0	0	0	0	1133
% AM	0%	34%	4%	0%	1%	0%								40%
AM Peak Hour	11:00	8:00	8:00	7:00	7:00	8:00								8:00
Volume	3	248	25	1	9	2								282
PM Volumes	26	1509	132	1	47	4	2	0	0	0	0	0	0	1721
% PM	1%	53%	5%	0%	2%	0%	0%							60%
PM Peak Hour	15:00	15:00	14:00	15:00	13:00	12:00	15:00							15:00
Volume	7	232	24	1	8	2	1							266

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	518		18%	424		15%	425		15%	1487		52%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by National Data & Surveying Services

CLASSIFICATION

Palos Verdes Dr E Bet. S/O Crest Rd and Ganado Dr

Day: Tuesday
Date: 11/29/2016

City: Rancho Palos Verdes
Project #: CA16_5763_023

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
1:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
2:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
3:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:00	0	9	0	0	0	0	0	0	0	0	0	0	0	9
5:00	1	29	4	0	0	0	0	0	0	0	0	0	0	34
6:00	0	103	17	0	5	0	0	0	0	0	0	0	0	125
7:00	0	250	27	1	6	1	0	0	0	0	0	0	0	285
8:00	0	314	26	0	8	1	1	0	0	0	0	0	0	350
9:00	0	185	18	0	8	1	0	0	0	0	0	0	0	212
10:00	0	157	20	0	7	0	0	0	0	0	0	0	0	184
11:00	1	203	19	0	3	1	0	0	0	0	0	0	0	227
12:00 PM	0	264	22	0	6	2	0	0	0	0	0	0	0	294
13:00	0	192	19	0	7	0	0	0	0	0	0	0	0	218
14:00	1	221	21	0	6	0	1	0	0	0	0	0	0	250
15:00	1	305	28	0	2	0	1	0	0	0	0	0	0	337
16:00	0	262	22	0	3	0	0	0	0	0	0	0	0	287
17:00	0	235	16	0	4	0	0	0	0	0	0	0	0	255
18:00	0	174	22	0	4	0	0	0	0	0	0	0	0	200
19:00	0	96	7	0	1	0	0	0	0	0	0	0	0	104
20:00	1	82	8	0	2	0	0	0	0	0	0	0	0	93
21:00	0	77	4	0	2	0	0	0	0	0	0	0	0	83
22:00	0	32	4	0	1	0	0	0	0	0	0	0	0	37
23:00	0	23	1	0	1	0	0	0	0	0	0	0	0	25
Totals	5	3231	305	1	76	6	3							3627
% of Totals	0%	89%	8%	0%	2%	0%	0%							100%

AM Volumes	2	1268	131	1	37	4	1	0	0	0	0	0	0	1444
% AM	0%	35%	4%	0%	1%	0%	0%							40%
AM Peak Hour	5:00	8:00	7:00	7:00	8:00	7:00	8:00							8:00
Volume	1	314	27	1	8	1	1							350
PM Volumes	3	1963	174	0	39	2	2	0	0	0	0	0	0	2183
% PM	0%	54%	5%		1%	0%	0%							60%
PM Peak Hour	14:00	15:00	15:00		13:00	12:00	14:00							15:00
Volume	1	305	28		7	2	1							337

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	635		18%	512		14%	542		15%	1938		53%

Classification Definitions

1 Motorcycles	**4** Buses	**7** > =4-Axle Single Units	**10** >=6-Axle Single Trailers	**13** >=7-Axle Multi-Trailers
2 Passenger Cars	**5** 2-Axle, 6-Tire Single Units	**8** <=4-Axle Single Trailers	**11** <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	**6** 3-Axle Single Units	**9** 5-Axle Single Trailers	**12** 6-Axle Multi-Trailers	

Prepared by National Data & Surveying Services

CLASSIFICATION

Palos Verdes Dr E Bet.Miraleste Dr & N/O Crest Rd

Day: Tuesday
Date: 11/29/2016

City: Rancho Palos Verdes
Project #: CA16_5763_022

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	18	1	0	2	0	0	0	0	0	0	0	0	21
1:00	0	9	0	0	0	0	0	0	0	0	0	0	0	9
2:00	0	8	1	0	0	0	0	0	0	0	0	0	0	9
3:00	0	15	1	0	0	0	0	0	0	0	0	0	0	16
4:00	0	19	3	0	1	0	0	0	0	0	0	0	0	23
5:00	0	77	12	0	3	0	0	0	0	0	0	0	0	92
6:00	0	187	39	0	9	0	0	0	0	0	0	0	0	235
7:00	1	477	68	2	25	0	0	0	1	0	0	0	0	574
8:00	2	645	63	0	30	0	0	0	1	0	0	0	0	741
9:00	1	443	57	1	25	0	0	0	0	0	0	0	0	527
10:00	0	384	57	1	24	0	0	0	0	0	0	0	0	466
11:00	1	407	52	3	15	0	0	1	0	0	0	0	0	479
12:00 PM	1	518	61	0	24	3	0	0	1	0	0	0	0	608
13:00	0	421	57	0	20	0	0	0	0	0	0	0	0	498
14:00	5	409	63	1	20	0	0	0	0	0	0	0	0	498
15:00	1	535	65	2	24	0	0	0	1	0	0	0	0	628
16:00	2	489	69	0	21	0	0	0	0	0	0	0	0	581
17:00	5	439	40	0	12	0	0	0	0	0	0	0	0	496
18:00	1	369	31	1	12	0	0	0	0	0	0	0	0	414
19:00	0	287	22	0	9	0	0	0	0	0	0	0	0	318
20:00	0	177	19	0	5	0	0	0	0	0	0	0	0	201
21:00	0	147	18	0	5	0	0	0	0	0	0	0	0	170
22:00	0	81	11	0	4	0	0	0	0	0	0	0	0	96
23:00	0	50	2	0	2	0	0	0	0	0	0	0	0	54
Totals	20	6611	812	11	292	3		1	4					7754
% of Totals	0%	85%	10%	0%	4%	0%		0%	0%					100%
AM Volumes	5	2689	354	7	134	0	0	1	2	0	0	0	0	3192
% AM	0%	35%	5%	0%	2%			0%	0%					41%
AM Peak Hour	8:00	8:00	7:00	11:00	8:00			11:00	7:00					8:00
Volume	2	645	68	3	30			1	1					741
PM Volumes	15	3922	458	4	158	3	0	0	2	0	0	0	0	4562
% PM	0%	51%	6%	0%	2%	0%			0%					59%
PM Peak Hour	14:00	15:00	16:00	15:00	12:00	12:00			12:00					15:00
Volume	5	535	69	2	24	3			1					628

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	1315		17%	1106		14%	1077		14%	4256		55%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by National Data & Surveying Services

CLASSIFICATION

Palos Verdes Dr E Bet. North City Limit and Miraleste Dr

Day: Tuesday
Date: 11/29/2016

City: Rancho Palos Verdes
Project #: CA16_5763_021

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	15	1	0	0	0	0	0	0	0	0	0	0	16
1:00	0	7	1	0	0	0	0	0	0	0	0	0	0	8
2:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
3:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7
4:00	0	22	1	0	2	0	0	0	0	0	0	0	0	25
5:00	0	56	8	0	1	0	0	0	0	0	0	0	0	65
6:00	0	244	17	2	15	0	0	0	0	0	0	0	0	278
7:00	2	715	79	0	31	1	1	1	1	0	0	0	0	831
8:00	0	713	84	3	31	1	0	0	1	0	0	0	0	833
9:00	4	535	61	1	22	0	0	0	1	0	0	0	0	624
10:00	4	465	68	3	20	0	3	0	0	0	0	0	0	563
11:00	5	506	62	2	21	3	0	0	0	0	0	0	0	599
12:00 PM	5	563	97	0	23	0	1	0	0	0	0	0	0	689
13:00	3	522	60	2	26	1	0	0	0	0	0	0	0	614
14:00	7	588	77	2	26	0	0	0	0	0	0	0	0	700
15:00	7	799	98	4	35	2	3	0	1	0	0	0	0	949
16:00	4	778	75	1	22	0	0	0	0	0	0	0	0	880
17:00	1	711	56	0	14	0	1	0	0	0	0	0	0	783
18:00	2	523	37	0	11	0	0	0	0	0	0	0	0	573
19:00	0	369	26	0	4	0	0	0	0	0	0	0	0	399
20:00	2	248	16	0	1	0	0	0	0	0	0	0	0	267
21:00	1	209	9	0	3	0	0	0	0	0	0	0	0	222
22:00	0	95	7	1	0	0	0	0	0	0	0	0	0	103
23:00	0	44	2	0	0	0	0	0	0	0	0	0	0	46
Totals	47	8738	942	21	308	8	9	1	4					10078
% of Totals	0%	87%	9%	0%	3%	0%	0%	0%	0%					100%

AM Volumes	15	3289	382	11	143	5	4	1	3	0	0	0	0	3853
% AM	0%	33%	4%	0%	1%	0%	0%	0%	0%					38%
AM Peak Hour	11:00	7:00	8:00	8:00	7:00	11:00	10:00	7:00	7:00					8:00
Volume	5	715	84	3	31	3	3	1	1					833
PM Volumes	32	5449	560	10	165	3	5	0	1	0	0	0	0	6225
% PM	0%	54%	6%	0%	2%	0%	0%		0%					62%
PM Peak Hour	14:00	15:00	15:00	15:00	15:00	15:00	15:00		15:00					15:00
Volume	7	799	98	4	35	2	3		1					949

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%
	1664		17%	1303		13%	1663		17%	5448		54%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by National Data & Surveying Services

CLASSIFICATION

Miraleste Dr Bet. Via Colinita & City Limit

Day: Tuesday
Date: 11/29/2016

City: Rancho Palos Verdes
Project #: CA16_5763_020

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	15	1	0	2	0	0	0	0	0	0	0	0	18
1:00	0	10	1	0	0	0	0	0	0	0	0	0	0	11
2:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5
4:00	0	15	2	0	0	0	0	0	0	0	0	0	0	17
5:00	0	32	3	0	0	1	0	0	0	0	0	0	0	36
6:00	0	125	15	0	4	0	0	0	0	0	0	0	0	144
7:00	1	458	42	0	11	2	0	0	0	0	0	0	0	514
8:00	0	425	38	1	16	1	0	0	0	0	0	0	0	481
9:00	1	308	44	0	8	1	0	0	0	0	0	0	0	362
10:00	2	275	26	2	11	1	0	0	0	0	0	0	0	317
11:00	1	287	35	0	17	1	1	0	0	0	0	0	0	342
12:00 PM	5	385	48	1	16	0	0	0	0	0	0	0	0	455
13:00	1	364	42	0	18	1	0	0	1	0	0	0	0	427
14:00	0	411	49	0	28	1	0	0	0	0	0	0	0	489
15:00	0	433	70	0	14	0	0	1	0	0	0	0	0	518
16:00	0	540	47	1	21	0	0	0	0	0	0	0	0	609
17:00	1	516	61	0	13	0	0	0	0	0	0	0	0	591
18:00	0	349	36	0	13	0	0	0	0	0	0	0	0	398
19:00	1	176	21	0	6	0	0	0	0	0	0	0	0	204
20:00	0	174	12	0	3	0	0	0	0	0	0	0	0	189
21:00	1	96	6	0	3	0	0	0	0	0	0	0	0	106
22:00	0	45	5	1	2	1	0	0	0	0	0	0	0	54
23:00	0	20	1	0	0	0	0	0	0	0	0	0	0	21
Totals	14	5464	607	6	206	10	1	1	1					6310
% of Totals	0%	87%	10%	0%	3%	0%	0%	0%	0%					100%

AM Volumes	5	1955	209	3	69	7	1	0	0	0	0	0	0	2249
% AM	0%	31%	3%	0%	1%	0%	0%							36%
AM Peak Hour	10:00	7:00	9:00	10:00	11:00	7:00	11:00							7:00
Volume	2	458	44	2	17	2	1							514
PM Volumes	9	3509	398	3	137	3	0	1	1	0	0	0	0	4061
% PM	0%	56%	6%	0%	2%	0%		0%	0%					64%
PM Peak Hour	12:00	16:00	15:00	12:00	14:00	13:00		15:00	13:00					16:00
Volume	5	540	70	1	28	1		1	1					609

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	995		16%	882		14%	1200		19%	3233		51%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by National Data & Surveying Services

CLASSIFICATION

Miraleste Dr Bet. Palos Verdes Dr E and Via Colinita

Day: Tuesday
Date: 11/29/2016

City: Rancho Palos Verdes
Project #: CA16_5763_019

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	19	2	0	2	0	0	0	0	0	0	0	0	23
1:00	0	14	0	0	0	0	0	0	0	0	0	0	0	14
2:00	0	9	2	0	3	0	0	0	0	0	0	0	0	14
3:00	0	13	1	0	0	0	0	0	0	0	0	0	0	14
4:00	0	42	2	0	1	0	0	0	0	0	0	0	0	45
5:00	0	136	13	0	1	0	0	0	0	0	0	0	0	150
6:00	1	372	35	1	12	0	0	0	0	0	0	0	0	421
7:00	0	960	91	2	26	0	0	1	0	0	0	0	0	1080
8:00	1	849	79	1	37	0	0	0	2	0	0	0	0	969
9:00	0	748	56	1	23	1	1	0	0	0	0	0	0	830
10:00	0	663	58	3	26	1	0	0	0	0	0	0	0	751
11:00	1	709	74	1	24	0	0	3	1	0	0	0	0	813
12:00 PM	1	785	77	0	19	2	0	1	0	0	0	0	0	885
13:00	1	695	65	2	25	2	0	1	0	0	0	0	0	791
14:00	2	804	78	2	27	1	0	1	0	0	0	0	0	915
15:00	1	1033	73	3	28	0	0	0	0	0	0	0	0	1138
16:00	3	1010	79	1	19	0	0	0	0	0	0	0	0	1112
17:00	1	937	58	0	12	0	0	0	0	0	0	0	0	1008
18:00	0	669	40	0	14	0	0	0	0	0	0	0	0	723
19:00	0	472	30	0	7	0	0	0	0	0	0	0	0	509
20:00	0	330	19	0	6	0	0	0	0	0	0	0	0	355
21:00	1	215	16	0	5	0	0	0	0	0	0	0	0	237
22:00	0	124	11	0	4	0	0	0	0	0	0	0	0	139
23:00	0	56	5	0	0	0	0	0	0	0	0	0	0	61
Totals	13	11664	964	17	321	7	1	7	3					12997
% of Totals	0%	90%	7%	0%	2%	0%	0%	0%	0%					100%

AM Volumes	3	4534	413	9	155	2	1	4	3	0	0	0	0	5124
% AM	0%	35%	3%	0%	1%	0%	0%	0%	0%					39%
AM Peak Hour	6:00	7:00	7:00	10:00	8:00	9:00	9:00	11:00	8:00					7:00
Volume	1	960	91	3	37	1	1	3	2					1080
PM Volumes	10	7130	551	8	166	5	0	3	0	0	0	0	0	7873
% PM	0%	55%	4%	0%	1%	0%		0%						61%
PM Peak Hour	16:00	15:00	16:00	15:00	15:00	12:00		12:00						15:00
Volume	3	1033	79	3	28	2		1						1138

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	2049		16%	1676		13%	2120		16%	7152		55%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by National Data & Surveying Services

CLASSIFICATION

Indian Peak Rd Bet. Crenshaw Blvd & The City Limit

Day: Tuesday
Date: 11/29/2016

City: Rancho Palos Verdes
Project #: CA16_5763_018

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	17	0	0	0	0	0	0	0	0	0	0	0	17
1:00	0	6	1	0	0	1	0	0	0	0	0	0	0	8
2:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
3:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
4:00	0	11	3	0	1	0	0	1	0	0	0	0	0	16
5:00	0	46	5	0	2	0	0	0	0	0	0	0	0	53
6:00	0	192	23	0	7	0	0	0	2	0	0	0	0	224
7:00	0	474	32	0	12	0	0	1	0	0	0	0	0	519
8:00	0	407	30	0	14	1	0	0	0	0	0	0	0	452
9:00	0	310	27	4	10	0	0	0	0	0	0	0	0	351
10:00	0	294	29	2	9	0	0	0	0	0	0	0	0	334
11:00	0	310	34	0	13	1	0	0	0	0	0	0	0	358
12:00 PM	0	391	48	0	23	0	1	1	0	0	0	0	0	464
13:00	0	320	28	1	7	1	0	0	0	0	0	0	0	357
14:00	1	442	43	1	15	1	0	0	0	0	0	0	0	503
15:00	0	493	46	0	8	0	0	1	0	0	0	0	0	548
16:00	0	466	34	0	13	0	0	0	0	0	0	0	0	513
17:00	0	482	33	0	6	1	0	0	0	0	0	0	0	522
18:00	0	418	25	0	5	0	0	0	0	0	0	0	0	448
19:00	0	236	19	0	3	0	0	0	0	0	0	0	0	258
20:00	0	169	15	0	2	0	0	0	0	0	0	0	0	186
21:00	0	135	5	0	0	0	0	0	0	0	0	0	0	140
22:00	0	52	6	0	0	0	0	0	0	0	0	0	0	58
23:00	0	24	4	0	2	0	0	0	1	0	0	0	0	31
Totals	1	5700	492	8	152	6	1	4	3					6367
% of Totals	0%	90%	8%	0%	2%	0%	0%	0%	0%					100%

AM Volumes	0	2072	186	6	68	3	0	2	2	0	0	0	0	2339
% AM		33%	3%	0%	1%	0%		0%	0%					37%
AM Peak Hour		7:00	11:00	9:00	8:00	1:00		4:00	6:00					7:00
Volume		474	34	4	14	1		1	2					519
PM Volumes	1	3628	306	2	84	3	1	2	1	0	0	0	0	4028
% PM	0%	57%	5%	0%	1%	0%	0%	0%	0%					63%
PM Peak Hour	14:00	15:00	12:00	13:00	12:00	13:00	12:00	12:00	23:00					15:00
Volume	1	493	48	1	23	1	1	1	1					548

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	971		15%	821		13%	1035		16%	3540		56%

Classification Definitions

1 Motorcycles	**4** Buses	**7** > =4-Axle Single Units	**10** >=6-Axle Single Trailers	**13** >=7-Axle Multi-Trailers
2 Passenger Cars	**5** 2-Axle, 6-Tire Single Units	**8** <=4-Axle Single Trailers	**11** <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	**6** 3-Axle Single Units	**9** 5-Axle Single Trailers	**12** 6-Axle Multi-Trailers	

Prepared by National Data & Surveying Services

CLASSIFICATION

Highridge Rd Bet. Hawthorne Blvd & The City Limit

Day: Tuesday
Date: 11/29/2016

City: Rancho Palos Verdes
Project #: CA16_5763_017

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	25	0	0	0	0	0	0	0	0	0	0	0	25
1:00	0	14	0	0	0	0	0	0	0	0	0	0	0	14
2:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7
3:00	0	9	1	0	0	0	0	0	1	0	0	0	0	11
4:00	0	26	1	1	0	0	0	0	0	0	0	0	0	28
5:00	0	59	6	0	0	0	0	0	0	0	0	0	0	65
6:00	0	309	7	0	4	0	0	0	0	0	0	0	0	320
7:00	0	730	35	0	15	0	0	0	1	0	0	0	0	781
8:00	0	642	27	1	13	0	0	1	1	0	0	0	0	685
9:00	0	448	25	0	7	2	0	0	0	0	0	0	0	482
10:00	1	389	23	0	15	2	0	0	0	0	0	0	0	430
11:00	1	460	27	3	21	0	0	0	2	0	0	0	0	514
12:00 PM	1	541	31	0	12	0	0	0	0	0	0	0	0	585
13:00	1	477	31	0	14	1	0	0	0	0	0	0	0	524
14:00	1	683	24	2	13	0	0	0	0	0	0	0	0	723
15:00	0	736	18	1	7	1	0	0	1	0	0	0	0	764
16:00	0	597	18	0	10	0	0	0	0	0	0	0	0	625
17:00	1	593	21	0	6	0	0	0	0	0	0	0	0	621
18:00	0	517	8	0	3	0	0	0	0	0	0	0	0	528
19:00	0	393	7	1	1	0	0	0	0	0	0	0	0	402
20:00	0	262	4	0	0	0	0	0	0	0	0	0	0	266
21:00	0	236	1	0	0	0	0	0	0	0	0	0	0	237
22:00	0	128	3	0	2	0	0	0	0	0	0	0	0	133
23:00	0	33	3	0	0	0	0	0	0	0	0	0	0	36
Totals	6	8314	321	9	143	6		1	6					8806
% of Totals	0%	94%	4%	0%	2%	0%		0%	0%					100%

AM Volumes	2	3118	152	5	75	4	0	1	5	0	0	0	0	3362
% AM	0%	35%	2%	0%	1%	0%		0%	0%					38%
AM Peak Hour	10:00	7:00	7:00	11:00	11:00	9:00		8:00	11:00					7:00
Volume	1	730	35	3	21	2		1	2					781
PM Volumes	4	5196	169	4	68	2	0	0	1	0	0	0	0	5444
% PM	0%	59%	2%	0%	1%	0%			0%					62%
PM Peak Hour	12:00	15:00	12:00	14:00	13:00	13:00			15:00					15:00
Volume	1	736	31	2	14	1			1					764

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	1466		17%	1109		13%	1246		14%	4985		57%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by National Data & Surveying Services

CLASSIFICATION

Hawthorne Blvd Bet. Vallon Dr & Palos Verdes Dr W

Day: Tuesday
Date: 11/29/2016

City: Rancho Palos Verdes
Project #: CA16_5763_016

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	37	5	0	0	0	0	0	0	0	0	0	0	42
1:00	0	17	0	0	0	0	0	0	0	0	0	0	0	17
2:00	0	8	2	0	1	0	0	0	0	0	0	0	0	11
3:00	0	12	0	0	0	0	0	0	0	0	0	0	0	12
4:00	0	34	1	0	0	0	0	0	0	0	0	0	0	35
5:00	0	90	12	0	0	0	0	0	0	0	0	0	0	102
6:00	0	368	43	0	12	0	0	0	0	0	0	0	0	423
7:00	0	873	113	0	29	0	1	0	0	0	0	0	0	1016
8:00	0	1232	146	0	42	0	0	1	0	0	0	0	0	1421
9:00	0	787	97	0	33	0	0	0	0	0	0	0	0	917
10:00	0	759	94	0	29	0	0	1	0	0	0	0	0	883
11:00	2	854	120	1	38	1	0	0	0	0	0	0	0	1016
12:00 PM	3	1002	135	0	35	0	0	0	0	0	0	0	0	1175
13:00	1	858	118	0	34	0	0	1	0	0	0	0	0	1012
14:00	0	1006	140	1	50	0	0	0	0	0	0	0	0	1197
15:00	1	1240	151	2	44	0	0	1	0	0	0	0	0	1439
16:00	1	1109	154	2	37	0	0	0	0	0	0	0	0	1303
17:00	1	1106	125	1	35	0	0	0	0	0	0	0	0	1268
18:00	1	765	77	0	23	0	0	0	0	0	0	0	0	866
19:00	0	491	56	0	18	0	0	0	0	0	0	0	0	565
20:00	0	402	54	0	16	0	0	0	0	0	0	0	0	472
21:00	0	289	34	0	10	0	0	0	0	0	0	0	0	333
22:00	0	129	18	0	4	0	0	0	0	0	0	0	0	151
23:00	0	79	9	0	2	0	0	0	0	0	0	0	0	90
Totals	10	13547	1704	7	492	1	1	4						15766
% of Totals	0%	86%	11%	0%	3%	0%	0%	0%						100%

AM Volumes	2	5071	633	1	184	1	1	2	0	0	0	0	0	5895
% AM	0%	32%	4%	0%	1%	0%	0%	0%						37%
AM Peak Hour	11:00	8:00	8:00	11:00	8:00	11:00	7:00	8:00						8:00
Volume	2	1232	146	1	42	1	1	1						1421
PM Volumes	8	8476	1071	6	308	0	0	2	0	0	0	0	0	9871
% PM	0%	54%	7%	0%	2%			0%						63%
PM Peak Hour	12:00	15:00	16:00	15:00	14:00			13:00						15:00
Volume	3	1240	154	2	50			1						1439

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes	Volume		%	Volume		%	Volume		%	Volume		%
	2437	⟷	15%	2187	⟷	14%	2571	⟷	16%	8571	⟷	54%

Classification Definitions

1. Motorcycles
2. Passenger Cars
3. 2-Axle, 4-Tire Single Units
4. Buses
5. 2-Axle, 6-Tire Single Units
6. 3-Axle Single Units
7. > =4-Axle Single Units
8. <=4-Axle Single Trailers
9. 5-Axle Single Trailers
10. >=6-Axle Single Trailers
11. <=5-Axle Multi-Trailers
12. 6-Axle Multi-Trailers
13. >=7-Axle Multi-Trailers

Prepared by National Data & Surveying Services

CLASSIFICATION

Hawthorne Blvd Bet. Crest Rd & Vallon Dr

Day: Tuesday
Date: 11/29/2016

City: Rancho Palos Verdes
Project #: CA16_5763_015

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	42	1	0	0	0	0	0	0	0	0	0	0	43
1:00	0	21	0	0	0	0	0	0	0	0	0	0	0	21
2:00	0	11	2	0	0	0	0	0	0	0	0	0	0	13
3:00	0	13	0	0	0	0	0	0	0	0	0	0	0	13
4:00	0	41	0	0	0	0	0	0	0	0	0	0	0	41
5:00	0	103	5	0	0	0	0	0	0	0	0	0	0	108
6:00	0	400	21	0	14	0	0	0	0	0	0	0	0	435
7:00	0	990	60	0	23	0	0	0	0	0	0	0	0	1073
8:00	0	1308	73	0	30	0	0	0	0	0	0	0	0	1411
9:00	0	900	51	0	36	0	0	0	0	0	0	0	0	987
10:00	0	886	62	0	24	0	0	1	0	0	0	0	0	973
11:00	3	971	76	0	32	1	0	0	0	0	0	0	0	1083
12:00 PM	1	1138	84	0	28	0	0	0	0	0	0	0	0	1251
13:00	1	957	75	0	29	0	0	1	0	0	0	0	0	1063
14:00	3	1080	83	1	44	0	0	0	0	0	0	0	0	1211
15:00	2	1364	103	2	35	0	0	1	0	0	0	0	0	1507
16:00	0	1251	93	1	26	0	0	0	0	0	0	0	0	1371
17:00	1	1224	83	1	26	0	0	0	0	0	0	0	0	1335
18:00	1	854	57	0	15	0	0	0	0	0	0	0	0	927
19:00	0	572	36	0	12	0	0	0	0	0	0	0	0	620
20:00	0	436	36	0	10	0	0	0	0	0	0	0	0	482
21:00	0	321	21	0	5	0	0	0	0	0	0	0	0	347
22:00	0	152	10	0	5	0	0	0	0	0	0	0	0	167
23:00	0	102	5	0	2	0	0	0	0	0	0	0	0	109
Totals	12	15137	1037	5	396	1		3						16591
% of Totals	0%	91%	6%	0%	2%	0%		0%						100%

AM Volumes	3	5686	351	0	159	1	0	1	0	0	0	0	0	6201
% AM	0%	34%	2%		1%	0%		0%						37%
AM Peak Hour	11:00	8:00	11:00		9:00	11:00		10:00						8:00
Volume	3	1308	76		36	1		1						1411
PM Volumes	9	9451	686	5	237	0	0	2	0	0	0	0	0	10390
% PM	0%	57%	4%	0%	1%			0%						63%
PM Peak Hour	14:00	15:00	15:00	15:00	14:00			13:00						15:00
Volume	3	1364	103	2	44			1						1507

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	2484		15%	2314		14%	2706		16%	9087		55%

Classification Definitions

1. Motorcycles
2. Passenger Cars
3. 2-Axle, 4-Tire Single Units
4. Buses
5. 2-Axle, 6-Tire Single Units
6. 3-Axle Single Units
7. > =4-Axle Single Units
8. <=4-Axle Single Trailers
9. 5-Axle Single Trailers
10. >=6-Axle Single Trailers
11. <=5-Axle Multi-Trailers
12. 6-Axle Multi-Trailers
13. >=7-Axle Multi-Trailers

Prepared by National Data & Surveying Services

CLASSIFICATION

Hawthorne Blvd Bet. Eddinghill Dr/Seamount Dr & Crest Rd

Day: Tuesday
Date: 11/29/2016

City: Rancho Palos Verdes
Project #: CA16_5763_014

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	45	2	0	0	0	0	0	0	0	0	0	0	47
1:00	0	21	0	0	0	0	0	0	0	0	0	0	0	21
2:00	0	14	2	0	0	0	0	0	0	0	0	0	0	16
3:00	0	15	0	0	0	0	0	0	0	0	0	0	0	15
4:00	0	50	0	0	0	0	0	0	0	0	0	0	0	50
5:00	0	128	10	0	0	0	0	0	0	0	0	0	0	138
6:00	0	388	20	0	5	0	0	0	0	0	0	0	0	413
7:00	0	999	59	0	20	1	0	0	1	0	0	0	0	1080
8:00	0	1200	78	0	24	0	0	0	0	0	0	0	0	1302
9:00	0	840	63	0	20	1	0	0	0	0	0	0	0	924
10:00	1	835	56	0	24	0	0	1	0	0	0	0	0	917
11:00	2	918	69	0	27	0	0	1	0	0	0	0	0	1017
12:00 PM	3	1058	74	0	25	0	0	0	0	0	0	0	0	1160
13:00	1	873	77	0	16	0	0	1	0	0	0	0	0	968
14:00	1	1094	82	1	30	0	0	0	1	0	0	0	0	1209
15:00	0	1215	78	1	24	0	0	0	0	0	0	0	0	1318
16:00	1	1172	81	1	24	0	0	0	0	0	0	0	0	1279
17:00	0	1141	73	1	22	0	0	0	0	0	0	0	0	1237
18:00	1	841	44	1	14	0	0	0	0	0	0	0	0	901
19:00	0	613	43	0	13	0	0	0	0	0	0	0	0	669
20:00	0	453	35	0	6	0	0	0	0	0	0	0	0	494
21:00	0	309	20	0	5	0	0	0	0	0	0	0	0	334
22:00	0	190	15	0	5	0	0	0	0	0	0	0	0	210
23:00	0	93	6	0	3	0	0	0	0	0	0	0	0	102
Totals	10	14505	987	5	307	2		3	2					15821
% of Totals	0%	92%	6%	0%	2%	0%		0%	0%					100%

AM Volumes	3	5453	359	0	120	2	0	2	1	0	0	0	0	5940
% AM	0%	34%	2%		1%	0%		0%	0%					38%
AM Peak Hour	11:00	8:00	8:00		11:00	7:00		10:00	7:00					8:00
Volume	2	1200	78		27	1		1	1					1302
PM Volumes	7	9052	628	5	187	0	0	1	1	0	0	0	0	9881
% PM	0%	57%	4%	0%	1%			0%	0%					62%
PM Peak Hour	12:00	15:00	14:00	14:00	14:00			13:00	14:00					15:00
Volume	3	1215	82	1	30			1	1					1318

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	2382		15%	2128		13%	2516		16%	8795		56%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by National Data & Surveying Services

CLASSIFICATION

Hawthorne Blvd Bet. Granvia Altamira/Ridgegate Dr & Eddinghill Dr/Seamount Dr

Day: Tuesday
Date: 11/29/2016

City: Rancho Palos Verdes
Project #: CA16_5763_013

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	46	7	0	0	0	0	0	0	0	0	0	0	53
1:00	0	26	0	0	0	0	0	0	0	0	0	0	0	26
2:00	0	16	3	0	0	0	0	0	0	0	0	0	0	19
3:00	0	19	2	0	1	0	0	0	0	0	0	0	0	22
4:00	0	59	4	0	1	0	0	1	0	0	0	0	0	65
5:00	0	158	13	0	5	0	0	2	0	0	0	0	0	178
6:00	0	511	47	0	19	0	0	2	0	0	0	0	0	579
7:00	0	1100	107	1	47	0	0	3	0	0	0	0	0	1258
8:00	0	1324	133	0	52	0	0	3	0	0	0	0	0	1512
9:00	5	938	110	0	44	0	0	1	0	0	0	0	0	1098
10:00	0	906	116	1	55	0	0	2	0	0	0	0	0	1080
11:00	1	990	133	0	39	1	0	2	0	0	0	0	0	1166
12:00 PM	0	1153	139	0	68	0	0	2	0	0	0	0	0	1362
13:00	0	975	119	0	36	0	0	1	1	0	0	0	0	1132
14:00	0	1114	129	0	61	0	0	2	0	0	0	0	0	1306
15:00	0	1337	151	1	50	0	0	1	0	0	0	0	0	1540
16:00	1	1324	171	1	60	0	0	1	0	0	0	0	0	1558
17:00	0	1325	163	0	53	0	0	1	0	0	0	0	0	1542
18:00	1	969	127	1	34	0	1	0	0	0	0	0	0	1133
19:00	0	773	92	0	27	0	0	0	0	0	0	0	0	892
20:00	0	561	74	1	23	0	0	0	0	0	0	0	0	659
21:00	0	353	41	0	9	0	0	0	0	0	0	0	0	403
22:00	0	231	34	0	5	0	0	1	0	0	0	0	0	271
23:00	0	104	12	0	3	0	0	1	0	0	0	0	0	120
Totals	8	16312	1927	6	692	1	1	26	1					18974
% of Totals	0%	86%	10%	0%	4%	0%	0%	0%	0%					100%

AM Volumes	6	6093	675	2	263	1	0	16	0	0	0	0	0	7056
% AM	0%	32%	4%	0%	1%	0%		0%						37%
AM Peak Hour	9:00	8:00	8:00	7:00	10:00	11:00		7:00						8:00
Volume	5	1324	133	1	55	1		3						1512
PM Volumes	2	10219	1252	4	429	0	1	10	1	0	0	0	0	11918
% PM	0%	54%	7%	0%	2%		0%	0%	0%					63%
PM Peak Hour	16:00	15:00	16:00	15:00	12:00		18:00	12:00	13:00					16:00
Volume	1	1337	171	1	68		1	2	1					1558

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	2770		15%	2494		13%	3100		16%	10610		56%

Classification Definitions

1 Motorcycles	**4** Buses	**7** > =4-Axle Single Units	**10** >=6-Axle Single Trailers	**13** >=7-Axle Multi-Trailers
2 Passenger Cars	**5** 2-Axle, 6-Tire Single Units	**8** <=4-Axle Single Trailers	**11** <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	**6** 3-Axle Single Units	**9** 5-Axle Single Trailers	**12** 6-Axle Multi-Trailers	

Prepared by National Data & Surveying Services

CLASSIFICATION

Hawthorne Blvd Bet. Grayslake Rd/Highridge Rd & Granvia Altamira/Ridgegate Dr

Day: Tuesday
Date: 11/29/2016

City: Rancho Palos Verdes
Project #: CA16_5763_012

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	67	1	0	0	0	0	0	0	0	0	0	0	68
1:00	0	30	2	0	1	0	0	0	0	0	0	0	0	33
2:00	0	22	3	0	2	0	0	0	0	0	0	0	0	27
3:00	0	28	1	0	1	0	0	0	0	0	0	0	0	30
4:00	0	82	6	0	1	0	0	0	1	0	0	0	0	90
5:00	0	216	20	4	11	0	0	0	0	0	0	0	0	251
6:00	0	694	75	7	27	3	0	1	2	0	0	0	0	809
7:00	2	1479	145	9	59	2	0	1	3	0	0	0	0	1700
8:00	0	1531	159	10	74	2	2	1	4	0	0	0	0	1783
9:00	0	1187	140	5	57	1	0	2	1	0	0	0	0	1393
10:00	0	1224	138	7	54	5	0	1	3	0	0	0	0	1432
11:00	3	1191	144	5	60	5	2	0	3	0	0	0	0	1413
12:00 PM	1	1449	145	6	65	2	0	2	0	0	0	0	0	1670
13:00	1	1302	148	7	61	3	0	0	0	0	0	0	0	1522
14:00	0	1477	137	5	52	2	2	1	0	0	0	0	0	1676
15:00	0	1820	155	8	55	2	0	2	1	0	0	0	0	2043
16:00	0	1796	162	5	66	0	0	0	0	0	0	0	0	2029
17:00	0	1758	141	6	49	0	0	1	1	0	0	0	0	1956
18:00	0	1450	102	9	34	0	0	0	3	0	0	0	0	1598
19:00	2	1177	84	4	23	0	0	0	1	0	0	0	0	1291
20:00	0	849	56	3	19	1	0	0	2	0	0	0	0	930
21:00	0	518	31	0	9	0	0	0	0	0	0	0	0	558
22:00	1	309	20	0	5	0	0	0	1	0	0	0	0	336
23:00	0	157	6	0	2	0	0	0	1	0	0	0	0	166
Totals	10	21813	2021	100	787	28	6	12	27					24804
% of Totals	0%	88%	8%	0%	3%	0%	0%	0%	0%					100%

AM Volumes	5	7751	834	47	347	18	4	6	17	0	0	0	0	9029
% AM	0%	31%	3%	0%	1%	0%	0%	0%	0%					36%
AM Peak Hour	11:00	8:00	8:00	8:00	8:00	10:00	8:00	9:00	8:00					8:00
Volume	3	1531	159	10	74	5	2	2	4					1783
PM Volumes	5	14062	1187	53	440	10	2	6	10	0	0	0	0	15775
% PM	0%	57%	5%	0%	2%	0%	0%	0%	0%					64%
PM Peak Hour	19:00	15:00	16:00	18:00	16:00	13:00	14:00	12:00	18:00					15:00
Volume	2	1820	162	9	66	3	2	2	3					2043

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	3483		14%	3192		13%	3985		16%	14144		57%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by National Data & Surveying Services

CLASSIFICATION

Hawthorne Blvd Bet. Indian Peak Rd & Grayslake Rd/Highridge Rd

Day: Tuesday
Date: 11/29/2016

City: Rancho Palos Verdes
Project #: CA16_5763_011

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	108	8	0	3	0	0	0	0	0	0	0	0	119
1:00	0	57	8	0	1	0	0	0	0	0	0	0	0	66
2:00	0	37	4	0	1	0	0	0	0	0	0	0	0	42
3:00	0	36	3	0	2	0	0	0	1	0	0	0	0	42
4:00	0	112	12	2	5	0	0	1	0	0	0	0	0	132
5:00	0	329	24	3	12	0	1	2	0	0	0	0	0	371
6:00	0	1077	66	7	32	2	0	2	1	0	0	0	0	1187
7:00	7	2052	150	9	54	5	0	4	1	0	0	0	0	2282
8:00	5	2225	207	9	68	4	9	2	2	0	0	0	0	2531
9:00	3	1723	175	5	54	3	1	1	1	0	0	0	0	1966
10:00	1	1794	188	4	65	3	3	2	2	0	0	0	0	2062
11:00	2	1779	177	9	75	5	4	1	3	0	0	0	0	2055
12:00 PM	4	1869	164	8	67	7	4	1	0	0	0	0	0	2124
13:00	0	1954	161	11	67	4	3	2	0	0	0	0	0	2202
14:00	5	2409	169	5	58	9	5	0	2	0	0	0	0	2662
15:00	4	2712	197	12	67	9	6	2	1	0	0	0	0	3010
16:00	3	2389	189	3	64	7	2	1	6	0	0	0	0	2664
17:00	1	2408	145	3	36	9	6	2	1	0	0	0	0	2611
18:00	4	2202	112	7	34	7	4	2	0	0	0	0	0	2372
19:00	2	1680	83	4	11	1	1	0	0	0	0	0	0	1782
20:00	1	1170	57	2	12	1	1	1	1	0	0	0	0	1246
21:00	1	946	45	0	6	0	0	0	0	0	0	0	0	998
22:00	0	437	25	0	7	0	0	1	1	0	0	0	0	471
23:00	0	240	10	0	4	0	0	1	0	0	0	0	0	255
Totals	43	31745	2379	103	805	76	50	28	23					35252
% of Totals	0%	90%	7%	0%	2%	0%	0%	0%	0%					100%

AM Volumes	18	11329	1022	48	372	22	18	15	11	0	0	0	0	12855
% AM	0%	32%	3%	0%	1%	0%	0%	0%	0%					36%
AM Peak Hour	7:00	8:00	8:00	7:00	11:00	7:00	8:00	7:00	11:00					8:00
Volume	7	2225	207	9	75	5	9	4	3					2531
PM Volumes	25	20416	1357	55	433	54	32	13	12	0	0	0	0	22397
% PM	0%	58%	4%	0%	1%	0%	0%	0%	0%					64%
PM Peak Hour	14:00	15:00	15:00	15:00	12:00	14:00	15:00	13:00	16:00					15:00
Volume	5	2712	197	12	67	9	6	2	6					3010

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	4813		14%	4326		12%	5275		15%	20838		59%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by National Data & Surveying Services

CLASSIFICATION

Hawthorne Blvd Bet. Blackhorse Rd & Silver Spur Rd

Day: Tuesday
Date: 11/29/2016

City: Rancho Palos Verdes
Project #: CA16_5763_010

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	76	8	0	4	0	0	0	0	0	0	0	0	88
01:00	0	40	2	0	2	0	0	0	0	0	0	0	0	44
02:00	0	38	4	0	2	0	0	1	0	0	0	0	0	45
03:00	1	43	2	0	2	0	0	0	1	0	0	0	0	49
04:00	0	108	8	0	1	0	0	0	0	0	0	0	0	117
05:00	0	285	31	3	19	1	0	1	1	0	0	0	0	341
06:00	0	716	68	4	36	5	0	0	5	0	0	0	0	834
07:00	0	1542	141	7	71	1	0	5	7	0	0	0	0	1774
08:00	2	1624	160	5	100	3	1	3	3	0	0	0	0	1901
09:00	1	1311	158	5	94	7	1	2	4	0	0	0	0	1583
10:00	0	1291	143	4	87	4	0	1	4	0	0	0	0	1534
11:00	2	1292	142	5	91	3	2	0	4	0	0	0	0	1541
12:00 PM	2	1388	167	5	71	5	1	1	0	0	0	0	0	1640
13:00	1	1363	146	9	81	5	0	2	2	0	0	0	0	1609
14:00	0	1503	143	7	86	1	0	2	1	0	0	0	0	1743
15:00	1	1677	184	7	98	4	0	1	0	0	0	0	0	1972
16:00	0	1718	149	6	82	1	0	0	0	0	0	0	0	1956
17:00	1	1815	130	3	64	0	0	1	4	0	0	0	0	2018
18:00	2	1461	93	6	44	1	0	0	3	0	0	0	0	1610
19:00	0	1115	76	3	43	0	0	1	2	0	0	0	0	1240
20:00	0	746	59	2	27	0	0	0	1	0	0	0	0	835
21:00	0	531	36	0	21	0	0	0	0	0	0	0	0	588
22:00	0	341	27	0	11	0	0	0	0	0	0	0	0	379
23:00	0	167	10	0	9	0	0	0	1	0	0	0	0	187
Totals	13	22191	2087	81	1146	41	5	21	43					25628
% of Totals	0%	87%	8%	0%	4%	0%	0%	0%	0%					100%

AM Volumes	6	8366	867	33	509	24	4	13	29	0	0	0	0	9851
% AM	0%	33%	3%	0%	2%	0%	0%	0%	0%					38%
AM Peak Hour	08:00	08:00	08:00	07:00	08:00	09:00	11:00	07:00	07:00					08:00
Volume	2	1624	160	7	100	7	2	5	7					1901
PM Volumes	7	13825	1220	48	637	17	1	8	14	0	0	0	0	15777
% PM	0%	54%	5%	0%	2%	0%	0%	0%	0%					62%
PM Peak Hour	12:00	17:00	15:00	13:00	15:00	12:00	12:00	13:00	17:00					17:00
Volume	2	1815	184	9	98	5	1	2	4					2018

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	3675		14%	3249		13%	3974		16%	14730		57%

Classification Definitions

1. Motorcycles
2. Passenger Cars
3. 2-Axle, 4-Tire Single Units
4. Buses
5. 2-Axle, 6-Tire Single Units
6. 3-Axle Single Units
7. > =4-Axle Single Units
8. <=4-Axle Single Trailers
9. 5-Axle Single Trailers
10. >=6-Axle Single Trailers
11. <=5-Axle Multi-Trailers
12. 6-Axle Multi-Trailers
13. >=7-Axle Multi-Trailers

Prepared by National Data & Surveying Services

CLASSIFICATION

Hawthorne Blvd Bet. North City Limit & Blackhorse Rd

Day: Tuesday
Date: 11/29/2016

City: Rancho Palos Verdes
Project #: CA16_5763_009

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	77	8	1	3	0	0	0	0	0	0	0	0	89
01:00	0	39	4	0	2	0	0	0	0	0	0	0	0	45
02:00	0	33	5	0	3	0	0	0	0	0	0	0	0	41
03:00	0	43	3	0	2	0	0	0	1	0	0	0	0	49
04:00	0	113	6	0	5	0	0	0	0	0	0	0	0	124
05:00	0	312	37	3	12	0	0	1	3	0	0	0	0	368
06:00	0	734	81	7	39	1	0	2	4	0	0	0	0	868
07:00	0	1603	147	8	69	2	0	6	7	0	0	0	0	1842
08:00	3	1762	190	9	105	7	0	3	5	0	0	0	0	2084
09:00	0	1423	161	4	94	5	0	3	7	0	0	0	0	1697
10:00	0	1347	183	4	93	6	0	1	4	0	0	0	0	1638
11:00	2	1344	156	3	97	4	0	4	3	0	0	0	0	1613
12:00 PM	4	1446	184	6	83	3	0	1	2	0	0	0	0	1729
13:00	1	1360	185	10	86	3	0	3	0	0	0	0	0	1648
14:00	0	1544	180	5	93	3	0	3	0	0	0	0	0	1828
15:00	0	1723	198	7	99	4	0	1	1	0	0	0	0	2033
16:00	1	1712	209	7	82	5	0	2	3	0	0	0	0	2021
17:00	0	1835	168	4	68	4	0	0	5	0	0	0	0	2084
18:00	0	1559	131	6	51	2	0	0	2	0	0	0	0	1751
19:00	1	1181	105	3	46	0	0	1	2	0	0	0	0	1339
20:00	0	770	84	3	24	0	0	0	0	0	0	0	0	881
21:00	0	573	65	0	23	0	0	0	0	0	0	0	0	661
22:00	0	356	40	0	10	0	0	0	0	0	0	0	0	406
23:00	0	168	15	0	11	0	0	0	1	0	0	0	0	195
Totals	12	23057	2545	90	1200	49		31	50					27034
% of Totals	0%	85%	9%	0%	4%	0%		0%	0%					100%

AM Volumes	5	8830	981	39	524	25	0	20	34	0	0	0	0	10458
% AM	0%	33%	4%	0%	2%	0%		0%	0%					39%
AM Peak Hour	08:00	08:00	08:00	08:00	08:00	08:00		07:00	07:00					08:00
Volume	3	1762	190	9	105	7		6	7					2084
PM Volumes	7	14227	1564	51	676	24	0	11	16	0	0	0	0	16576
% PM	0%	53%	6%	0%	3%	0%		0%	0%					61%
PM Peak Hour	12:00	17:00	16:00	13:00	15:00	16:00		13:00	17:00					17:00
Volume	4	1835	209	10	99	5		3	5					2084

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%
	3926		15%	3377		12%	4105		15%	15626		58%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by National Data & Surveying Services

CLASSIFICATION

Crestridge Rd Bet. Highridge Rd & Crenshaw Blvd

Day: Tuesday
Date: 11/29/2016

City: Rancho Palos Verdes
Project #: CA16_5763_008

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	12	1	0	1	0	0	0	0	0	0	0	0	14
1:00	0	10	1	0	0	0	0	0	0	0	0	0	0	11
2:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
3:00	0	9	1	0	0	0	0	0	0	0	0	0	0	10
4:00	0	18	4	0	0	0	0	0	0	0	0	0	0	22
5:00	0	76	10	0	5	0	0	0	0	0	0	0	0	91
6:00	0	185	13	0	5	1	0	0	0	0	0	0	0	204
7:00	1	465	36	1	17	0	0	0	0	0	0	0	0	520
8:00	0	429	44	1	21	0	1	0	0	0	0	0	0	496
9:00	0	409	34	1	20	0	0	0	0	0	0	0	0	464
10:00	0	303	26	0	16	0	0	0	0	0	0	0	0	345
11:00	0	338	36	0	13	2	0	0	0	0	0	0	0	389
12:00 PM	0	372	49	0	20	0	0	0	0	0	0	0	0	441
13:00	0	313	45	0	19	0	1	0	0	0	0	0	0	378
14:00	0	472	46	0	20	0	1	0	0	0	0	0	0	539
15:00	1	490	63	1	10	0	0	0	0	0	0	0	0	565
16:00	0	433	43	0	10	0	1	0	0	0	0	0	0	487
17:00	0	467	29	0	14	0	0	0	0	0	0	0	0	510
18:00	0	441	32	0	16	0	0	0	0	0	0	0	0	489
19:00	0	380	28	0	3	0	0	0	0	0	0	0	0	411
20:00	0	203	8	0	4	0	0	0	0	0	0	0	0	215
21:00	0	186	10	0	3	0	0	0	0	0	0	0	0	199
22:00	0	93	8	0	0	0	0	0	0	0	0	0	0	101
23:00	0	61	4	0	0	0	0	0	0	0	0	0	0	65
Totals	2	6168	571	4	217	3	4							6969
% of Totals	0%	89%	8%	0%	3%	0%	0%							100%

AM Volumes	1	2257	206	3	98	3	1	0	0	0	0	0	0	2569
% AM	0%	32%	3%	0%	1%	0%	0%							37%
AM Peak Hour	7:00	7:00	8:00	7:00	8:00	11:00	8:00							7:00
Volume	1	465	44	1	21	2	1							520
PM Volumes	1	3911	365	1	119	0	3	0	0	0	0	0	0	4400
% PM	0%	56%	5%	0%	2%		0%							63%
PM Peak Hour	15:00	15:00	15:00	15:00	12:00		13:00							15:00
Volume	1	490	63	1	20		1							565

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%
	1016		15%	819		12%	997		14%	4137		59%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by National Data & Surveying Services

CLASSIFICATION

Crest Rd Bet. Ganado Drive and North City Limits

Day: Tuesday
Date: 11/29/2016

City: Rancho Palos Verdes
Project #: CA16_5763_007

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
1:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
5:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
6:00	0	19	1	0	2	0	0	0	0	0	0	0	0	22
7:00	0	28	6	0	1	0	0	0	0	0	0	0	0	35
8:00	0	54	6	0	1	0	0	0	0	0	0	0	0	61
9:00	0	29	10	0	1	0	0	0	0	0	0	0	0	40
10:00	0	28	7	0	5	0	0	0	0	0	0	0	0	40
11:00	0	19	9	0	3	0	0	0	0	0	0	0	0	31
12:00 PM	0	33	4	0	6	0	0	0	0	0	0	0	0	43
13:00	0	23	6	0	6	0	0	0	0	0	0	0	0	35
14:00	0	27	7	0	2	0	0	0	0	0	0	0	0	36
15:00	0	32	3	0	5	0	0	0	0	0	0	0	0	40
16:00	0	26	6	0	1	0	0	0	0	0	0	0	0	33
17:00	0	30	0	0	1	0	0	0	0	0	0	0	0	31
18:00	0	33	1	0	0	0	0	0	0	0	0	0	0	34
19:00	0	22	0	0	0	0	0	0	0	0	0	0	0	22
20:00	0	16	1	0	0	0	0	0	0	0	0	0	0	17
21:00	0	15	1	0	0	0	0	0	0	0	0	0	0	16
22:00	0	14	3	0	0	0	0	0	0	0	0	0	0	17
23:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
Totals		466	72		34									572
% of Totals		81%	13%		6%									100%

AM Volumes	0	190	40	0	13	0	0	0	0	0	0	0	0	243
% AM		33%	7%		2%									42%
AM Peak Hour		8:00	9:00		10:00									8:00
Volume		54	10		5									61
PM Volumes	0	276	32	0	21	0	0	0	0	0	0	0	0	329
% PM		48%	6%		4%									58%
PM Peak Hour		12:00	14:00		12:00									12:00
Volume		33	7		6									43

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes	Volume		%	Volume		%	Volume		%	Volume		%
	96	⟷	17%	78	⟷	14%	64	⟷	11%	334	⟷	58%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by National Data & Surveying Services

CLASSIFICATION

Crest Rd Bet. Palos Verdes Dr E & Ganado Dr

Day: Tuesday
Date: 11/29/2016

City: Rancho Palos Verdes
Project #: CA16_5763_006

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
1:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5
3:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
4:00	0	9	2	0	0	0	0	0	0	0	0	0	0	11
5:00	0	25	4	0	0	0	0	0	0	0	0	0	0	29
6:00	0	65	7	0	1	0	0	0	0	0	0	0	0	73
7:00	0	184	16	2	10	1	0	0	0	0	0	0	0	213
8:00	2	486	35	0	11	0	0	0	0	0	0	0	0	534
9:00	0	108	18	1	3	0	0	0	0	0	0	0	0	130
10:00	2	106	14	0	5	0	0	0	0	0	0	0	0	127
11:00	0	197	22	0	4	0	0	0	0	0	0	0	0	223
12:00 PM	0	290	26	0	9	0	0	0	0	0	0	0	0	325
13:00	0	141	22	0	7	0	0	0	0	0	0	0	0	170
14:00	2	157	18	0	4	0	0	0	0	0	0	0	0	181
15:00	0	182	22	1	9	1	0	0	0	0	0	0	0	215
16:00	0	155	12	0	3	0	0	0	0	0	0	0	0	170
17:00	0	130	11	0	2	0	0	0	0	0	0	0	0	143
18:00	0	109	6	0	0	0	0	0	0	0	0	0	0	115
19:00	0	73	2	0	2	0	0	0	0	0	0	0	0	77
20:00	0	47	1	0	0	0	0	0	0	0	0	0	0	48
21:00	0	40	2	0	0	0	0	0	0	0	0	0	0	42
22:00	0	33	4	0	2	0	0	0	0	0	0	0	0	39
23:00	0	20	0	0	1	0	0	0	0	0	0	0	0	21
Totals	6	2573	246	4	73	2								2904
% of Totals	0%	89%	8%	0%	3%	0%								100%

AM Volumes	4	1196	120	3	34	1	0	0	0	0	0	0	0	1358
% AM	0%	41%	4%	0%	1%	0%								47%
AM Peak Hour	8:00	8:00	8:00	7:00	8:00	7:00								8:00
Volume	2	486	35	2	11	1								534
PM Volumes	2	1377	126	1	39	1	0	0	0	0	0	0	0	1546
% PM	0%	47%	4%	0%	1%	0%								53%
PM Peak Hour	14:00	12:00	12:00	15:00	12:00	15:00								12:00
Volume	2	290	26	1	9	1								325

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%
	747		26%	495		17%	313		11%	1349		46%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by National Data & Surveying Services

CLASSIFICATION

Crest Rd Bet. Highridge Rd & Crenshaw Blvd

Day: Tuesday
Date: 11/29/2016

City: Rancho Palos Verdes
Project #: CA16_5763_005

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	34	1	0	0	0	0	0	0	0	0	0	0	35
01:00	0	11	0	0	0	0	0	0	0	0	0	0	0	11
02:00	0	12	3	0	1	0	0	0	0	0	0	0	0	16
03:00	0	13	0	0	1	0	0	0	0	0	0	0	0	14
04:00	0	30	2	0	1	0	0	0	0	0	0	0	0	33
05:00	0	93	14	0	0	0	0	0	1	0	0	0	0	108
06:00	0	295	35	4	19	2	0	0	0	0	0	0	0	355
07:00	2	775	149	0	41	2	3	1	1	0	0	0	0	974
08:00	1	728	124	1	42	1	0	1	1	0	0	0	0	899
09:00	1	592	81	2	44	4	0	0	0	0	0	0	0	724
10:00	1	525	92	0	31	0	0	1	0	0	0	0	0	650
11:00	3	514	88	1	45	4	0	0	0	0	0	0	0	655
12:00 PM	1	566	98	1	32	2	1	2	0	0	0	0	0	703
13:00	1	540	90	1	32	0	1	0	1	0	0	0	0	666
14:00	2	606	118	0	56	1	0	0	1	0	0	0	0	784
15:00	4	763	138	0	50	0	0	2	0	0	0	0	0	957
16:00	0	670	117	0	46	1	1	0	0	0	0	0	0	835
17:00	0	674	110	0	33	0	0	1	0	0	0	0	0	818
18:00	0	498	77	0	32	0	1	0	0	0	0	0	0	608
19:00	0	353	51	0	14	0	0	0	0	0	0	0	0	418
20:00	0	281	35	0	14	0	0	0	0	0	0	0	0	330
21:00	0	189	31	0	9	0	0	0	0	0	0	0	0	229
22:00	0	106	16	0	4	0	0	0	0	0	0	0	0	126
23:00	0	54	8	0	6	0	0	0	0	0	0	0	0	68
Totals	16	8922	1478	10	553	17	7	8	5					11016
% of Totals	0%	81%	13%	0%	5%	0%	0%	0%	0%					100%

AM Volumes	8	3622	589	8	225	13	3	3	3	0	0	0	0	4474
% AM	0%	33%	5%	0%	2%	0%	0%	0%	0%					41%
AM Peak Hour	11:00	07:00	07:00	06:00	11:00	09:00	07:00	07:00	05:00					07:00
Volume	3	775	149	4	45	4	3	1	1					974
PM Volumes	8	5300	889	2	328	4	4	5	2	0	0	0	0	6542
% PM	0%	48%	8%	0%	3%	0%	0%	0%	0%					59%
PM Peak Hour	15:00	15:00	15:00	12:00	14:00	12:00	12:00	12:00	13:00					15:00
Volume	4	763	138	1	56	2	1	2	1					957

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%
	1873		17%	1369		12%	1653		15%	6121		56%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by National Data & Surveying Services

CLASSIFICATION

Crest Rd Bet. Hawthorne Blvd & Highridge Rd

Day: Tuesday
Date: 11/29/2016

City: Rancho Palos Verdes
Project #: CA16_5763_004

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	35	1	0	0	0	0	0	0	0	0	0	0	36
1:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7
2:00	0	12	2	0	0	0	0	0	0	0	0	0	0	14
3:00	0	12	1	0	0	0	0	0	0	0	0	0	0	13
4:00	0	31	0	0	0	0	0	0	0	0	0	0	0	31
5:00	0	87	5	0	2	0	0	0	0	0	0	0	0	94
6:00	0	297	25	0	12	0	0	0	0	0	0	0	0	334
7:00	0	827	83	0	19	0	0	1	0	0	0	0	0	930
8:00	0	735	74	0	19	0	0	0	0	0	0	0	0	828
9:00	0	577	61	0	18	3	0	1	0	0	0	0	0	660
10:00	0	522	59	2	20	1	0	0	0	0	0	0	0	604
11:00	3	536	58	0	19	3	0	0	0	0	0	0	0	619
12:00 PM	2	595	68	0	19	3	0	1	0	0	0	0	0	688
13:00	1	535	50	1	17	3	0	0	0	0	0	0	0	607
14:00	0	703	78	0	22	1	0	0	0	0	0	0	0	804
15:00	0	810	81	0	20	1	0	0	0	0	0	0	0	912
16:00	0	669	68	0	18	0	0	0	0	0	0	0	0	755
17:00	2	701	62	0	12	0	0	0	0	0	0	0	0	777
18:00	0	500	35	0	7	0	0	0	0	0	0	0	0	542
19:00	0	351	25	0	2	0	0	0	0	0	0	0	0	378
20:00	0	269	22	0	2	0	0	0	0	0	0	0	0	293
21:00	0	200	17	0	0	0	0	0	0	0	0	0	0	217
22:00	0	107	6	0	0	0	0	0	0	0	0	0	0	113
23:00	0	58	6	0	2	0	0	0	0	0	0	0	0	66
Totals	8	9176	887	3	230	15		3						10322
% of Totals	0%	89%	9%	0%	2%	0%		0%						100%

AM Volumes	3	3678	369	2	109	7	0	2	0	0	0	0	0	4170
% AM	0%	36%	4%	0%	1%	0%		0%						40%
AM Peak Hour	11:00	7:00	7:00	10:00	10:00	9:00		7:00						7:00
Volume	3	827	83	2	20	3		1						930
PM Volumes	5	5498	518	1	121	8	0	1	0	0	0	0	0	6152
% PM	0%	53%	5%	0%	1%	0%		0%						60%
PM Peak Hour	12:00	15:00	15:00	13:00	14:00	12:00		12:00						15:00
Volume	2	810	81	1	22	3		1						912

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	1758		17%	1295		13%	1532		15%	5737		56%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by National Data & Surveying Services

CLASSIFICATION

Crenshaw Blvd Bet. Crest Rd & Burma Rd

Day: Tuesday
Date: 11/29/2016

City: Rancho Palos Verdes
Project #: CA16_5763_003

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
1:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:00	0	2	0	0	2	0	0	0	0	0	0	0	0	4
3:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00	0	17	1	0	0	0	0	0	0	0	0	0	0	18
6:00	0	47	8	0	2	0	0	0	0	0	0	0	0	57
7:00	0	81	9	0	1	0	0	0	0	0	0	0	0	91
8:00	0	117	17	0	6	0	0	0	0	0	0	0	0	140
9:00	0	90	11	2	12	0	0	0	0	0	0	0	0	115
10:00	0	98	20	0	10	0	0	0	0	0	0	0	0	128
11:00	0	98	16	0	11	1	0	0	0	0	0	0	0	126
12:00 PM	0	73	16	0	10	0	0	0	0	0	0	0	0	99
13:00	0	83	20	0	4	0	0	0	0	0	0	0	0	107
14:00	0	115	12	0	5	0	0	0	0	0	0	0	0	132
15:00	0	106	14	0	1	0	0	0	0	0	0	0	0	121
16:00	0	108	18	0	1	0	0	0	0	0	0	0	0	127
17:00	0	89	11	0	4	0	0	0	0	0	0	0	0	104
18:00	0	46	5	0	2	1	0	0	0	0	0	0	0	54
19:00	0	41	5	0	2	0	0	0	0	0	0	0	0	48
20:00	0	45	3	0	4	0	0	0	0	0	0	0	0	52
21:00	0	30	3	0	2	0	0	0	0	0	0	0	0	35
22:00	0	12	3	0	0	0	0	0	0	0	0	0	0	15
23:00	0	16	5	0	0	0	0	0	0	0	0	0	0	21
Totals		1319	197	2	79	2								1599
% of Totals		82%	12%	0%	5%	0%								100%
AM Volumes	0	555	82	2	44	1	0	0	0	0	0	0	0	684
% AM		35%	5%	0%	3%	0%								43%
AM Peak Hour		8:00	10:00	9:00	9:00	11:00								8:00
Volume		117	20	2	12	1								140
PM Volumes	0	764	115	0	35	1	0	0	0	0	0	0	0	915
% PM		48%	7%		2%	0%								57%
PM Peak Hour		14:00	13:00		12:00	18:00								14:00
Volume		115	20		10	1								132

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes	Volume		%	Volume		%	Volume		%	Volume		%
	231	⟷	14%	206	⟷	13%	231	⟷	14%	931	⟷	58%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by National Data & Surveying Services

CLASSIFICATION

Crenshaw Blvd Bet. Indian Peak Rd & Crest Rd

Day: Tuesday
Date: 11/29/2016

City: Rancho Palos Verdes
Project #: CA16_5763_002

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	38	0	0	1	0	0	0	0	0	0	0	0	39
01:00	0	11	0	0	0	0	0	0	0	0	0	0	0	11
02:00	0	15	2	0	1	0	0	0	0	0	0	0	0	18
03:00	0	15	0	0	1	0	0	0	0	0	0	0	0	16
04:00	0	35	7	0	1	0	0	0	0	0	0	0	0	43
05:00	0	149	22	3	8	0	0	0	1	0	0	0	0	183
06:00	0	410	62	3	46	0	0	0	0	0	0	0	0	521
07:00	0	1077	181	2	76	3	0	1	2	0	0	0	0	1342
08:00	2	938	179	0	80	1	0	0	4	0	0	0	0	1204
09:00	4	697	133	3	90	1	0	2	0	0	0	0	0	930
10:00	2	680	132	0	72	0	0	1	0	0	0	0	0	887
11:00	2	763	109	0	61	2	0	0	1	0	0	0	0	938
12:00 PM	2	823	102	1	62	2	0	3	0	0	0	0	0	995
13:00	4	825	121	0	60	1	0	1	3	0	0	0	0	1015
14:00	6	1031	137	0	78	3	0	2	5	0	0	0	0	1262
15:00	4	1230	157	1	85	2	0	1	3	0	0	0	0	1483
16:00	9	1127	130	0	79	2	0	0	4	0	0	0	0	1351
17:00	4	1108	120	1	71	1	0	0	4	0	0	0	0	1309
18:00	3	820	88	3	47	3	1	2	6	0	0	0	0	973
19:00	2	628	63	2	25	0	0	0	0	0	0	0	0	720
20:00	0	483	46	0	22	0	0	0	0	0	0	0	0	551
21:00	1	312	28	0	7	0	0	0	0	0	0	0	0	348
22:00	0	169	20	0	2	0	0	0	0	0	0	0	0	191
23:00	0	91	9	0	2	0	0	0	0	0	0	0	0	102
Totals	45	13475	1848	19	977	21	1	13	33					16432
% of Totals	0%	82%	11%	0%	6%	0%	0%	0%	0%					100%

AM Volumes	10	4828	827	11	437	7	0	4	8	0	0	0	0	6132
% AM	0%	29%	5%	0%	3%	0%		0%	0%					37%
AM Peak Hour	09:00	07:00	07:00	05:00	09:00	07:00		09:00	08:00					07:00
Volume	4	1077	181	3	90	3		2	4					1342
PM Volumes	35	8647	1021	8	540	14	1	9	25	0	0	0	0	10300
% PM	0%	53%	6%	0%	3%	0%	0%	0%	0%					63%
PM Peak Hour	16:00	15:00	15:00	18:00	15:00	14:00	18:00	12:00	18:00					15:00
Volume	9	1230	157	3	85	3	1	3	6					1483

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	2546		15%	2010		12%	2660		16%	9216		56%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by National Data & Surveying Services

CLASSIFICATION

Crenshaw Blvd Bet. North City Limit & Indian Peak Rd

Day: Tuesday
Date: 11/29/2016

City: Rancho Palos Verdes
Project #: CA16_5763_001

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	97	9	1	0	0	0	0	0	0	0	0	0	107
1:00	0	50	5	0	0	0	0	0	0	0	0	0	0	55
2:00	0	29	3	0	1	0	0	0	0	0	0	0	0	33
3:00	0	32	4	0	1	0	0	0	0	0	0	0	0	37
4:00	0	88	6	1	2	0	0	1	0	0	0	0	0	98
5:00	0	328	37	0	9	0	0	0	0	0	0	0	0	374
6:00	0	763	72	1	31	1	0	0	0	0	0	0	0	868
7:00	0	2030	170	0	64	0	0	0	1	0	0	0	0	2265
8:00	0	2042	213	2	78	1	0	0	1	0	0	0	0	2337
9:00	1	1681	180	4	71	1	0	1	1	0	0	0	0	1940
10:00	0	1532	177	3	62	1	0	0	1	0	0	0	0	1776
11:00	1	1594	163	2	69	0	0	0	1	0	0	0	0	1830
12:00 PM	1	1699	178	7	80	1	0	0	0	0	0	0	0	1966
13:00	0	1633	176	1	74	1	0	1	0	0	0	0	0	1886
14:00	2	1881	214	2	80	1	0	0	2	0	0	0	0	2182
15:00	0	2253	233	4	91	1	0	2	0	0	0	0	0	2584
16:00	4	1951	213	2	67	1	0	0	1	0	0	0	0	2239
17:00	3	2098	198	3	73	0	0	0	0	0	0	0	0	2375
18:00	0	1920	173	4	55	0	0	0	0	0	0	0	0	2152
19:00	0	1439	136	1	43	0	0	0	0	0	0	0	0	1619
20:00	0	1007	95	0	26	0	0	0	0	0	0	0	0	1128
21:00	1	760	68	0	20	0	0	0	0	0	0	0	0	849
22:00	0	409	36	0	11	0	0	0	0	0	0	0	0	456
23:00	0	257	21	0	5	0	0	0	0	0	0	0	0	283
Totals	13	27573	2780	38	1013	9		5	8					31439
% of Totals	0%	88%	9%	0%	3%	0%		0%	0%					100%

AM Volumes	2	10266	1039	14	388	4	0	2	5	0	0	0	0	11720
% AM	0%	33%	3%	0%	1%	0%		0%	0%					37%
AM Peak Hour	9:00	8:00	8:00	9:00	8:00	6:00		4:00	7:00					8:00
Volume	1	2042	213	4	78	1		1	1					2337
PM Volumes	11	17307	1741	24	625	5	0	3	3	0	0	0	0	19719
% PM	0%	55%	6%	0%	2%	0%		0%	0%					63%
PM Peak Hour	16:00	15:00	15:00	12:00	15:00	12:00		15:00	14:00					15:00
Volume	4	2253	233	7	91	1		2	2					2584

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%
	4602		15%	3852		12%	4614		15%	18371		58%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Palos Verdes Dr E and Miraleste Dr , Rancho Palos Verdes

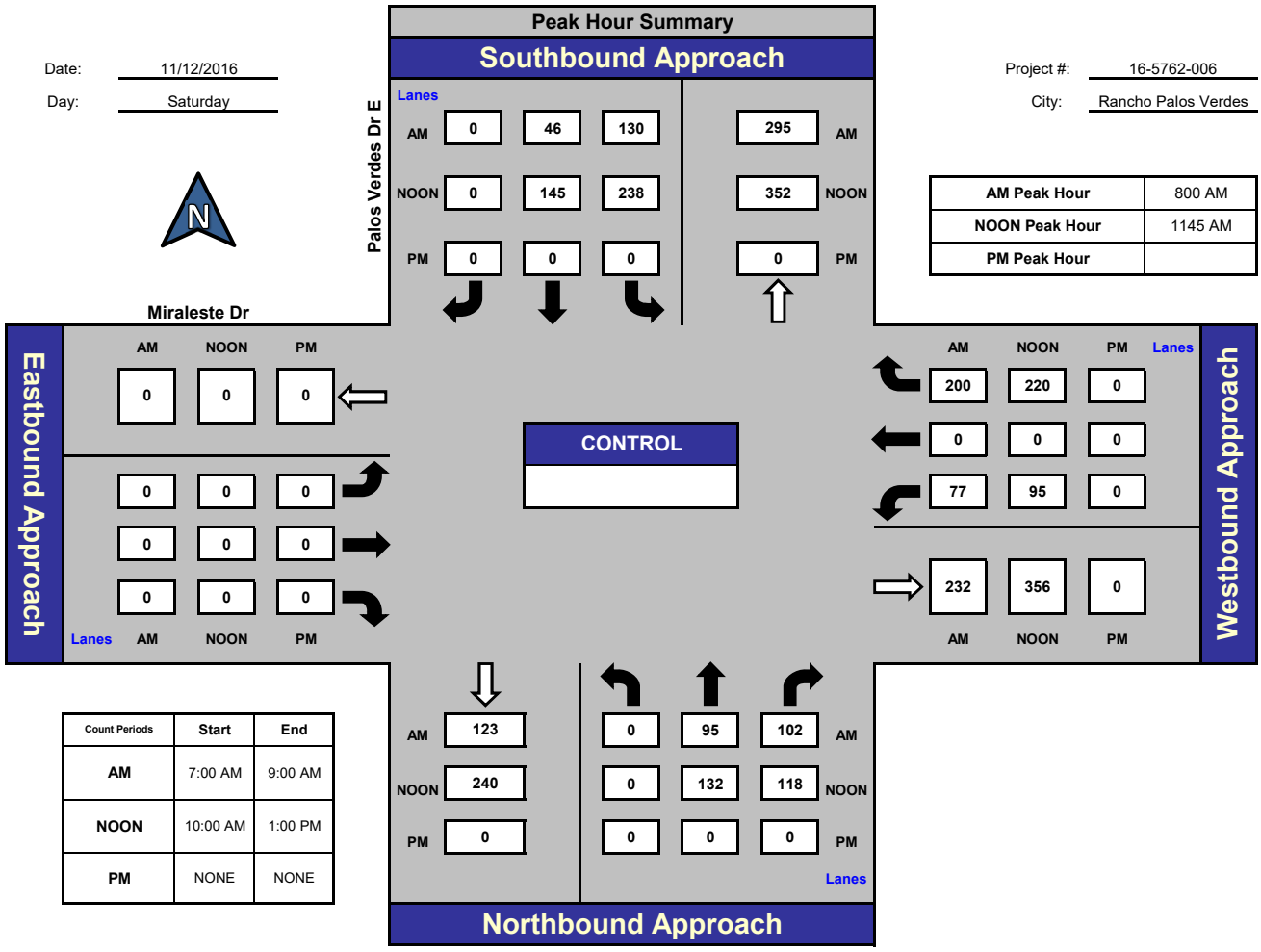
Date: 11/12/2016

Day: Saturday

Project #: 16-5762-006

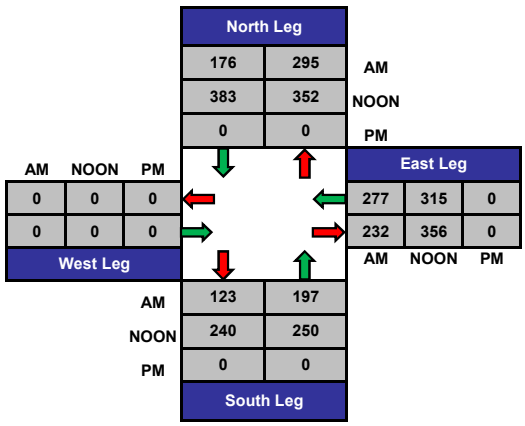
City: Rancho Palos Verdes

AM Peak Hour	800 AM
NOON Peak Hour	1145 AM
PM Peak Hour	

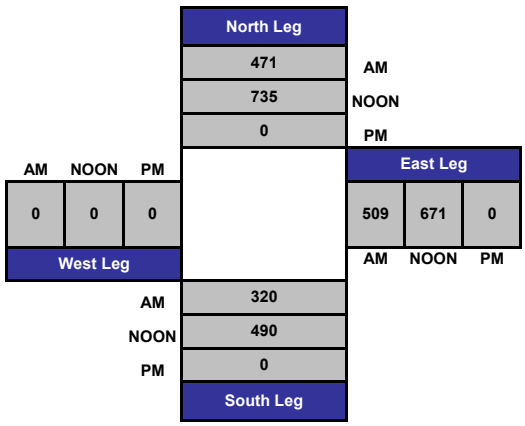


Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON	10:00 AM	1:00 PM
PM	NONE	NONE

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Palos Verdes Dr E and Crest Rd E , Rancho Palos Verdes

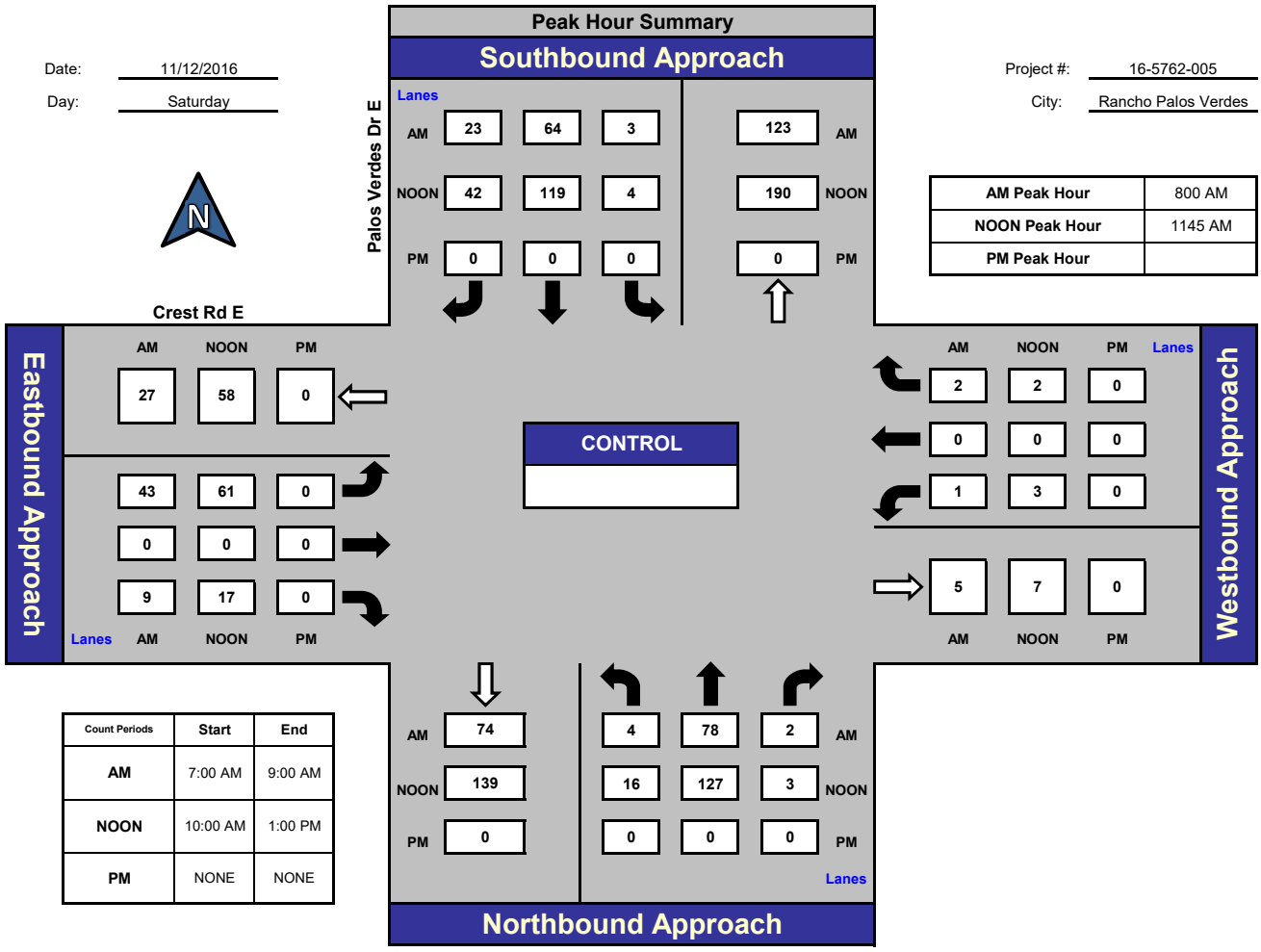
Date: 11/12/2016

Day: Saturday

Project #: 16-5762-005

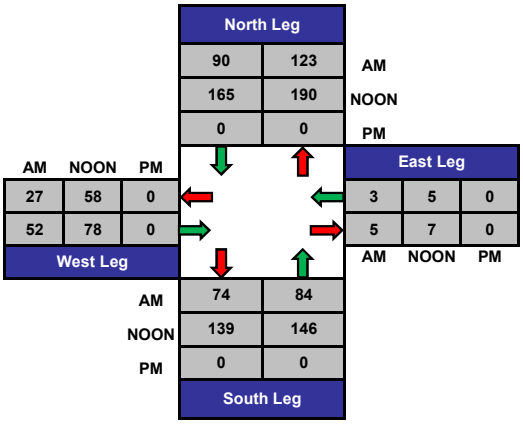
City: Rancho Palos Verdes

AM Peak Hour	800 AM
NOON Peak Hour	1145 AM
PM Peak Hour	

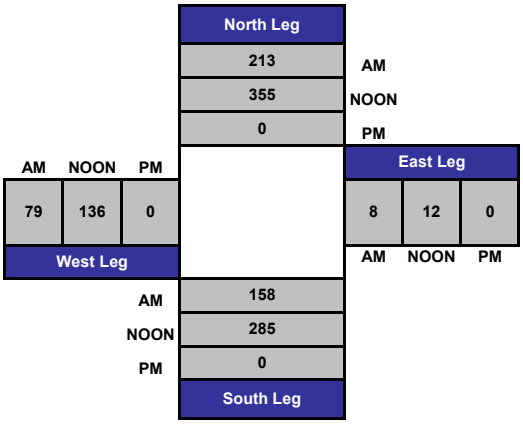


Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON	10:00 AM	1:00 PM
PM	NONE	NONE

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Palos Verdes Dr E and Palos Verdes Dr S , Rancho Palos Verdes

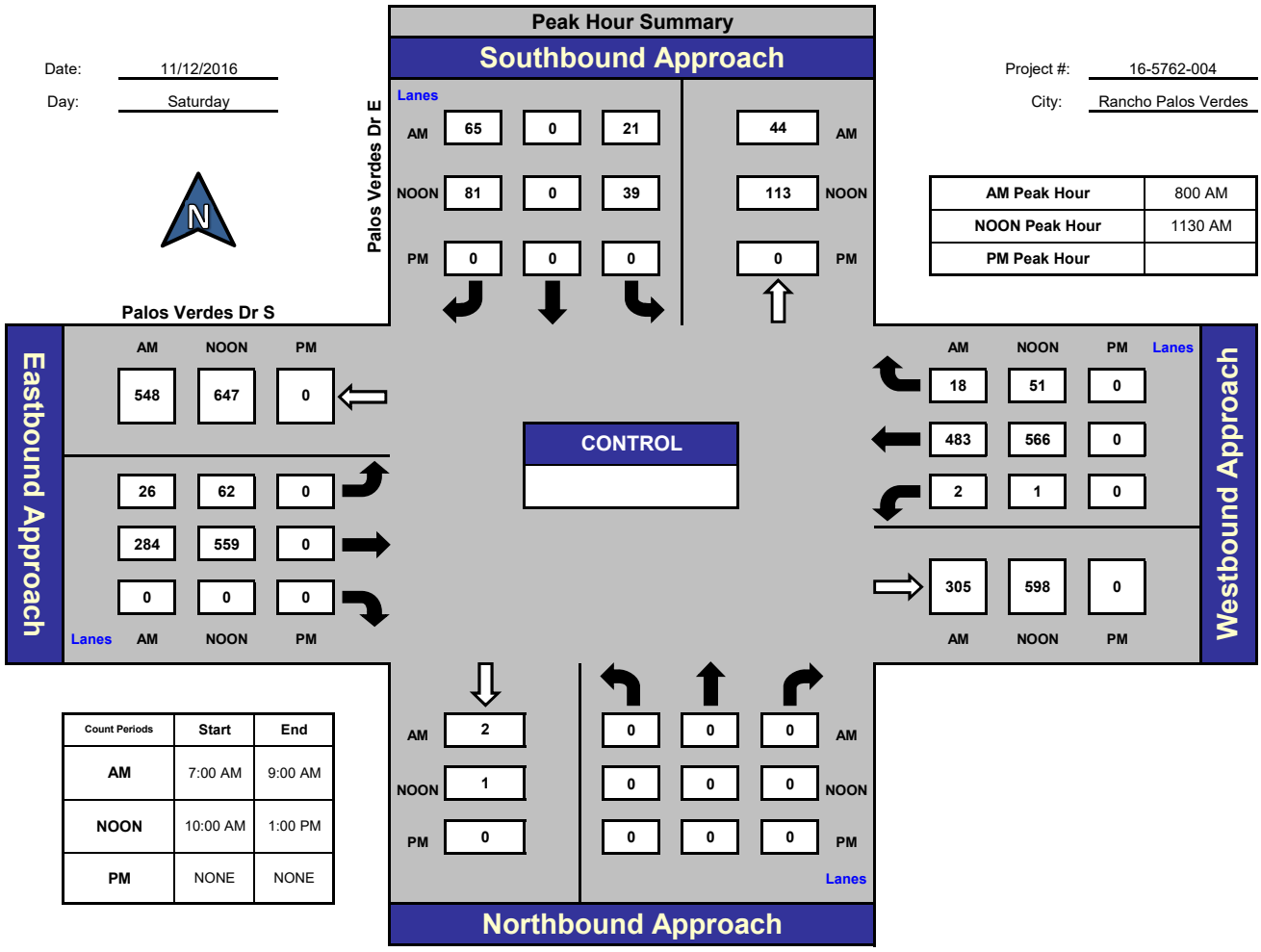
Date: 11/12/2016

Day: Saturday

Project #: 16-5762-004

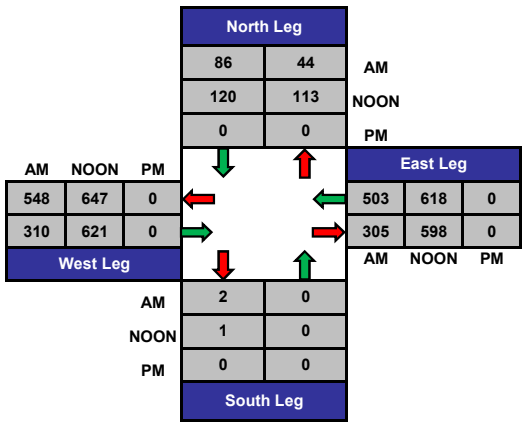
City: Rancho Palos Verdes

AM Peak Hour	800 AM
NOON Peak Hour	1130 AM
PM Peak Hour	

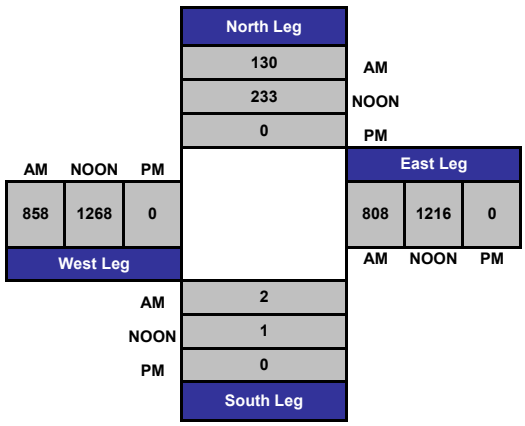


Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON	10:00 AM	1:00 PM
PM	NONE	NONE

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Forrestal dr_Trump National Dr and Palos Verdes Dr S , Rancho Palos Verdes

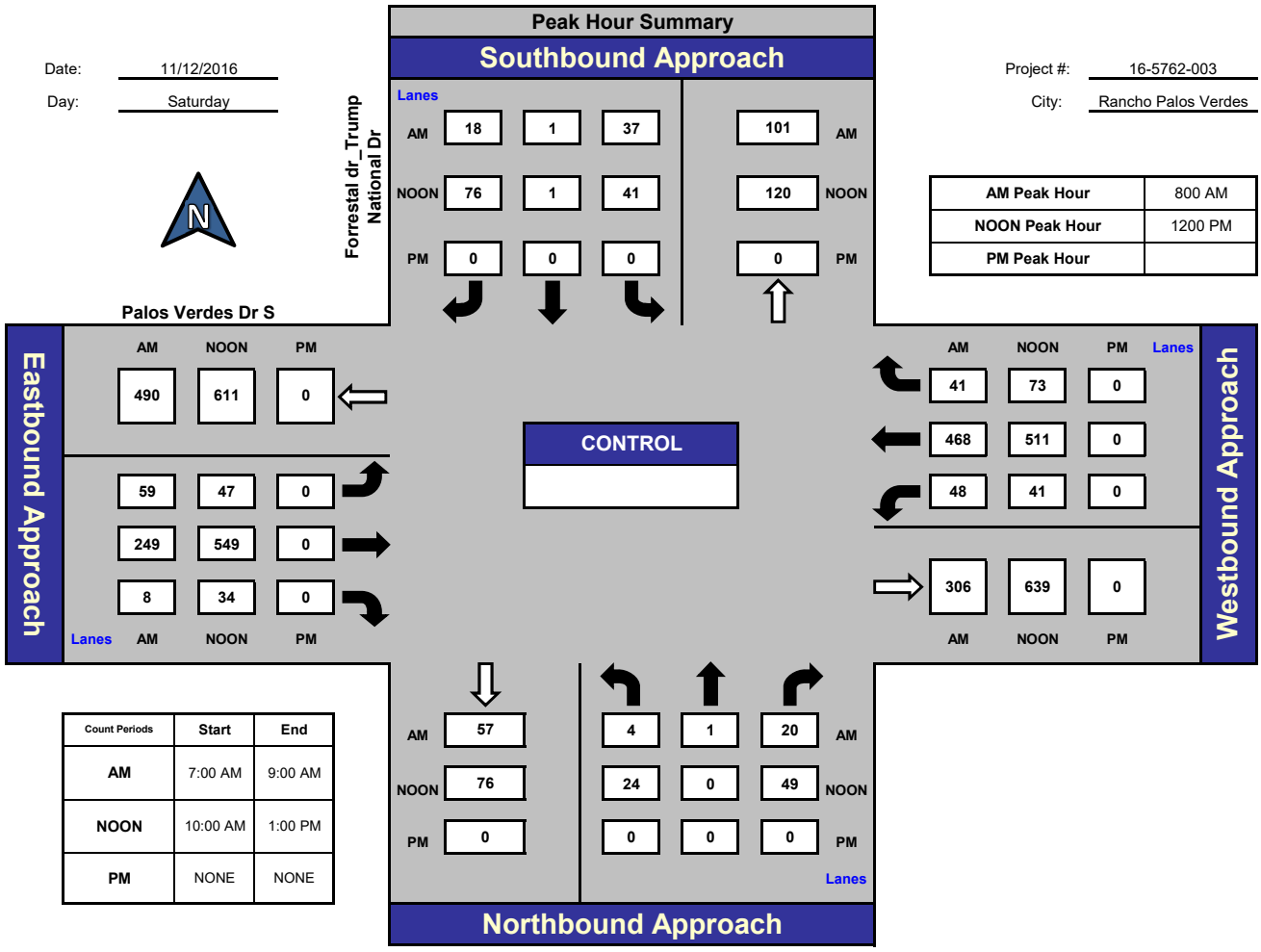
Date: 11/12/2016

Day: Saturday

Project #: 16-5762-003

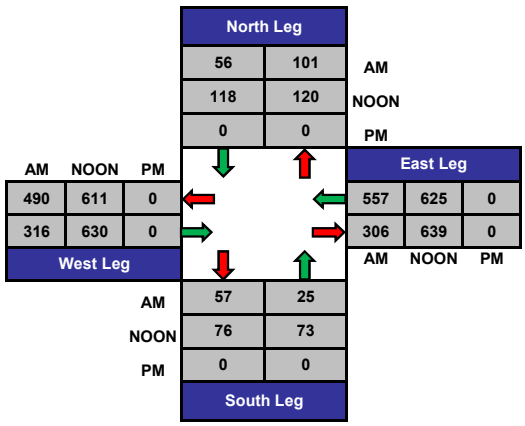
City: Rancho Palos Verdes

AM Peak Hour	800 AM
NOON Peak Hour	1200 PM
PM Peak Hour	

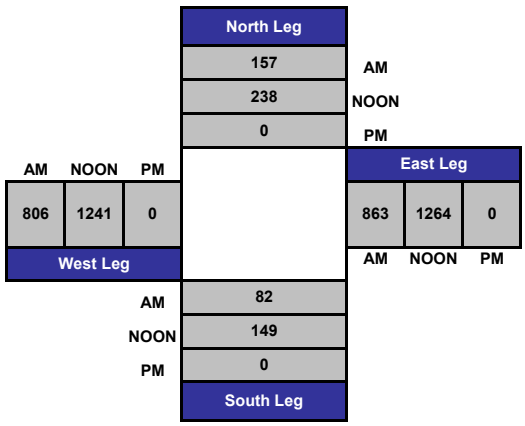


Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON	10:00 AM	1:00 PM
PM	NONE	NONE

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Palos Verdes Dr S and Lower Pt. Vicente Park Entrance , Rancho Palos Verdes

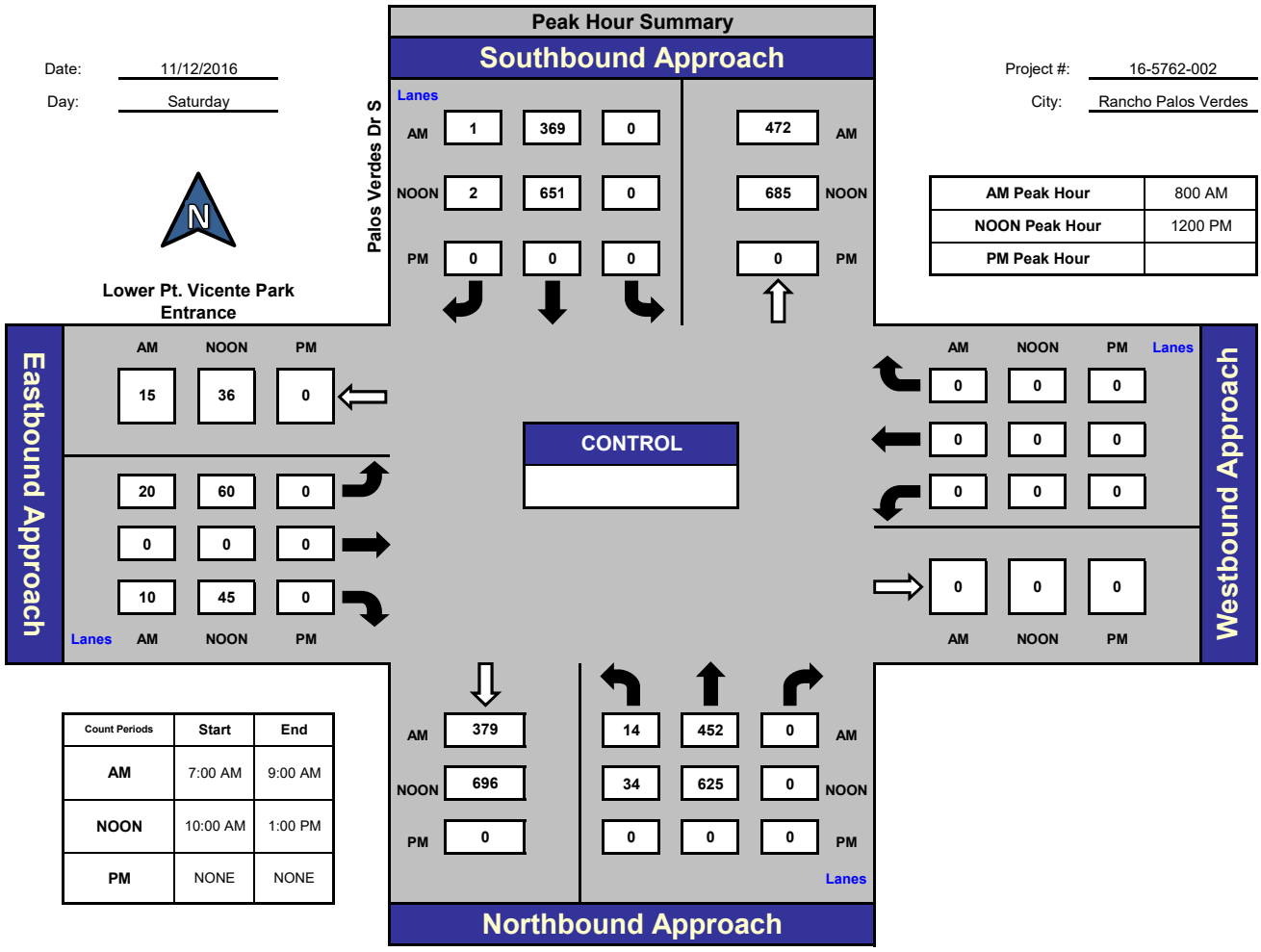
Date: 11/12/2016

Day: Saturday

Project #: 16-5762-002

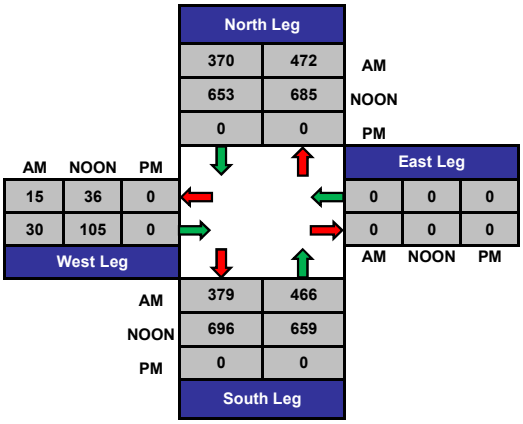
City: Rancho Palos Verdes

AM Peak Hour	800 AM
NOON Peak Hour	1200 PM
PM Peak Hour	

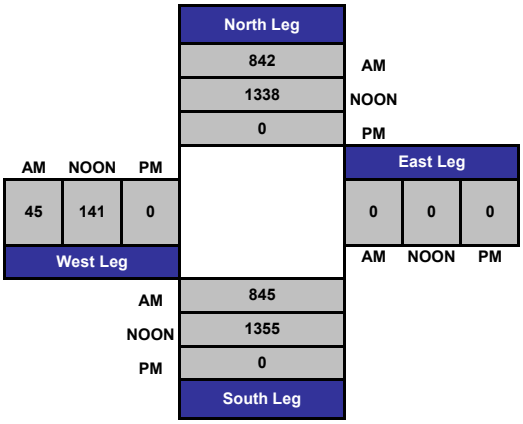


Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON	10:00 AM	1:00 PM
PM	NONE	NONE

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Palos Verdes Dr W and Hawthorne Blvd , Rancho Palos Verdes

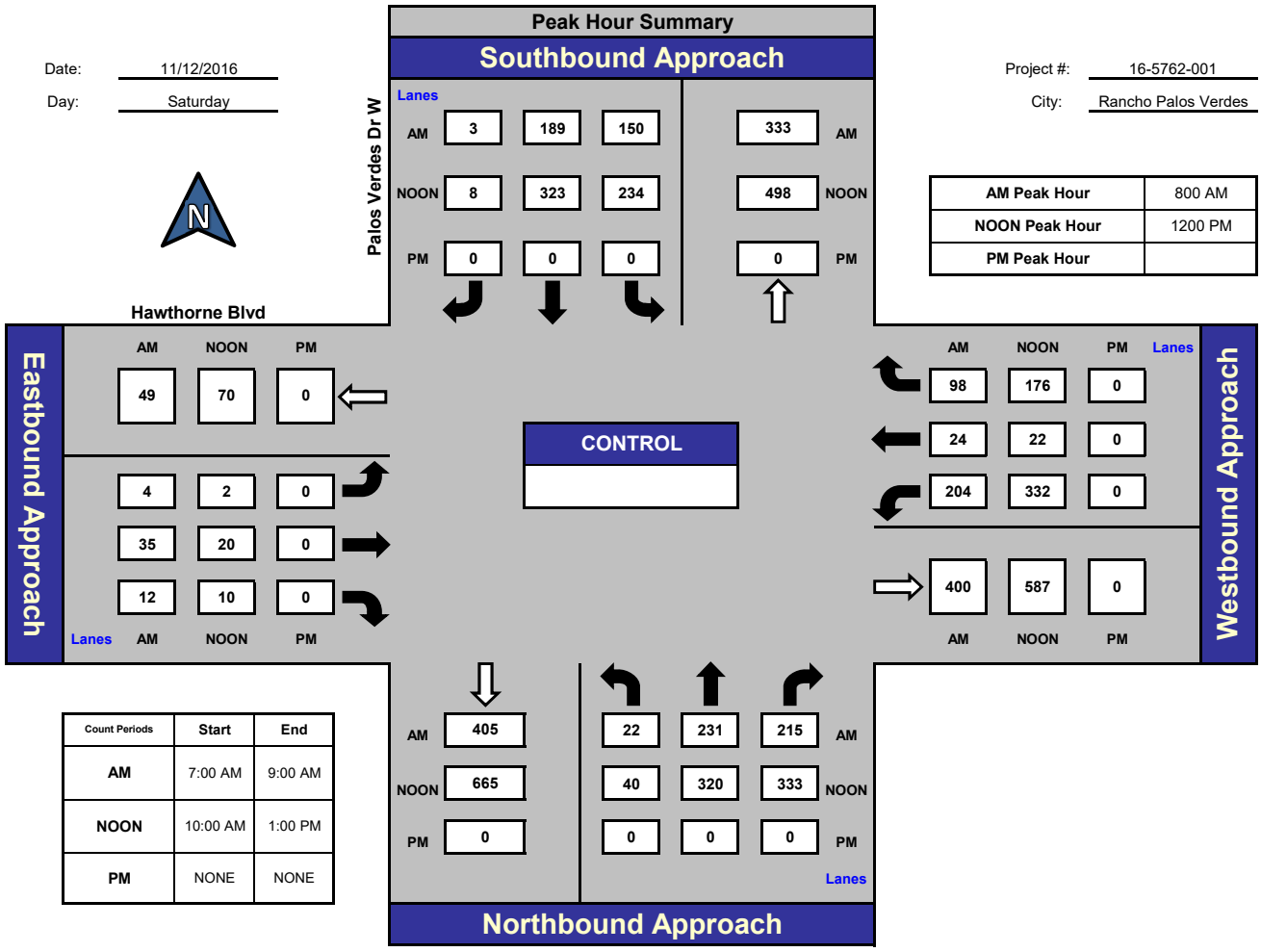
Date: 11/12/2016

Day: Saturday

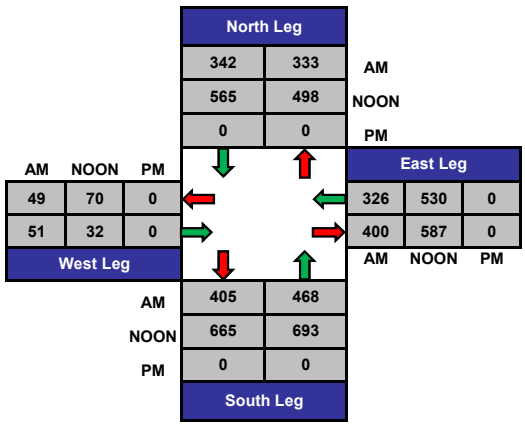
Project #: 16-5762-001

City: Rancho Palos Verdes

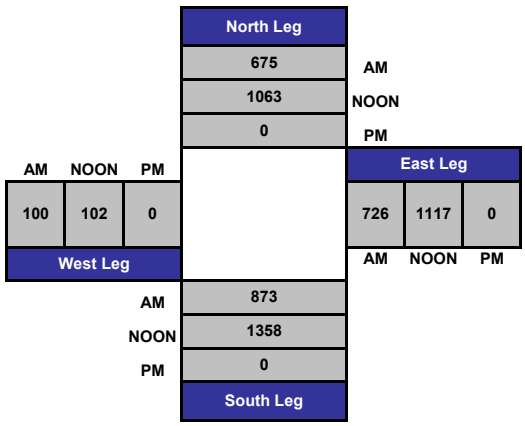
AM Peak Hour	800 AM
NOON Peak Hour	1200 PM
PM Peak Hour	



Total Ins & Outs



Total Volume Per Leg



APPENDIX C:
VOLUME DEVELOPMENT WORKSHEETS



Table C-1 - Existing Peak Hour Volumes
(Intersections With Classification Counts)

	Weekday												Saturday											
	AM Peak Hour						PM Peak Hour						AM Peak Hour						Midday Peak Hour					
	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume
1 . Palos Verdes Dr W/Hawthorne Blvd																								
NBL	42	1	0	0	3	45	80	0	0	0	0	80	30	0	0	0	0	30	60	1	0	0	3	63
NBT	552	8	0	0	20	572	304	1	0	0	3	307	230	1	0	0	3	233	320	0	0	0	0	320
NBR	477	7	0	0	18	495	236	7	0	0	18	254	211	4	0	0	10	221	330	3	0	0	8	338
SBL	259	5	0	0	13	272	211	4	0	0	10	221	150	0	0	0	0	150	232	3	0	0	8	240
SBT	303	3	0	0	8	311	383	3	0	0	8	391	189	0	0	0	0	189	320	3	0	0	8	328
SBR	11	0	0	0	0	11	6	0	0	0	0	6	3	0	0	0	0	3	8	0	0	0	0	8
EBL	5	0	0	0	0	5	1	0	0	0	0	1	4	0	0	0	0	4	2	0	0	0	0	2
EBT	28	0	0	0	0	28	39	0	0	0	0	39	35	0	0	0	0	35	20	0	0	0	0	20
EBR	3	0	0	0	0	3	16	1	0	0	3	19	12	0	0	0	0	12	10	0	0	0	0	10
WBL	202	8	0	0	20	222	342	6	0	0	15	357	209	2	0	0	5	214	348	5	0	0	13	361
WBT	21	0	0	0	0	21	33	0	0	0	0	33	24	0	0	0	0	24	22	0	0	0	0	22
WBR	239	2	0	0	5	244	185	1	0	0	3	188	98	0	0	0	0	98	173	3	0	0	8	181
North Leg																								
Approach	573	8	0	0	21	594	600	7	0	0	18	618	342	0	0	0	0	342	560	6	0	0	16	576
Departure	796	10	0	0	25	821	490	2	0	0	6	496	332	1	0	0	3	335	495	3	0	0	8	503
Total	1,369	18	0	0	46	1,415	1,090	9	0	0	24	1,114	674	1	0	0	3	677	1,055	9	0	0	24	1,079
South Leg																								
Approach	1,071	16	0	0	41	1,112	620	8	0	0	21	641	471	5	0	0	13	484	710	4	0	0	11	721
Departure	508	11	0	0	28	536	741	10	0	0	26	767	410	2	0	0	5	415	678	8	0	0	21	699
Total	1,579	27	0	0	69	1,648	1,361	18	0	0	47	1,408	881	7	0	0	18	899	1,388	12	0	0	32	1,420
East Leg																								
Approach	462	10	0	0	25	487	560	7	0	0	18	578	331	2	0	0	5	336	543	8	0	0	21	564
Departure	764	12	0	0	31	795	486	11	0	0	28	514	396	4	0	0	10	406	582	6	0	0	16	598
Total	1,226	22	0	0	56	1,282	1,046	18	0	0	46	1,092	727	6	0	0	15	742	1,125	14	0	0	37	1,162
West Leg																								
Approach	36	0	0	0	0	36	56	1	0	0	3	59	51	0	0	0	0	51	32	0	0	0	0	32
Departure	74	1	0	0	3	77	119	0	0	0	0	119	57	0	0	0	0	57	90	1	0	0	3	93
Total	110	1	0	0	3	113	175	1	0	0	3	178	108	0	0	0	0	108	122	1	0	0	3	125
Total Approaches																								
Approach	2,142	34	0	0	87	2,229	1,836	23	0	0	60	1,896	1,195	7	0	0	18	1,213	1,845	18	0	0	48	1,893
Departure	2,142	34	0	0	87	2,229	1,836	23	0	0	60	1,896	1,195	7	0	0	18	1,213	1,845	18	0	0	48	1,893
Total	4,284	68	0	0	174	4,458	3,672	46	0	0	120	3,792	2,390	14	0	0	36	2,426	3,690	36	0	0	96	3,786

Table C-1 - Existing Peak Hour Volumes
(Intersections With Classification Counts)

	Weekday												Saturday											
	AM Peak Hour						PM Peak Hour						AM Peak Hour						Midday Peak Hour					
	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume
2 . Palos Verdes Dr W/Lower Point																								
NBL	1	0	0	0	0	1	14	0	0	0	0	14	17	0	0	0	0	17	44	0	0	0	0	44
NBT	1,051	17	0	0	43	1,094	504	6	0	0	15	519	447	5	0	0	13	460	622	3	0	0	8	630
NBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
SBT	440	11	0	0	28	468	725	10	0	0	25	750	367	2	0	0	5	372	643	8	0	0	20	663
SBR	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2	0	0	0	0	2
EBL	12	0	0	0	0	12	27	0	0	0	0	27	20	0	0	0	0	20	60	0	0	0	0	60
EBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EBR	4	0	0	0	0	4	15	0	0	0	0	15	10	0	0	0	0	10	45	0	0	0	0	45
WBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
North Leg																								
Approach	440	11	0	0	28	468	727	10	0	0	25	752	368	2	0	0	5	373	645	8	0	0	20	665
Departure	1,063	17	0	0	43	1,106	531	6	0	0	15	546	467	5	0	0	13	480	682	3	0	0	8	690
Total	1,503	28	0	0	71	1,574	1,258	16	0	0	40	1,298	835	7	0	0	18	853	1,327	11	0	0	28	1,355
South Leg																								
Approach	1,052	17	0	0	43	1,095	518	6	0	0	15	533	464	5	0	0	13	477	666	3	0	0	8	674
Departure	444	11	0	0	28	472	740	10	0	0	25	765	377	2	0	0	5	382	688	8	0	0	20	708
Total	1,496	28	0	0	71	1,567	1,258	16	0	0	40	1,298	841	7	0	0	18	859	1,354	11	0	0	28	1,382
East Leg																								
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
West Leg																								
Approach	16	0	0	0	0	16	42	0	0	0	0	42	30	0	0	0	0	30	105	0	0	0	0	105
Departure	1	0	0	0	0	1	14	0	0	0	0	14	18	0	0	0	0	18	46	0	0	0	0	46
Total	17	0	0	0	0	17	56	0	0	0	0	56	48	0	0	0	0	48	151	0	0	0	0	151
Total Approaches																								
Approach	1,508	28	0	0	71	1,579	1,287	16	0	0	40	1,327	862	7	0	0	18	880	1,416	11	0	0	28	1,444
Departure	1,508	28	0	0	71	1,579	1,287	16	0	0	40	1,327	862	7	0	0	18	880	1,416	11	0	0	28	1,444
Total	3,016	56	0	0	142	3,158	2,574	32	0	0	80	2,654	1,724	14	0	0	36	1,760	2,832	22	0	0	56	2,888

Table C-1 - Existing Peak Hour Volumes
(Intersections With Classification Counts)

	Weekday												Saturday											
	AM Peak Hour						PM Peak Hour						AM Peak Hour						Midday Peak Hour					
	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume
3 . Via Rivera/Hawthorne Blvd																								
NBL	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NBR	3	0	0	0	0	3	9	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0
SBL	107	0	0	0	0	107	73	0	0	0	0	73	0	0	0	0	0	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SBR	73	0	0	0	0	73	21	0	0	0	0	21	0	0	0	0	0	0	0	0	0	0	0	0
EBL	54	1	0	0	3	57	43	1	0	0	3	46	0	0	0	0	0	0	0	0	0	0	0	0
EBT	758	11	0	0	28	786	516	9	0	0	23	539	0	0	0	0	0	0	0	0	0	0	0	0
EBR	4	0	0	0	0	4	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0
WBL	31	0	0	0	0	31	7	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0
WBT	455	13	0	0	33	488	623	7	0	0	18	641	0	0	0	0	0	0	0	0	0	0	0	0
WBR	128	2	0	0	5	133	68	1	0	0	3	71	0	0	0	0	0	0	0	0	0	0	0	0
North Leg																								
Approach	180	0	0	0	0	180	94	0	0	0	0	94	0	0	0	0	0	0	0	0	0	0	0	0
Departure	182	3	0	0	8	190	111	2	0	0	6	117	0	0	0	0	0	0	0	0	0	0	0	0
Total	362	3	0	0	8	370	205	2	0	0	6	211	0	0	0	0	0	0	0	0	0	0	0	0
South Leg																								
Approach	4	0	0	0	0	4	9	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0
Departure	35	0	0	0	0	35	11	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0
Total	39	0	0	0	0	39	20	0	0	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0
East Leg																								
Approach	614	15	0	0	38	652	698	8	0	0	21	719	0	0	0	0	0	0	0	0	0	0	0	0
Departure	868	11	0	0	28	896	598	9	0	0	23	621	0	0	0	0	0	0	0	0	0	0	0	0
Total	1,482	26	0	0	66	1,548	1,296	17	0	0	44	1,340	0	0	0	0	0	0	0	0	0	0	0	0
West Leg																								
Approach	816	12	0	0	31	847	563	10	0	0	26	589	0	0	0	0	0	0	0	0	0	0	0	0
Departure	529	13	0	0	33	562	644	7	0	0	18	662	0	0	0	0	0	0	0	0	0	0	0	0
Total	1,345	25	0	0	64	1,409	1,207	17	0	0	44	1,251	0	0	0	0	0	0	0	0	0	0	0	0
Total Approaches																								
Approach	1,614	27	0	0	69	1,683	1,364	18	0	0	47	1,411	0	0	0	0	0	0	0	0	0	0	0	0
Departure	1,614	27	0	0	69	1,683	1,364	18	0	0	47	1,411	0	0	0	0	0	0	0	0	0	0	0	0
Total	3,228	54	0	0	138	3,366	2,728	36	0	0	94	2,822	0	0	0	0	0	0	0	0	0	0	0	0

Table C-1 - Existing Peak Hour Volumes
(Intersections With Classification Counts)

	Weekday												Saturday											
	AM Peak Hour						PM Peak Hour						AM Peak Hour						Midday Peak Hour					
	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume
4 . Gravania Altamira/Hawthorne Blvd																								
NBL	48	0	0	0	0	48	11	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0
NBT	60	0	0	0	0	60	30	3	0	0	8	38	0	0	0	0	0	0	0	0	0	0	0	0
NBR	52	1	0	0	3	55	24	2	0	0	5	29	0	0	0	0	0	0	0	0	0	0	0	0
SBL	357	4	0	0	10	367	255	6	0	0	15	270	0	0	0	0	0	0	0	0	0	0	0	0
SBT	39	2	0	0	5	44	40	0	0	0	0	40	0	0	0	0	0	0	0	0	0	0	0	0
SBR	85	2	0	0	5	90	86	0	0	0	0	86	0	0	0	0	0	0	0	0	0	0	0	0
EBL	192	2	0	0	5	197	94	0	0	0	0	94	0	0	0	0	0	0	0	0	0	0	0	0
EBT	861	7	0	0	18	879	625	8	0	0	20	645	0	0	0	0	0	0	0	0	0	0	0	0
EBR	25	1	0	0	3	28	24	1	0	0	3	27	0	0	0	0	0	0	0	0	0	0	0	0
WBL	55	1	0	0	3	58	85	0	0	0	0	85	0	0	0	0	0	0	0	0	0	0	0	0
WBT	470	16	0	0	40	510	770	4	0	0	10	780	0	0	0	0	0	0	0	0	0	0	0	0
WBR	238	8	0	0	20	258	296	2	0	0	5	301	0	0	0	0	0	0	0	0	0	0	0	0
North Leg																								
Approach	481	8	0	0	20	501	381	6	0	0	15	396	0	0	0	0	0	0	0	0	0	0	0	0
Departure	490	10	0	0	25	515	420	5	0	0	13	433	0	0	0	0	0	0	0	0	0	0	0	0
Total	971	18	0	0	45	1,016	801	11	0	0	28	829	0	0	0	0	0	0	0	0	0	0	0	0
South Leg																								
Approach	160	1	0	0	3	163	65	5	0	0	13	78	0	0	0	0	0	0	0	0	0	0	0	0
Departure	119	4	0	0	11	130	149	1	0	0	3	152	0	0	0	0	0	0	0	0	0	0	0	0
Total	279	5	0	0	14	293	214	6	0	0	16	230	0	0	0	0	0	0	0	0	0	0	0	0
East Leg																								
Approach	763	25	0	0	63	826	1,151	6	0	0	15	1,166	0	0	0	0	0	0	0	0	0	0	0	0
Departure	1,270	12	0	0	31	1,301	904	16	0	0	40	944	0	0	0	0	0	0	0	0	0	0	0	0
Total	2,033	37	0	0	94	2,127	2,055	22	0	0	55	2,110	0	0	0	0	0	0	0	0	0	0	0	0
West Leg																								
Approach	1,078	10	0	0	26	1,104	743	9	0	0	23	766	0	0	0	0	0	0	0	0	0	0	0	0
Departure	603	18	0	0	45	648	867	4	0	0	10	877	0	0	0	0	0	0	0	0	0	0	0	0
Total	1,681	28	0	0	71	1,752	1,610	13	0	0	33	1,643	0	0	0	0	0	0	0	0	0	0	0	0
Total Approaches																								
Approach	2,482	44	0	0	112	2,594	2,340	26	0	0	66	2,406	0	0	0	0	0	0	0	0	0	0	0	0
Departure	2,482	44	0	0	112	2,594	2,340	26	0	0	66	2,406	0	0	0	0	0	0	0	0	0	0	0	0
Total	4,964	88	0	0	224	5,188	4,680	52	0	0	132	4,812	0	0	0	0	0	0	0	0	0	0	0	0

Table C-1 - Existing Peak Hour Volumes
(Intersections With Classification Counts)

	Weekday												Saturday											
	AM Peak Hour						PM Peak Hour						AM Peak Hour						Midday Peak Hour					
	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume
5 . Hawthorne Blvd/Eddinghill Dr																								
NBL	67	3	0	0	8	75	30	0	0	0	0	30	0	0	0	0	0	0	0	0	0	0	0	0
NBT	754	10	0	0	25	779	597	7	0	0	18	615	0	0	0	0	0	0	0	0	0	0	0	0
NBR	4	0	0	0	0	4	6	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0
SBL	31	1	0	0	3	34	46	0	0	0	0	46	0	0	0	0	0	0	0	0	0	0	0	0
SBT	421	15	0	0	38	459	689	5	0	0	13	702	0	0	0	0	0	0	0	0	0	0	0	0
SBR	119	3	0	0	8	127	131	1	0	0	3	134	0	0	0	0	0	0	0	0	0	0	0	0
EBL	209	0	0	0	0	209	100	1	0	0	3	103	0	0	0	0	0	0	0	0	0	0	0	0
EBT	23	0	0	0	0	23	8	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0
EBR	55	3	0	0	8	63	29	3	0	0	8	37	0	0	0	0	0	0	0	0	0	0	0	0
WBL	12	0	0	0	0	12	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0
WBT	27	0	0	0	0	27	9	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0
WBR	82	1	0	0	3	85	34	0	0	0	0	34	0	0	0	0	0	0	0	0	0	0	0	0
North Leg																								
Approach	571	19	0	0	49	620	866	6	0	0	16	882	0	0	0	0	0	0	0	0	0	0	0	0
Departure	1,045	11	0	0	28	1,073	731	8	0	0	21	752	0	0	0	0	0	0	0	0	0	0	0	0
Total	1,616	30	0	0	77	1,693	1,597	14	0	0	37	1,634	0	0	0	0	0	0	0	0	0	0	0	0
South Leg																								
Approach	825	13	0	0	33	858	633	7	0	0	18	651	0	0	0	0	0	0	0	0	0	0	0	0
Departure	488	18	0	0	46	534	721	8	0	0	21	742	0	0	0	0	0	0	0	0	0	0	0	0
Total	1,313	31	0	0	79	1,392	1,354	15	0	0	39	1,393	0	0	0	0	0	0	0	0	0	0	0	0
East Leg																								
Approach	121	1	0	0	3	124	46	0	0	0	0	46	0	0	0	0	0	0	0	0	0	0	0	0
Departure	58	1	0	0	3	61	60	0	0	0	0	60	0	0	0	0	0	0	0	0	0	0	0	0
Total	179	2	0	0	6	185	106	0	0	0	0	106	0	0	0	0	0	0	0	0	0	0	0	0
West Leg																								
Approach	287	3	0	0	8	295	137	4	0	0	11	148	0	0	0	0	0	0	0	0	0	0	0	0
Departure	213	6	0	0	16	229	170	1	0	0	3	173	0	0	0	0	0	0	0	0	0	0	0	0
Total	500	9	0	0	24	524	307	5	0	0	14	321	0	0	0	0	0	0	0	0	0	0	0	0
Total Approaches																								
Approach	1,804	36	0	0	93	1,897	1,682	17	0	0	45	1,727	0	0	0	0	0	0	0	0	0	0	0	0
Departure	1,804	36	0	0	93	1,897	1,682	17	0	0	45	1,727	0	0	0	0	0	0	0	0	0	0	0	0
Total	3,608	72	0	0	186	3,794	3,364	34	0	0	90	3,454	0	0	0	0	0	0	0	0	0	0	0	0

Table C-1 - Existing Peak Hour Volumes
(Intersections With Classification Counts)

	Weekday												Saturday											
	AM Peak Hour						PM Peak Hour						AM Peak Hour						Midday Peak Hour					
	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume
6 . Hawthorne Blvd/Crest Rd																								
NBL	28	1	0	0	3	31	19	0	0	0	0	19	0	0	0	0	0	0	0	0	0	0	0	0
NBT	514	7	0	0	18	532	422	5	0	0	13	435	0	0	0	0	0	0	0	0	0	0	0	0
NBR	333	1	0	0	3	336	194	5	0	0	13	207	0	0	0	0	0	0	0	0	0	0	0	0
SBL	145	1	0	0	3	148	65	2	0	0	5	70	0	0	0	0	0	0	0	0	0	0	0	0
SBT	348	11	0	0	28	376	490	7	0	0	18	508	0	0	0	0	0	0	0	0	0	0	0	0
SBR	66	2	0	0	5	71	121	0	0	0	0	121	0	0	0	0	0	0	0	0	0	0	0	0
EBL	107	4	0	0	10	117	131	2	0	0	5	136	0	0	0	0	0	0	0	0	0	0	0	0
EBT	96	0	0	0	0	96	91	0	0	0	0	91	0	0	0	0	0	0	0	0	0	0	0	0
EBR	49	1	0	0	3	52	20	0	0	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0
WBL	223	4	0	0	10	233	284	0	0	0	0	284	0	0	0	0	0	0	0	0	0	0	0	0
WBT	49	0	0	0	0	49	82	0	0	0	0	82	0	0	0	0	0	0	0	0	0	0	0	0
WBR	144	3	0	0	8	152	58	0	0	0	0	58	0	0	0	0	0	0	0	0	0	0	0	0
North Leg																								
Approach	559	14	0	0	36	595	676	9	0	0	23	699	0	0	0	0	0	0	0	0	0	0	0	0
Departure	765	14	0	0	36	801	611	7	0	0	18	629	0	0	0	0	0	0	0	0	0	0	0	0
Total	1,324	28	0	0	72	1,396	1,287	16	0	0	41	1,328	0	0	0	0	0	0	0	0	0	0	0	0
South Leg																								
Approach	875	9	0	0	24	899	635	10	0	0	26	661	0	0	0	0	0	0	0	0	0	0	0	0
Departure	620	16	0	0	41	661	794	7	0	0	18	812	0	0	0	0	0	0	0	0	0	0	0	0
Total	1,495	25	0	0	65	1,560	1,429	17	0	0	44	1,473	0	0	0	0	0	0	0	0	0	0	0	0
East Leg																								
Approach	416	7	0	0	18	434	424	0	0	0	0	424	0	0	0	0	0	0	0	0	0	0	0	0
Departure	574	2	0	0	6	580	350	7	0	0	18	368	0	0	0	0	0	0	0	0	0	0	0	0
Total	990	9	0	0	24	1,014	774	7	0	0	18	792	0	0	0	0	0	0	0	0	0	0	0	0
West Leg																								
Approach	252	5	0	0	13	265	242	2	0	0	5	247	0	0	0	0	0	0	0	0	0	0	0	0
Departure	143	3	0	0	8	151	222	0	0	0	0	222	0	0	0	0	0	0	0	0	0	0	0	0
Total	395	8	0	0	21	416	464	2	0	0	5	469	0	0	0	0	0	0	0	0	0	0	0	0
Total Approaches																								
Approach	2,102	35	0	0	91	2,193	1,977	21	0	0	54	2,031	0	0	0	0	0	0	0	0	0	0	0	0
Departure	2,102	35	0	0	91	2,193	1,977	21	0	0	54	2,031	0	0	0	0	0	0	0	0	0	0	0	0
Total	4,204	70	0	0	182	4,386	3,954	42	0	0	108	4,062	0	0	0	0	0	0	0	0	0	0	0	0

Table C-1 - Existing Peak Hour Volumes
(Intersections With Classification Counts)

	Weekday												Saturday											
	AM Peak Hour						PM Peak Hour						AM Peak Hour						Midday Peak Hour					
	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume
7 . Hawthorne Blvd/Dupre Dr																								
NBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NBT	832	9	0	0	23	855	611	9	0	0	23	634	0	0	0	0	0	0	0	0	0	0	0	0
NBR	18	0	0	0	0	18	15	0	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0
SBL	10	1	0	0	3	13	15	0	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0
SBT	598	13	0	0	33	631	722	8	0	0	20	742	0	0	0	0	0	0	0	0	0	0	0	0
SBR	2	0	0	0	0	2	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	13	0	0	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	8	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0
WBL	27	0	0	0	0	27	10	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
WBR	7	0	0	0	0	7	6	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0
North Leg																								
Approach	610	14	0	0	36	646	740	8	0	0	20	760	0	0	0	0	0	0	0	0	0	0	0	0
Departure	839	9	0	0	23	862	630	9	0	0	23	653	0	0	0	0	0	0	0	0	0	0	0	0
Total	1,449	23	0	0	59	1,508	1,370	17	0	0	43	1,413	0	0	0	0	0	0	0	0	0	0	0	0
South Leg																								
Approach	850	9	0	0	23	873	626	9	0	0	23	649	0	0	0	0	0	0	0	0	0	0	0	0
Departure	625	13	0	0	33	658	740	8	0	0	20	760	0	0	0	0	0	0	0	0	0	0	0	0
Total	1,475	22	0	0	56	1,531	1,366	17	0	0	43	1,409	0	0	0	0	0	0	0	0	0	0	0	0
East Leg																								
Approach	34	0	0	0	0	34	17	0	0	0	0	17	0	0	0	0	0	0	0	0	0	0	0	0
Departure	28	1	0	0	3	31	31	0	0	0	0	31	0	0	0	0	0	0	0	0	0	0	0	0
Total	62	1	0	0	3	65	48	0	0	0	0	48	0	0	0	0	0	0	0	0	0	0	0	0
West Leg																								
Approach	0	0	0	0	0	0	22	0	0	0	0	22	0	0	0	0	0	0	0	0	0	0	0	0
Departure	2	0	0	0	0	2	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	0	0	0	0	2	26	0	0	0	0	26	0	0	0	0	0	0	0	0	0	0	0	0
Total Approaches																								
Approach	1,494	23	0	0	59	1,553	1,405	17	0	0	43	1,448	0	0	0	0	0	0	0	0	0	0	0	0
Departure	1,494	23	0	0	59	1,553	1,405	17	0	0	43	1,448	0	0	0	0	0	0	0	0	0	0	0	0
Total	2,988	46	0	0	118	3,106	2,810	34	0	0	86	2,896	0	0	0	0	0	0	0	0	0	0	0	0

Table C-1 - Existing Peak Hour Volumes
(Intersections With Classification Counts)

	Weekday												Saturday											
	AM Peak Hour						PM Peak Hour						AM Peak Hour						Midday Peak Hour					
	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume
8 . Hawthorne Blvd/Vallon Dr																								
NBL	16	0	0	0	0	16	15	0	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0
NBT	810	9	0	0	23	833	605	11	0	0	28	633	0	0	0	0	0	0	0	0	0	0	0	0
NBR	11	0	0	0	0	11	5	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0
SBL	7	0	0	0	0	7	9	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0
SBT	605	12	0	0	30	635	704	5	0	0	13	717	0	0	0	0	0	0	0	0	0	0	0	0
SBR	13	1	0	0	3	16	30	0	0	0	0	30	0	0	0	0	0	0	0	0	0	0	0	0
EBL	27	0	0	0	0	27	18	0	0	0	0	18	0	0	0	0	0	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
EBR	20	1	0	0	3	23	5	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0
WBL	12	0	0	0	0	12	5	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WBR	5	0	0	0	0	5	6	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0
North Leg																								
Approach	625	13	0	0	33	658	743	5	0	0	13	756	0	0	0	0	0	0	0	0	0	0	0	0
Departure	842	9	0	0	23	865	629	11	0	0	28	657	0	0	0	0	0	0	0	0	0	0	0	0
Total	1,467	22	0	0	56	1,523	1,372	16	0	0	41	1,413	0	0	0	0	0	0	0	0	0	0	0	0
South Leg																								
Approach	837	9	0	0	23	860	625	11	0	0	28	653	0	0	0	0	0	0	0	0	0	0	0	0
Departure	637	13	0	0	33	670	714	5	0	0	13	727	0	0	0	0	0	0	0	0	0	0	0	0
Total	1,474	22	0	0	56	1,530	1,339	16	0	0	41	1,380	0	0	0	0	0	0	0	0	0	0	0	0
East Leg																								
Approach	17	0	0	0	0	17	11	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0
Departure	18	0	0	0	0	18	15	0	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0
Total	35	0	0	0	0	35	26	0	0	0	0	26	0	0	0	0	0	0	0	0	0	0	0	0
West Leg																								
Approach	47	1	0	0	3	50	24	0	0	0	0	24	0	0	0	0	0	0	0	0	0	0	0	0
Departure	29	1	0	0	3	32	45	0	0	0	0	45	0	0	0	0	0	0	0	0	0	0	0	0
Total	76	2	0	0	6	82	69	0	0	0	0	69	0	0	0	0	0	0	0	0	0	0	0	0
Total Approaches																								
Approach	1,526	23	0	0	59	1,585	1,403	16	0	0	41	1,444	0	0	0	0	0	0	0	0	0	0	0	0
Departure	1,526	23	0	0	59	1,585	1,403	16	0	0	41	1,444	0	0	0	0	0	0	0	0	0	0	0	0
Total	3,052	46	0	0	118	3,170	2,806	32	0	0	82	2,888	0	0	0	0	0	0	0	0	0	0	0	0

Table C-1 - Existing Peak Hour Volumes
(Intersections With Classification Counts)

	Weekday												Saturday											
	AM Peak Hour						PM Peak Hour						AM Peak Hour						Midday Peak Hour					
	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume
9 . Crestmont Ln/Palos Verdes Dr S																								
NBL	22	2	0	0	5	27	82	1	0	0	3	85	0	0	0	0	0	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NBR	13	1	0	0	3	16	94	0	0	0	0	94	0	0	0	0	0	0	0	0	0	0	0	0
SBL	2	0	0	0	0	2	10	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SBR	1	0	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
EBL	14	0	0	0	0	14	36	0	0	0	0	36	0	0	0	0	0	0	0	0	0	0	0	0
EBT	393	11	0	0	28	421	689	11	0	0	28	717	0	0	0	0	0	0	0	0	0	0	0	0
EBR	43	3	0	0	8	51	70	0	0	0	0	70	0	0	0	0	0	0	0	0	0	0	0	0
WBL	61	4	0	0	10	71	63	0	0	0	0	63	0	0	0	0	0	0	0	0	0	0	0	0
WBT	1,023	15	0	0	38	1,061	461	4	0	0	10	471	0	0	0	0	0	0	0	0	0	0	0	0
WBR	12	0	0	0	0	12	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0
North Leg																								
Approach	3	0	0	0	0	3	11	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0
Departure	26	0	0	0	0	26	40	0	0	0	0	40	0	0	0	0	0	0	0	0	0	0	0	0
Total	29	0	0	0	0	29	51	0	0	0	0	51	0	0	0	0	0	0	0	0	0	0	0	0
South Leg																								
Approach	35	3	0	0	8	43	176	1	0	0	3	179	0	0	0	0	0	0	0	0	0	0	0	0
Departure	104	7	0	0	18	122	133	0	0	0	0	133	0	0	0	0	0	0	0	0	0	0	0	0
Total	139	10	0	0	26	165	309	1	0	0	3	312	0	0	0	0	0	0	0	0	0	0	0	0
East Leg																								
Approach	1,096	19	0	0	48	1,144	528	4	0	0	10	538	0	0	0	0	0	0	0	0	0	0	0	0
Departure	408	12	0	0	31	439	793	11	0	0	28	821	0	0	0	0	0	0	0	0	0	0	0	0
Total	1,504	31	0	0	79	1,583	1,321	15	0	0	38	1,359	0	0	0	0	0	0	0	0	0	0	0	0
West Leg																								
Approach	450	14	0	0	36	486	795	11	0	0	28	823	0	0	0	0	0	0	0	0	0	0	0	0
Departure	1,046	17	0	0	43	1,089	544	5	0	0	13	557	0	0	0	0	0	0	0	0	0	0	0	0
Total	1,496	31	0	0	79	1,575	1,339	16	0	0	41	1,380	0	0	0	0	0	0	0	0	0	0	0	0
Total Approaches																								
Approach	1,584	36	0	0	92	1,676	1,510	16	0	0	41	1,551	0	0	0	0	0	0	0	0	0	0	0	0
Departure	1,584	36	0	0	92	1,676	1,510	16	0	0	41	1,551	0	0	0	0	0	0	0	0	0	0	0	0
Total	3,168	72	0	0	184	3,352	3,020	32	0	0	82	3,102	0	0	0	0	0	0	0	0	0	0	0	0

Table C-1 - Existing Peak Hour Volumes
(Intersections With Classification Counts)

	Weekday												Saturday											
	AM Peak Hour						PM Peak Hour						AM Peak Hour						Midday Peak Hour					
	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume
10 . Grayslake Rd/Hawthorne Blvd																								
NBL	62	1	0	0	3	65	52	1	0	0	3	55	0	0	0	0	0	0	0	0	0	0	0	0
NBT	116	0	0	0	0	116	27	0	0	0	0	27	0	0	0	0	0	0	0	0	0	0	0	0
NBR	512	1	0	0	3	515	269	4	0	0	10	279	0	0	0	0	0	0	0	0	0	0	0	0
SBL	157	0	0	0	0	157	90	0	0	0	0	90	0	0	0	0	0	0	0	0	0	0	0	0
SBT	35	0	0	0	0	35	22	0	0	0	0	22	0	0	0	0	0	0	0	0	0	0	0	0
SBR	7	0	0	0	0	7	11	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0
EBL	32	0	0	0	0	32	11	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0
EBT	1,232	13	0	0	33	1,265	869	15	0	0	38	907	0	0	0	0	0	0	0	0	0	0	0	0
EBR	15	0	0	0	0	15	21	0	0	0	0	21	0	0	0	0	0	0	0	0	0	0	0	0
WBL	183	2	0	0	5	188	334	3	0	0	8	342	0	0	0	0	0	0	0	0	0	0	0	0
WBT	647	24	0	0	60	707	1,065	8	0	0	20	1,085	0	0	0	0	0	0	0	0	0	0	0	0
WBR	122	2	0	0	5	127	138	1	0	0	3	141	0	0	0	0	0	0	0	0	0	0	0	0
North Leg																								
Approach	199	0	0	0	0	199	123	0	0	0	0	123	0	0	0	0	0	0	0	0	0	0	0	0
Departure	270	2	0	0	5	275	176	1	0	0	3	179	0	0	0	0	0	0	0	0	0	0	0	0
Total	469	2	0	0	5	474	299	1	0	0	3	302	0	0	0	0	0	0	0	0	0	0	0	0
South Leg																								
Approach	690	2	0	0	6	696	348	5	0	0	13	361	0	0	0	0	0	0	0	0	0	0	0	0
Departure	233	2	0	0	5	238	377	3	0	0	8	385	0	0	0	0	0	0	0	0	0	0	0	0
Total	923	4	0	0	11	934	725	8	0	0	21	746	0	0	0	0	0	0	0	0	0	0	0	0
East Leg																								
Approach	952	28	0	0	70	1,022	1,537	12	0	0	31	1,568	0	0	0	0	0	0	0	0	0	0	0	0
Departure	1,901	14	0	0	36	1,937	1,228	19	0	0	48	1,276	0	0	0	0	0	0	0	0	0	0	0	0
Total	2,853	42	0	0	106	2,959	2,765	31	0	0	79	2,844	0	0	0	0	0	0	0	0	0	0	0	0
West Leg																								
Approach	1,279	13	0	0	33	1,312	901	15	0	0	38	939	0	0	0	0	0	0	0	0	0	0	0	0
Departure	716	25	0	0	63	779	1,128	9	0	0	23	1,151	0	0	0	0	0	0	0	0	0	0	0	0
Total	1,995	38	0	0	96	2,091	2,029	24	0	0	61	2,090	0	0	0	0	0	0	0	0	0	0	0	0
Total Approaches																								
Approach	3,120	43	0	0	109	3,229	2,909	32	0	0	82	2,991	0	0	0	0	0	0	0	0	0	0	0	0
Departure	3,120	43	0	0	109	3,229	2,909	32	0	0	82	2,991	0	0	0	0	0	0	0	0	0	0	0	0
Total	6,240	86	0	0	218	6,458	5,818	64	0	0	164	5,982	0	0	0	0	0	0	0	0	0	0	0	0

Table C-1 - Existing Peak Hour Volumes
(Intersections With Classification Counts)

	Weekday												Saturday											
	AM Peak Hour						PM Peak Hour						AM Peak Hour						Midday Peak Hour					
	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume
11 . Highridge Rd/Crest Rd																								
NBL	13	1	0	0	3	16	7	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0
NBT	13	0	0	0	0	13	8	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0
NBR	20	0	0	0	0	20	9	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0
SBL	114	1	0	0	3	117	20	1	0	0	3	23	0	0	0	0	0	0	0	0	0	0	0	0
SBT	3	0	0	0	0	3	8	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0
SBR	130	0	0	0	0	130	56	0	0	0	0	56	0	0	0	0	0	0	0	0	0	0	0	0
EBL	109	1	0	0	3	112	59	0	0	0	0	59	0	0	0	0	0	0	0	0	0	0	0	0
EBT	570	1	0	0	3	573	303	7	0	0	18	321	0	0	0	0	0	0	0	0	0	0	0	0
EBR	6	0	0	0	0	6	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0
WBL	15	0	0	0	0	15	19	0	0	0	0	19	0	0	0	0	0	0	0	0	0	0	0	0
WBT	261	5	0	0	13	274	423	0	0	0	0	423	0	0	0	0	0	0	0	0	0	0	0	0
WBR	36	1	0	0	3	39	16	0	0	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0
North Leg																								
Approach	247	1	0	0	3	250	84	1	0	0	3	87	0	0	0	0	0	0	0	0	0	0	0	0
Departure	158	2	0	0	6	164	83	0	0	0	0	83	0	0	0	0	0	0	0	0	0	0	0	0
Total	405	3	0	0	9	414	167	1	0	0	3	170	0	0	0	0	0	0	0	0	0	0	0	0
South Leg																								
Approach	46	1	0	0	3	49	24	0	0	0	0	24	0	0	0	0	0	0	0	0	0	0	0	0
Departure	24	0	0	0	0	24	31	0	0	0	0	31	0	0	0	0	0	0	0	0	0	0	0	0
Total	70	1	0	0	3	73	55	0	0	0	0	55	0	0	0	0	0	0	0	0	0	0	0	0
East Leg																								
Approach	312	6	0	0	16	328	458	0	0	0	0	458	0	0	0	0	0	0	0	0	0	0	0	0
Departure	704	2	0	0	6	710	332	8	0	0	21	353	0	0	0	0	0	0	0	0	0	0	0	0
Total	1,016	8	0	0	22	1,038	790	8	0	0	21	811	0	0	0	0	0	0	0	0	0	0	0	0
West Leg																								
Approach	685	2	0	0	6	691	366	7	0	0	18	384	0	0	0	0	0	0	0	0	0	0	0	0
Departure	404	6	0	0	16	420	486	0	0	0	0	486	0	0	0	0	0	0	0	0	0	0	0	0
Total	1,089	8	0	0	22	1,111	852	7	0	0	18	870	0	0	0	0	0	0	0	0	0	0	0	0
Total Approaches																								
Approach	1,290	10	0	0	28	1,318	932	8	0	0	21	953	0	0	0	0	0	0	0	0	0	0	0	0
Departure	1,290	10	0	0	28	1,318	932	8	0	0	21	953	0	0	0	0	0	0	0	0	0	0	0	0
Total	2,580	20	0	0	56	2,636	1,864	16	0	0	42	1,906	0	0	0	0	0	0	0	0	0	0	0	0

Table C-1 - Existing Peak Hour Volumes
(Intersections With Classification Counts)

	Weekday												Saturday											
	AM Peak Hour						PM Peak Hour						AM Peak Hour						Midday Peak Hour					
	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume
12 . Basswood Ave/Montemalaga Dr																								
NBL	19	0	0	0	0	19	13	0	0	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0
NBT	65	0	0	0	0	65	5	1	0	0	3	8	0	0	0	0	0	0	0	0	0	0	0	0
NBR	36	0	0	0	0	36	21	0	0	0	0	21	0	0	0	0	0	0	0	0	0	0	0	0
SBL	122	0	0	0	0	122	46	0	0	0	0	46	0	0	0	0	0	0	0	0	0	0	0	0
SBT	42	0	0	0	0	42	9	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0
SBR	26	0	0	0	0	26	8	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0
EBL	66	0	0	0	0	66	12	0	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0
EBT	337	9	0	0	23	360	196	1	0	0	3	199	0	0	0	0	0	0	0	0	0	0	0	0
EBR	6	0	0	0	0	6	12	0	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0
WBL	25	0	0	0	0	25	32	0	0	0	0	32	0	0	0	0	0	0	0	0	0	0	0	0
WBT	221	4	0	0	10	231	215	3	0	0	8	223	0	0	0	0	0	0	0	0	0	0	0	0
WBR	62	0	0	0	0	62	36	0	0	0	0	36	0	0	0	0	0	0	0	0	0	0	0	0
North Leg																								
Approach	190	0	0	0	0	190	63	0	0	0	0	63	0	0	0	0	0	0	0	0	0	0	0	0
Departure	193	0	0	0	0	193	53	1	0	0	3	56	0	0	0	0	0	0	0	0	0	0	0	0
Total	383	0	0	0	0	383	116	1	0	0	3	119	0	0	0	0	0	0	0	0	0	0	0	0
South Leg																								
Approach	120	0	0	0	0	120	39	1	0	0	3	42	0	0	0	0	0	0	0	0	0	0	0	0
Departure	73	0	0	0	0	73	53	0	0	0	0	53	0	0	0	0	0	0	0	0	0	0	0	0
Total	193	0	0	0	0	193	92	1	0	0	3	95	0	0	0	0	0	0	0	0	0	0	0	0
East Leg																								
Approach	308	4	0	0	10	318	283	3	0	0	8	291	0	0	0	0	0	0	0	0	0	0	0	0
Departure	495	9	0	0	23	518	263	1	0	0	3	266	0	0	0	0	0	0	0	0	0	0	0	0
Total	803	13	0	0	33	836	546	4	0	0	11	557	0	0	0	0	0	0	0	0	0	0	0	0
West Leg																								
Approach	409	9	0	0	23	432	220	1	0	0	3	223	0	0	0	0	0	0	0	0	0	0	0	0
Departure	266	4	0	0	10	276	236	3	0	0	8	244	0	0	0	0	0	0	0	0	0	0	0	0
Total	675	13	0	0	33	708	456	4	0	0	11	467	0	0	0	0	0	0	0	0	0	0	0	0
Total Approaches																								
Approach	1,027	13	0	0	33	1,060	605	5	0	0	14	619	0	0	0	0	0	0	0	0	0	0	0	0
Departure	1,027	13	0	0	33	1,060	605	5	0	0	14	619	0	0	0	0	0	0	0	0	0	0	0	0
Total	2,054	26	0	0	66	2,120	1,210	10	0	0	28	1,238	0	0	0	0	0	0	0	0	0	0	0	0

Table C-1 - Existing Peak Hour Volumes
(Intersections With Classification Counts)

	Weekday												Saturday											
	AM Peak Hour						PM Peak Hour						AM Peak Hour						Midday Peak Hour					
	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume
13 . Silver Spur Rd/Hawthorne Blvd																								
NBL	181	6	0	0	15	196	267	2	0	0	5	272	0	0	0	0	0	0	0	0	0	0	0	0
NBT	220	3	0	0	8	228	259	6	0	0	15	274	0	0	0	0	0	0	0	0	0	0	0	0
NBR	106	5	0	0	13	119	217	3	0	0	8	225	0	0	0	0	0	0	0	0	0	0	0	0
SBL	107	1	0	0	3	110	81	1	0	0	3	84	0	0	0	0	0	0	0	0	0	0	0	0
SBT	308	3	0	0	8	316	340	4	0	0	10	350	0	0	0	0	0	0	0	0	0	0	0	0
SBR	136	0	0	0	0	136	196	3	0	0	8	204	0	0	0	0	0	0	0	0	0	0	0	0
EBL	172	1	0	0	3	175	190	1	0	0	3	193	0	0	0	0	0	0	0	0	0	0	0	0
EBT	976	17	0	0	43	1,019	644	8	0	0	20	664	0	0	0	0	0	0	0	0	0	0	0	0
EBR	313	1	0	0	3	316	243	5	0	0	13	256	0	0	0	0	0	0	0	0	0	0	0	0
WBL	163	5	0	0	13	176	227	1	0	0	3	230	0	0	0	0	0	0	0	0	0	0	0	0
WBT	494	25	0	0	63	557	850	7	0	0	18	868	0	0	0	0	0	0	0	0	0	0	0	0
WBR	76	0	0	0	0	76	60	1	0	0	3	63	0	0	0	0	0	0	0	0	0	0	0	0
North Leg																								
Approach	551	4	0	0	11	562	617	8	0	0	21	638	0	0	0	0	0	0	0	0	0	0	0	0
Departure	468	4	0	0	11	479	509	8	0	0	21	530	0	0	0	0	0	0	0	0	0	0	0	0
Total	1,019	8	0	0	22	1,041	1,126	16	0	0	42	1,168	0	0	0	0	0	0	0	0	0	0	0	0
South Leg																								
Approach	507	14	0	0	36	543	743	11	0	0	28	771	0	0	0	0	0	0	0	0	0	0	0	0
Departure	784	9	0	0	24	808	810	10	0	0	26	836	0	0	0	0	0	0	0	0	0	0	0	0
Total	1,291	23	0	0	60	1,351	1,553	21	0	0	54	1,607	0	0	0	0	0	0	0	0	0	0	0	0
East Leg																								
Approach	733	30	0	0	76	809	1,137	9	0	0	24	1,161	0	0	0	0	0	0	0	0	0	0	0	0
Departure	1,189	23	0	0	59	1,248	942	12	0	0	31	973	0	0	0	0	0	0	0	0	0	0	0	0
Total	1,922	53	0	0	135	2,057	2,079	21	0	0	55	2,134	0	0	0	0	0	0	0	0	0	0	0	0
West Leg																								
Approach	1,461	19	0	0	49	1,510	1,077	14	0	0	36	1,113	0	0	0	0	0	0	0	0	0	0	0	0
Departure	811	31	0	0	78	889	1,313	12	0	0	31	1,344	0	0	0	0	0	0	0	0	0	0	0	0
Total	2,272	50	0	0	127	2,399	2,390	26	0	0	67	2,457	0	0	0	0	0	0	0	0	0	0	0	0
Total Approaches																								
Approach	3,252	67	0	0	172	3,424	3,574	42	0	0	109	3,683	0	0	0	0	0	0	0	0	0	0	0	0
Departure	3,252	67	0	0	172	3,424	3,574	42	0	0	109	3,683	0	0	0	0	0	0	0	0	0	0	0	0
Total	6,504	134	0	0	344	6,848	7,148	84	0	0	218	7,366	0	0	0	0	0	0	0	0	0	0	0	0

Table C-1 - Existing Peak Hour Volumes
(Intersections With Classification Counts)

	Weekday												Saturday											
	AM Peak Hour						PM Peak Hour						AM Peak Hour						Midday Peak Hour					
	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume
14 . Crenshaw Blvd/Crestridge Rd																								
NBL	6	0	0	0	0	6	6	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0
NBT	894	4	0	0	10	904	485	16	0	0	40	525	0	0	0	0	0	0	0	0	0	0	0	0
NBR	3	0	0	0	0	3	9	1	0	0	3	12	0	0	0	0	0	0	0	0	0	0	0	0
SBL	26	0	0	0	0	26	30	0	0	0	0	30	0	0	0	0	0	0	0	0	0	0	0	0
SBT	591	4	0	0	10	601	709	7	0	0	18	727	0	0	0	0	0	0	0	0	0	0	0	0
SBR	191	4	0	0	10	201	324	0	0	0	0	324	0	0	0	0	0	0	0	0	0	0	0	0
EBL	399	1	0	0	3	402	211	0	0	0	0	211	0	0	0	0	0	0	0	0	0	0	0	0
EBT	7	0	0	0	0	7	8	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0
EBR	17	0	0	0	0	17	13	0	0	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0
WBL	4	0	0	0	0	4	6	1	0	0	3	9	0	0	0	0	0	0	0	0	0	0	0	0
WBT	6	0	0	0	0	6	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
WBR	41	0	0	0	0	41	33	0	0	0	0	33	0	0	0	0	0	0	0	0	0	0	0	0
North Leg																								
Approach	808	8	0	0	20	828	1,063	7	0	0	18	1,081	0	0	0	0	0	0	0	0	0	0	0	0
Departure	1,334	5	0	0	13	1,347	729	16	0	0	40	769	0	0	0	0	0	0	0	0	0	0	0	0
Total	2,142	13	0	0	33	2,175	1,792	23	0	0	58	1,850	0	0	0	0	0	0	0	0	0	0	0	0
South Leg																								
Approach	903	4	0	0	10	913	500	17	0	0	43	543	0	0	0	0	0	0	0	0	0	0	0	0
Departure	612	4	0	0	10	622	728	8	0	0	21	749	0	0	0	0	0	0	0	0	0	0	0	0
Total	1,515	8	0	0	20	1,535	1,228	25	0	0	64	1,292	0	0	0	0	0	0	0	0	0	0	0	0
East Leg																								
Approach	51	0	0	0	0	51	41	1	0	0	3	44	0	0	0	0	0	0	0	0	0	0	0	0
Departure	36	0	0	0	0	36	47	1	0	0	3	50	0	0	0	0	0	0	0	0	0	0	0	0
Total	87	0	0	0	0	87	88	2	0	0	6	94	0	0	0	0	0	0	0	0	0	0	0	0
West Leg																								
Approach	423	1	0	0	3	426	232	0	0	0	0	232	0	0	0	0	0	0	0	0	0	0	0	0
Departure	203	4	0	0	10	213	332	0	0	0	0	332	0	0	0	0	0	0	0	0	0	0	0	0
Total	626	5	0	0	13	639	564	0	0	0	0	564	0	0	0	0	0	0	0	0	0	0	0	0
Total Approaches																								
Approach	2,185	13	0	0	33	2,218	1,836	25	0	0	64	1,900	0	0	0	0	0	0	0	0	0	0	0	0
Departure	2,185	13	0	0	33	2,218	1,836	25	0	0	64	1,900	0	0	0	0	0	0	0	0	0	0	0	0
Total	4,370	26	0	0	66	4,436	3,672	50	0	0	128	3,800	0	0	0	0	0	0	0	0	0	0	0	0

Table C-1 - Existing Peak Hour Volumes
(Intersections With Classification Counts)

	Weekday												Saturday											
	AM Peak Hour						PM Peak Hour						AM Peak Hour						Midday Peak Hour					
	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume
15 . Crenshaw Blvd/Indian Peak Rd																								
NBL	181	2	0	0	5	186	118	3	0	0	8	126	0	0	0	0	0	0	0	0	0	0	0	0
NBT	1,143	3	0	0	8	1,151	611	14	0	0	35	646	0	0	0	0	0	0	0	0	0	0	0	0
NBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
SBT	647	11	0	0	28	675	863	6	0	0	15	878	0	0	0	0	0	0	0	0	0	0	0	0
SBR	130	2	0	0	5	135	158	2	0	0	5	163	0	0	0	0	0	0	0	0	0	0	0	0
EBL	168	0	0	0	0	168	123	0	0	0	0	123	0	0	0	0	0	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EBR	139	3	0	0	8	147	205	3	0	0	8	213	0	0	0	0	0	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
North Leg																								
Approach	777	13	0	0	33	810	1,023	8	0	0	20	1,043	0	0	0	0	0	0	0	0	0	0	0	0
Departure	1,311	3	0	0	8	1,319	734	14	0	0	35	769	0	0	0	0	0	0	0	0	0	0	0	0
Total	2,088	16	0	0	41	2,129	1,757	22	0	0	55	1,812	0	0	0	0	0	0	0	0	0	0	0	0
South Leg																								
Approach	1,324	5	0	0	13	1,337	729	17	0	0	43	772	0	0	0	0	0	0	0	0	0	0	0	0
Departure	786	14	0	0	36	822	1,068	9	0	0	23	1,091	0	0	0	0	0	0	0	0	0	0	0	0
Total	2,110	19	0	0	49	2,159	1,797	26	0	0	66	1,863	0	0	0	0	0	0	0	0	0	0	0	0
East Leg																								
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
West Leg																								
Approach	307	3	0	0	8	315	328	3	0	0	8	336	0	0	0	0	0	0	0	0	0	0	0	0
Departure	311	4	0	0	10	321	276	5	0	0	13	289	0	0	0	0	0	0	0	0	0	0	0	0
Total	618	7	0	0	18	636	604	8	0	0	21	625	0	0	0	0	0	0	0	0	0	0	0	0
Total Approaches																								
Approach	2,408	21	0	0	54	2,462	2,080	28	0	0	71	2,151	0	0	0	0	0	0	0	0	0	0	0	0
Departure	2,408	21	0	0	54	2,462	2,080	28	0	0	71	2,151	0	0	0	0	0	0	0	0	0	0	0	0
Total	4,816	42	0	0	108	4,924	4,160	56	0	0	142	4,302	0	0	0	0	0	0	0	0	0	0	0	0

Table C-1 - Existing Peak Hour Volumes
(Intersections With Classification Counts)

	Weekday												Saturday											
	AM Peak Hour						PM Peak Hour						AM Peak Hour						Midday Peak Hour					
	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume
16 . Crenshaw Blvd/Crest Rd																								
NBL	53	0	0	0	0	53	42	0	0	0	0	42	0	0	0	0	0	0	0	0	0	0	0	0
NBT	151	0	0	0	0	151	98	2	0	0	5	103	0	0	0	0	0	0	0	0	0	0	0	0
NBR	0	0	0	0	0	0	6	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0
SBL	170	0	0	0	0	170	120	4	0	0	10	130	0	0	0	0	0	0	0	0	0	0	0	0
SBT	101	1	0	0	3	104	119	1	0	0	3	122	0	0	0	0	0	0	0	0	0	0	0	0
SBR	333	3	0	0	8	341	487	2	0	0	5	492	0	0	0	0	0	0	0	0	0	0	0	0
EBL	640	2	0	0	5	645	317	8	0	0	20	337	0	0	0	0	0	0	0	0	0	0	0	0
EBT	54	1	0	0	3	57	38	2	0	0	5	43	0	0	0	0	0	0	0	0	0	0	0	0
EBR	89	1	0	0	3	92	40	0	0	0	0	40	0	0	0	0	0	0	0	0	0	0	0	0
WBL	2	0	0	0	0	2	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
WBT	47	4	0	0	10	57	28	0	0	0	0	28	0	0	0	0	0	0	0	0	0	0	0	0
WBR	113	2	0	0	5	118	93	6	0	0	15	108	0	0	0	0	0	0	0	0	0	0	0	0
North Leg																								
Approach	604	4	0	0	11	615	726	7	0	0	18	744	0	0	0	0	0	0	0	0	0	0	0	0
Departure	904	4	0	0	10	914	508	16	0	0	40	548	0	0	0	0	0	0	0	0	0	0	0	0
Total	1,508	8	0	0	21	1,529	1,234	23	0	0	58	1,292	0	0	0	0	0	0	0	0	0	0	0	0
South Leg																								
Approach	204	0	0	0	0	204	146	2	0	0	5	151	0	0	0	0	0	0	0	0	0	0	0	0
Departure	192	2	0	0	6	198	161	1	0	0	3	164	0	0	0	0	0	0	0	0	0	0	0	0
Total	396	2	0	0	6	402	307	3	0	0	8	315	0	0	0	0	0	0	0	0	0	0	0	0
East Leg																								
Approach	162	6	0	0	15	177	123	6	0	0	15	138	0	0	0	0	0	0	0	0	0	0	0	0
Departure	224	1	0	0	3	227	164	6	0	0	15	179	0	0	0	0	0	0	0	0	0	0	0	0
Total	386	7	0	0	18	404	287	12	0	0	30	317	0	0	0	0	0	0	0	0	0	0	0	0
West Leg																								
Approach	783	4	0	0	11	794	395	10	0	0	25	420	0	0	0	0	0	0	0	0	0	0	0	0
Departure	433	7	0	0	18	451	557	2	0	0	5	562	0	0	0	0	0	0	0	0	0	0	0	0
Total	1,216	11	0	0	29	1,245	952	12	0	0	30	982	0	0	0	0	0	0	0	0	0	0	0	0
Total Approaches																								
Approach	1,753	14	0	0	37	1,790	1,390	25	0	0	63	1,453	0	0	0	0	0	0	0	0	0	0	0	0
Departure	1,753	14	0	0	37	1,790	1,390	25	0	0	63	1,453	0	0	0	0	0	0	0	0	0	0	0	0
Total	3,506	28	0	0	74	3,580	2,780	50	0	0	126	2,906	0	0	0	0	0	0	0	0	0	0	0	0

Table C-1 - Existing Peak Hour Volumes
(Intersections With Classification Counts)

	Weekday												Saturday											
	AM Peak Hour						PM Peak Hour						AM Peak Hour						Midday Peak Hour					
	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume
17 . Hawthorne Blvd/Blackhorse Rd																								
NBL	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
NBT	1,188	22	0	0	55	1,243	900	9	0	0	23	923	0	0	0	0	0	0	0	0	0	0	0	0
NBR	21	0	0	0	0	21	21	1	0	0	3	24	0	0	0	0	0	0	0	0	0	0	0	0
SBL	48	4	0	0	10	58	117	0	0	0	0	117	0	0	0	0	0	0	0	0	0	0	0	0
SBT	695	30	0	0	75	770	1,155	4	0	0	10	1,165	0	0	0	0	0	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WBL	28	0	0	0	0	28	10	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WBR	183	2	0	0	5	188	67	1	0	0	3	70	0	0	0	0	0	0	0	0	0	0	0	0
North Leg																								
Approach	743	34	0	0	85	828	1,272	4	0	0	10	1,282	0	0	0	0	0	0	0	0	0	0	0	0
Departure	1,371	24	0	0	60	1,431	967	10	0	0	26	993	0	0	0	0	0	0	0	0	0	0	0	0
Total	2,114	58	0	0	145	2,259	2,239	14	0	0	36	2,275	0	0	0	0	0	0	0	0	0	0	0	0
South Leg																								
Approach	1,209	22	0	0	55	1,264	922	10	0	0	26	948	0	0	0	0	0	0	0	0	0	0	0	0
Departure	723	30	0	0	75	798	1,165	4	0	0	10	1,175	0	0	0	0	0	0	0	0	0	0	0	0
Total	1,932	52	0	0	130	2,062	2,087	14	0	0	36	2,123	0	0	0	0	0	0	0	0	0	0	0	0
East Leg																								
Approach	211	2	0	0	5	216	77	1	0	0	3	80	0	0	0	0	0	0	0	0	0	0	0	0
Departure	69	4	0	0	10	79	138	1	0	0	3	141	0	0	0	0	0	0	0	0	0	0	0	0
Total	280	6	0	0	15	295	215	2	0	0	6	221	0	0	0	0	0	0	0	0	0	0	0	0
West Leg																								
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Total Approaches																								
Approach	2,163	58	0	0	145	2,308	2,271	15	0	0	39	2,310	0	0	0	0	0	0	0	0	0	0	0	0
Departure	2,163	58	0	0	145	2,308	2,271	15	0	0	39	2,310	0	0	0	0	0	0	0	0	0	0	0	0
Total	4,326	116	0	0	290	4,616	4,542	30	0	0	78	4,620	0	0	0	0	0	0	0	0	0	0	0	0

Table C-1 - Existing Peak Hour Volumes
(Intersections With Classification Counts)

	Weekday												Saturday											
	AM Peak Hour						PM Peak Hour						AM Peak Hour						Midday Peak Hour					
	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume
18 . Forrestal Dr/Palos Verdes Dr. S																								
NBL	6	0	0	0	0	6	14	0	0	0	0	14	4	0	0	0	0	4	23	1	0	0	3	26
NBT	0	0	0	0	0	0	2	0	0	0	0	2	1	0	0	0	0	1	0	0	0	0	0	0
NBR	9	2	0	0	5	14	34	0	0	0	0	34	20	0	0	0	0	20	49	0	0	0	0	49
SBL	40	2	0	0	5	45	44	0	0	0	0	44	37	0	0	0	0	37	41	0	0	0	0	41
SBT	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	1
SBR	24	0	0	0	0	24	27	0	0	0	0	27	18	0	0	0	0	18	76	0	0	0	0	76
EBL	11	0	0	0	0	11	36	0	0	0	0	36	59	0	0	0	0	59	47	0	0	0	0	47
EBT	413	11	0	0	28	441	739	14	0	0	35	774	248	1	0	0	3	251	542	7	0	0	18	560
EBR	4	0	0	0	0	4	4	0	0	0	0	4	8	0	0	0	0	8	33	1	0	0	3	36
WBL	19	2	0	0	5	24	21	0	0	0	0	21	48	0	0	0	0	48	43	0	0	0	0	43
WBT	891	18	0	0	45	936	436	7	0	0	18	454	459	9	0	0	23	482	507	4	0	0	10	517
WBR	35	2	0	0	5	40	38	1	0	0	3	41	41	0	0	0	0	41	73	0	0	0	0	73
North Leg																								
Approach	65	2	0	0	5	70	71	0	0	0	0	71	56	0	0	0	0	56	118	0	0	0	0	118
Departure	46	2	0	0	5	51	76	1	0	0	3	79	101	0	0	0	0	101	120	0	0	0	0	120
Total	111	4	0	0	10	121	147	1	0	0	3	150	157	0	0	0	0	157	238	0	0	0	0	238
South Leg																								
Approach	15	2	0	0	5	20	50	0	0	0	0	50	25	0	0	0	0	25	72	1	0	0	3	75
Departure	24	2	0	0	5	29	25	0	0	0	0	25	57	0	0	0	0	57	77	1	0	0	3	80
Total	39	4	0	0	10	49	75	0	0	0	0	75	82	0	0	0	0	82	149	2	0	0	6	155
East Leg																								
Approach	945	22	0	0	55	1,000	495	8	0	0	21	516	548	9	0	0	23	571	623	4	0	0	10	633
Departure	462	15	0	0	38	500	817	14	0	0	35	852	305	1	0	0	3	308	632	7	0	0	18	650
Total	1,407	37	0	0	93	1,500	1,312	22	0	0	56	1,368	853	10	0	0	26	879	1,255	11	0	0	28	1,283
West Leg																								
Approach	428	11	0	0	28	456	779	14	0	0	35	814	315	1	0	0	3	318	622	8	0	0	21	643
Departure	921	18	0	0	45	966	477	7	0	0	18	495	481	9	0	0	23	504	606	5	0	0	13	619
Total	1,349	29	0	0	73	1,422	1,256	21	0	0	53	1,309	796	10	0	0	26	822	1,228	13	0	0	34	1,262
Total Approaches																								
Approach	1,453	37	0	0	93	1,546	1,395	22	0	0	56	1,451	944	10	0	0	26	970	1,435	13	0	0	34	1,469
Departure	1,453	37	0	0	93	1,546	1,395	22	0	0	56	1,451	944	10	0	0	26	970	1,435	13	0	0	34	1,469
Total	2,906	74	0	0	186	3,092	2,790	44	0	0	112	2,902	1,888	20	0	0	52	1,940	2,870	26	0	0	68	2,938

Table C-1 - Existing Peak Hour Volumes
(Intersections With Classification Counts)

	Weekday												Saturday											
	AM Peak Hour						PM Peak Hour						AM Peak Hour						Midday Peak Hour					
	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume
19 . Palos Verdes Dr E/Palos Verdes Dr S																								
NBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SBL	31	0	0	0	0	31	41	0	0	0	0	41	20	1	0	0	3	23	38	1	0	0	3	41
SBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SBR	133	7	0	0	18	151	64	2	0	0	5	69	65	0	0	0	0	65	81	0	0	0	0	81
EBL	95	4	0	0	10	105	83	1	0	0	3	86	26	0	0	0	0	26	63	1	0	0	3	66
EBT	380	11	0	0	28	408	734	14	0	0	35	769	284	0	0	0	0	284	548	11	0	0	28	576
EBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	2	0	0	0	0	2
WBT	814	17	0	0	43	857	444	3	0	0	8	452	478	5	0	0	13	491	562	4	0	0	10	572
WBR	68	1	0	0	3	71	48	0	0	0	0	48	18	0	0	0	0	18	51	0	0	0	0	51
North Leg																								
Approach	164	7	0	0	18	182	105	2	0	0	5	110	85	1	0	0	3	88	119	1	0	0	3	122
Departure	163	5	0	0	13	176	131	1	0	0	3	134	44	0	0	0	0	44	114	1	0	0	3	117
Total	327	12	0	0	31	358	236	3	0	0	8	244	129	1	0	0	3	132	233	2	0	0	6	239
South Leg																								
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	2	0	0	0	0	2
Total	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	2	0	0	0	0	2
East Leg																								
Approach	882	18	0	0	46	928	492	3	0	0	8	500	500	5	0	0	13	513	615	4	0	0	10	625
Departure	411	11	0	0	28	439	775	14	0	0	35	810	304	1	0	0	3	307	586	12	0	0	31	617
Total	1,293	29	0	0	74	1,367	1,267	17	0	0	43	1,310	804	6	0	0	16	820	1,201	16	0	0	41	1,242
West Leg																								
Approach	475	15	0	0	38	513	817	15	0	0	38	855	310	0	0	0	0	310	611	12	0	0	31	642
Departure	947	24	0	0	61	1,008	508	5	0	0	13	521	543	5	0	0	13	556	643	4	0	0	10	653
Total	1,422	39	0	0	99	1,521	1,325	20	0	0	51	1,376	853	5	0	0	13	866	1,254	16	0	0	41	1,295
Total Approaches																								
Approach	1,521	40	0	0	102	1,623	1,414	20	0	0	51	1,465	895	6	0	0	16	911	1,345	17	0	0	44	1,389
Departure	1,521	40	0	0	102	1,623	1,414	20	0	0	51	1,465	895	6	0	0	16	911	1,345	17	0	0	44	1,389
Total	3,042	80	0	0	204	3,246	2,828	40	0	0	102	2,930	1,790	12	0	0	32	1,822	2,690	34	0	0	88	2,778

Table C-1 - Existing Peak Hour Volumes
(Intersections With Classification Counts)

	Weekday												Saturday											
	AM Peak Hour						PM Peak Hour						AM Peak Hour						Midday Peak Hour					
	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume
20 . Palos Verdes Dr E/Crest Rd																								
NBL	72	1	0	0	3	75	17	2	0	0	5	22	4	0	0	0	0	4	23	0	0	0	0	23
NBT	127	2	0	0	5	132	108	1	0	0	3	111	78	0	0	0	0	78	126	1	0	0	3	129
NBR	22	4	0	0	10	32	11	0	0	0	0	11	2	0	0	0	0	2	3	0	0	0	0	3
SBL	92	0	0	0	0	92	48	0	0	0	0	48	4	0	0	0	0	4	5	0	0	0	0	5
SBT	99	1	0	0	3	102	141	4	0	0	10	151	64	0	0	0	0	64	119	0	0	0	0	119
SBR	193	2	0	0	5	198	82	0	0	0	0	82	22	1	0	0	3	25	40	2	0	0	5	45
EBL	229	0	0	0	0	229	46	0	0	0	0	46	43	0	0	0	0	43	61	0	0	0	0	61
EBT	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EBR	58	3	0	0	8	66	11	2	0	0	5	16	9	0	0	0	0	9	16	1	0	0	3	19
WBL	3	2	0	0	5	8	20	0	0	0	0	20	1	0	0	0	0	1	3	0	0	0	0	3
WBT	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
WBR	9	0	0	0	0	9	90	0	0	0	0	90	2	0	0	0	0	2	2	0	0	0	0	2
North Leg																								
Approach	384	3	0	0	8	392	271	4	0	0	10	281	90	1	0	0	3	93	164	2	0	0	5	169
Departure	365	2	0	0	5	370	244	1	0	0	3	247	123	0	0	0	0	123	189	1	0	0	3	192
Total	749	5	0	0	13	762	515	5	0	0	13	528	213	1	0	0	3	216	353	3	0	0	8	361
South Leg																								
Approach	221	7	0	0	18	239	136	3	0	0	8	144	84	0	0	0	0	84	152	1	0	0	3	155
Departure	160	6	0	0	16	176	172	6	0	0	15	187	74	0	0	0	0	74	138	1	0	0	3	141
Total	381	13	0	0	34	415	308	9	0	0	23	331	158	0	0	0	0	158	290	2	0	0	6	296
East Leg																								
Approach	12	2	0	0	5	17	112	0	0	0	0	112	3	0	0	0	0	3	5	0	0	0	0	5
Departure	115	4	0	0	10	125	59	0	0	0	0	59	6	0	0	0	0	6	8	0	0	0	0	8
Total	127	6	0	0	15	142	171	0	0	0	0	171	9	0	0	0	0	9	13	0	0	0	0	13
West Leg																								
Approach	288	3	0	0	8	296	57	2	0	0	5	62	52	0	0	0	0	52	77	1	0	0	3	80
Departure	265	3	0	0	8	273	101	2	0	0	5	106	26	1	0	0	3	29	63	2	0	0	5	68
Total	553	6	0	0	16	569	158	4	0	0	10	168	78	1	0	0	3	81	140	3	0	0	8	148
Total Approaches																								
Approach	905	15	0	0	39	944	576	9	0	0	23	599	229	1	0	0	3	232	398	4	0	0	11	409
Departure	905	15	0	0	39	944	576	9	0	0	23	599	229	1	0	0	3	232	398	4	0	0	11	409
Total	1,810	30	0	0	78	1,888	1,152	18	0	0	46	1,198	458	2	0	0	6	464	796	8	0	0	22	818

Table C-1 - Existing Peak Hour Volumes
(Intersections With Classification Counts)

	Weekday												Saturday											
	AM Peak Hour						PM Peak Hour						AM Peak Hour						Midday Peak Hour					
	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume
21 . Palos Verdes Dr E/Via Canada																								
NBL	334	5	0	0	13	347	33	2	0	0	5	38	0	0	0	0	0	0	0	0	0	0	0	0
NBT	407	4	0	0	10	417	287	7	0	0	18	305	0	0	0	0	0	0	0	0	0	0	0	0
NBR	18	1	0	0	3	21	26	0	0	0	0	26	0	0	0	0	0	0	0	0	0	0	0	0
SBL	4	0	0	0	0	4	10	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0
SBT	218	11	0	0	28	246	500	3	0	0	8	508	0	0	0	0	0	0	0	0	0	0	0	0
SBR	170	4	0	0	10	180	26	1	0	0	3	29	0	0	0	0	0	0	0	0	0	0	0	0
EBL	181	3	0	0	8	189	34	1	0	0	3	37	0	0	0	0	0	0	0	0	0	0	0	0
EBT	5	0	0	0	0	5	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
EBR	278	4	0	0	10	288	40	1	0	0	3	43	0	0	0	0	0	0	0	0	0	0	0	0
WBL	17	0	0	0	0	17	23	1	0	0	3	26	0	0	0	0	0	0	0	0	0	0	0	0
WBT	3	0	0	0	0	3	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
WBR	7	0	0	0	0	7	10	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0
North Leg																								
Approach	392	15	0	0	38	430	536	4	0	0	11	547	0	0	0	0	0	0	0	0	0	0	0	0
Departure	595	7	0	0	18	613	331	8	0	0	21	352	0	0	0	0	0	0	0	0	0	0	0	0
Total	987	22	0	0	56	1,043	867	12	0	0	32	899	0	0	0	0	0	0	0	0	0	0	0	0
South Leg																								
Approach	759	10	0	0	26	785	346	9	0	0	23	369	0	0	0	0	0	0	0	0	0	0	0	0
Departure	513	15	0	0	38	551	563	5	0	0	14	577	0	0	0	0	0	0	0	0	0	0	0	0
Total	1,272	25	0	0	64	1,336	909	14	0	0	37	946	0	0	0	0	0	0	0	0	0	0	0	0
East Leg																								
Approach	27	0	0	0	0	27	34	1	0	0	3	37	0	0	0	0	0	0	0	0	0	0	0	0
Departure	27	1	0	0	3	30	38	0	0	0	0	38	0	0	0	0	0	0	0	0	0	0	0	0
Total	54	1	0	0	3	57	72	1	0	0	3	75	0	0	0	0	0	0	0	0	0	0	0	0
West Leg																								
Approach	464	7	0	0	18	482	76	2	0	0	6	82	0	0	0	0	0	0	0	0	0	0	0	0
Departure	507	9	0	0	23	530	60	3	0	0	8	68	0	0	0	0	0	0	0	0	0	0	0	0
Total	971	16	0	0	41	1,012	136	5	0	0	14	150	0	0	0	0	0	0	0	0	0	0	0	0
Total Approaches																								
Approach	1,642	32	0	0	82	1,724	992	16	0	0	43	1,035	0	0	0	0	0	0	0	0	0	0	0	0
Departure	1,642	32	0	0	82	1,724	992	16	0	0	43	1,035	0	0	0	0	0	0	0	0	0	0	0	0
Total	3,284	64	0	0	164	3,448	1,984	32	0	0	86	2,070	0	0	0	0	0	0	0	0	0	0	0	0

Table C-1 - Existing Peak Hour Volumes
(Intersections With Classification Counts)

	Weekday												Saturday											
	AM Peak Hour						PM Peak Hour						AM Peak Hour						Midday Peak Hour					
	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume
22 . Palos Verdes Dr E/Crownview Dr																								
NBL	27	1	0	0	3	30	34	1	0	0	3	37	0	0	0	0	0	0	0	0	0	0	0	0
NBT	730	9	0	0	23	753	337	9	0	0	23	360	0	0	0	0	0	0	0	0	0	0	0	0
NBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SBT	497	10	0	0	25	522	537	6	0	0	15	552	0	0	0	0	0	0	0	0	0	0	0	0
SBR	15	5	0	0	13	28	22	0	0	0	0	22	0	0	0	0	0	0	0	0	0	0	0	0
EBL	25	0	0	0	0	25	13	1	0	0	3	16	0	0	0	0	0	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EBR	48	0	0	0	0	48	31	0	0	0	0	31	0	0	0	0	0	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
North Leg																								
Approach	512	15	0	0	38	550	559	6	0	0	15	574	0	0	0	0	0	0	0	0	0	0	0	0
Departure	755	9	0	0	23	778	350	10	0	0	26	376	0	0	0	0	0	0	0	0	0	0	0	0
Total	1,267	24	0	0	61	1,328	909	16	0	0	41	950	0	0	0	0	0	0	0	0	0	0	0	0
South Leg																								
Approach	757	10	0	0	26	783	371	10	0	0	26	397	0	0	0	0	0	0	0	0	0	0	0	0
Departure	545	10	0	0	25	570	568	6	0	0	15	583	0	0	0	0	0	0	0	0	0	0	0	0
Total	1,302	20	0	0	51	1,353	939	16	0	0	41	980	0	0	0	0	0	0	0	0	0	0	0	0
East Leg																								
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
West Leg																								
Approach	73	0	0	0	0	73	44	1	0	0	3	47	0	0	0	0	0	0	0	0	0	0	0	0
Departure	42	6	0	0	16	58	56	1	0	0	3	59	0	0	0	0	0	0	0	0	0	0	0	0
Total	115	6	0	0	16	131	100	2	0	0	6	106	0	0	0	0	0	0	0	0	0	0	0	0
Total Approaches																								
Approach	1,342	25	0	0	64	1,406	974	17	0	0	44	1,018	0	0	0	0	0	0	0	0	0	0	0	0
Departure	1,342	25	0	0	64	1,406	974	17	0	0	44	1,018	0	0	0	0	0	0	0	0	0	0	0	0
Total	2,684	50	0	0	128	2,812	1,948	34	0	0	88	2,036	0	0	0	0	0	0	0	0	0	0	0	0

Table C-1 - Existing Peak Hour Volumes
(Intersections With Classification Counts)

	Weekday												Saturday											
	AM Peak Hour						PM Peak Hour						AM Peak Hour						Midday Peak Hour					
	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume
23 . Palos Verdes Dr E/Miraleste Dr																								
NBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NBT	346	6	0	0	15	361	108	3	0	0	8	116	94	1	0	0	3	97	132	0	0	0	0	132
NBR	145	0	0	0	0	145	188	4	0	0	10	198	102	0	0	0	0	102	117	1	0	0	3	120
SBL	333	6	0	0	15	348	394	6	0	0	15	409	129	1	0	0	3	132	238	0	0	0	0	238
SBT	216	4	0	0	10	226	170	0	0	0	0	170	46	0	0	0	0	46	144	1	0	0	3	147
SBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WBL	127	2	0	0	5	132	168	3	0	0	8	176	77	2	0	0	5	82	101	1	0	0	3	104
WBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WBR	403	3	0	0	8	411	261	3	0	0	8	269	200	0	0	0	0	200	219	1	0	0	3	222
North Leg																								
Approach	549	10	0	0	25	574	564	6	0	0	15	579	175	1	0	0	3	178	382	1	0	0	3	385
Departure	749	9	0	0	23	772	369	6	0	0	16	385	294	1	0	0	3	297	351	1	0	0	3	354
Total	1,298	19	0	0	48	1,346	933	12	0	0	31	964	469	2	0	0	6	475	733	2	0	0	6	739
South Leg																								
Approach	491	6	0	0	15	506	296	7	0	0	18	314	196	1	0	0	3	199	249	1	0	0	3	252
Departure	343	6	0	0	15	358	338	3	0	0	8	346	123	2	0	0	5	128	245	2	0	0	6	251
Total	834	12	0	0	30	864	634	10	0	0	26	660	319	3	0	0	8	327	494	3	0	0	9	503
East Leg																								
Approach	530	5	0	0	13	543	429	6	0	0	16	445	277	2	0	0	5	282	320	2	0	0	6	326
Departure	478	6	0	0	15	493	582	10	0	0	25	607	231	1	0	0	3	234	355	1	0	0	3	358
Total	1,008	11	0	0	28	1,036	1,011	16	0	0	41	1,052	508	3	0	0	8	516	675	3	0	0	9	684
West Leg																								
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approaches																								
Approach	1,570	21	0	0	53	1,623	1,289	19	0	0	49	1,338	648	4	0	0	11	659	951	4	0	0	12	963
Departure	1,570	21	0	0	53	1,623	1,289	19	0	0	49	1,338	648	4	0	0	11	659	951	4	0	0	12	963
Total	3,140	42	0	0	106	3,246	2,578	38	0	0	98	2,676	1,296	8	0	0	22	1,318	1,902	8	0	0	24	1,926

Table C-1 - Existing Peak Hour Volumes
(Intersections With Classification Counts)

	Weekday												Saturday											
	AM Peak Hour						PM Peak Hour						AM Peak Hour						Midday Peak Hour					
	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume
24 . Miraleste Dr/1st St																								
NBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NBT	403	2	0	0	5	408	229	1	0	0	3	232	0	0	0	0	0	0	0	0	0	0	0	0
NBR	49	0	0	0	0	49	30	2	0	0	5	35	0	0	0	0	0	0	0	0	0	0	0	0
SBL	255	4	0	0	10	265	180	6	0	0	15	195	0	0	0	0	0	0	0	0	0	0	0	0
SBT	196	2	0	0	5	201	353	2	0	0	5	358	0	0	0	0	0	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WBL	13	0	0	0	0	13	41	0	0	0	0	41	0	0	0	0	0	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WBR	219	5	0	0	13	232	136	4	0	0	10	146	0	0	0	0	0	0	0	0	0	0	0	0
North Leg																								
Approach	451	6	0	0	15	466	533	8	0	0	20	553	0	0	0	0	0	0	0	0	0	0	0	0
Departure	622	7	0	0	18	640	365	5	0	0	13	378	0	0	0	0	0	0	0	0	0	0	0	0
Total	1,073	13	0	0	33	1,106	898	13	0	0	33	931	0	0	0	0	0	0	0	0	0	0	0	0
South Leg																								
Approach	452	2	0	0	5	457	259	3	0	0	8	267	0	0	0	0	0	0	0	0	0	0	0	0
Departure	209	2	0	0	5	214	394	2	0	0	5	399	0	0	0	0	0	0	0	0	0	0	0	0
Total	661	4	0	0	10	671	653	5	0	0	13	666	0	0	0	0	0	0	0	0	0	0	0	0
East Leg																								
Approach	232	5	0	0	13	245	177	4	0	0	10	187	0	0	0	0	0	0	0	0	0	0	0	0
Departure	304	4	0	0	10	314	210	8	0	0	20	230	0	0	0	0	0	0	0	0	0	0	0	0
Total	536	9	0	0	23	559	387	12	0	0	30	417	0	0	0	0	0	0	0	0	0	0	0	0
West Leg																								
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approaches																								
Approach	1,135	13	0	0	33	1,168	969	15	0	0	38	1,007	0	0	0	0	0	0	0	0	0	0	0	0
Departure	1,135	13	0	0	33	1,168	969	15	0	0	38	1,007	0	0	0	0	0	0	0	0	0	0	0	0
Total	2,270	26	0	0	66	2,336	1,938	30	0	0	76	2,014	0	0	0	0	0	0	0	0	0	0	0	0

Table C-1 - Existing Peak Hour Volumes
(Intersections With Classification Counts)

	Weekday												Saturday											
	AM Peak Hour						PM Peak Hour						AM Peak Hour						Midday Peak Hour					
	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume
25 . Western Ave/Avenida Aprenda																								
NBL	80	3	0	0	8	88	68	0	0	0	0	68	0	0	0	0	0	0	0	0	0	0	0	0
NBT	1,542	16	0	0	40	1,582	1,101	15	0	0	38	1,139	0	0	0	0	0	0	0	0	0	0	0	0
NBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SBT	698	25	0	0	63	761	1,546	10	0	0	25	1,571	0	0	0	0	0	0	0	0	0	0	0	0
SBR	196	8	0	0	20	216	36	1	0	0	3	39	0	0	0	0	0	0	0	0	0	0	0	0
EBL	388	6	0	0	15	403	92	0	0	0	0	92	0	0	0	0	0	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EBR	163	3	0	0	8	171	57	0	0	0	0	57	0	0	0	0	0	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
North Leg																								
Approach	894	33	0	0	83	977	1,582	11	0	0	28	1,610	0	0	0	0	0	0	0	0	0	0	0	0
Departure	1,930	22	0	0	55	1,985	1,193	15	0	0	38	1,231	0	0	0	0	0	0	0	0	0	0	0	0
Total	2,824	55	0	0	138	2,962	2,775	26	0	0	66	2,841	0	0	0	0	0	0	0	0	0	0	0	0
South Leg																								
Approach	1,622	19	0	0	48	1,670	1,169	15	0	0	38	1,207	0	0	0	0	0	0	0	0	0	0	0	0
Departure	861	28	0	0	71	932	1,603	10	0	0	25	1,628	0	0	0	0	0	0	0	0	0	0	0	0
Total	2,483	47	0	0	119	2,602	2,772	25	0	0	63	2,835	0	0	0	0	0	0	0	0	0	0	0	0
East Leg																								
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
West Leg																								
Approach	551	9	0	0	23	574	149	0	0	0	0	149	0	0	0	0	0	0	0	0	0	0	0	0
Departure	276	11	0	0	28	304	104	1	0	0	3	107	0	0	0	0	0	0	0	0	0	0	0	0
Total	827	20	0	0	51	878	253	1	0	0	3	256	0	0	0	0	0	0	0	0	0	0	0	0
Total Approaches																								
Approach	3,067	61	0	0	154	3,221	2,900	26	0	0	66	2,966	0	0	0	0	0	0	0	0	0	0	0	0
Departure	3,067	61	0	0	154	3,221	2,900	26	0	0	66	2,966	0	0	0	0	0	0	0	0	0	0	0	0
Total	6,134	122	0	0	308	6,442	5,800	52	0	0	132	5,932	0	0	0	0	0	0	0	0	0	0	0	0

Table C-1 - Existing Peak Hour Volumes
(Intersections With Classification Counts)

	Weekday												Saturday											
	AM Peak Hour						PM Peak Hour						AM Peak Hour						Midday Peak Hour					
	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume
26 . Western Ave/Dilasonde Dr																								
NBL	116	0	0	0	0	116	61	0	0	0	0	61	0	0	0	0	0	0	0	0	0	0	0	0
NBT	1,175	12	0	0	30	1,205	991	18	0	0	45	1,036	0	0	0	0	0	0	0	0	0	0	0	0
NBR	144	0	0	0	0	144	168	0	0	0	0	168	0	0	0	0	0	0	0	0	0	0	0	0
SBL	147	1	0	0	3	150	200	1	0	0	3	203	0	0	0	0	0	0	0	0	0	0	0	0
SBT	672	26	0	0	65	737	1,310	10	0	0	25	1,335	0	0	0	0	0	0	0	0	0	0	0	0
SBR	47	0	0	0	0	47	29	0	0	0	0	29	0	0	0	0	0	0	0	0	0	0	0	0
EBL	107	1	0	0	3	110	26	0	0	0	0	26	0	0	0	0	0	0	0	0	0	0	0	0
EBT	134	1	0	0	3	137	33	1	0	0	3	36	0	0	0	0	0	0	0	0	0	0	0	0
EBR	109	1	0	0	3	112	32	0	0	0	0	32	0	0	0	0	0	0	0	0	0	0	0	0
WBL	165	4	0	0	10	175	270	0	0	0	0	270	0	0	0	0	0	0	0	0	0	0	0	0
WBT	183	3	0	0	8	191	49	0	0	0	0	49	0	0	0	0	0	0	0	0	0	0	0	0
WBR	264	6	0	0	15	279	165	2	0	0	5	170	0	0	0	0	0	0	0	0	0	0	0	0
North Leg																								
Approach	866	27	0	0	68	934	1,539	11	0	0	28	1,567	0	0	0	0	0	0	0	0	0	0	0	0
Departure	1,546	19	0	0	48	1,594	1,182	20	0	0	50	1,232	0	0	0	0	0	0	0	0	0	0	0	0
Total	2,412	46	0	0	116	2,528	2,721	31	0	0	78	2,799	0	0	0	0	0	0	0	0	0	0	0	0
South Leg																								
Approach	1,435	12	0	0	30	1,465	1,220	18	0	0	45	1,265	0	0	0	0	0	0	0	0	0	0	0	0
Departure	946	31	0	0	78	1,024	1,612	10	0	0	25	1,637	0	0	0	0	0	0	0	0	0	0	0	0
Total	2,381	43	0	0	108	2,489	2,832	28	0	0	70	2,902	0	0	0	0	0	0	0	0	0	0	0	0
East Leg																								
Approach	612	13	0	0	33	645	484	2	0	0	5	489	0	0	0	0	0	0	0	0	0	0	0	0
Departure	425	2	0	0	6	431	401	2	0	0	6	407	0	0	0	0	0	0	0	0	0	0	0	0
Total	1,037	15	0	0	39	1,076	885	4	0	0	11	896	0	0	0	0	0	0	0	0	0	0	0	0
West Leg																								
Approach	350	3	0	0	9	359	91	1	0	0	3	94	0	0	0	0	0	0	0	0	0	0	0	0
Departure	346	3	0	0	8	354	139	0	0	0	0	139	0	0	0	0	0	0	0	0	0	0	0	0
Total	696	6	0	0	17	713	230	1	0	0	3	233	0	0	0	0	0	0	0	0	0	0	0	0
Total Approaches																								
Approach	3,263	55	0	0	140	3,403	3,334	32	0	0	81	3,415	0	0	0	0	0	0	0	0	0	0	0	0
Departure	3,263	55	0	0	140	3,403	3,334	32	0	0	81	3,415	0	0	0	0	0	0	0	0	0	0	0	0
Total	6,526	110	0	0	280	6,806	6,668	64	0	0	162	6,830	0	0	0	0	0	0	0	0	0	0	0	0

Table C-1 - Existing Peak Hour Volumes
(Intersections With Classification Counts)

	Weekday												Saturday											
	AM Peak Hour						PM Peak Hour						AM Peak Hour						Midday Peak Hour					
	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume
27 . Western Ave/Toscanini Dr																								
NBL	191	1	0	0	3	194	71	0	0	0	0	71	0	0	0	0	0	0	0	0	0	0	0	0
NBT	1,345	14	0	0	35	1,380	1,181	16	0	0	40	1,221	0	0	0	0	0	0	0	0	0	0	0	0
NBR	34	0	0	0	0	34	48	0	0	0	0	48	0	0	0	0	0	0	0	0	0	0	0	0
SBL	24	0	0	0	0	24	35	0	0	0	0	35	0	0	0	0	0	0	0	0	0	0	0	0
SBT	876	33	0	0	83	959	1,534	11	0	0	28	1,562	0	0	0	0	0	0	0	0	0	0	0	0
SBR	20	0	0	0	0	20	35	0	0	0	0	35	0	0	0	0	0	0	0	0	0	0	0	0
EBL	79	0	0	0	0	79	27	2	0	0	5	32	0	0	0	0	0	0	0	0	0	0	0	0
EBT	25	0	0	0	0	25	16	0	0	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0
EBR	268	6	0	0	15	283	63	0	0	0	0	63	0	0	0	0	0	0	0	0	0	0	0	0
WBL	67	0	0	0	0	67	42	0	0	0	0	42	0	0	0	0	0	0	0	0	0	0	0	0
WBT	50	0	0	0	0	50	10	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0
WBR	56	0	0	0	0	56	23	1	0	0	3	26	0	0	0	0	0	0	0	0	0	0	0	0
North Leg																								
Approach	920	33	0	0	83	1,003	1,604	11	0	0	28	1,632	0	0	0	0	0	0	0	0	0	0	0	0
Departure	1,480	14	0	0	35	1,515	1,231	19	0	0	48	1,279	0	0	0	0	0	0	0	0	0	0	0	0
Total	2,400	47	0	0	118	2,518	2,835	30	0	0	76	2,911	0	0	0	0	0	0	0	0	0	0	0	0
South Leg																								
Approach	1,570	15	0	0	38	1,608	1,300	16	0	0	40	1,340	0	0	0	0	0	0	0	0	0	0	0	0
Departure	1,211	39	0	0	98	1,309	1,639	11	0	0	28	1,667	0	0	0	0	0	0	0	0	0	0	0	0
Total	2,781	54	0	0	136	2,917	2,939	27	0	0	68	3,007	0	0	0	0	0	0	0	0	0	0	0	0
East Leg																								
Approach	173	0	0	0	0	173	75	1	0	0	3	78	0	0	0	0	0	0	0	0	0	0	0	0
Departure	83	0	0	0	0	83	99	0	0	0	0	99	0	0	0	0	0	0	0	0	0	0	0	0
Total	256	0	0	0	0	256	174	1	0	0	3	177	0	0	0	0	0	0	0	0	0	0	0	0
West Leg																								
Approach	372	6	0	0	15	387	106	2	0	0	5	111	0	0	0	0	0	0	0	0	0	0	0	0
Departure	261	1	0	0	3	264	116	0	0	0	0	116	0	0	0	0	0	0	0	0	0	0	0	0
Total	633	7	0	0	18	651	222	2	0	0	5	227	0	0	0	0	0	0	0	0	0	0	0	0
Total Approaches																								
Approach	3,035	54	0	0	136	3,171	3,085	30	0	0	76	3,161	0	0	0	0	0	0	0	0	0	0	0	0
Departure	3,035	54	0	0	136	3,171	3,085	30	0	0	76	3,161	0	0	0	0	0	0	0	0	0	0	0	0
Total	6,070	108	0	0	272	6,342	6,170	60	0	0	152	6,322	0	0	0	0	0	0	0	0	0	0	0	0

Table C-1 - Existing Peak Hour Volumes
(Intersections With Classification Counts)

	Weekday												Saturday											
	AM Peak Hour						PM Peak Hour						AM Peak Hour						Midday Peak Hour					
	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume
28 . Western Ave/Caddington Dr																								
NBL	33	1	0	0	3	36	212	1	0	0	3	215	0	0	0	0	0	0	0	0	0	0	0	0
NBT	1,481	14	0	0	35	1,516	1,179	16	0	0	40	1,219	0	0	0	0	0	0	0	0	0	0	0	0
NBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SBL	10	0	0	0	0	10	58	0	0	0	0	58	0	0	0	0	0	0	0	0	0	0	0	0
SBT	1,131	37	0	0	93	1,224	1,489	14	0	0	35	1,524	0	0	0	0	0	0	0	0	0	0	0	0
SBR	49	0	0	0	0	49	172	0	0	0	0	172	0	0	0	0	0	0	0	0	0	0	0	0
EBL	82	1	0	0	3	85	156	1	0	0	3	159	0	0	0	0	0	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EBR	77	1	0	0	3	80	85	1	0	0	3	88	0	0	0	0	0	0	0	0	0	0	0	0
WBL	4	0	0	0	0	4	16	0	0	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	6	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0
WBR	12	0	0	0	0	12	7	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0
North Leg																								
Approach	1,190	37	0	0	93	1,283	1,719	14	0	0	35	1,754	0	0	0	0	0	0	0	0	0	0	0	0
Departure	1,575	15	0	0	38	1,613	1,342	17	0	0	43	1,385	0	0	0	0	0	0	0	0	0	0	0	0
Total	2,765	52	0	0	131	2,896	3,061	31	0	0	78	3,139	0	0	0	0	0	0	0	0	0	0	0	0
South Leg																								
Approach	1,514	15	0	0	38	1,552	1,391	17	0	0	43	1,434	0	0	0	0	0	0	0	0	0	0	0	0
Departure	1,212	38	0	0	96	1,308	1,590	15	0	0	38	1,628	0	0	0	0	0	0	0	0	0	0	0	0
Total	2,726	53	0	0	134	2,860	2,981	32	0	0	81	3,062	0	0	0	0	0	0	0	0	0	0	0	0
East Leg																								
Approach	16	0	0	0	0	16	29	0	0	0	0	29	0	0	0	0	0	0	0	0	0	0	0	0
Departure	10	0	0	0	0	10	58	0	0	0	0	58	0	0	0	0	0	0	0	0	0	0	0	0
Total	26	0	0	0	0	26	87	0	0	0	0	87	0	0	0	0	0	0	0	0	0	0	0	0
West Leg																								
Approach	159	2	0	0	6	165	241	2	0	0	6	247	0	0	0	0	0	0	0	0	0	0	0	0
Departure	82	1	0	0	3	85	390	1	0	0	3	393	0	0	0	0	0	0	0	0	0	0	0	0
Total	241	3	0	0	9	250	631	3	0	0	9	640	0	0	0	0	0	0	0	0	0	0	0	0
Total Approaches																								
Approach	2,879	54	0	0	137	3,016	3,380	33	0	0	84	3,464	0	0	0	0	0	0	0	0	0	0	0	0
Departure	2,879	54	0	0	137	3,016	3,380	33	0	0	84	3,464	0	0	0	0	0	0	0	0	0	0	0	0
Total	5,758	108	0	0	274	6,032	6,760	66	0	0	168	6,928	0	0	0	0	0	0	0	0	0	0	0	0

Table C-1 - Existing Peak Hour Volumes
(Intersections With Classification Counts)

	Weekday												Saturday											
	AM Peak Hour						PM Peak Hour						AM Peak Hour						Midday Peak Hour					
	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume
29 . Western Ave/Crestwood St																								
NBL	72	4	0	0	10	82	51	0	0	0	0	51	0	0	0	0	0	0	0	0	0	0	0	0
NBT	1,401	21	0	0	53	1,454	1,143	14	0	0	35	1,178	0	0	0	0	0	0	0	0	0	0	0	0
NBR	116	4	0	0	10	126	211	2	0	0	5	216	0	0	0	0	0	0	0	0	0	0	0	0
SBL	10	2	0	0	5	15	35	0	0	0	0	35	0	0	0	0	0	0	0	0	0	0	0	0
SBT	994	27	0	0	68	1,062	1,393	12	0	0	30	1,423	0	0	0	0	0	0	0	0	0	0	0	0
SBR	127	0	0	0	0	127	142	0	0	0	0	142	0	0	0	0	0	0	0	0	0	0	0	0
EBL	182	0	0	0	0	182	115	0	0	0	0	115	0	0	0	0	0	0	0	0	0	0	0	0
EBT	25	0	0	0	0	25	24	0	0	0	0	24	0	0	0	0	0	0	0	0	0	0	0	0
EBR	98	4	0	0	10	108	64	0	0	0	0	64	0	0	0	0	0	0	0	0	0	0	0	0
WBL	59	1	0	0	3	62	215	2	0	0	5	220	0	0	0	0	0	0	0	0	0	0	0	0
WBT	13	0	0	0	0	13	37	0	0	0	0	37	0	0	0	0	0	0	0	0	0	0	0	0
WBR	18	1	0	0	3	21	55	1	0	0	3	58	0	0	0	0	0	0	0	0	0	0	0	0
North Leg																								
Approach	1,131	29	0	0	73	1,204	1,570	12	0	0	30	1,600	0	0	0	0	0	0	0	0	0	0	0	0
Departure	1,601	22	0	0	56	1,657	1,313	15	0	0	38	1,351	0	0	0	0	0	0	0	0	0	0	0	0
Total	2,732	51	0	0	129	2,861	2,883	27	0	0	68	2,951	0	0	0	0	0	0	0	0	0	0	0	0
South Leg																								
Approach	1,589	29	0	0	73	1,662	1,405	16	0	0	40	1,445	0	0	0	0	0	0	0	0	0	0	0	0
Departure	1,151	32	0	0	81	1,232	1,672	14	0	0	35	1,707	0	0	0	0	0	0	0	0	0	0	0	0
Total	2,740	61	0	0	154	2,894	3,077	30	0	0	75	3,152	0	0	0	0	0	0	0	0	0	0	0	0
East Leg																								
Approach	90	2	0	0	6	96	307	3	0	0	8	315	0	0	0	0	0	0	0	0	0	0	0	0
Departure	151	6	0	0	15	166	270	2	0	0	5	275	0	0	0	0	0	0	0	0	0	0	0	0
Total	241	8	0	0	21	262	577	5	0	0	13	590	0	0	0	0	0	0	0	0	0	0	0	0
West Leg																								
Approach	305	4	0	0	10	315	203	0	0	0	0	203	0	0	0	0	0	0	0	0	0	0	0	0
Departure	212	4	0	0	10	222	230	0	0	0	0	230	0	0	0	0	0	0	0	0	0	0	0	0
Total	517	8	0	0	20	537	433	0	0	0	0	433	0	0	0	0	0	0	0	0	0	0	0	0
Total Approaches																								
Approach	3,115	64	0	0	162	3,277	3,485	31	0	0	78	3,563	0	0	0	0	0	0	0	0	0	0	0	0
Departure	3,115	64	0	0	162	3,277	3,485	31	0	0	78	3,563	0	0	0	0	0	0	0	0	0	0	0	0
Total	6,230	128	0	0	324	6,554	6,970	62	0	0	156	7,126	0	0	0	0	0	0	0	0	0	0	0	0

Table C-2 - Existing Peak Hour Truck Percentages

	Weekday								Saturday							
	AM Peak Hour				PM Peak Hour				AM Peak Hour				Midday Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
1 . Palos Verdes Dr W/Hawthorne Blvd																
NBL	42	1	43	2.3%	80	0	80	0.0%	30	0	30	0.0%	60	1	61	1.6%
NBT	552	8	560	1.4%	304	1	305	0.3%	230	1	231	0.4%	320	0	320	0.0%
NBR	477	7	484	1.4%	236	7	243	2.9%	211	4	215	1.9%	330	3	333	0.9%
SBL	259	5	264	1.9%	211	4	215	1.9%	150	0	150	0.0%	232	3	235	1.3%
SBT	303	3	306	1.0%	383	3	386	0.8%	189	0	189	0.0%	320	3	323	0.9%
SBR	11	0	11	0.0%	6	0	6	0.0%	3	0	3	0.0%	8	0	8	0.0%
EBL	5	0	5	0.0%	1	0	1	0.0%	4	0	4	0.0%	2	0	2	0.0%
EBT	28	0	28	0.0%	39	0	39	0.0%	35	0	35	0.0%	20	0	20	0.0%
EBR	3	0	3	0.0%	16	1	17	5.9%	12	0	12	0.0%	10	0	10	0.0%
WBL	202	8	210	3.8%	342	6	348	1.7%	209	2	211	0.9%	348	5	353	1.4%
WBT	21	0	21	0.0%	33	0	33	0.0%	24	0	24	0.0%	22	0	22	0.0%
WBR	239	2	241	0.8%	185	1	186	0.5%	98	0	98	0.0%	173	3	176	1.7%
North Leg																
Approach	573	8	581	1.4%	600	7	607	1.2%	342	0	342	0.0%	560	6	566	1.1%
Departure	796	10	806	1.2%	490	2	492	0.4%	332	1	333	0.3%	495	3	498	0.6%
Total	1,369	18	1,387	1.3%	1,090	9	1,099	0.8%	674	1	675	0.1%	1,055	9	1,064	0.8%
South Leg																
Approach	1,071	16	1,087	1.5%	620	8	628	1.3%	471	5	476	1.1%	710	4	714	0.6%
Departure	508	11	519	2.1%	741	10	751	1.3%	410	2	412	0.5%	678	8	686	1.2%
Total	1,579	27	1,606	1.7%	1,361	18	1,379	1.3%	881	7	888	0.8%	1,388	12	1,400	0.9%
East Leg																
Approach	462	10	472	2.1%	560	7	567	1.2%	331	2	333	0.6%	543	8	551	1.5%
Departure	764	12	776	1.5%	486	11	497	2.2%	396	4	400	1.0%	582	6	588	1.0%
Total	1,226	22	1,248	1.8%	1,046	18	1,064	1.7%	727	6	733	0.8%	1,125	14	1,139	1.2%
West Leg																
Approach	36	0	36	0.0%	56	1	57	1.8%	51	0	51	0.0%	32	0	32	0.0%
Departure	74	1	75	1.3%	119	0	119	0.0%	57	0	57	0.0%	90	1	91	1.1%
Total	110	1	111	0.9%	175	1	176	0.6%	108	0	108	0.0%	122	1	123	0.8%
Total Approaches																
Approach	2,142	34	2,176		1,836	23	1,859		1,195	7	1,202		1,845	18	1,863	
Departure	2,142	34	2,176		1,836	23	1,859		1,195	7	1,202		1,845	18	1,863	
Total	4,284	68	4,352	1.6%	3,672	46	3,718	1.2%	2,390	14	2,404	0.6%	3,690	36	3,726	1.0%

Table C-2 - Existing Peak Hour Truck Percentages

	Weekday								Saturday							
	AM Peak Hour				PM Peak Hour				AM Peak Hour				Midday Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
2 . Palos Verdes Dr W/Lower Point																
NBL	1	0	1	0.0%	14	0	14	0.0%	17	0	17	0.0%	44	0	44	0.0%
NBT	1,051	17	1,068	1.6%	504	6	510	1.2%	447	5	452	1.1%	622	3	625	0.5%
NBR	0	0	0	0.0%	0	0	0	0.0%	0	0	0	0.0%	0	0	0	0.0%
SBL	0	0	0	0.0%	2	0	2	0.0%	0	0	0	0.0%	0	0	0	0.0%
SBT	440	11	451	2.4%	725	10	735	1.4%	367	2	369	0.5%	643	8	651	1.2%
SBR	0	0	0	0.0%	0	0	0	0.0%	1	0	1	0.0%	2	0	2	0.0%
EBL	12	0	12	0.0%	27	0	27	0.0%	20	0	20	0.0%	60	0	60	0.0%
EBT	0	0	0	0.0%	0	0	0	0.0%	0	0	0	0.0%	0	0	0	0.0%
EBR	4	0	4	0.0%	15	0	15	0.0%	10	0	10	0.0%	45	0	45	0.0%
WBL	0	0	0	0.0%	0	0	0	0.0%	0	0	0	0.0%	0	0	0	0.0%
WBT	0	0	0	0.0%	0	0	0	0.0%	0	0	0	0.0%	0	0	0	0.0%
WBR	0	0	0	0.0%	0	0	0	0.0%	0	0	0	0.0%	0	0	0	0.0%
North Leg																
Approach	440	11	451		727	10	737		368	2	370		645	8	653	
Departure	1,063	17	1,080		531	6	537		467	5	472		682	3	685	
Total	1,503	28	1,531	1.8%	1,258	16	1,274	1.3%	835	7	842	0.8%	1,327	11	1,338	0.8%
South Leg																
Approach	1,052	17	1,069		518	6	524		464	5	469		666	3	669	
Departure	444	11	455		740	10	750		377	2	379		688	8	696	
Total	1,496	28	1,524	1.8%	1,258	16	1,274	1.3%	841	7	848	0.8%	1,354	11	1,365	0.8%
East Leg																
Approach	0	0	0		0	0	0		0	0	0		0	0	0	
Departure	0	0	0		2	0	2		0	0	0		0	0	0	
Total	0	0	0	0.0%	2	0	2	0.0%	0	0	0	0.0%	0	0	0	0.0%
West Leg																
Approach	16	0	16		42	0	42		30	0	30		105	0	105	
Departure	1	0	1		14	0	14		18	0	18		46	0	46	
Total	17	0	17	0.0%	56	0	56	0.0%	48	0	48	0.0%	151	0	151	0.0%
Total Approaches																
Approach	1,508	28	1,536		1,287	16	1,303		862	7	869		1,416	11	1,427	
Departure	1,508	28	1,536		1,287	16	1,303		862	7	869		1,416	11	1,427	
Total	3,016	56	3,072	1.8%	2,574	32	2,606	1.2%	1,724	14	1,738	0.8%	2,832	22	2,854	0.8%

Table C-2 - Existing Peak Hour Truck Percentages

	Weekday								Saturday							
	AM Peak Hour				PM Peak Hour				AM Peak Hour				Midday Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
3 . Via Rivera/Hawthorne Blvd																
NBL	1	0	1	0.0%	0	0	0	0.0%	0	0	0	0.0%	0	0	0	0.0%
NBT	0	0	0	0.0%	0	0	0	0.0%	0	0	0	0.0%	0	0	0	0.0%
NBR	3	0	3	0.0%	9	0	9	0.0%	0	0	0	0.0%	0	0	0	0.0%
SBL	107	0	107	0.0%	73	0	73	0.0%	0	0	0	0.0%	0	0	0	0.0%
SBT	0	0	0	0.0%	0	0	0	0.0%	0	0	0	0.0%	0	0	0	0.0%
SBR	73	0	73	0.0%	21	0	21	0.0%	0	0	0	0.0%	0	0	0	0.0%
EBL	54	1	55	1.8%	43	1	44	2.3%	0	0	0	0.0%	0	0	0	0.0%
EBT	758	11	769	1.4%	516	9	525	1.7%	0	0	0	0.0%	0	0	0	0.0%
EBR	4	0	4	0.0%	4	0	4	0.0%	0	0	0	0.0%	0	0	0	0.0%
WBL	31	0	31	0.0%	7	0	7	0.0%	0	0	0	0.0%	0	0	0	0.0%
WBT	455	13	468	2.8%	623	7	630	1.1%	0	0	0	0.0%	0	0	0	0.0%
WBR	128	2	130	1.5%	68	1	69	1.4%	0	0	0	0.0%	0	0	0	0.0%
North Leg																
Approach	180	0	180		94	0	94		0	0	0		0	0	0	
Departure	182	3	185		111	2	113		0	0	0		0	0	0	
Total	362	3	365	0.8%	205	2	207	1.0%	0	0	0	0.0%	0	0	0	0.0%
South Leg																
Approach	4	0	4		9	0	9		0	0	0		0	0	0	
Departure	35	0	35		11	0	11		0	0	0		0	0	0	
Total	39	0	39	0.0%	20	0	20	0.0%	0	0	0	0.0%	0	0	0	0.0%
East Leg																
Approach	614	15	629		698	8	706		0	0	0		0	0	0	
Departure	868	11	879		598	9	607		0	0	0		0	0	0	
Total	1,482	26	1,508	1.7%	1,296	17	1,313	1.3%	0	0	0	0.0%	0	0	0	0.0%
West Leg																
Approach	816	12	828		563	10	573		0	0	0		0	0	0	
Departure	529	13	542		644	7	651		0	0	0		0	0	0	
Total	1,345	25	1,370	1.8%	1,207	17	1,224	1.4%	0	0	0	0.0%	0	0	0	0.0%
Total Approaches																
Approach	1,614	27	1,641		1,364	18	1,382		0	0	0		0	0	0	
Departure	1,614	27	1,641		1,364	18	1,382		0	0	0		0	0	0	
Total	3,228	54	3,282	1.6%	2,728	36	2,764	1.3%	0	0	0	0.0%	0	0	0	0.0%

Table C-2 - Existing Peak Hour Truck Percentages

	Weekday								Saturday							
	AM Peak Hour				PM Peak Hour				AM Peak Hour				Midday Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
4 . Gravania Altamira/Hawthorne Blvd																
NBL	48	0	48	0.0%	11	0	11	0.0%	0	0	0	0.0%	0	0	0	0.0%
NBT	60	0	60	0.0%	30	3	33	9.1%	0	0	0	0.0%	0	0	0	0.0%
NBR	52	1	53	1.9%	24	2	26	7.7%	0	0	0	0.0%	0	0	0	0.0%
SBL	357	4	361	1.1%	255	6	261	2.3%	0	0	0	0.0%	0	0	0	0.0%
SBT	39	2	41	4.9%	40	0	40	0.0%	0	0	0	0.0%	0	0	0	0.0%
SBR	85	2	87	2.3%	86	0	86	0.0%	0	0	0	0.0%	0	0	0	0.0%
EBL	192	2	194	1.0%	94	0	94	0.0%	0	0	0	0.0%	0	0	0	0.0%
EBT	861	7	868	0.8%	625	8	633	1.3%	0	0	0	0.0%	0	0	0	0.0%
EBR	25	1	26	3.8%	24	1	25	4.0%	0	0	0	0.0%	0	0	0	0.0%
WBL	55	1	56	1.8%	85	0	85	0.0%	0	0	0	0.0%	0	0	0	0.0%
WBT	470	16	486	3.3%	770	4	774	0.5%	0	0	0	0.0%	0	0	0	0.0%
WBR	238	8	246	3.3%	296	2	298	0.7%	0	0	0	0.0%	0	0	0	0.0%
North Leg																
Approach	481	8	489		381	6	387		0	0	0		0	0	0	
Departure	490	10	500		420	5	425		0	0	0		0	0	0	
Total	971	18	989	1.8%	801	11	812	1.4%	0	0	0	0.0%	0	0	0	0.0%
South Leg																
Approach	160	1	161		65	5	70		0	0	0		0	0	0	
Departure	119	4	123		149	1	150		0	0	0		0	0	0	
Total	279	5	284	1.8%	214	6	220	2.7%	0	0	0	0.0%	0	0	0	0.0%
East Leg																
Approach	763	25	788		1,151	6	1,157		0	0	0		0	0	0	
Departure	1,270	12	1,282		904	16	920		0	0	0		0	0	0	
Total	2,033	37	2,070	1.8%	2,055	22	2,077	1.1%	0	0	0	0.0%	0	0	0	0.0%
West Leg																
Approach	1,078	10	1,088		743	9	752		0	0	0		0	0	0	
Departure	603	18	621		867	4	871		0	0	0		0	0	0	
Total	1,681	28	1,709	1.6%	1,610	13	1,623	0.8%	0	0	0	0.0%	0	0	0	0.0%
Total Approaches																
Approach	2,482	44	2,526		2,340	26	2,366		0	0	0		0	0	0	
Departure	2,482	44	2,526		2,340	26	2,366		0	0	0		0	0	0	
Total	4,964	88	5,052	1.7%	4,680	52	4,732	1.1%	0	0	0	0.0%	0	0	0	0.0%

Table C-2 - Existing Peak Hour Truck Percentages

	Weekday								Saturday							
	AM Peak Hour				PM Peak Hour				AM Peak Hour				Midday Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
5 . Hawthorne Blvd/Eddinghill Dr																
NBL	67	3	70	4.3%	30	0	30	0.0%	0	0	0	0.0%	0	0	0	0.0%
NBT	754	10	764	1.3%	597	7	604	1.2%	0	0	0	0.0%	0	0	0	0.0%
NBR	4	0	4	0.0%	6	0	6	0.0%	0	0	0	0.0%	0	0	0	0.0%
SBL	31	1	32	3.1%	46	0	46	0.0%	0	0	0	0.0%	0	0	0	0.0%
SBT	421	15	436	3.4%	689	5	694	0.7%	0	0	0	0.0%	0	0	0	0.0%
SBR	119	3	122	2.5%	131	1	132	0.8%	0	0	0	0.0%	0	0	0	0.0%
EBL	209	0	209	0.0%	100	1	101	1.0%	0	0	0	0.0%	0	0	0	0.0%
EBT	23	0	23	0.0%	8	0	8	0.0%	0	0	0	0.0%	0	0	0	0.0%
EBR	55	3	58	5.2%	29	3	32	9.4%	0	0	0	0.0%	0	0	0	0.0%
WBL	12	0	12	0.0%	3	0	3	0.0%	0	0	0	0.0%	0	0	0	0.0%
WBT	27	0	27	0.0%	9	0	9	0.0%	0	0	0	0.0%	0	0	0	0.0%
WBR	82	1	83	1.2%	34	0	34	0.0%	0	0	0	0.0%	0	0	0	0.0%
North Leg																
Approach	571	19	590		866	6	872		0	0	0		0	0	0	
Departure	1,045	11	1,056		731	8	739		0	0	0		0	0	0	
Total	1,616	30	1,646	1.8%	1,597	14	1,611	0.9%	0	0	0	0.0%	0	0	0	0.0%
South Leg																
Approach	825	13	838		633	7	640		0	0	0		0	0	0	
Departure	488	18	506		721	8	729		0	0	0		0	0	0	
Total	1,313	31	1,344	2.3%	1,354	15	1,369	1.1%	0	0	0	0.0%	0	0	0	0.0%
East Leg																
Approach	121	1	122		46	0	46		0	0	0		0	0	0	
Departure	58	1	59		60	0	60		0	0	0		0	0	0	
Total	179	2	181	1.1%	106	0	106	0.0%	0	0	0	0.0%	0	0	0	0.0%
West Leg																
Approach	287	3	290		137	4	141		0	0	0		0	0	0	
Departure	213	6	219		170	1	171		0	0	0		0	0	0	
Total	500	9	509	1.8%	307	5	312	1.6%	0	0	0	0.0%	0	0	0	0.0%
Total Approaches																
Approach	1,804	36	1,840		1,682	17	1,699		0	0	0		0	0	0	
Departure	1,804	36	1,840		1,682	17	1,699		0	0	0		0	0	0	
Total	3,608	72	3,680	2.0%	3,364	34	3,398	1.0%	0	0	0	0.0%	0	0	0	0.0%

Table C-2 - Existing Peak Hour Truck Percentages

	Weekday								Saturday							
	AM Peak Hour				PM Peak Hour				AM Peak Hour				Midday Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
6 . Hawthorne Blvd/Crest Rd																
NBL	28	1	29	3.4%	19	0	19	0.0%	0	0	0	0.0%	0	0	0	0.0%
NBT	514	7	521	1.3%	422	5	427	1.2%	0	0	0	0.0%	0	0	0	0.0%
NBR	333	1	334	0.3%	194	5	199	2.5%	0	0	0	0.0%	0	0	0	0.0%
SBL	145	1	146	0.7%	65	2	67	3.0%	0	0	0	0.0%	0	0	0	0.0%
SBT	348	11	359	3.1%	490	7	497	1.4%	0	0	0	0.0%	0	0	0	0.0%
SBR	66	2	68	2.9%	121	0	121	0.0%	0	0	0	0.0%	0	0	0	0.0%
EBL	107	4	111	3.6%	131	2	133	1.5%	0	0	0	0.0%	0	0	0	0.0%
EBT	96	0	96	0.0%	91	0	91	0.0%	0	0	0	0.0%	0	0	0	0.0%
EBR	49	1	50	2.0%	20	0	20	0.0%	0	0	0	0.0%	0	0	0	0.0%
WBL	223	4	227	1.8%	284	0	284	0.0%	0	0	0	0.0%	0	0	0	0.0%
WBT	49	0	49	0.0%	82	0	82	0.0%	0	0	0	0.0%	0	0	0	0.0%
WBR	144	3	147	2.0%	58	0	58	0.0%	0	0	0	0.0%	0	0	0	0.0%
North Leg																
Approach	559	14	573		676	9	685		0	0	0		0	0	0	
Departure	765	14	779		611	7	618		0	0	0		0	0	0	
Total	1,324	28	1,352	2.1%	1,287	16	1,303	1.2%	0	0	0	0.0%	0	0	0	0.0%
South Leg																
Approach	875	9	884		635	10	645		0	0	0		0	0	0	
Departure	620	16	636		794	7	801		0	0	0		0	0	0	
Total	1,495	25	1,520	1.6%	1,429	17	1,446	1.2%	0	0	0	0.0%	0	0	0	0.0%
East Leg																
Approach	416	7	423		424	0	424		0	0	0		0	0	0	
Departure	574	2	576		350	7	357		0	0	0		0	0	0	
Total	990	9	999	0.9%	774	7	781	0.9%	0	0	0	0.0%	0	0	0	0.0%
West Leg																
Approach	252	5	257		242	2	244		0	0	0		0	0	0	
Departure	143	3	146		222	0	222		0	0	0		0	0	0	
Total	395	8	403	2.0%	464	2	466	0.4%	0	0	0	0.0%	0	0	0	0.0%
Total Approaches																
Approach	2,102	35	2,137		1,977	21	1,998		0	0	0		0	0	0	
Departure	2,102	35	2,137		1,977	21	1,998		0	0	0		0	0	0	
Total	4,204	70	4,274	1.6%	3,954	42	3,996	1.1%	0	0	0	0.0%	0	0	0	0.0%

Table C-2 - Existing Peak Hour Truck Percentages

	Weekday								Saturday							
	AM Peak Hour				PM Peak Hour				AM Peak Hour				Midday Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
7 . Hawthorne Blvd/Dupre Dr																
NBL	0	0	0	0.0%	0	0	0	0.0%	0	0	0	0.0%	0	0	0	0.0%
NBT	832	9	841	1.1%	611	9	620	1.5%	0	0	0	0.0%	0	0	0	0.0%
NBR	18	0	18	0.0%	15	0	15	0.0%	0	0	0	0.0%	0	0	0	0.0%
SBL	10	1	11	9.1%	15	0	15	0.0%	0	0	0	0.0%	0	0	0	0.0%
SBT	598	13	611	2.1%	722	8	730	1.1%	0	0	0	0.0%	0	0	0	0.0%
SBR	2	0	2	0.0%	3	0	3	0.0%	0	0	0	0.0%	0	0	0	0.0%
EBL	0	0	0	0.0%	13	0	13	0.0%	0	0	0	0.0%	0	0	0	0.0%
EBT	0	0	0	0.0%	1	0	1	0.0%	0	0	0	0.0%	0	0	0	0.0%
EBR	0	0	0	0.0%	8	0	8	0.0%	0	0	0	0.0%	0	0	0	0.0%
WBL	27	0	27	0.0%	10	0	10	0.0%	0	0	0	0.0%	0	0	0	0.0%
WBT	0	0	0	0.0%	1	0	1	0.0%	0	0	0	0.0%	0	0	0	0.0%
WBR	7	0	7	0.0%	6	0	6	0.0%	0	0	0	0.0%	0	0	0	0.0%
North Leg																
Approach	610	14	624		740	8	748		0	0	0		0	0	0	
Departure	839	9	848		630	9	639		0	0	0		0	0	0	
Total	1,449	23	1,472	1.6%	1,370	17	1,387	1.2%	0	0	0	0.0%	0	0	0	0.0%
South Leg																
Approach	850	9	859		626	9	635		0	0	0		0	0	0	
Departure	625	13	638		740	8	748		0	0	0		0	0	0	
Total	1,475	22	1,497	1.5%	1,366	17	1,383	1.2%	0	0	0	0.0%	0	0	0	0.0%
East Leg																
Approach	34	0	34		17	0	17		0	0	0		0	0	0	
Departure	28	1	29		31	0	31		0	0	0		0	0	0	
Total	62	1	63	1.6%	48	0	48	0.0%	0	0	0	0.0%	0	0	0	0.0%
West Leg																
Approach	0	0	0		22	0	22		0	0	0		0	0	0	
Departure	2	0	2		4	0	4		0	0	0		0	0	0	
Total	2	0	2	0.0%	26	0	26	0.0%	0	0	0	0.0%	0	0	0	0.0%
Total Approaches																
Approach	1,494	23	1,517		1,405	17	1,422		0	0	0		0	0	0	
Departure	1,494	23	1,517		1,405	17	1,422		0	0	0		0	0	0	
Total	2,988	46	3,034	1.5%	2,810	34	2,844	1.2%	0	0	0	0.0%	0	0	0	0.0%

Table C-2 - Existing Peak Hour Truck Percentages

	Weekday								Saturday							
	AM Peak Hour				PM Peak Hour				AM Peak Hour				Midday Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
8 . Hawthorne Blvd/Vallon Dr																
NBL	16	0	16	0.0%	15	0	15	0.0%	0	0	0	0.0%	0	0	0	0.0%
NBT	810	9	819	1.1%	605	11	616	1.8%	0	0	0	0.0%	0	0	0	0.0%
NBR	11	0	11	0.0%	5	0	5	0.0%	0	0	0	0.0%	0	0	0	0.0%
SBL	7	0	7	0.0%	9	0	9	0.0%	0	0	0	0.0%	0	0	0	0.0%
SBT	605	12	617	1.9%	704	5	709	0.7%	0	0	0	0.0%	0	0	0	0.0%
SBR	13	1	14	7.1%	30	0	30	0.0%	0	0	0	0.0%	0	0	0	0.0%
EBL	27	0	27	0.0%	18	0	18	0.0%	0	0	0	0.0%	0	0	0	0.0%
EBT	0	0	0	0.0%	1	0	1	0.0%	0	0	0	0.0%	0	0	0	0.0%
EBR	20	1	21	4.8%	5	0	5	0.0%	0	0	0	0.0%	0	0	0	0.0%
WBL	12	0	12	0.0%	5	0	5	0.0%	0	0	0	0.0%	0	0	0	0.0%
WBT	0	0	0	0.0%	0	0	0	0.0%	0	0	0	0.0%	0	0	0	0.0%
WBR	5	0	5	0.0%	6	0	6	0.0%	0	0	0	0.0%	0	0	0	0.0%
North Leg																
Approach	625	13	638		743	5	748		0	0	0		0	0	0	
Departure	842	9	851		629	11	640		0	0	0		0	0	0	
Total	1,467	22	1,489	1.5%	1,372	16	1,388	1.2%	0	0	0	0.0%	0	0	0	0.0%
South Leg																
Approach	837	9	846		625	11	636		0	0	0		0	0	0	
Departure	637	13	650		714	5	719		0	0	0		0	0	0	
Total	1,474	22	1,496	1.5%	1,339	16	1,355	1.2%	0	0	0	0.0%	0	0	0	0.0%
East Leg																
Approach	17	0	17		11	0	11		0	0	0		0	0	0	
Departure	18	0	18		15	0	15		0	0	0		0	0	0	
Total	35	0	35	0.0%	26	0	26	0.0%	0	0	0	0.0%	0	0	0	0.0%
West Leg																
Approach	47	1	48		24	0	24		0	0	0		0	0	0	
Departure	29	1	30		45	0	45		0	0	0		0	0	0	
Total	76	2	78	2.6%	69	0	69	0.0%	0	0	0	0.0%	0	0	0	0.0%
Total Approaches																
Approach	1,526	23	1,549		1,403	16	1,419		0	0	0		0	0	0	
Departure	1,526	23	1,549		1,403	16	1,419		0	0	0		0	0	0	
Total	3,052	46	3,098	1.5%	2,806	32	2,838	1.1%	0	0	0	0.0%	0	0	0	0.0%

Table C-2 - Existing Peak Hour Truck Percentages

	Weekday								Saturday							
	AM Peak Hour				PM Peak Hour				AM Peak Hour				Midday Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
9 . Crestmont Ln/Palos Verdes Dr S																
NBL	22	2	24	8.3%	82	1	83	1.2%	0	0	0	0.0%	0	0	0	0.0%
NBT	0	0	0	0.0%	0	0	0	0.0%	0	0	0	0.0%	0	0	0	0.0%
NBR	13	1	14	7.1%	94	0	94	0.0%	0	0	0	0.0%	0	0	0	0.0%
SBL	2	0	2	0.0%	10	0	10	0.0%	0	0	0	0.0%	0	0	0	0.0%
SBT	0	0	0	0.0%	0	0	0	0.0%	0	0	0	0.0%	0	0	0	0.0%
SBR	1	0	1	0.0%	1	0	1	0.0%	0	0	0	0.0%	0	0	0	0.0%
EBL	14	0	14	0.0%	36	0	36	0.0%	0	0	0	0.0%	0	0	0	0.0%
EBT	393	11	404	2.7%	689	11	700	1.6%	0	0	0	0.0%	0	0	0	0.0%
EBR	43	3	46	6.5%	70	0	70	0.0%	0	0	0	0.0%	0	0	0	0.0%
WBL	61	4	65	6.2%	63	0	63	0.0%	0	0	0	0.0%	0	0	0	0.0%
WBT	1,023	15	1,038	1.4%	461	4	465	0.9%	0	0	0	0.0%	0	0	0	0.0%
WBR	12	0	12	0.0%	4	0	4	0.0%	0	0	0	0.0%	0	0	0	0.0%
North Leg																
Approach	3	0	3		11	0	11		0	0	0		0	0	0	
Departure	26	0	26		40	0	40		0	0	0		0	0	0	
Total	29	0	29	0.0%	51	0	51	0.0%	0	0	0	0.0%	0	0	0	0.0%
South Leg																
Approach	35	3	38		176	1	177		0	0	0		0	0	0	
Departure	104	7	111		133	0	133		0	0	0		0	0	0	
Total	139	10	149	6.7%	309	1	310	0.3%	0	0	0	0.0%	0	0	0	0.0%
East Leg																
Approach	1,096	19	1,115		528	4	532		0	0	0		0	0	0	
Departure	408	12	420		793	11	804		0	0	0		0	0	0	
Total	1,504	31	1,535	2.0%	1,321	15	1,336	1.1%	0	0	0	0.0%	0	0	0	0.0%
West Leg																
Approach	450	14	464		795	11	806		0	0	0		0	0	0	
Departure	1,046	17	1,063		544	5	549		0	0	0		0	0	0	
Total	1,496	31	1,527	2.0%	1,339	16	1,355	1.2%	0	0	0	0.0%	0	0	0	0.0%
Total Approaches																
Approach	1,584	36	1,620		1,510	16	1,526		0	0	0		0	0	0	
Departure	1,584	36	1,620		1,510	16	1,526		0	0	0		0	0	0	
Total	3,168	72	3,240	2.2%	3,020	32	3,052	1.0%	0	0	0	0.0%	0	0	0	0.0%

Table C-2 - Existing Peak Hour Truck Percentages

	Weekday								Saturday							
	AM Peak Hour				PM Peak Hour				AM Peak Hour				Midday Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
10 . Grayslake Rd/Hawthorne Blvd																
NBL	62	1	63	1.6%	52	1	53	1.9%	0	0	0	0.0%	0	0	0	0.0%
NBT	116	0	116	0.0%	27	0	27	0.0%	0	0	0	0.0%	0	0	0	0.0%
NBR	512	1	513	0.2%	269	4	273	1.5%	0	0	0	0.0%	0	0	0	0.0%
SBL	157	0	157	0.0%	90	0	90	0.0%	0	0	0	0.0%	0	0	0	0.0%
SBT	35	0	35	0.0%	22	0	22	0.0%	0	0	0	0.0%	0	0	0	0.0%
SBR	7	0	7	0.0%	11	0	11	0.0%	0	0	0	0.0%	0	0	0	0.0%
EBL	32	0	32	0.0%	11	0	11	0.0%	0	0	0	0.0%	0	0	0	0.0%
EBT	1,232	13	1,245	1.0%	869	15	884	1.7%	0	0	0	0.0%	0	0	0	0.0%
EBR	15	0	15	0.0%	21	0	21	0.0%	0	0	0	0.0%	0	0	0	0.0%
WBL	183	2	185	1.1%	334	3	337	0.9%	0	0	0	0.0%	0	0	0	0.0%
WBT	647	24	671	3.6%	1,065	8	1,073	0.7%	0	0	0	0.0%	0	0	0	0.0%
WBR	122	2	124	1.6%	138	1	139	0.7%	0	0	0	0.0%	0	0	0	0.0%
North Leg																
Approach	199	0	199		123	0	123		0	0	0		0	0	0	
Departure	270	2	272		176	1	177		0	0	0		0	0	0	
Total	469	2	471	0.4%	299	1	300	0.3%	0	0	0	0.0%	0	0	0	0.0%
South Leg																
Approach	690	2	692		348	5	353		0	0	0		0	0	0	
Departure	233	2	235		377	3	380		0	0	0		0	0	0	
Total	923	4	927	0.4%	725	8	733	1.1%	0	0	0	0.0%	0	0	0	0.0%
East Leg																
Approach	952	28	980		1,537	12	1,549		0	0	0		0	0	0	
Departure	1,901	14	1,915		1,228	19	1,247		0	0	0		0	0	0	
Total	2,853	42	2,895	1.5%	2,765	31	2,796	1.1%	0	0	0	0.0%	0	0	0	0.0%
West Leg																
Approach	1,279	13	1,292		901	15	916		0	0	0		0	0	0	
Departure	716	25	741		1,128	9	1,137		0	0	0		0	0	0	
Total	1,995	38	2,033	1.9%	2,029	24	2,053	1.2%	0	0	0	0.0%	0	0	0	0.0%
Total Approaches																
Approach	3,120	43	3,163		2,909	32	2,941		0	0	0		0	0	0	
Departure	3,120	43	3,163		2,909	32	2,941		0	0	0		0	0	0	
Total	6,240	86	6,326	1.4%	5,818	64	5,882	1.1%	0	0	0	0.0%	0	0	0	0.0%

Table C-2 - Existing Peak Hour Truck Percentages

	Weekday								Saturday							
	AM Peak Hour				PM Peak Hour				AM Peak Hour				Midday Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
11 . Highridge Rd/Crest Rd																
NBL	13	1	14	7.1%	7	0	7	0.0%	0	0	0	0.0%	0	0	0	0.0%
NBT	13	0	13	0.0%	8	0	8	0.0%	0	0	0	0.0%	0	0	0	0.0%
NBR	20	0	20	0.0%	9	0	9	0.0%	0	0	0	0.0%	0	0	0	0.0%
SBL	114	1	115	0.9%	20	1	21	4.8%	0	0	0	0.0%	0	0	0	0.0%
SBT	3	0	3	0.0%	8	0	8	0.0%	0	0	0	0.0%	0	0	0	0.0%
SBR	130	0	130	0.0%	56	0	56	0.0%	0	0	0	0.0%	0	0	0	0.0%
EBL	109	1	110	0.9%	59	0	59	0.0%	0	0	0	0.0%	0	0	0	0.0%
EBT	570	1	571	0.2%	303	7	310	2.3%	0	0	0	0.0%	0	0	0	0.0%
EBR	6	0	6	0.0%	4	0	4	0.0%	0	0	0	0.0%	0	0	0	0.0%
WBL	15	0	15	0.0%	19	0	19	0.0%	0	0	0	0.0%	0	0	0	0.0%
WBT	261	5	266	1.9%	423	0	423	0.0%	0	0	0	0.0%	0	0	0	0.0%
WBR	36	1	37	2.7%	16	0	16	0.0%	0	0	0	0.0%	0	0	0	0.0%
North Leg																
Approach	247	1	248		84	1	85		0	0	0		0	0	0	
Departure	158	2	160		83	0	83		0	0	0		0	0	0	
Total	405	3	408	0.7%	167	1	168	0.6%	0	0	0	0.0%	0	0	0	0.0%
South Leg																
Approach	46	1	47		24	0	24		0	0	0		0	0	0	
Departure	24	0	24		31	0	31		0	0	0		0	0	0	
Total	70	1	71	1.4%	55	0	55	0.0%	0	0	0	0.0%	0	0	0	0.0%
East Leg																
Approach	312	6	318		458	0	458		0	0	0		0	0	0	
Departure	704	2	706		332	8	340		0	0	0		0	0	0	
Total	1,016	8	1,024	0.8%	790	8	798	1.0%	0	0	0	0.0%	0	0	0	0.0%
West Leg																
Approach	685	2	687		366	7	373		0	0	0		0	0	0	
Departure	404	6	410		486	0	486		0	0	0		0	0	0	
Total	1,089	8	1,097	0.7%	852	7	859	0.8%	0	0	0	0.0%	0	0	0	0.0%
Total Approaches																
Approach	1,290	10	1,300		932	8	940		0	0	0		0	0	0	
Departure	1,290	10	1,300		932	8	940		0	0	0		0	0	0	
Total	2,580	20	2,600	0.8%	1,864	16	1,880	0.9%	0	0	0	0.0%	0	0	0	0.0%

Table C-2 - Existing Peak Hour Truck Percentages

	Weekday								Saturday							
	AM Peak Hour				PM Peak Hour				AM Peak Hour				Midday Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
12 . Basswood Ave/Montemalaga Dr																
NBL	19	0	19	0.0%	13	0	13	0.0%	0	0	0	0.0%	0	0	0	0.0%
NBT	65	0	65	0.0%	5	1	6	16.7%	0	0	0	0.0%	0	0	0	0.0%
NBR	36	0	36	0.0%	21	0	21	0.0%	0	0	0	0.0%	0	0	0	0.0%
SBL	122	0	122	0.0%	46	0	46	0.0%	0	0	0	0.0%	0	0	0	0.0%
SBT	42	0	42	0.0%	9	0	9	0.0%	0	0	0	0.0%	0	0	0	0.0%
SBR	26	0	26	0.0%	8	0	8	0.0%	0	0	0	0.0%	0	0	0	0.0%
EBL	66	0	66	0.0%	12	0	12	0.0%	0	0	0	0.0%	0	0	0	0.0%
EBT	337	9	346	2.6%	196	1	197	0.5%	0	0	0	0.0%	0	0	0	0.0%
EBR	6	0	6	0.0%	12	0	12	0.0%	0	0	0	0.0%	0	0	0	0.0%
WBL	25	0	25	0.0%	32	0	32	0.0%	0	0	0	0.0%	0	0	0	0.0%
WBT	221	4	225	1.8%	215	3	218	1.4%	0	0	0	0.0%	0	0	0	0.0%
WBR	62	0	62	0.0%	36	0	36	0.0%	0	0	0	0.0%	0	0	0	0.0%
North Leg																
Approach	190	0	190		63	0	63		0	0	0		0	0	0	
Departure	193	0	193		53	1	54		0	0	0		0	0	0	
Total	383	0	383	0.0%	116	1	117	0.9%	0	0	0	0.0%	0	0	0	0.0%
South Leg																
Approach	120	0	120		39	1	40		0	0	0		0	0	0	
Departure	73	0	73		53	0	53		0	0	0		0	0	0	
Total	193	0	193	0.0%	92	1	93	1.1%	0	0	0	0.0%	0	0	0	0.0%
East Leg																
Approach	308	4	312		283	3	286		0	0	0		0	0	0	
Departure	495	9	504		263	1	264		0	0	0		0	0	0	
Total	803	13	816	1.6%	546	4	550	0.7%	0	0	0	0.0%	0	0	0	0.0%
West Leg																
Approach	409	9	418		220	1	221		0	0	0		0	0	0	
Departure	266	4	270		236	3	239		0	0	0		0	0	0	
Total	675	13	688	1.9%	456	4	460	0.9%	0	0	0	0.0%	0	0	0	0.0%
Total Approaches																
Approach	1,027	13	1,040		605	5	610		0	0	0		0	0	0	
Departure	1,027	13	1,040		605	5	610		0	0	0		0	0	0	
Total	2,054	26	2,080	1.3%	1,210	10	1,220	0.8%	0	0	0	0.0%	0	0	0	0.0%

Table C-2 - Existing Peak Hour Truck Percentages

	Weekday								Saturday							
	AM Peak Hour				PM Peak Hour				AM Peak Hour				Midday Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
13 . Silver Spur Rd/Hawthorne Blvd																
NBL	181	6	187	3.2%	267	2	269	0.7%	0	0	0	0.0%	0	0	0	0.0%
NBT	220	3	223	1.3%	259	6	265	2.3%	0	0	0	0.0%	0	0	0	0.0%
NBR	106	5	111	4.5%	217	3	220	1.4%	0	0	0	0.0%	0	0	0	0.0%
SBL	107	1	108	0.9%	81	1	82	1.2%	0	0	0	0.0%	0	0	0	0.0%
SBT	308	3	311	1.0%	340	4	344	1.2%	0	0	0	0.0%	0	0	0	0.0%
SBR	136	0	136	0.0%	196	3	199	1.5%	0	0	0	0.0%	0	0	0	0.0%
EBL	172	1	173	0.6%	190	1	191	0.5%	0	0	0	0.0%	0	0	0	0.0%
EBT	976	17	993	1.7%	644	8	652	1.2%	0	0	0	0.0%	0	0	0	0.0%
EBR	313	1	314	0.3%	243	5	248	2.0%	0	0	0	0.0%	0	0	0	0.0%
WBL	163	5	168	3.0%	227	1	228	0.4%	0	0	0	0.0%	0	0	0	0.0%
WBT	494	25	519	4.8%	850	7	857	0.8%	0	0	0	0.0%	0	0	0	0.0%
WBR	76	0	76	0.0%	60	1	61	1.6%	0	0	0	0.0%	0	0	0	0.0%
North Leg																
Approach	551	4	555		617	8	625		0	0	0		0	0	0	
Departure	468	4	472		509	8	517		0	0	0		0	0	0	
Total	1,019	8	1,027	0.8%	1,126	16	1,142	1.4%	0	0	0	0.0%	0	0	0	0.0%
South Leg																
Approach	507	14	521		743	11	754		0	0	0		0	0	0	
Departure	784	9	793		810	10	820		0	0	0		0	0	0	
Total	1,291	23	1,314	1.8%	1,553	21	1,574	1.3%	0	0	0	0.0%	0	0	0	0.0%
East Leg																
Approach	733	30	763		1,137	9	1,146		0	0	0		0	0	0	
Departure	1,189	23	1,212		942	12	954		0	0	0		0	0	0	
Total	1,922	53	1,975	2.7%	2,079	21	2,100	1.0%	0	0	0	0.0%	0	0	0	0.0%
West Leg																
Approach	1,461	19	1,480		1,077	14	1,091		0	0	0		0	0	0	
Departure	811	31	842		1,313	12	1,325		0	0	0		0	0	0	
Total	2,272	50	2,322	2.2%	2,390	26	2,416	1.1%	0	0	0	0.0%	0	0	0	0.0%
Total Approaches																
Approach	3,252	67	3,319		3,574	42	3,616		0	0	0		0	0	0	
Departure	3,252	67	3,319		3,574	42	3,616		0	0	0		0	0	0	
Total	6,504	134	6,638	2.0%	7,148	84	7,232	1.2%	0	0	0	0.0%	0	0	0	0.0%

Table C-2 - Existing Peak Hour Truck Percentages

	Weekday								Saturday							
	AM Peak Hour				PM Peak Hour				AM Peak Hour				Midday Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
14 . Crenshaw Blvd/Crestridge Rd																
NBL	6	0	6	0.0%	6	0	6	0.0%	0	0	0	0.0%	0	0	0	0.0%
NBT	894	4	898	0.4%	485	16	501	3.2%	0	0	0	0.0%	0	0	0	0.0%
NBR	3	0	3	0.0%	9	1	10	10.0%	0	0	0	0.0%	0	0	0	0.0%
SBL	26	0	26	0.0%	30	0	30	0.0%	0	0	0	0.0%	0	0	0	0.0%
SBT	591	4	595	0.7%	709	7	716	1.0%	0	0	0	0.0%	0	0	0	0.0%
SBR	191	4	195	2.1%	324	0	324	0.0%	0	0	0	0.0%	0	0	0	0.0%
EBL	399	1	400	0.3%	211	0	211	0.0%	0	0	0	0.0%	0	0	0	0.0%
EBT	7	0	7	0.0%	8	0	8	0.0%	0	0	0	0.0%	0	0	0	0.0%
EBR	17	0	17	0.0%	13	0	13	0.0%	0	0	0	0.0%	0	0	0	0.0%
WBL	4	0	4	0.0%	6	1	7	14.3%	0	0	0	0.0%	0	0	0	0.0%
WBT	6	0	6	0.0%	2	0	2	0.0%	0	0	0	0.0%	0	0	0	0.0%
WBR	41	0	41	0.0%	33	0	33	0.0%	0	0	0	0.0%	0	0	0	0.0%
North Leg																
Approach	808	8	816		1,063	7	1,070		0	0	0		0	0	0	
Departure	1,334	5	1,339		729	16	745		0	0	0		0	0	0	
Total	2,142	13	2,155	0.6%	1,792	23	1,815	1.3%	0	0	0	0.0%	0	0	0	0.0%
South Leg																
Approach	903	4	907		500	17	517		0	0	0		0	0	0	
Departure	612	4	616		728	8	736		0	0	0		0	0	0	
Total	1,515	8	1,523	0.5%	1,228	25	1,253	2.0%	0	0	0	0.0%	0	0	0	0.0%
East Leg																
Approach	51	0	51		41	1	42		0	0	0		0	0	0	
Departure	36	0	36		47	1	48		0	0	0		0	0	0	
Total	87	0	87	0.0%	88	2	90	2.2%	0	0	0	0.0%	0	0	0	0.0%
West Leg																
Approach	423	1	424		232	0	232		0	0	0		0	0	0	
Departure	203	4	207		332	0	332		0	0	0		0	0	0	
Total	626	5	631	0.8%	564	0	564	0.0%	0	0	0	0.0%	0	0	0	0.0%
Total Approaches																
Approach	2,185	13	2,198		1,836	25	1,861		0	0	0		0	0	0	
Departure	2,185	13	2,198		1,836	25	1,861		0	0	0		0	0	0	
Total	4,370	26	4,396	0.6%	3,672	50	3,722	1.3%	0	0	0	0.0%	0	0	0	0.0%

Table C-2 - Existing Peak Hour Truck Percentages

	Weekday								Saturday							
	AM Peak Hour				PM Peak Hour				AM Peak Hour				Midday Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
15 . Crenshaw Blvd/Indian Peak Rd																
NBL	181	2	183	1.1%	118	3	121	2.5%	0	0	0	0.0%	0	0	0	0.0%
NBT	1,143	3	1,146	0.3%	611	14	625	2.2%	0	0	0	0.0%	0	0	0	0.0%
NBR	0	0	0	0.0%	0	0	0	0.0%	0	0	0	0.0%	0	0	0	0.0%
SBL	0	0	0	0.0%	2	0	2	0.0%	0	0	0	0.0%	0	0	0	0.0%
SBT	647	11	658	1.7%	863	6	869	0.7%	0	0	0	0.0%	0	0	0	0.0%
SBR	130	2	132	1.5%	158	2	160	1.3%	0	0	0	0.0%	0	0	0	0.0%
EBL	168	0	168	0.0%	123	0	123	0.0%	0	0	0	0.0%	0	0	0	0.0%
EBT	0	0	0	0.0%	0	0	0	0.0%	0	0	0	0.0%	0	0	0	0.0%
EBR	139	3	142	2.1%	205	3	208	1.4%	0	0	0	0.0%	0	0	0	0.0%
WBL	0	0	0	0.0%	0	0	0	0.0%	0	0	0	0.0%	0	0	0	0.0%
WBT	0	0	0	0.0%	0	0	0	0.0%	0	0	0	0.0%	0	0	0	0.0%
WBR	0	0	0	0.0%	0	0	0	0.0%	0	0	0	0.0%	0	0	0	0.0%
North Leg																
Approach	777	13	790		1,023	8	1,031		0	0	0		0	0	0	
Departure	1,311	3	1,314		734	14	748		0	0	0		0	0	0	
Total	2,088	16	2,104	0.8%	1,757	22	1,779	1.2%	0	0	0	0.0%	0	0	0	0.0%
South Leg																
Approach	1,324	5	1,329		729	17	746		0	0	0		0	0	0	
Departure	786	14	800		1,068	9	1,077		0	0	0		0	0	0	
Total	2,110	19	2,129	0.9%	1,797	26	1,823	1.4%	0	0	0	0.0%	0	0	0	0.0%
East Leg																
Approach	0	0	0		0	0	0		0	0	0		0	0	0	
Departure	0	0	0		2	0	2		0	0	0		0	0	0	
Total	0	0	0	0.0%	2	0	2	0.0%	0	0	0	0.0%	0	0	0	0.0%
West Leg																
Approach	307	3	310		328	3	331		0	0	0		0	0	0	
Departure	311	4	315		276	5	281		0	0	0		0	0	0	
Total	618	7	625	1.1%	604	8	612	1.3%	0	0	0	0.0%	0	0	0	0.0%
Total Approaches																
Approach	2,408	21	2,429		2,080	28	2,108		0	0	0		0	0	0	
Departure	2,408	21	2,429		2,080	28	2,108		0	0	0		0	0	0	
Total	4,816	42	4,858	0.9%	4,160	56	4,216	1.3%	0	0	0	0.0%	0	0	0	0.0%

Table C-2 - Existing Peak Hour Truck Percentages

	Weekday								Saturday							
	AM Peak Hour				PM Peak Hour				AM Peak Hour				Midday Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
16 . Crenshaw Blvd/Crest Rd																
NBL	53	0	53	0.0%	42	0	42	0.0%	0	0	0	0.0%	0	0	0	0.0%
NBT	151	0	151	0.0%	98	2	100	2.0%	0	0	0	0.0%	0	0	0	0.0%
NBR	0	0	0	0.0%	6	0	6	0.0%	0	0	0	0.0%	0	0	0	0.0%
SBL	170	0	170	0.0%	120	4	124	3.2%	0	0	0	0.0%	0	0	0	0.0%
SBT	101	1	102	1.0%	119	1	120	0.8%	0	0	0	0.0%	0	0	0	0.0%
SBR	333	3	336	0.9%	487	2	489	0.4%	0	0	0	0.0%	0	0	0	0.0%
EBL	640	2	642	0.3%	317	8	325	2.5%	0	0	0	0.0%	0	0	0	0.0%
EBT	54	1	55	1.8%	38	2	40	5.0%	0	0	0	0.0%	0	0	0	0.0%
EBR	89	1	90	1.1%	40	0	40	0.0%	0	0	0	0.0%	0	0	0	0.0%
WBL	2	0	2	0.0%	2	0	2	0.0%	0	0	0	0.0%	0	0	0	0.0%
WBT	47	4	51	7.8%	28	0	28	0.0%	0	0	0	0.0%	0	0	0	0.0%
WBR	113	2	115	1.7%	93	6	99	6.1%	0	0	0	0.0%	0	0	0	0.0%
North Leg																
Approach	604	4	608		726	7	733		0	0	0		0	0	0	
Departure	904	4	908		508	16	524		0	0	0		0	0	0	
Total	1,508	8	1,516	0.5%	1,234	23	1,257	1.8%	0	0	0	0.0%	0	0	0	0.0%
South Leg																
Approach	204	0	204		146	2	148		0	0	0		0	0	0	
Departure	192	2	194		161	1	162		0	0	0		0	0	0	
Total	396	2	398	0.5%	307	3	310	1.0%	0	0	0	0.0%	0	0	0	0.0%
East Leg																
Approach	162	6	168		123	6	129		0	0	0		0	0	0	
Departure	224	1	225		164	6	170		0	0	0		0	0	0	
Total	386	7	393	1.8%	287	12	299	4.0%	0	0	0	0.0%	0	0	0	0.0%
West Leg																
Approach	783	4	787		395	10	405		0	0	0		0	0	0	
Departure	433	7	440		557	2	559		0	0	0		0	0	0	
Total	1,216	11	1,227	0.9%	952	12	964	1.2%	0	0	0	0.0%	0	0	0	0.0%
Total Approaches																
Approach	1,753	14	1,767		1,390	25	1,415		0	0	0		0	0	0	
Departure	1,753	14	1,767		1,390	25	1,415		0	0	0		0	0	0	
Total	3,506	28	3,534	0.8%	2,780	50	2,830	1.8%	0	0	0	0.0%	0	0	0	0.0%

Table C-2 - Existing Peak Hour Truck Percentages

	Weekday								Saturday							
	AM Peak Hour				PM Peak Hour				AM Peak Hour				Midday Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
17 . Hawthorne Blvd/Blackhorse Rd																
NBL	0	0	0	0.0%	1	0	1	0.0%	0	0	0	0.0%	0	0	0	0.0%
NBT	1,188	22	1,210	1.8%	900	9	909	1.0%	0	0	0	0.0%	0	0	0	0.0%
NBR	21	0	21	0.0%	21	1	22	4.5%	0	0	0	0.0%	0	0	0	0.0%
SBL	48	4	52	7.7%	117	0	117	0.0%	0	0	0	0.0%	0	0	0	0.0%
SBT	695	30	725	4.1%	1,155	4	1,159	0.3%	0	0	0	0.0%	0	0	0	0.0%
SBR	0	0	0	0.0%	0	0	0	0.0%	0	0	0	0.0%	0	0	0	0.0%
EBL	0	0	0	0.0%	0	0	0	0.0%	0	0	0	0.0%	0	0	0	0.0%
EBT	0	0	0	0.0%	0	0	0	0.0%	0	0	0	0.0%	0	0	0	0.0%
EBR	0	0	0	0.0%	0	0	0	0.0%	0	0	0	0.0%	0	0	0	0.0%
WBL	28	0	28	0.0%	10	0	10	0.0%	0	0	0	0.0%	0	0	0	0.0%
WBT	0	0	0	0.0%	0	0	0	0.0%	0	0	0	0.0%	0	0	0	0.0%
WBR	183	2	185	1.1%	67	1	68	1.5%	0	0	0	0.0%	0	0	0	0.0%
North Leg																
Approach	743	34	777		1,272	4	1,276		0	0	0		0	0	0	
Departure	1,371	24	1,395		967	10	977		0	0	0		0	0	0	
Total	2,114	58	2,172	2.7%	2,239	14	2,253	0.6%	0	0	0	0.0%	0	0	0	0.0%
South Leg																
Approach	1,209	22	1,231		922	10	932		0	0	0		0	0	0	
Departure	723	30	753		1,165	4	1,169		0	0	0		0	0	0	
Total	1,932	52	1,984	2.6%	2,087	14	2,101	0.7%	0	0	0	0.0%	0	0	0	0.0%
East Leg																
Approach	211	2	213		77	1	78		0	0	0		0	0	0	
Departure	69	4	73		138	1	139		0	0	0		0	0	0	
Total	280	6	286	2.1%	215	2	217	0.9%	0	0	0	0.0%	0	0	0	0.0%
West Leg																
Approach	0	0	0		0	0	0		0	0	0		0	0	0	
Departure	0	0	0		1	0	1		0	0	0		0	0	0	
Total	0	0	0	0.0%	1	0	1	0.0%	0	0	0	0.0%	0	0	0	0.0%
Total Approaches																
Approach	2,163	58	2,221		2,271	15	2,286		0	0	0		0	0	0	
Departure	2,163	58	2,221		2,271	15	2,286		0	0	0		0	0	0	
Total	4,326	116	4,442	2.6%	4,542	30	4,572	0.7%	0	0	0	0.0%	0	0	0	0.0%

Table C-2 - Existing Peak Hour Truck Percentages

	Weekday								Saturday							
	AM Peak Hour				PM Peak Hour				AM Peak Hour				Midday Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
18 . Forrestal Dr/Palos Verdes Dr. S																
NBL	6	0	6	0.0%	14	0	14	0.0%	4	0	4	0.0%	23	1	24	4.2%
NBT	0	0	0	0.0%	2	0	2	0.0%	1	0	1	0.0%	0	0	0	0.0%
NBR	9	2	11	18.2%	34	0	34	0.0%	20	0	20	0.0%	49	0	49	0.0%
SBL	40	2	42	4.8%	44	0	44	0.0%	37	0	37	0.0%	41	0	41	0.0%
SBT	1	0	1	0.0%	0	0	0	0.0%	1	0	1	0.0%	1	0	1	0.0%
SBR	24	0	24	0.0%	27	0	27	0.0%	18	0	18	0.0%	76	0	76	0.0%
EBL	11	0	11	0.0%	36	0	36	0.0%	59	0	59	0.0%	47	0	47	0.0%
EBT	413	11	424	2.6%	739	14	753	1.9%	248	1	249	0.4%	542	7	549	1.3%
EBR	4	0	4	0.0%	4	0	4	0.0%	8	0	8	0.0%	33	1	34	2.9%
WBL	19	2	21	9.5%	21	0	21	0.0%	48	0	48	0.0%	43	0	43	0.0%
WBT	891	18	909	2.0%	436	7	443	1.6%	459	9	468	1.9%	507	4	511	0.8%
WBR	35	2	37	5.4%	38	1	39	2.6%	41	0	41	0.0%	73	0	73	0.0%
North Leg																
Approach	65	2	67		71	0	71		56	0	56		118	0	118	
Departure	46	2	48		76	1	77		101	0	101		120	0	120	
Total	111	4	115	3.5%	147	1	148	0.7%	157	0	157	0.0%	238	0	238	0.0%
South Leg																
Approach	15	2	17		50	0	50		25	0	25		72	1	73	
Departure	24	2	26		25	0	25		57	0	57		77	1	78	
Total	39	4	43	9.3%	75	0	75	0.0%	82	0	82	0.0%	149	2	151	1.3%
East Leg																
Approach	945	22	967		495	8	503		548	9	557		623	4	627	
Departure	462	15	477		817	14	831		305	1	306		632	7	639	
Total	1,407	37	1,444	2.6%	1,312	22	1,334	1.6%	853	10	863	1.2%	1,255	11	1,266	0.9%
West Leg																
Approach	428	11	439		779	14	793		315	1	316		622	8	630	
Departure	921	18	939		477	7	484		481	9	490		606	5	611	
Total	1,349	29	1,378	2.1%	1,256	21	1,277	1.6%	796	10	806	1.2%	1,228	13	1,241	1.0%
Total Approaches																
Approach	1,453	37	1,490		1,395	22	1,417		944	10	954		1,435	13	1,448	
Departure	1,453	37	1,490		1,395	22	1,417		944	10	954		1,435	13	1,448	
Total	2,906	74	2,980	2.5%	2,790	44	2,834	1.6%	1,888	20	1,908	1.0%	2,870	26	2,896	0.9%

Table C-2 - Existing Peak Hour Truck Percentages

	Weekday								Saturday							
	AM Peak Hour				PM Peak Hour				AM Peak Hour				Midday Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
19 . Palos Verdes Dr E/Palos Verdes Dr S																
NBL	0	0	0	0.0%	0	0	0	0.0%	0	0	0	0.0%	0	0	0	0.0%
NBT	0	0	0	0.0%	0	0	0	0.0%	0	0	0	0.0%	0	0	0	0.0%
NBR	0	0	0	0.0%	0	0	0	0.0%	0	0	0	0.0%	0	0	0	0.0%
SBL	31	0	31	0.0%	41	0	41	0.0%	20	1	21	4.8%	38	1	39	2.6%
SBT	0	0	0	0.0%	0	0	0	0.0%	0	0	0	0.0%	0	0	0	0.0%
SBR	133	7	140	5.0%	64	2	66	3.0%	65	0	65	0.0%	81	0	81	0.0%
EBL	95	4	99	4.0%	83	1	84	1.2%	26	0	26	0.0%	63	1	64	1.6%
EBT	380	11	391	2.8%	734	14	748	1.9%	284	0	284	0.0%	548	11	559	2.0%
EBR	0	0	0	0.0%	0	0	0	0.0%	0	0	0	0.0%	0	0	0	0.0%
WBL	0	0	0	0.0%	0	0	0	0.0%	4	0	4	0.0%	2	0	2	0.0%
WBT	814	17	831	2.0%	444	3	447	0.7%	478	5	483	1.0%	562	4	566	0.7%
WBR	68	1	69	1.4%	48	0	48	0.0%	18	0	18	0.0%	51	0	51	0.0%
North Leg																
Approach	164	7	171		105	2	107		85	1	86		119	1	120	
Departure	163	5	168		131	1	132		44	0	44		114	1	115	
Total	327	12	339	3.5%	236	3	239	1.3%	129	1	130	0.8%	233	2	235	0.9%
South Leg																
Approach	0	0	0		0	0	0		0	0	0		0	0	0	
Departure	0	0	0		0	0	0		4	0	4		2	0	2	
Total	0	0	0	0.0%	0	0	0	0.0%	4	0	4	0.0%	2	0	2	0.0%
East Leg																
Approach	882	18	900		492	3	495		500	5	505		615	4	619	
Departure	411	11	422		775	14	789		304	1	305		586	12	598	
Total	1,293	29	1,322	2.2%	1,267	17	1,284	1.3%	804	6	810	0.7%	1,201	16	1,217	1.3%
West Leg																
Approach	475	15	490		817	15	832		310	0	310		611	12	623	
Departure	947	24	971		508	5	513		543	5	548		643	4	647	
Total	1,422	39	1,461	2.7%	1,325	20	1,345	1.5%	853	5	858	0.6%	1,254	16	1,270	1.3%
Total Approaches																
Approach	1,521	40	1,561		1,414	20	1,434		895	6	901		1,345	17	1,362	
Departure	1,521	40	1,561		1,414	20	1,434		895	6	901		1,345	17	1,362	
Total	3,042	80	3,122	2.6%	2,828	40	2,868	1.4%	1,790	12	1,802	0.7%	2,690	34	2,724	1.2%

Table C-2 - Existing Peak Hour Truck Percentages

	Weekday								Saturday							
	AM Peak Hour				PM Peak Hour				AM Peak Hour				Midday Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
20 . Palos Verdes Dr E/Crest Rd																
NBL	72	1	73	1.4%	17	2	19	10.5%	4	0	4	0.0%	23	0	23	0.0%
NBT	127	2	129	1.6%	108	1	109	0.9%	78	0	78	0.0%	126	1	127	0.8%
NBR	22	4	26	15.4%	11	0	11	0.0%	2	0	2	0.0%	3	0	3	0.0%
SBL	92	0	92	0.0%	48	0	48	0.0%	4	0	4	0.0%	5	0	5	0.0%
SBT	99	1	100	1.0%	141	4	145	2.8%	64	0	64	0.0%	119	0	119	0.0%
SBR	193	2	195	1.0%	82	0	82	0.0%	22	1	23	4.3%	40	2	42	4.8%
EBL	229	0	229	0.0%	46	0	46	0.0%	43	0	43	0.0%	61	0	61	0.0%
EBT	1	0	1	0.0%	0	0	0	0.0%	0	0	0	0.0%	0	0	0	0.0%
EBR	58	3	61	4.9%	11	2	13	15.4%	9	0	9	0.0%	16	1	17	5.9%
WBL	3	2	5	40.0%	20	0	20	0.0%	1	0	1	0.0%	3	0	3	0.0%
WBT	0	0	0	0.0%	2	0	2	0.0%	0	0	0	0.0%	0	0	0	0.0%
WBR	9	0	9	0.0%	90	0	90	0.0%	2	0	2	0.0%	2	0	2	0.0%
North Leg																
Approach	384	3	387		271	4	275		90	1	91		164	2	166	
Departure	365	2	367		244	1	245		123	0	123		189	1	190	
Total	749	5	754	0.7%	515	5	520	1.0%	213	1	214	0.5%	353	3	356	0.8%
South Leg																
Approach	221	7	228		136	3	139		84	0	84		152	1	153	
Departure	160	6	166		172	6	178		74	0	74		138	1	139	
Total	381	13	394	3.3%	308	9	317	2.8%	158	0	158	0.0%	290	2	292	0.7%
East Leg																
Approach	12	2	14		112	0	112		3	0	3		5	0	5	
Departure	115	4	119		59	0	59		6	0	6		8	0	8	
Total	127	6	133	4.5%	171	0	171	0.0%	9	0	9	0.0%	13	0	13	0.0%
West Leg																
Approach	288	3	291		57	2	59		52	0	52		77	1	78	
Departure	265	3	268		101	2	103		26	1	27		63	2	65	
Total	553	6	559	1.1%	158	4	162	2.5%	78	1	79	1.3%	140	3	143	2.1%
Total Approaches																
Approach	905	15	920		576	9	585		229	1	230		398	4	402	
Departure	905	15	920		576	9	585		229	1	230		398	4	402	
Total	1,810	30	1,840	1.6%	1,152	18	1,170	1.5%	458	2	460	0.4%	796	8	804	1.0%

Table C-2 - Existing Peak Hour Truck Percentages

	Weekday								Saturday							
	AM Peak Hour				PM Peak Hour				AM Peak Hour				Midday Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
21 . Palos Verdes Dr E/Via Canada																
NBL	334	5	339	1.5%	33	2	35	5.7%	0	0	0	0.0%	0	0	0	0.0%
NBT	407	4	411	1.0%	287	7	294	2.4%	0	0	0	0.0%	0	0	0	0.0%
NBR	18	1	19	5.3%	26	0	26	0.0%	0	0	0	0.0%	0	0	0	0.0%
SBL	4	0	4	0.0%	10	0	10	0.0%	0	0	0	0.0%	0	0	0	0.0%
SBT	218	11	229	4.8%	500	3	503	0.6%	0	0	0	0.0%	0	0	0	0.0%
SBR	170	4	174	2.3%	26	1	27	3.7%	0	0	0	0.0%	0	0	0	0.0%
EBL	181	3	184	1.6%	34	1	35	2.9%	0	0	0	0.0%	0	0	0	0.0%
EBT	5	0	5	0.0%	2	0	2	0.0%	0	0	0	0.0%	0	0	0	0.0%
EBR	278	4	282	1.4%	40	1	41	2.4%	0	0	0	0.0%	0	0	0	0.0%
WBL	17	0	17	0.0%	23	1	24	4.2%	0	0	0	0.0%	0	0	0	0.0%
WBT	3	0	3	0.0%	1	0	1	0.0%	0	0	0	0.0%	0	0	0	0.0%
WBR	7	0	7	0.0%	10	0	10	0.0%	0	0	0	0.0%	0	0	0	0.0%
North Leg																
Approach	392	15	407		536	4	540		0	0	0		0	0	0	
Departure	595	7	602		331	8	339		0	0	0		0	0	0	
Total	987	22	1,009	2.2%	867	12	879	1.4%	0	0	0	0.0%	0	0	0	0.0%
South Leg																
Approach	759	10	769		346	9	355		0	0	0		0	0	0	
Departure	513	15	528		563	5	568		0	0	0		0	0	0	
Total	1,272	25	1,297	1.9%	909	14	923	1.5%	0	0	0	0.0%	0	0	0	0.0%
East Leg																
Approach	27	0	27		34	1	35		0	0	0		0	0	0	
Departure	27	1	28		38	0	38		0	0	0		0	0	0	
Total	54	1	55	1.8%	72	1	73	1.4%	0	0	0	0.0%	0	0	0	0.0%
West Leg																
Approach	464	7	471		76	2	78		0	0	0		0	0	0	
Departure	507	9	516		60	3	63		0	0	0		0	0	0	
Total	971	16	987	1.6%	136	5	141	3.5%	0	0	0	0.0%	0	0	0	0.0%
Total Approaches																
Approach	1,642	32	1,674		992	16	1,008		0	0	0		0	0	0	
Departure	1,642	32	1,674		992	16	1,008		0	0	0		0	0	0	
Total	3,284	64	3,348	1.9%	1,984	32	2,016	1.6%	0	0	0	0.0%	0	0	0	0.0%

Table C-2 - Existing Peak Hour Truck Percentages

	Weekday								Saturday							
	AM Peak Hour				PM Peak Hour				AM Peak Hour				Midday Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
22 . Palos Verdes Dr E/Crownview Dr																
NBL	27	1	28	3.6%	34	1	35	2.9%	0	0	0	0.0%	0	0	0	0.0%
NBT	730	9	739	1.2%	337	9	346	2.6%	0	0	0	0.0%	0	0	0	0.0%
NBR	0	0	0	0.0%	0	0	0	0.0%	0	0	0	0.0%	0	0	0	0.0%
SBL	0	0	0	0.0%	0	0	0	0.0%	0	0	0	0.0%	0	0	0	0.0%
SBT	497	10	507	2.0%	537	6	543	1.1%	0	0	0	0.0%	0	0	0	0.0%
SBR	15	5	20	25.0%	22	0	22	0.0%	0	0	0	0.0%	0	0	0	0.0%
EBL	25	0	25	0.0%	13	1	14	7.1%	0	0	0	0.0%	0	0	0	0.0%
EBT	0	0	0	0.0%	0	0	0	0.0%	0	0	0	0.0%	0	0	0	0.0%
EBR	48	0	48	0.0%	31	0	31	0.0%	0	0	0	0.0%	0	0	0	0.0%
WBL	0	0	0	0.0%	0	0	0	0.0%	0	0	0	0.0%	0	0	0	0.0%
WBT	0	0	0	0.0%	0	0	0	0.0%	0	0	0	0.0%	0	0	0	0.0%
WBR	0	0	0	0.0%	0	0	0	0.0%	0	0	0	0.0%	0	0	0	0.0%
North Leg																
Approach	512	15	527		559	6	565		0	0	0		0	0	0	
Departure	755	9	764		350	10	360		0	0	0		0	0	0	
Total	1,267	24	1,291	1.9%	909	16	925	1.7%	0	0	0	0.0%	0	0	0	0.0%
South Leg																
Approach	757	10	767		371	10	381		0	0	0		0	0	0	
Departure	545	10	555		568	6	574		0	0	0		0	0	0	
Total	1,302	20	1,322	1.5%	939	16	955	1.7%	0	0	0	0.0%	0	0	0	0.0%
East Leg																
Approach	0	0	0		0	0	0		0	0	0		0	0	0	
Departure	0	0	0		0	0	0		0	0	0		0	0	0	
Total	0	0	0	0.0%	0	0	0	0.0%	0	0	0	0.0%	0	0	0	0.0%
West Leg																
Approach	73	0	73		44	1	45		0	0	0		0	0	0	
Departure	42	6	48		56	1	57		0	0	0		0	0	0	
Total	115	6	121	5.0%	100	2	102	2.0%	0	0	0	0.0%	0	0	0	0.0%
Total Approaches																
Approach	1,342	25	1,367		974	17	991		0	0	0		0	0	0	
Departure	1,342	25	1,367		974	17	991		0	0	0		0	0	0	
Total	2,684	50	2,734	1.8%	1,948	34	1,982	1.7%	0	0	0	0.0%	0	0	0	0.0%

Table C-2 - Existing Peak Hour Truck Percentages

	Weekday								Saturday							
	AM Peak Hour				PM Peak Hour				AM Peak Hour				Midday Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
23 . Palos Verdes Dr E/Miraleste Dr																
NBL	0	0	0	0.0%	0	0	0	0.0%	0	0	0	0.0%	0	0	0	0.0%
NBT	346	6	352	1.7%	108	3	111	2.7%	94	1	95	1.1%	132	0	132	0.0%
NBR	145	0	145	0.0%	188	4	192	2.1%	102	0	102	0.0%	117	1	118	0.8%
SBL	333	6	339	1.8%	394	6	400	1.5%	129	1	130	0.8%	238	0	238	0.0%
SBT	216	4	220	1.8%	170	0	170	0.0%	46	0	46	0.0%	144	1	145	0.7%
SBR	0	0	0	0.0%	0	0	0	0.0%	0	0	0	0.0%	0	0	0	0.0%
EBL	0	0	0	0.0%	0	0	0	0.0%	0	0	0	0.0%	0	0	0	0.0%
EBT	0	0	0	0.0%	0	0	0	0.0%	0	0	0	0.0%	0	0	0	0.0%
EBR	0	0	0	0.0%	0	0	0	0.0%	0	0	0	0.0%	0	0	0	0.0%
WBL	127	2	129	1.6%	168	3	171	1.8%	77	2	79	2.5%	101	1	102	1.0%
WBT	0	0	0	0.0%	0	0	0	0.0%	0	0	0	0.0%	0	0	0	0.0%
WBR	403	3	406	0.7%	261	3	264	1.1%	200	0	200	0.0%	219	1	220	0.5%
North Leg																
Approach	549	10	559		564	6	570		175	1	176		382	1	383	
Departure	749	9	758		369	6	375		294	1	295		351	1	352	
Total	1,298	19	1,317	1.4%	933	12	945	1.3%	469	2	471	0.4%	733	2	735	0.3%
South Leg																
Approach	491	6	497		296	7	303		196	1	197		249	1	250	
Departure	343	6	349		338	3	341		123	2	125		245	2	247	
Total	834	12	846	1.4%	634	10	644	1.6%	319	3	322	0.9%	494	3	497	0.6%
East Leg																
Approach	530	5	535		429	6	435		277	2	279		320	2	322	
Departure	478	6	484		582	10	592		231	1	232		355	1	356	
Total	1,008	11	1,019	1.1%	1,011	16	1,027	1.6%	508	3	511	0.6%	675	3	678	0.4%
West Leg																
Approach	0	0	0		0	0	0		0	0	0		0	0	0	
Departure	0	0	0		0	0	0		0	0	0		0	0	0	
Total	0	0	0	0.0%	0	0	0	0.0%	0	0	0	0.0%	0	0	0	0.0%
Total Approaches																
Approach	1,570	21	1,591		1,289	19	1,308		648	4	652		951	4	955	
Departure	1,570	21	1,591		1,289	19	1,308		648	4	652		951	4	955	
Total	3,140	42	3,182	1.3%	2,578	38	2,616	1.5%	1,296	8	1,304	0.6%	1,902	8	1,910	0.4%

Table C-2 - Existing Peak Hour Truck Percentages

	Weekday								Saturday							
	AM Peak Hour				PM Peak Hour				AM Peak Hour				Midday Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
24 . Miraleste Dr/1st St																
NBL	0	0	0	0.0%	0	0	0	0.0%	0	0	0	0.0%	0	0	0	0.0%
NBT	403	2	405	0.5%	229	1	230	0.4%	0	0	0	0.0%	0	0	0	0.0%
NBR	49	0	49	0.0%	30	2	32	6.3%	0	0	0	0.0%	0	0	0	0.0%
SBL	255	4	259	1.5%	180	6	186	3.2%	0	0	0	0.0%	0	0	0	0.0%
SBT	196	2	198	1.0%	353	2	355	0.6%	0	0	0	0.0%	0	0	0	0.0%
SBR	0	0	0	0.0%	0	0	0	0.0%	0	0	0	0.0%	0	0	0	0.0%
EBL	0	0	0	0.0%	0	0	0	0.0%	0	0	0	0.0%	0	0	0	0.0%
EBT	0	0	0	0.0%	0	0	0	0.0%	0	0	0	0.0%	0	0	0	0.0%
EBR	0	0	0	0.0%	0	0	0	0.0%	0	0	0	0.0%	0	0	0	0.0%
WBL	13	0	13	0.0%	41	0	41	0.0%	0	0	0	0.0%	0	0	0	0.0%
WBT	0	0	0	0.0%	0	0	0	0.0%	0	0	0	0.0%	0	0	0	0.0%
WBR	219	5	224	2.2%	136	4	140	2.9%	0	0	0	0.0%	0	0	0	0.0%
North Leg																
Approach	451	6	457		533	8	541		0	0	0		0	0	0	
Departure	622	7	629		365	5	370		0	0	0		0	0	0	
Total	1,073	13	1,086	1.2%	898	13	911	1.4%	0	0	0	0.0%	0	0	0	0.0%
South Leg																
Approach	452	2	454		259	3	262		0	0	0		0	0	0	
Departure	209	2	211		394	2	396		0	0	0		0	0	0	
Total	661	4	665	0.6%	653	5	658	0.8%	0	0	0	0.0%	0	0	0	0.0%
East Leg																
Approach	232	5	237		177	4	181		0	0	0		0	0	0	
Departure	304	4	308		210	8	218		0	0	0		0	0	0	
Total	536	9	545	1.7%	387	12	399	3.0%	0	0	0	0.0%	0	0	0	0.0%
West Leg																
Approach	0	0	0		0	0	0		0	0	0		0	0	0	
Departure	0	0	0		0	0	0		0	0	0		0	0	0	
Total	0	0	0	0.0%	0	0	0	0.0%	0	0	0	0.0%	0	0	0	0.0%
Total Approaches																
Approach	1,135	13	1,148		969	15	984		0	0	0		0	0	0	
Departure	1,135	13	1,148		969	15	984		0	0	0		0	0	0	
Total	2,270	26	2,296	1.1%	1,938	30	1,968	1.5%	0	0	0	0.0%	0	0	0	0.0%

Table C-2 - Existing Peak Hour Truck Percentages

	Weekday								Saturday							
	AM Peak Hour				PM Peak Hour				AM Peak Hour				Midday Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
25 . Western Ave/Avenida Aprenda																
NBL	80	3	83	3.6%	68	0	68	0.0%	0	0	0	0.0%	0	0	0	0.0%
NBT	1,542	16	1,558	1.0%	1,101	15	1,116	1.3%	0	0	0	0.0%	0	0	0	0.0%
NBR	0	0	0	0.0%	0	0	0	0.0%	0	0	0	0.0%	0	0	0	0.0%
SBL	0	0	0	0.0%	0	0	0	0.0%	0	0	0	0.0%	0	0	0	0.0%
SBT	698	25	723	3.5%	1,546	10	1,556	0.6%	0	0	0	0.0%	0	0	0	0.0%
SBR	196	8	204	3.9%	36	1	37	2.7%	0	0	0	0.0%	0	0	0	0.0%
EBL	388	6	394	1.5%	92	0	92	0.0%	0	0	0	0.0%	0	0	0	0.0%
EBT	0	0	0	0.0%	0	0	0	0.0%	0	0	0	0.0%	0	0	0	0.0%
EBR	163	3	166	1.8%	57	0	57	0.0%	0	0	0	0.0%	0	0	0	0.0%
WBL	0	0	0	0.0%	0	0	0	0.0%	0	0	0	0.0%	0	0	0	0.0%
WBT	0	0	0	0.0%	0	0	0	0.0%	0	0	0	0.0%	0	0	0	0.0%
WBR	0	0	0	0.0%	0	0	0	0.0%	0	0	0	0.0%	0	0	0	0.0%
North Leg																
Approach	894	33	927		1,582	11	1,593		0	0	0		0	0	0	
Departure	1,930	22	1,952		1,193	15	1,208		0	0	0		0	0	0	
Total	2,824	55	2,879	1.9%	2,775	26	2,801	0.9%	0	0	0	0.0%	0	0	0	0.0%
South Leg																
Approach	1,622	19	1,641		1,169	15	1,184		0	0	0		0	0	0	
Departure	861	28	889		1,603	10	1,613		0	0	0		0	0	0	
Total	2,483	47	2,530	1.9%	2,772	25	2,797	0.9%	0	0	0	0.0%	0	0	0	0.0%
East Leg																
Approach	0	0	0		0	0	0		0	0	0		0	0	0	
Departure	0	0	0		0	0	0		0	0	0		0	0	0	
Total	0	0	0	0.0%	0	0	0	0.0%	0	0	0	0.0%	0	0	0	0.0%
West Leg																
Approach	551	9	560		149	0	149		0	0	0		0	0	0	
Departure	276	11	287		104	1	105		0	0	0		0	0	0	
Total	827	20	847	2.4%	253	1	254	0.4%	0	0	0	0.0%	0	0	0	0.0%
Total Approaches																
Approach	3,067	61	3,128		2,900	26	2,926		0	0	0		0	0	0	
Departure	3,067	61	3,128		2,900	26	2,926		0	0	0		0	0	0	
Total	6,134	122	6,256	2.0%	5,800	52	5,852	0.9%	0	0	0	0.0%	0	0	0	0.0%

Table C-2 - Existing Peak Hour Truck Percentages

	Weekday								Saturday							
	AM Peak Hour				PM Peak Hour				AM Peak Hour				Midday Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
26 . Western Ave/Dilasonde Dr																
NBL	116	0	116	0.0%	61	0	61	0.0%	0	0	0	0.0%	0	0	0	0.0%
NBT	1,175	12	1,187	1.0%	991	18	1,009	1.8%	0	0	0	0.0%	0	0	0	0.0%
NBR	144	0	144	0.0%	168	0	168	0.0%	0	0	0	0.0%	0	0	0	0.0%
SBL	147	1	148	0.7%	200	1	201	0.5%	0	0	0	0.0%	0	0	0	0.0%
SBT	672	26	698	3.7%	1,310	10	1,320	0.8%	0	0	0	0.0%	0	0	0	0.0%
SBR	47	0	47	0.0%	29	0	29	0.0%	0	0	0	0.0%	0	0	0	0.0%
EBL	107	1	108	0.9%	26	0	26	0.0%	0	0	0	0.0%	0	0	0	0.0%
EBT	134	1	135	0.7%	33	1	34	2.9%	0	0	0	0.0%	0	0	0	0.0%
EBR	109	1	110	0.9%	32	0	32	0.0%	0	0	0	0.0%	0	0	0	0.0%
WBL	165	4	169	2.4%	270	0	270	0.0%	0	0	0	0.0%	0	0	0	0.0%
WBT	183	3	186	1.6%	49	0	49	0.0%	0	0	0	0.0%	0	0	0	0.0%
WBR	264	6	270	2.2%	165	2	167	1.2%	0	0	0	0.0%	0	0	0	0.0%
North Leg																
Approach	866	27	893		1,539	11	1,550		0	0	0		0	0	0	
Departure	1,546	19	1,565		1,182	20	1,202		0	0	0		0	0	0	
Total	2,412	46	2,458	1.9%	2,721	31	2,752	1.1%	0	0	0	0.0%	0	0	0	0.0%
South Leg																
Approach	1,435	12	1,447		1,220	18	1,238		0	0	0		0	0	0	
Departure	946	31	977		1,612	10	1,622		0	0	0		0	0	0	
Total	2,381	43	2,424	1.8%	2,832	28	2,860	1.0%	0	0	0	0.0%	0	0	0	0.0%
East Leg																
Approach	612	13	625		484	2	486		0	0	0		0	0	0	
Departure	425	2	427		401	2	403		0	0	0		0	0	0	
Total	1,037	15	1,052	1.4%	885	4	889	0.4%	0	0	0	0.0%	0	0	0	0.0%
West Leg																
Approach	350	3	353		91	1	92		0	0	0		0	0	0	
Departure	346	3	349		139	0	139		0	0	0		0	0	0	
Total	696	6	702	0.9%	230	1	231	0.4%	0	0	0	0.0%	0	0	0	0.0%
Total Approaches																
Approach	3,263	55	3,318		3,334	32	3,366		0	0	0		0	0	0	
Departure	3,263	55	3,318		3,334	32	3,366		0	0	0		0	0	0	
Total	6,526	110	6,636	1.7%	6,668	64	6,732	1.0%	0	0	0	0.0%	0	0	0	0.0%

Table C-2 - Existing Peak Hour Truck Percentages

	Weekday								Saturday							
	AM Peak Hour				PM Peak Hour				AM Peak Hour				Midday Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
27 . Western Ave/Toscanini Dr																
NBL	191	1	192	0.5%	71	0	71	0.0%	0	0	0	0.0%	0	0	0	0.0%
NBT	1,345	14	1,359	1.0%	1,181	16	1,197	1.3%	0	0	0	0.0%	0	0	0	0.0%
NBR	34	0	34	0.0%	48	0	48	0.0%	0	0	0	0.0%	0	0	0	0.0%
SBL	24	0	24	0.0%	35	0	35	0.0%	0	0	0	0.0%	0	0	0	0.0%
SBT	876	33	909	3.6%	1,534	11	1,545	0.7%	0	0	0	0.0%	0	0	0	0.0%
SBR	20	0	20	0.0%	35	0	35	0.0%	0	0	0	0.0%	0	0	0	0.0%
EBL	79	0	79	0.0%	27	2	29	6.9%	0	0	0	0.0%	0	0	0	0.0%
EBT	25	0	25	0.0%	16	0	16	0.0%	0	0	0	0.0%	0	0	0	0.0%
EBR	268	6	274	2.2%	63	0	63	0.0%	0	0	0	0.0%	0	0	0	0.0%
WBL	67	0	67	0.0%	42	0	42	0.0%	0	0	0	0.0%	0	0	0	0.0%
WBT	50	0	50	0.0%	10	0	10	0.0%	0	0	0	0.0%	0	0	0	0.0%
WBR	56	0	56	0.0%	23	1	24	4.2%	0	0	0	0.0%	0	0	0	0.0%
North Leg																
Approach	920	33	953		1,604	11	1,615		0	0	0		0	0	0	
Departure	1,480	14	1,494		1,231	19	1,250		0	0	0		0	0	0	
Total	2,400	47	2,447	1.9%	2,835	30	2,865	1.0%	0	0	0	0.0%	0	0	0	0.0%
South Leg																
Approach	1,570	15	1,585		1,300	16	1,316		0	0	0		0	0	0	
Departure	1,211	39	1,250		1,639	11	1,650		0	0	0		0	0	0	
Total	2,781	54	2,835	1.9%	2,939	27	2,966	0.9%	0	0	0	0.0%	0	0	0	0.0%
East Leg																
Approach	173	0	173		75	1	76		0	0	0		0	0	0	
Departure	83	0	83		99	0	99		0	0	0		0	0	0	
Total	256	0	256	0.0%	174	1	175	0.6%	0	0	0	0.0%	0	0	0	0.0%
West Leg																
Approach	372	6	378		106	2	108		0	0	0		0	0	0	
Departure	261	1	262		116	0	116		0	0	0		0	0	0	
Total	633	7	640	1.1%	222	2	224	0.9%	0	0	0	0.0%	0	0	0	0.0%
Total Approaches																
Approach	3,035	54	3,089		3,085	30	3,115		0	0	0		0	0	0	
Departure	3,035	54	3,089		3,085	30	3,115		0	0	0		0	0	0	
Total	6,070	108	6,178	1.7%	6,170	60	6,230	1.0%	0	0	0	0.0%	0	0	0	0.0%

Table C-2 - Existing Peak Hour Truck Percentages

	Weekday								Saturday							
	AM Peak Hour				PM Peak Hour				AM Peak Hour				Midday Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
28 . Western Ave/Caddington Dr																
NBL	33	1	34	2.9%	212	1	213	0.5%	0	0	0	0.0%	0	0	0	0.0%
NBT	1,481	14	1,495	0.9%	1,179	16	1,195	1.3%	0	0	0	0.0%	0	0	0	0.0%
NBR	0	0	0	0.0%	0	0	0	0.0%	0	0	0	0.0%	0	0	0	0.0%
SBL	10	0	10	0.0%	58	0	58	0.0%	0	0	0	0.0%	0	0	0	0.0%
SBT	1,131	37	1,168	3.2%	1,489	14	1,503	0.9%	0	0	0	0.0%	0	0	0	0.0%
SBR	49	0	49	0.0%	172	0	172	0.0%	0	0	0	0.0%	0	0	0	0.0%
EBL	82	1	83	1.2%	156	1	157	0.6%	0	0	0	0.0%	0	0	0	0.0%
EBT	0	0	0	0.0%	0	0	0	0.0%	0	0	0	0.0%	0	0	0	0.0%
EBR	77	1	78	1.3%	85	1	86	1.2%	0	0	0	0.0%	0	0	0	0.0%
WBL	4	0	4	0.0%	16	0	16	0.0%	0	0	0	0.0%	0	0	0	0.0%
WBT	0	0	0	0.0%	6	0	6	0.0%	0	0	0	0.0%	0	0	0	0.0%
WBR	12	0	12	0.0%	7	0	7	0.0%	0	0	0	0.0%	0	0	0	0.0%
North Leg																
Approach	1,190	37	1,227		1,719	14	1,733		0	0	0		0	0	0	
Departure	1,575	15	1,590		1,342	17	1,359		0	0	0		0	0	0	
Total	2,765	52	2,817	1.8%	3,061	31	3,092	1.0%	0	0	0	0.0%	0	0	0	0.0%
South Leg																
Approach	1,514	15	1,529		1,391	17	1,408		0	0	0		0	0	0	
Departure	1,212	38	1,250		1,590	15	1,605		0	0	0		0	0	0	
Total	2,726	53	2,779	1.9%	2,981	32	3,013	1.1%	0	0	0	0.0%	0	0	0	0.0%
East Leg																
Approach	16	0	16		29	0	29		0	0	0		0	0	0	
Departure	10	0	10		58	0	58		0	0	0		0	0	0	
Total	26	0	26	0.0%	87	0	87	0.0%	0	0	0	0.0%	0	0	0	0.0%
West Leg																
Approach	159	2	161		241	2	243		0	0	0		0	0	0	
Departure	82	1	83		390	1	391		0	0	0		0	0	0	
Total	241	3	244	1.2%	631	3	634	0.5%	0	0	0	0.0%	0	0	0	0.0%
Total Approaches																
Approach	2,879	54	2,933		3,380	33	3,413		0	0	0		0	0	0	
Departure	2,879	54	2,933		3,380	33	3,413		0	0	0		0	0	0	
Total	5,758	108	5,866	1.8%	6,760	66	6,826	1.0%	0	0	0	0.0%	0	0	0	0.0%

Table C-2 - Existing Peak Hour Truck Percentages

	Weekday								Saturday							
	AM Peak Hour				PM Peak Hour				AM Peak Hour				Midday Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
29 . Western Ave/Crestwood St																
NBL	72	4	76	5.3%	51	0	51	0.0%	0	0	0	0.0%	0	0	0	0.0%
NBT	1,401	21	1,422	1.5%	1,143	14	1,157	1.2%	0	0	0	0.0%	0	0	0	0.0%
NBR	116	4	120	3.3%	211	2	213	0.9%	0	0	0	0.0%	0	0	0	0.0%
SBL	10	2	12	16.7%	35	0	35	0.0%	0	0	0	0.0%	0	0	0	0.0%
SBT	994	27	1,021	2.6%	1,393	12	1,405	0.9%	0	0	0	0.0%	0	0	0	0.0%
SBR	127	0	127	0.0%	142	0	142	0.0%	0	0	0	0.0%	0	0	0	0.0%
EBL	182	0	182	0.0%	115	0	115	0.0%	0	0	0	0.0%	0	0	0	0.0%
EBT	25	0	25	0.0%	24	0	24	0.0%	0	0	0	0.0%	0	0	0	0.0%
EBR	98	4	102	3.9%	64	0	64	0.0%	0	0	0	0.0%	0	0	0	0.0%
WBL	59	1	60	1.7%	215	2	217	0.9%	0	0	0	0.0%	0	0	0	0.0%
WBT	13	0	13	0.0%	37	0	37	0.0%	0	0	0	0.0%	0	0	0	0.0%
WBR	18	1	19	5.3%	55	1	56	1.8%	0	0	0	0.0%	0	0	0	0.0%
North Leg																
Approach	1,131	29	1,160		1,570	12	1,582		0	0	0		0	0	0	
Departure	1,601	22	1,623		1,313	15	1,328		0	0	0		0	0	0	
Total	2,732	51	2,783	1.8%	2,883	27	2,910	0.9%	0	0	0	0.0%	0	0	0	0.0%
South Leg																
Approach	1,589	29	1,618		1,405	16	1,421		0	0	0		0	0	0	
Departure	1,151	32	1,183		1,672	14	1,686		0	0	0		0	0	0	
Total	2,740	61	2,801	2.2%	3,077	30	3,107	1.0%	0	0	0	0.0%	0	0	0	0.0%
East Leg																
Approach	90	2	92		307	3	310		0	0	0		0	0	0	
Departure	151	6	157		270	2	272		0	0	0		0	0	0	
Total	241	8	249	3.2%	577	5	582	0.9%	0	0	0	0.0%	0	0	0	0.0%
West Leg																
Approach	305	4	309		203	0	203		0	0	0		0	0	0	
Departure	212	4	216		230	0	230		0	0	0		0	0	0	
Total	517	8	525	1.5%	433	0	433	0.0%	0	0	0	0.0%	0	0	0	0.0%
Total Approaches																
Approach	3,115	64	3,179		3,485	31	3,516		0	0	0		0	0	0	
Departure	3,115	64	3,179		3,485	31	3,516		0	0	0		0	0	0	
Total	6,230	128	6,358	2.0%	6,970	62	7,032	0.9%	0	0	0	0.0%	0	0	0	0.0%

Table C-3 - Existing Peak Hour PCE Volume Summary

	Weekday						Saturday					
	AM Peak Hour			PM Peak Hour			AM Peak Hour			Midday Peak Hour		
	Passenger Vehicles	Truck PCE	Total PCE	Passenger Vehicles	Truck PCE	Total PCE	Passenger Vehicles	Truck PCE	Total PCE	Passenger Vehicles	Truck PCE	Total PCE
1 . Palos Verdes Drive West/Hawthorne Boulevard												
NBL	42	3	45	80	0	80	30	0	30	60	3	63
NBT	552	20	572	304	3	307	230	3	233	320	0	320
NBR	477	18	495	236	18	254	211	10	221	330	8	338
SBL	259	13	272	211	10	221	150	0	150	232	8	240
SBT	303	8	311	383	8	391	189	0	189	320	8	328
SBR	11	0	11	6	0	6	3	0	3	8	0	8
EBL	5	0	5	1	0	1	4	0	4	2	0	2
EBT	28	0	28	39	0	39	35	0	35	20	0	20
EBR	3	0	3	16	3	19	12	0	12	10	0	10
WBL	202	20	222	342	15	357	209	5	214	348	13	361
WBT	21	0	21	33	0	33	24	0	24	22	0	22
WBR	239	5	244	185	3	188	98	0	98	173	8	181
North Leg												
Approach	573	21	594	600	18	618	342	0	342	560	16	576
Departure	796	25	821	490	6	496	332	3	335	495	8	503
Total	1,369	46	1,415	1,090	24	1,114	674	3	677	1,055	24	1,079
South Leg												
Approach	1,071	41	1,112	620	21	641	471	13	484	710	11	721
Departure	508	28	536	741	26	767	410	5	415	678	21	699
Total	1,579	69	1,648	1,361	47	1,408	881	18	899	1,388	32	1,420
East Leg												
Approach	462	25	487	560	18	578	331	5	336	543	21	564
Departure	764	31	795	486	28	514	396	10	406	582	16	598
Total	1,226	56	1,282	1,046	46	1,092	727	15	742	1,125	37	1,162
West Leg												
Approach	36	0	36	56	3	59	51	0	51	32	0	32
Departure	74	3	77	119	0	119	57	0	57	90	3	93
Total	110	3	113	175	3	178	108	0	108	122	3	125
Total Approaches												
Approach	2,142	87	2,229	1,836	60	1,896	1,195	18	1,213	1,845	48	1,893
Departure	2,142	87	2,229	1,836	60	1,896	1,195	18	1,213	1,845	48	1,893
Total	4,284	174	4,458	3,672	120	3,792	2,390	36	2,426	3,690	96	3,786

Table C-3 - Existing Peak Hour PCE Volume Summary

	Weekday						Saturday					
	AM Peak Hour			PM Peak Hour			AM Peak Hour			Midday Peak Hour		
	Passenger Vehicles	Truck PCE	Total PCE	Passenger Vehicles	Truck PCE	Total PCE	Passenger Vehicles	Truck PCE	Total PCE	Passenger Vehicles	Truck PCE	Total PCE
2 . Palos Verdes Drive West/Lower Point - Vicente Park Entrance												
NBL	1	0	1	14	0	14	17	0	17	44	0	44
NBT	1,051	43	1,094	504	15	519	447	13	460	622	8	630
NBR	0	0	0	0	0	0	0	0	0	0	0	0
SBL	0	0	0	2	0	2	0	0	0	0	0	0
SBT	440	28	468	725	25	750	367	5	372	643	20	663
SBR	0	0	0	0	0	0	1	0	1	2	0	2
EBL	12	0	12	27	0	27	20	0	20	60	0	60
EBT	0	0	0	0	0	0	0	0	0	0	0	0
EBR	4	0	4	15	0	15	10	0	10	45	0	45
WBL	0	0	0	0	0	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0	0	0	0	0	0
North Leg												
Approach	440	28	468	727	25	752	368	5	373	645	20	665
Departure	1,063	43	1,106	531	15	546	467	13	480	682	8	690
Total	1,503	71	1,574	1,258	40	1,298	835	18	853	1,327	28	1,355
South Leg												
Approach	1,052	43	1,095	518	15	533	464	13	477	666	8	674
Departure	444	28	472	740	25	765	377	5	382	688	20	708
Total	1,496	71	1,567	1,258	40	1,298	841	18	859	1,354	28	1,382
East Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	2	0	2	0	0	0	0	0	0
Total	0	0	0	2	0	2	0	0	0	0	0	0
West Leg												
Approach	16	0	16	42	0	42	30	0	30	105	0	105
Departure	1	0	1	14	0	14	18	0	18	46	0	46
Total	17	0	17	56	0	56	48	0	48	151	0	151
Total Approaches												
Approach	1,508	71	1,579	1,287	40	1,327	862	18	880	1,416	28	1,444
Departure	1,508	71	1,579	1,287	40	1,327	862	18	880	1,416	28	1,444
Total	3,016	142	3,158	2,574	80	2,654	1,724	36	1,760	2,832	56	2,888

Table C-3 - Existing Peak Hour PCE Volume Summary

	Weekday						Saturday					
	AM Peak Hour			PM Peak Hour			AM Peak Hour			Midday Peak Hour		
	Passenger Vehicles	Truck PCE	Total PCE	Passenger Vehicles	Truck PCE	Total PCE	Passenger Vehicles	Truck PCE	Total PCE	Passenger Vehicles	Truck PCE	Total PCE
3 . Via Rivera/Hawthorne Boulevard												
NBL	1	0	1	0	0	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0	0	0	0	0
NBR	3	0	3	9	0	9	0	0	0	0	0	0
SBL	107	0	107	73	0	73	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0	0	0	0	0
SBR	73	0	73	21	0	21	0	0	0	0	0	0
EBL	54	3	57	43	3	46	0	0	0	0	0	0
EBT	758	28	786	516	23	539	0	0	0	0	0	0
EBR	4	0	4	4	0	4	0	0	0	0	0	0
WBL	31	0	31	7	0	7	0	0	0	0	0	0
WBT	455	33	488	623	18	641	0	0	0	0	0	0
WBR	128	5	133	68	3	71	0	0	0	0	0	0
North Leg												
Approach	180	0	180	94	0	94	0	0	0	0	0	0
Departure	182	8	190	111	6	117	0	0	0	0	0	0
Total	362	8	370	205	6	211	0	0	0	0	0	0
South Leg												
Approach	4	0	4	9	0	9	0	0	0	0	0	0
Departure	35	0	35	11	0	11	0	0	0	0	0	0
Total	39	0	39	20	0	20	0	0	0	0	0	0
East Leg												
Approach	614	38	652	698	21	719	0	0	0	0	0	0
Departure	868	28	896	598	23	621	0	0	0	0	0	0
Total	1,482	66	1,548	1,296	44	1,340	0	0	0	0	0	0
West Leg												
Approach	816	31	847	563	26	589	0	0	0	0	0	0
Departure	529	33	562	644	18	662	0	0	0	0	0	0
Total	1,345	64	1,409	1,207	44	1,251	0	0	0	0	0	0
Total Approaches												
Approach	1,614	69	1,683	1,364	47	1,411	0	0	0	0	0	0
Departure	1,614	69	1,683	1,364	47	1,411	0	0	0	0	0	0
Total	3,228	138	3,366	2,728	94	2,822	0	0	0	0	0	0

Table C-3 - Existing Peak Hour PCE Volume Summary

	Weekday						Saturday					
	AM Peak Hour			PM Peak Hour			AM Peak Hour			Midday Peak Hour		
	Passenger Vehicles	Truck PCE	Total PCE	Passenger Vehicles	Truck PCE	Total PCE	Passenger Vehicles	Truck PCE	Total PCE	Passenger Vehicles	Truck PCE	Total PCE
4 . Gravania Altamira – Ridgegate Drive/Hawthorne Boulevard												
NBL	48	0	48	11	0	11	0	0	0	0	0	0
NBT	60	0	60	30	8	38	0	0	0	0	0	0
NBR	52	3	55	24	5	29	0	0	0	0	0	0
SBL	357	10	367	255	15	270	0	0	0	0	0	0
SBT	39	5	44	40	0	40	0	0	0	0	0	0
SBR	85	5	90	86	0	86	0	0	0	0	0	0
EBL	192	5	197	94	0	94	0	0	0	0	0	0
EBT	861	18	879	625	20	645	0	0	0	0	0	0
EBR	25	3	28	24	3	27	0	0	0	0	0	0
WBL	55	3	58	85	0	85	0	0	0	0	0	0
WBT	470	40	510	770	10	780	0	0	0	0	0	0
WBR	238	20	258	296	5	301	0	0	0	0	0	0
North Leg												
Approach	481	20	501	381	15	396	0	0	0	0	0	0
Departure	490	25	515	420	13	433	0	0	0	0	0	0
Total	971	45	1,016	801	28	829	0	0	0	0	0	0
South Leg												
Approach	160	3	163	65	13	78	0	0	0	0	0	0
Departure	119	11	130	149	3	152	0	0	0	0	0	0
Total	279	14	293	214	16	230	0	0	0	0	0	0
East Leg												
Approach	763	63	826	1,151	15	1,166	0	0	0	0	0	0
Departure	1,270	31	1,301	904	40	944	0	0	0	0	0	0
Total	2,033	94	2,127	2,055	55	2,110	0	0	0	0	0	0
West Leg												
Approach	1,078	26	1,104	743	23	766	0	0	0	0	0	0
Departure	603	45	648	867	10	877	0	0	0	0	0	0
Total	1,681	71	1,752	1,610	33	1,643	0	0	0	0	0	0
Total Approaches												
Approach	2,482	112	2,594	2,340	66	2,406	0	0	0	0	0	0
Departure	2,482	112	2,594	2,340	66	2,406	0	0	0	0	0	0
Total	4,964	224	5,188	4,680	132	4,812	0	0	0	0	0	0

Table C-3 - Existing Peak Hour PCE Volume Summary

	Weekday						Saturday					
	AM Peak Hour			PM Peak Hour			AM Peak Hour			Midday Peak Hour		
	Passenger Vehicles	Truck PCE	Total PCE	Passenger Vehicles	Truck PCE	Total PCE	Passenger Vehicles	Truck PCE	Total PCE	Passenger Vehicles	Truck PCE	Total PCE
5 . Hawthorne Boulevard/Eddinghill Drive – Seamount Drive												
NBL	67	8	75	30	0	30	0	0	0	0	0	0
NBT	754	25	779	597	18	615	0	0	0	0	0	0
NBR	4	0	4	6	0	6	0	0	0	0	0	0
SBL	31	3	34	46	0	46	0	0	0	0	0	0
SBT	421	38	459	689	13	702	0	0	0	0	0	0
SBR	119	8	127	131	3	134	0	0	0	0	0	0
EBL	209	0	209	100	3	103	0	0	0	0	0	0
EBT	23	0	23	8	0	8	0	0	0	0	0	0
EBR	55	8	63	29	8	37	0	0	0	0	0	0
WBL	12	0	12	3	0	3	0	0	0	0	0	0
WBT	27	0	27	9	0	9	0	0	0	0	0	0
WBR	82	3	85	34	0	34	0	0	0	0	0	0
North Leg												
Approach	571	49	620	866	16	882	0	0	0	0	0	0
Departure	1,045	28	1,073	731	21	752	0	0	0	0	0	0
Total	1,616	77	1,693	1,597	37	1,634	0	0	0	0	0	0
South Leg												
Approach	825	33	858	633	18	651	0	0	0	0	0	0
Departure	488	46	534	721	21	742	0	0	0	0	0	0
Total	1,313	79	1,392	1,354	39	1,393	0	0	0	0	0	0
East Leg												
Approach	121	3	124	46	0	46	0	0	0	0	0	0
Departure	58	3	61	60	0	60	0	0	0	0	0	0
Total	179	6	185	106	0	106	0	0	0	0	0	0
West Leg												
Approach	287	8	295	137	11	148	0	0	0	0	0	0
Departure	213	16	229	170	3	173	0	0	0	0	0	0
Total	500	24	524	307	14	321	0	0	0	0	0	0
Total Approaches												
Approach	1,804	93	1,897	1,682	45	1,727	0	0	0	0	0	0
Departure	1,804	93	1,897	1,682	45	1,727	0	0	0	0	0	0
Total	3,608	186	3,794	3,364	90	3,454	0	0	0	0	0	0

Table C-3 - Existing Peak Hour PCE Volume Summary

	Weekday						Saturday					
	AM Peak Hour			PM Peak Hour			AM Peak Hour			Midday Peak Hour		
	Passenger Vehicles	Truck PCE	Total PCE	Passenger Vehicles	Truck PCE	Total PCE	Passenger Vehicles	Truck PCE	Total PCE	Passenger Vehicles	Truck PCE	Total PCE
6 . Hawthorne Boulevard/Crest Road												
NBL	28	3	31	19	0	19	0	0	0	0	0	0
NBT	514	18	532	422	13	435	0	0	0	0	0	0
NBR	333	3	336	194	13	207	0	0	0	0	0	0
SBL	145	3	148	65	5	70	0	0	0	0	0	0
SBT	348	28	376	490	18	508	0	0	0	0	0	0
SBR	66	5	71	121	0	121	0	0	0	0	0	0
EBL	107	10	117	131	5	136	0	0	0	0	0	0
EBT	96	0	96	91	0	91	0	0	0	0	0	0
EBR	49	3	52	20	0	20	0	0	0	0	0	0
WBL	223	10	233	284	0	284	0	0	0	0	0	0
WBT	49	0	49	82	0	82	0	0	0	0	0	0
WBR	144	8	152	58	0	58	0	0	0	0	0	0
North Leg												
Approach	559	36	595	676	23	699	0	0	0	0	0	0
Departure	765	36	801	611	18	629	0	0	0	0	0	0
Total	1,324	72	1,396	1,287	41	1,328	0	0	0	0	0	0
South Leg												
Approach	875	24	899	635	26	661	0	0	0	0	0	0
Departure	620	41	661	794	18	812	0	0	0	0	0	0
Total	1,495	65	1,560	1,429	44	1,473	0	0	0	0	0	0
East Leg												
Approach	416	18	434	424	0	424	0	0	0	0	0	0
Departure	574	6	580	350	18	368	0	0	0	0	0	0
Total	990	24	1,014	774	18	792	0	0	0	0	0	0
West Leg												
Approach	252	13	265	242	5	247	0	0	0	0	0	0
Departure	143	8	151	222	0	222	0	0	0	0	0	0
Total	395	21	416	464	5	469	0	0	0	0	0	0
Total Approaches												
Approach	2,102	91	2,193	1,977	54	2,031	0	0	0	0	0	0
Departure	2,102	91	2,193	1,977	54	2,031	0	0	0	0	0	0
Total	4,204	182	4,386	3,954	108	4,062	0	0	0	0	0	0

Table C-3 - Existing Peak Hour PCE Volume Summary

	Weekday						Saturday					
	AM Peak Hour			PM Peak Hour			AM Peak Hour			Midday Peak Hour		
	Passenger Vehicles	Truck PCE	Total PCE	Passenger Vehicles	Truck PCE	Total PCE	Passenger Vehicles	Truck PCE	Total PCE	Passenger Vehicles	Truck PCE	Total PCE
7 . Hawthorne Boulevard/Dupre Drive – R. E. Ryan Park Driveway												
NBL	0	0	0	0	0	0	0	0	0	0	0	0
NBT	832	23	855	611	23	634	0	0	0	0	0	0
NBR	18	0	18	15	0	15	0	0	0	0	0	0
SBL	10	3	13	15	0	15	0	0	0	0	0	0
SBT	598	33	631	722	20	742	0	0	0	0	0	0
SBR	2	0	2	3	0	3	0	0	0	0	0	0
EBL	0	0	0	13	0	13	0	0	0	0	0	0
EBT	0	0	0	1	0	1	0	0	0	0	0	0
EBR	0	0	0	8	0	8	0	0	0	0	0	0
WBL	27	0	27	10	0	10	0	0	0	0	0	0
WBT	0	0	0	1	0	1	0	0	0	0	0	0
WBR	7	0	7	6	0	6	0	0	0	0	0	0
North Leg												
Approach	610	36	646	740	20	760	0	0	0	0	0	0
Departure	839	23	862	630	23	653	0	0	0	0	0	0
Total	1,449	59	1,508	1,370	43	1,413	0	0	0	0	0	0
South Leg												
Approach	850	23	873	626	23	649	0	0	0	0	0	0
Departure	625	33	658	740	20	760	0	0	0	0	0	0
Total	1,475	56	1,531	1,366	43	1,409	0	0	0	0	0	0
East Leg												
Approach	34	0	34	17	0	17	0	0	0	0	0	0
Departure	28	3	31	31	0	31	0	0	0	0	0	0
Total	62	3	65	48	0	48	0	0	0	0	0	0
West Leg												
Approach	0	0	0	22	0	22	0	0	0	0	0	0
Departure	2	0	2	4	0	4	0	0	0	0	0	0
Total	2	0	2	26	0	26	0	0	0	0	0	0
Total Approaches												
Approach	1,494	59	1,553	1,405	43	1,448	0	0	0	0	0	0
Departure	1,494	59	1,553	1,405	43	1,448	0	0	0	0	0	0
Total	2,988	118	3,106	2,810	86	2,896	0	0	0	0	0	0

Table C-3 - Existing Peak Hour PCE Volume Summary

	Weekday						Saturday					
	AM Peak Hour			PM Peak Hour			AM Peak Hour			Midday Peak Hour		
	Passenger Vehicles	Truck PCE	Total PCE	Passenger Vehicles	Truck PCE	Total PCE	Passenger Vehicles	Truck PCE	Total PCE	Passenger Vehicles	Truck PCE	Total PCE
8 . Hawthorne Boulevard/Vallon Drive												
NBL	16	0	16	15	0	15	0	0	0	0	0	0
NBT	810	23	833	605	28	633	0	0	0	0	0	0
NBR	11	0	11	5	0	5	0	0	0	0	0	0
SBL	7	0	7	9	0	9	0	0	0	0	0	0
SBT	605	30	635	704	13	717	0	0	0	0	0	0
SBR	13	3	16	30	0	30	0	0	0	0	0	0
EBL	27	0	27	18	0	18	0	0	0	0	0	0
EBT	0	0	0	1	0	1	0	0	0	0	0	0
EBR	20	3	23	5	0	5	0	0	0	0	0	0
WBL	12	0	12	5	0	5	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0	0	0	0	0	0
WBR	5	0	5	6	0	6	0	0	0	0	0	0
North Leg												
Approach	625	33	658	743	13	756	0	0	0	0	0	0
Departure	842	23	865	629	28	657	0	0	0	0	0	0
Total	1,467	56	1,523	1,372	41	1,413	0	0	0	0	0	0
South Leg												
Approach	837	23	860	625	28	653	0	0	0	0	0	0
Departure	637	33	670	714	13	727	0	0	0	0	0	0
Total	1,474	56	1,530	1,339	41	1,380	0	0	0	0	0	0
East Leg												
Approach	17	0	17	11	0	11	0	0	0	0	0	0
Departure	18	0	18	15	0	15	0	0	0	0	0	0
Total	35	0	35	26	0	26	0	0	0	0	0	0
West Leg												
Approach	47	3	50	24	0	24	0	0	0	0	0	0
Departure	29	3	32	45	0	45	0	0	0	0	0	0
Total	76	6	82	69	0	69	0	0	0	0	0	0
Total Approaches												
Approach	1,526	59	1,585	1,403	41	1,444	0	0	0	0	0	0
Departure	1,526	59	1,585	1,403	41	1,444	0	0	0	0	0	0
Total	3,052	118	3,170	2,806	82	2,888	0	0	0	0	0	0

Table C-3 - Existing Peak Hour PCE Volume Summary

	Weekday						Saturday					
	AM Peak Hour			PM Peak Hour			AM Peak Hour			Midday Peak Hour		
	Passenger Vehicles	Truck PCE	Total PCE	Passenger Vehicles	Truck PCE	Total PCE	Passenger Vehicles	Truck PCE	Total PCE	Passenger Vehicles	Truck PCE	Total PCE
9 . Crestmont Lane – Terranea Way/Palos Verdes Drive South												
NBL	22	5	27	82	3	85	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0	0	0	0	0
NBR	13	3	16	94	0	94	0	0	0	0	0	0
SBL	2	0	2	10	0	10	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0	0	0	0	0
SBR	1	0	1	1	0	1	0	0	0	0	0	0
EBL	14	0	14	36	0	36	0	0	0	0	0	0
EBT	393	28	421	689	28	717	0	0	0	0	0	0
EBR	43	8	51	70	0	70	0	0	0	0	0	0
WBL	61	10	71	63	0	63	0	0	0	0	0	0
WBT	1,023	38	1,061	461	10	471	0	0	0	0	0	0
WBR	12	0	12	4	0	4	0	0	0	0	0	0
North Leg												
Approach	3	0	3	11	0	11	0	0	0	0	0	0
Departure	26	0	26	40	0	40	0	0	0	0	0	0
Total	29	0	29	51	0	51	0	0	0	0	0	0
South Leg												
Approach	35	8	43	176	3	179	0	0	0	0	0	0
Departure	104	18	122	133	0	133	0	0	0	0	0	0
Total	139	26	165	309	3	312	0	0	0	0	0	0
East Leg												
Approach	1,096	48	1,144	528	10	538	0	0	0	0	0	0
Departure	408	31	439	793	28	821	0	0	0	0	0	0
Total	1,504	79	1,583	1,321	38	1,359	0	0	0	0	0	0
West Leg												
Approach	450	36	486	795	28	823	0	0	0	0	0	0
Departure	1,046	43	1,089	544	13	557	0	0	0	0	0	0
Total	1,496	79	1,575	1,339	41	1,380	0	0	0	0	0	0
Total Approaches												
Approach	1,584	92	1,676	1,510	41	1,551	0	0	0	0	0	0
Departure	1,584	92	1,676	1,510	41	1,551	0	0	0	0	0	0
Total	3,168	184	3,352	3,020	82	3,102	0	0	0	0	0	0

Table C-3 - Existing Peak Hour PCE Volume Summary

	Weekday						Saturday					
	AM Peak Hour			PM Peak Hour			AM Peak Hour			Midday Peak Hour		
	Passenger Vehicles	Truck PCE	Total PCE	Passenger Vehicles	Truck PCE	Total PCE	Passenger Vehicles	Truck PCE	Total PCE	Passenger Vehicles	Truck PCE	Total PCE
10 . Grayslake Road – Highridge Road/Hawthorne Boulevard												
NBL	62	3	65	52	3	55	0	0	0	0	0	0
NBT	116	0	116	27	0	27	0	0	0	0	0	0
NBR	512	3	515	269	10	279	0	0	0	0	0	0
SBL	157	0	157	90	0	90	0	0	0	0	0	0
SBT	35	0	35	22	0	22	0	0	0	0	0	0
SBR	7	0	7	11	0	11	0	0	0	0	0	0
EBL	32	0	32	11	0	11	0	0	0	0	0	0
EBT	1,232	33	1,265	869	38	907	0	0	0	0	0	0
EBR	15	0	15	21	0	21	0	0	0	0	0	0
WBL	183	5	188	334	8	342	0	0	0	0	0	0
WBT	647	60	707	1,065	20	1,085	0	0	0	0	0	0
WBR	122	5	127	138	3	141	0	0	0	0	0	0
North Leg												
Approach	199	0	199	123	0	123	0	0	0	0	0	0
Departure	270	5	275	176	3	179	0	0	0	0	0	0
Total	469	5	474	299	3	302	0	0	0	0	0	0
South Leg												
Approach	690	6	696	348	13	361	0	0	0	0	0	0
Departure	233	5	238	377	8	385	0	0	0	0	0	0
Total	923	11	934	725	21	746	0	0	0	0	0	0
East Leg												
Approach	952	70	1,022	1,537	31	1,568	0	0	0	0	0	0
Departure	1,901	36	1,937	1,228	48	1,276	0	0	0	0	0	0
Total	2,853	106	2,959	2,765	79	2,844	0	0	0	0	0	0
West Leg												
Approach	1,279	33	1,312	901	38	939	0	0	0	0	0	0
Departure	716	63	779	1,128	23	1,151	0	0	0	0	0	0
Total	1,995	96	2,091	2,029	61	2,090	0	0	0	0	0	0
Total Approaches												
Approach	3,120	109	3,229	2,909	82	2,991	0	0	0	0	0	0
Departure	3,120	109	3,229	2,909	82	2,991	0	0	0	0	0	0
Total	6,240	218	6,458	5,818	164	5,982	0	0	0	0	0	0

Table C-3 - Existing Peak Hour PCE Volume Summary

	Weekday						Saturday					
	AM Peak Hour			PM Peak Hour			AM Peak Hour			Midday Peak Hour		
	Passenger Vehicles	Truck PCE	Total PCE	Passenger Vehicles	Truck PCE	Total PCE	Passenger Vehicles	Truck PCE	Total PCE	Passenger Vehicles	Truck PCE	Total PCE
11 . Highridge Road/Crest Road												
NBL	13	3	16	7	0	7	0	0	0	0	0	0
NBT	13	0	13	8	0	8	0	0	0	0	0	0
NBR	20	0	20	9	0	9	0	0	0	0	0	0
SBL	114	3	117	20	3	23	0	0	0	0	0	0
SBT	3	0	3	8	0	8	0	0	0	0	0	0
SBR	130	0	130	56	0	56	0	0	0	0	0	0
EBL	109	3	112	59	0	59	0	0	0	0	0	0
EBT	570	3	573	303	18	321	0	0	0	0	0	0
EBR	6	0	6	4	0	4	0	0	0	0	0	0
WBL	15	0	15	19	0	19	0	0	0	0	0	0
WBT	261	13	274	423	0	423	0	0	0	0	0	0
WBR	36	3	39	16	0	16	0	0	0	0	0	0
North Leg												
Approach	247	3	250	84	3	87	0	0	0	0	0	0
Departure	158	6	164	83	0	83	0	0	0	0	0	0
Total	405	9	414	167	3	170	0	0	0	0	0	0
South Leg												
Approach	46	3	49	24	0	24	0	0	0	0	0	0
Departure	24	0	24	31	0	31	0	0	0	0	0	0
Total	70	3	73	55	0	55	0	0	0	0	0	0
East Leg												
Approach	312	16	328	458	0	458	0	0	0	0	0	0
Departure	704	6	710	332	21	353	0	0	0	0	0	0
Total	1,016	22	1,038	790	21	811	0	0	0	0	0	0
West Leg												
Approach	685	6	691	366	18	384	0	0	0	0	0	0
Departure	404	16	420	486	0	486	0	0	0	0	0	0
Total	1,089	22	1,111	852	18	870	0	0	0	0	0	0
Total Approaches												
Approach	1,290	28	1,318	932	21	953	0	0	0	0	0	0
Departure	1,290	28	1,318	932	21	953	0	0	0	0	0	0
Total	2,580	56	2,636	1,864	42	1,906	0	0	0	0	0	0

Table C-3 - Existing Peak Hour PCE Volume Summary

	Weekday						Saturday					
	AM Peak Hour			PM Peak Hour			AM Peak Hour			Midday Peak Hour		
	Passenger Vehicles	Truck PCE	Total PCE	Passenger Vehicles	Truck PCE	Total PCE	Passenger Vehicles	Truck PCE	Total PCE	Passenger Vehicles	Truck PCE	Total PCE
12 . Basswood Avenue/Montemalaga Drive												
NBL	19	0	19	13	0	13	0	0	0	0	0	0
NBT	65	0	65	5	3	8	0	0	0	0	0	0
NBR	36	0	36	21	0	21	0	0	0	0	0	0
SBL	122	0	122	46	0	46	0	0	0	0	0	0
SBT	42	0	42	9	0	9	0	0	0	0	0	0
SBR	26	0	26	8	0	8	0	0	0	0	0	0
EBL	66	0	66	12	0	12	0	0	0	0	0	0
EBT	337	23	360	196	3	199	0	0	0	0	0	0
EBR	6	0	6	12	0	12	0	0	0	0	0	0
WBL	25	0	25	32	0	32	0	0	0	0	0	0
WBT	221	10	231	215	8	223	0	0	0	0	0	0
WBR	62	0	62	36	0	36	0	0	0	0	0	0
North Leg												
Approach	190	0	190	63	0	63	0	0	0	0	0	0
Departure	193	0	193	53	3	56	0	0	0	0	0	0
Total	383	0	383	116	3	119	0	0	0	0	0	0
South Leg												
Approach	120	0	120	39	3	42	0	0	0	0	0	0
Departure	73	0	73	53	0	53	0	0	0	0	0	0
Total	193	0	193	92	3	95	0	0	0	0	0	0
East Leg												
Approach	308	10	318	283	8	291	0	0	0	0	0	0
Departure	495	23	518	263	3	266	0	0	0	0	0	0
Total	803	33	836	546	11	557	0	0	0	0	0	0
West Leg												
Approach	409	23	432	220	3	223	0	0	0	0	0	0
Departure	266	10	276	236	8	244	0	0	0	0	0	0
Total	675	33	708	456	11	467	0	0	0	0	0	0
Total Approaches												
Approach	1,027	33	1,060	605	14	619	0	0	0	0	0	0
Departure	1,027	33	1,060	605	14	619	0	0	0	0	0	0
Total	2,054	66	2,120	1,210	28	1,238	0	0	0	0	0	0

Table C-3 - Existing Peak Hour PCE Volume Summary

	Weekday						Saturday					
	AM Peak Hour			PM Peak Hour			AM Peak Hour			Midday Peak Hour		
	Passenger Vehicles	Truck PCE	Total PCE	Passenger Vehicles	Truck PCE	Total PCE	Passenger Vehicles	Truck PCE	Total PCE	Passenger Vehicles	Truck PCE	Total PCE
13 . Silver Spur Road/Hawthorne Boulevard												
NBL	181	15	196	267	5	272	0	0	0	0	0	0
NBT	220	8	228	259	15	274	0	0	0	0	0	0
NBR	106	13	119	217	8	225	0	0	0	0	0	0
SBL	107	3	110	81	3	84	0	0	0	0	0	0
SBT	308	8	316	340	10	350	0	0	0	0	0	0
SBR	136	0	136	196	8	204	0	0	0	0	0	0
EBL	172	3	175	190	3	193	0	0	0	0	0	0
EBT	976	43	1,019	644	20	664	0	0	0	0	0	0
EBR	313	3	316	243	13	256	0	0	0	0	0	0
WBL	163	13	176	227	3	230	0	0	0	0	0	0
WBT	494	63	557	850	18	868	0	0	0	0	0	0
WBR	76	0	76	60	3	63	0	0	0	0	0	0
North Leg												
Approach	551	11	562	617	21	638	0	0	0	0	0	0
Departure	468	11	479	509	21	530	0	0	0	0	0	0
Total	1,019	22	1,041	1,126	42	1,168	0	0	0	0	0	0
South Leg												
Approach	507	36	543	743	28	771	0	0	0	0	0	0
Departure	784	24	808	810	26	836	0	0	0	0	0	0
Total	1,291	60	1,351	1,553	54	1,607	0	0	0	0	0	0
East Leg												
Approach	733	76	809	1,137	24	1,161	0	0	0	0	0	0
Departure	1,189	59	1,248	942	31	973	0	0	0	0	0	0
Total	1,922	135	2,057	2,079	55	2,134	0	0	0	0	0	0
West Leg												
Approach	1,461	49	1,510	1,077	36	1,113	0	0	0	0	0	0
Departure	811	78	889	1,313	31	1,344	0	0	0	0	0	0
Total	2,272	127	2,399	2,390	67	2,457	0	0	0	0	0	0
Total Approaches												
Approach	3,252	172	3,424	3,574	109	3,683	0	0	0	0	0	0
Departure	3,252	172	3,424	3,574	109	3,683	0	0	0	0	0	0
Total	6,504	344	6,848	7,148	218	7,366	0	0	0	0	0	0

Table C-3 - Existing Peak Hour PCE Volume Summary

	Weekday						Saturday					
	AM Peak Hour			PM Peak Hour			AM Peak Hour			Midday Peak Hour		
	Passenger Vehicles	Truck PCE	Total PCE	Passenger Vehicles	Truck PCE	Total PCE	Passenger Vehicles	Truck PCE	Total PCE	Passenger Vehicles	Truck PCE	Total PCE
14 . Crenshaw Boulevard/Crestridge Road												
NBL	6	0	6	6	0	6	0	0	0	0	0	0
NBT	894	10	904	485	40	525	0	0	0	0	0	0
NBR	3	0	3	9	3	12	0	0	0	0	0	0
SBL	26	0	26	30	0	30	0	0	0	0	0	0
SBT	591	10	601	709	18	727	0	0	0	0	0	0
SBR	191	10	201	324	0	324	0	0	0	0	0	0
EBL	399	3	402	211	0	211	0	0	0	0	0	0
EBT	7	0	7	8	0	8	0	0	0	0	0	0
EBR	17	0	17	13	0	13	0	0	0	0	0	0
WBL	4	0	4	6	3	9	0	0	0	0	0	0
WBT	6	0	6	2	0	2	0	0	0	0	0	0
WBR	41	0	41	33	0	33	0	0	0	0	0	0
North Leg												
Approach	808	20	828	1,063	18	1,081	0	0	0	0	0	0
Departure	1,334	13	1,347	729	40	769	0	0	0	0	0	0
Total	2,142	33	2,175	1,792	58	1,850	0	0	0	0	0	0
South Leg												
Approach	903	10	913	500	43	543	0	0	0	0	0	0
Departure	612	10	622	728	21	749	0	0	0	0	0	0
Total	1,515	20	1,535	1,228	64	1,292	0	0	0	0	0	0
East Leg												
Approach	51	0	51	41	3	44	0	0	0	0	0	0
Departure	36	0	36	47	3	50	0	0	0	0	0	0
Total	87	0	87	88	6	94	0	0	0	0	0	0
West Leg												
Approach	423	3	426	232	0	232	0	0	0	0	0	0
Departure	203	10	213	332	0	332	0	0	0	0	0	0
Total	626	13	639	564	0	564	0	0	0	0	0	0
Total Approaches												
Approach	2,185	33	2,218	1,836	64	1,900	0	0	0	0	0	0
Departure	2,185	33	2,218	1,836	64	1,900	0	0	0	0	0	0
Total	4,370	66	4,436	3,672	128	3,800	0	0	0	0	0	0

Table C-3 - Existing Peak Hour PCE Volume Summary

	Weekday						Saturday					
	AM Peak Hour			PM Peak Hour			AM Peak Hour			Midday Peak Hour		
	Passenger Vehicles	Truck PCE	Total PCE	Passenger Vehicles	Truck PCE	Total PCE	Passenger Vehicles	Truck PCE	Total PCE	Passenger Vehicles	Truck PCE	Total PCE
15 . Crenshaw Boulevard/Indian Peak Road												
NBL	181	5	186	118	8	126	0	0	0	0	0	0
NBT	1,143	8	1,151	611	35	646	0	0	0	0	0	0
NBR	0	0	0	0	0	0	0	0	0	0	0	0
SBL	0	0	0	2	0	2	0	0	0	0	0	0
SBT	647	28	675	863	15	878	0	0	0	0	0	0
SBR	130	5	135	158	5	163	0	0	0	0	0	0
EBL	168	0	168	123	0	123	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0	0	0	0	0	0
EBR	139	8	147	205	8	213	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0	0	0	0	0	0
North Leg												
Approach	777	33	810	1,023	20	1,043	0	0	0	0	0	0
Departure	1,311	8	1,319	734	35	769	0	0	0	0	0	0
Total	2,088	41	2,129	1,757	55	1,812	0	0	0	0	0	0
South Leg												
Approach	1,324	13	1,337	729	43	772	0	0	0	0	0	0
Departure	786	36	822	1,068	23	1,091	0	0	0	0	0	0
Total	2,110	49	2,159	1,797	66	1,863	0	0	0	0	0	0
East Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	2	0	2	0	0	0	0	0	0
Total	0	0	0	2	0	2	0	0	0	0	0	0
West Leg												
Approach	307	8	315	328	8	336	0	0	0	0	0	0
Departure	311	10	321	276	13	289	0	0	0	0	0	0
Total	618	18	636	604	21	625	0	0	0	0	0	0
Total Approaches												
Approach	2,408	54	2,462	2,080	71	2,151	0	0	0	0	0	0
Departure	2,408	54	2,462	2,080	71	2,151	0	0	0	0	0	0
Total	4,816	108	4,924	4,160	142	4,302	0	0	0	0	0	0

Table C-3 - Existing Peak Hour PCE Volume Summary

	Weekday						Saturday					
	AM Peak Hour			PM Peak Hour			AM Peak Hour			Midday Peak Hour		
	Passenger Vehicles	Truck PCE	Total PCE	Passenger Vehicles	Truck PCE	Total PCE	Passenger Vehicles	Truck PCE	Total PCE	Passenger Vehicles	Truck PCE	Total PCE
16 . Crenshaw Boulevard/Crest Road												
NBL	53	0	53	42	0	42	0	0	0	0	0	0
NBT	151	0	151	98	5	103	0	0	0	0	0	0
NBR	0	0	0	6	0	6	0	0	0	0	0	0
SBL	170	0	170	120	10	130	0	0	0	0	0	0
SBT	101	3	104	119	3	122	0	0	0	0	0	0
SBR	333	8	341	487	5	492	0	0	0	0	0	0
EBL	640	5	645	317	20	337	0	0	0	0	0	0
EBT	54	3	57	38	5	43	0	0	0	0	0	0
EBR	89	3	92	40	0	40	0	0	0	0	0	0
WBL	2	0	2	2	0	2	0	0	0	0	0	0
WBT	47	10	57	28	0	28	0	0	0	0	0	0
WBR	113	5	118	93	15	108	0	0	0	0	0	0
North Leg												
Approach	604	11	615	726	18	744	0	0	0	0	0	0
Departure	904	10	914	508	40	548	0	0	0	0	0	0
Total	1,508	21	1,529	1,234	58	1,292	0	0	0	0	0	0
South Leg												
Approach	204	0	204	146	5	151	0	0	0	0	0	0
Departure	192	6	198	161	3	164	0	0	0	0	0	0
Total	396	6	402	307	8	315	0	0	0	0	0	0
East Leg												
Approach	162	15	177	123	15	138	0	0	0	0	0	0
Departure	224	3	227	164	15	179	0	0	0	0	0	0
Total	386	18	404	287	30	317	0	0	0	0	0	0
West Leg												
Approach	783	11	794	395	25	420	0	0	0	0	0	0
Departure	433	18	451	557	5	562	0	0	0	0	0	0
Total	1,216	29	1,245	952	30	982	0	0	0	0	0	0
Total Approaches												
Approach	1,753	37	1,790	1,390	63	1,453	0	0	0	0	0	0
Departure	1,753	37	1,790	1,390	63	1,453	0	0	0	0	0	0
Total	3,506	74	3,580	2,780	126	2,906	0	0	0	0	0	0

Table C-3 - Existing Peak Hour PCE Volume Summary

	Weekday						Saturday					
	AM Peak Hour			PM Peak Hour			AM Peak Hour			Midday Peak Hour		
	Passenger Vehicles	Truck PCE	Total PCE	Passenger Vehicles	Truck PCE	Total PCE	Passenger Vehicles	Truck PCE	Total PCE	Passenger Vehicles	Truck PCE	Total PCE
17 . Hawthorne Boulevard/Blackhorse Road												
NBL	0	0	0	1	0	1	0	0	0	0	0	0
NBT	1,188	55	1,243	900	23	923	0	0	0	0	0	0
NBR	21	0	21	21	3	24	0	0	0	0	0	0
SBL	48	10	58	117	0	117	0	0	0	0	0	0
SBT	695	75	770	1,155	10	1,165	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0	0	0	0	0	0
WBL	28	0	28	10	0	10	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0	0	0	0	0	0
WBR	183	5	188	67	3	70	0	0	0	0	0	0
North Leg												
Approach	743	85	828	1,272	10	1,282	0	0	0	0	0	0
Departure	1,371	60	1,431	967	26	993	0	0	0	0	0	0
Total	2,114	145	2,259	2,239	36	2,275	0	0	0	0	0	0
South Leg												
Approach	1,209	55	1,264	922	26	948	0	0	0	0	0	0
Departure	723	75	798	1,165	10	1,175	0	0	0	0	0	0
Total	1,932	130	2,062	2,087	36	2,123	0	0	0	0	0	0
East Leg												
Approach	211	5	216	77	3	80	0	0	0	0	0	0
Departure	69	10	79	138	3	141	0	0	0	0	0	0
Total	280	15	295	215	6	221	0	0	0	0	0	0
West Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	1	0	1	0	0	0	0	0	0
Total	0	0	0	1	0	1	0	0	0	0	0	0
Total Approaches												
Approach	2,163	145	2,308	2,271	39	2,310	0	0	0	0	0	0
Departure	2,163	145	2,308	2,271	39	2,310	0	0	0	0	0	0
Total	4,326	290	4,616	4,542	78	4,620	0	0	0	0	0	0

Table C-3 - Existing Peak Hour PCE Volume Summary

	Weekday						Saturday					
	AM Peak Hour			PM Peak Hour			AM Peak Hour			Midday Peak Hour		
	Passenger Vehicles	Truck PCE	Total PCE	Passenger Vehicles	Truck PCE	Total PCE	Passenger Vehicles	Truck PCE	Total PCE	Passenger Vehicles	Truck PCE	Total PCE
18 . Forrestal Drive – Trump National Drive/Palos Verdes Drive South												
NBL	6	0	6	14	0	14	4	0	4	23	3	26
NBT	0	0	0	2	0	2	1	0	1	0	0	0
NBR	9	5	14	34	0	34	20	0	20	49	0	49
SBL	40	5	45	44	0	44	37	0	37	41	0	41
SBT	1	0	1	0	0	0	1	0	1	1	0	1
SBR	24	0	24	27	0	27	18	0	18	76	0	76
EBL	11	0	11	36	0	36	59	0	59	47	0	47
EBT	413	28	441	739	35	774	248	3	251	542	18	560
EBR	4	0	4	4	0	4	8	0	8	33	3	36
WBL	19	5	24	21	0	21	48	0	48	43	0	43
WBT	891	45	936	436	18	454	459	23	482	507	10	517
WBR	35	5	40	38	3	41	41	0	41	73	0	73
North Leg												
Approach	65	5	70	71	0	71	56	0	56	118	0	118
Departure	46	5	51	76	3	79	101	0	101	120	0	120
Total	111	10	121	147	3	150	157	0	157	238	0	238
South Leg												
Approach	15	5	20	50	0	50	25	0	25	72	3	75
Departure	24	5	29	25	0	25	57	0	57	77	3	80
Total	39	10	49	75	0	75	82	0	82	149	6	155
East Leg												
Approach	945	55	1,000	495	21	516	548	23	571	623	10	633
Departure	462	38	500	817	35	852	305	3	308	632	18	650
Total	1,407	93	1,500	1,312	56	1,368	853	26	879	1,255	28	1,283
West Leg												
Approach	428	28	456	779	35	814	315	3	318	622	21	643
Departure	921	45	966	477	18	495	481	23	504	606	13	619
Total	1,349	73	1,422	1,256	53	1,309	796	26	822	1,228	34	1,262
Total Approaches												
Approach	1,453	93	1,546	1,395	56	1,451	944	26	970	1,435	34	1,469
Departure	1,453	93	1,546	1,395	56	1,451	944	26	970	1,435	34	1,469
Total	2,906	186	3,092	2,790	112	2,902	1,888	52	1,940	2,870	68	2,938

Table C-3 - Existing Peak Hour PCE Volume Summary

	Weekday						Saturday					
	AM Peak Hour			PM Peak Hour			AM Peak Hour			Midday Peak Hour		
	Passenger Vehicles	Truck PCE	Total PCE	Passenger Vehicles	Truck PCE	Total PCE	Passenger Vehicles	Truck PCE	Total PCE	Passenger Vehicles	Truck PCE	Total PCE
19 . Palos Verdes Drive East/Palos Verdes Drive South												
NBL	0	0	0	0	0	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0	0	0	0	0
NBR	0	0	0	0	0	0	0	0	0	0	0	0
SBL	31	0	31	41	0	41	20	3	23	38	3	41
SBT	0	0	0	0	0	0	0	0	0	0	0	0
SBR	133	18	151	64	5	69	65	0	65	81	0	81
EBL	95	10	105	83	3	86	26	0	26	63	3	66
EBT	380	28	408	734	35	769	284	0	284	548	28	576
EBR	0	0	0	0	0	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	4	0	4	2	0	2
WBT	814	43	857	444	8	452	478	13	491	562	10	572
WBR	68	3	71	48	0	48	18	0	18	51	0	51
North Leg												
Approach	164	18	182	105	5	110	85	3	88	119	3	122
Departure	163	13	176	131	3	134	44	0	44	114	3	117
Total	327	31	358	236	8	244	129	3	132	233	6	239
South Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	4	0	4	2	0	2
Total	0	0	0	0	0	0	4	0	4	2	0	2
East Leg												
Approach	882	46	928	492	8	500	500	13	513	615	10	625
Departure	411	28	439	775	35	810	304	3	307	586	31	617
Total	1,293	74	1,367	1,267	43	1,310	804	16	820	1,201	41	1,242
West Leg												
Approach	475	38	513	817	38	855	310	0	310	611	31	642
Departure	947	61	1,008	508	13	521	543	13	556	643	10	653
Total	1,422	99	1,521	1,325	51	1,376	853	13	866	1,254	41	1,295
Total Approaches												
Approach	1,521	102	1,623	1,414	51	1,465	895	16	911	1,345	44	1,389
Departure	1,521	102	1,623	1,414	51	1,465	895	16	911	1,345	44	1,389
Total	3,042	204	3,246	2,828	102	2,930	1,790	32	1,822	2,690	88	2,778

Table C-3 - Existing Peak Hour PCE Volume Summary

	Weekday						Saturday					
	AM Peak Hour			PM Peak Hour			AM Peak Hour			Midday Peak Hour		
	Passenger Vehicles	Truck PCE	Total PCE	Passenger Vehicles	Truck PCE	Total PCE	Passenger Vehicles	Truck PCE	Total PCE	Passenger Vehicles	Truck PCE	Total PCE
20 . Palos Verdes Drive East/Crest Road – Marymount College Driveway												
NBL	72	3	75	17	5	22	4	0	4	23	0	23
NBT	127	5	132	108	3	111	78	0	78	126	3	129
NBR	22	10	32	11	0	11	2	0	2	3	0	3
SBL	92	0	92	48	0	48	4	0	4	5	0	5
SBT	99	3	102	141	10	151	64	0	64	119	0	119
SBR	193	5	198	82	0	82	22	3	25	40	5	45
EBL	229	0	229	46	0	46	43	0	43	61	0	61
EBT	1	0	1	0	0	0	0	0	0	0	0	0
EBR	58	8	66	11	5	16	9	0	9	16	3	19
WBL	3	5	8	20	0	20	1	0	1	3	0	3
WBT	0	0	0	2	0	2	0	0	0	0	0	0
WBR	9	0	9	90	0	90	2	0	2	2	0	2
North Leg												
Approach	384	8	392	271	10	281	90	3	93	164	5	169
Departure	365	5	370	244	3	247	123	0	123	189	3	192
Total	749	13	762	515	13	528	213	3	216	353	8	361
South Leg												
Approach	221	18	239	136	8	144	84	0	84	152	3	155
Departure	160	16	176	172	15	187	74	0	74	138	3	141
Total	381	34	415	308	23	331	158	0	158	290	6	296
East Leg												
Approach	12	5	17	112	0	112	3	0	3	5	0	5
Departure	115	10	125	59	0	59	6	0	6	8	0	8
Total	127	15	142	171	0	171	9	0	9	13	0	13
West Leg												
Approach	288	8	296	57	5	62	52	0	52	77	3	80
Departure	265	8	273	101	5	106	26	3	29	63	5	68
Total	553	16	569	158	10	168	78	3	81	140	8	148
Total Approaches												
Approach	905	39	944	576	23	599	229	3	232	398	11	409
Departure	905	39	944	576	23	599	229	3	232	398	11	409
Total	1,810	78	1,888	1,152	46	1,198	458	6	464	796	22	818

Table C-3 - Existing Peak Hour PCE Volume Summary

	Weekday						Saturday					
	AM Peak Hour			PM Peak Hour			AM Peak Hour			Midday Peak Hour		
	Passenger Vehicles	Truck PCE	Total PCE	Passenger Vehicles	Truck PCE	Total PCE	Passenger Vehicles	Truck PCE	Total PCE	Passenger Vehicles	Truck PCE	Total PCE
21 . Palos Verdes Drive East/Via Canada												
NBL	334	13	347	33	5	38	0	0	0	0	0	0
NBT	407	10	417	287	18	305	0	0	0	0	0	0
NBR	18	3	21	26	0	26	0	0	0	0	0	0
SBL	4	0	4	10	0	10	0	0	0	0	0	0
SBT	218	28	246	500	8	508	0	0	0	0	0	0
SBR	170	10	180	26	3	29	0	0	0	0	0	0
EBL	181	8	189	34	3	37	0	0	0	0	0	0
EBT	5	0	5	2	0	2	0	0	0	0	0	0
EBR	278	10	288	40	3	43	0	0	0	0	0	0
WBL	17	0	17	23	3	26	0	0	0	0	0	0
WBT	3	0	3	1	0	1	0	0	0	0	0	0
WBR	7	0	7	10	0	10	0	0	0	0	0	0
North Leg												
Approach	392	38	430	536	11	547	0	0	0	0	0	0
Departure	595	18	613	331	21	352	0	0	0	0	0	0
Total	987	56	1,043	867	32	899	0	0	0	0	0	0
South Leg												
Approach	759	26	785	346	23	369	0	0	0	0	0	0
Departure	513	38	551	563	14	577	0	0	0	0	0	0
Total	1,272	64	1,336	909	37	946	0	0	0	0	0	0
East Leg												
Approach	27	0	27	34	3	37	0	0	0	0	0	0
Departure	27	3	30	38	0	38	0	0	0	0	0	0
Total	54	3	57	72	3	75	0	0	0	0	0	0
West Leg												
Approach	464	18	482	76	6	82	0	0	0	0	0	0
Departure	507	23	530	60	8	68	0	0	0	0	0	0
Total	971	41	1,012	136	14	150	0	0	0	0	0	0
Total Approaches												
Approach	1,642	82	1,724	992	43	1,035	0	0	0	0	0	0
Departure	1,642	82	1,724	992	43	1,035	0	0	0	0	0	0
Total	3,284	164	3,448	1,984	86	2,070	0	0	0	0	0	0

Table C-3 - Existing Peak Hour PCE Volume Summary

	Weekday						Saturday					
	AM Peak Hour			PM Peak Hour			AM Peak Hour			Midday Peak Hour		
	Passenger Vehicles	Truck PCE	Total PCE	Passenger Vehicles	Truck PCE	Total PCE	Passenger Vehicles	Truck PCE	Total PCE	Passenger Vehicles	Truck PCE	Total PCE
22 . Palos Verdes Drive East/Crownview Drive												
NBL	27	3	30	34	3	37	0	0	0	0	0	0
NBT	730	23	753	337	23	360	0	0	0	0	0	0
NBR	0	0	0	0	0	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0	0	0	0	0	0
SBT	497	25	522	537	15	552	0	0	0	0	0	0
SBR	15	13	28	22	0	22	0	0	0	0	0	0
EBL	25	0	25	13	3	16	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0	0	0	0	0	0
EBR	48	0	48	31	0	31	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0	0	0	0	0	0
North Leg												
Approach	512	38	550	559	15	574	0	0	0	0	0	0
Departure	755	23	778	350	26	376	0	0	0	0	0	0
Total	1,267	61	1,328	909	41	950	0	0	0	0	0	0
South Leg												
Approach	757	26	783	371	26	397	0	0	0	0	0	0
Departure	545	25	570	568	15	583	0	0	0	0	0	0
Total	1,302	51	1,353	939	41	980	0	0	0	0	0	0
East Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
West Leg												
Approach	73	0	73	44	3	47	0	0	0	0	0	0
Departure	42	16	58	56	3	59	0	0	0	0	0	0
Total	115	16	131	100	6	106	0	0	0	0	0	0
Total Approaches												
Approach	1,342	64	1,406	974	44	1,018	0	0	0	0	0	0
Departure	1,342	64	1,406	974	44	1,018	0	0	0	0	0	0
Total	2,684	128	2,812	1,948	88	2,036	0	0	0	0	0	0

Table C-3 - Existing Peak Hour PCE Volume Summary

	Weekday						Saturday					
	AM Peak Hour			PM Peak Hour			AM Peak Hour			Midday Peak Hour		
	Passenger Vehicles	Truck PCE	Total PCE	Passenger Vehicles	Truck PCE	Total PCE	Passenger Vehicles	Truck PCE	Total PCE	Passenger Vehicles	Truck PCE	Total PCE
23 . Palos Verdes Drive East/Miraleste Drive												
NBL	0	0	0	0	0	0	0	0	0	0	0	0
NBT	346	15	361	108	8	116	94	3	97	132	0	132
NBR	145	0	145	188	10	198	102	0	102	117	3	120
SBL	333	15	348	394	15	409	129	3	132	238	0	238
SBT	216	10	226	170	0	170	46	0	46	144	3	147
SBR	0	0	0	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0	0	0	0	0	0
WBL	127	5	132	168	8	176	77	5	82	101	3	104
WBT	0	0	0	0	0	0	0	0	0	0	0	0
WBR	403	8	411	261	8	269	200	0	200	219	3	222
North Leg												
Approach	549	25	574	564	15	579	175	3	178	382	3	385
Departure	749	23	772	369	16	385	294	3	297	351	3	354
Total	1,298	48	1,346	933	31	964	469	6	475	733	6	739
South Leg												
Approach	491	15	506	296	18	314	196	3	199	249	3	252
Departure	343	15	358	338	8	346	123	5	128	245	6	251
Total	834	30	864	634	26	660	319	8	327	494	9	503
East Leg												
Approach	530	13	543	429	16	445	277	5	282	320	6	326
Departure	478	15	493	582	25	607	231	3	234	355	3	358
Total	1,008	28	1,036	1,011	41	1,052	508	8	516	675	9	684
West Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
Total Approaches												
Approach	1,570	53	1,623	1,289	49	1,338	648	11	659	951	12	963
Departure	1,570	53	1,623	1,289	49	1,338	648	11	659	951	12	963
Total	3,140	106	3,246	2,578	98	2,676	1,296	22	1,318	1,902	24	1,926

Table C-3 - Existing Peak Hour PCE Volume Summary

	Weekday						Saturday					
	AM Peak Hour			PM Peak Hour			AM Peak Hour			Midday Peak Hour		
	Passenger Vehicles	Truck PCE	Total PCE	Passenger Vehicles	Truck PCE	Total PCE	Passenger Vehicles	Truck PCE	Total PCE	Passenger Vehicles	Truck PCE	Total PCE
24 . Miraleste Drive/1st Street												
NBL	0	0	0	0	0	0	0	0	0	0	0	0
NBT	403	5	408	229	3	232	0	0	0	0	0	0
NBR	49	0	49	30	5	35	0	0	0	0	0	0
SBL	255	10	265	180	15	195	0	0	0	0	0	0
SBT	196	5	201	353	5	358	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0	0	0	0	0	0
WBL	13	0	13	41	0	41	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0	0	0	0	0	0
WBR	219	13	232	136	10	146	0	0	0	0	0	0
North Leg												
Approach	451	15	466	533	20	553	0	0	0	0	0	0
Departure	622	18	640	365	13	378	0	0	0	0	0	0
Total	1,073	33	1,106	898	33	931	0	0	0	0	0	0
South Leg												
Approach	452	5	457	259	8	267	0	0	0	0	0	0
Departure	209	5	214	394	5	399	0	0	0	0	0	0
Total	661	10	671	653	13	666	0	0	0	0	0	0
East Leg												
Approach	232	13	245	177	10	187	0	0	0	0	0	0
Departure	304	10	314	210	20	230	0	0	0	0	0	0
Total	536	23	559	387	30	417	0	0	0	0	0	0
West Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
Total Approaches												
Approach	1,135	33	1,168	969	38	1,007	0	0	0	0	0	0
Departure	1,135	33	1,168	969	38	1,007	0	0	0	0	0	0
Total	2,270	66	2,336	1,938	76	2,014	0	0	0	0	0	0

Table C-3 - Existing Peak Hour PCE Volume Summary

	Weekday						Saturday					
	AM Peak Hour			PM Peak Hour			AM Peak Hour			Midday Peak Hour		
	Passenger Vehicles	Truck PCE	Total PCE	Passenger Vehicles	Truck PCE	Total PCE	Passenger Vehicles	Truck PCE	Total PCE	Passenger Vehicles	Truck PCE	Total PCE
25 . Western Avenue/Avenida Aprenda												
NBL	80	8	88	68	0	68	0	0	0	0	0	0
NBT	1,542	40	1,582	1,101	38	1,139	0	0	0	0	0	0
NBR	0	0	0	0	0	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0	0	0	0	0	0
SBT	698	63	761	1,546	25	1,571	0	0	0	0	0	0
SBR	196	20	216	36	3	39	0	0	0	0	0	0
EBL	388	15	403	92	0	92	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0	0	0	0	0	0
EBR	163	8	171	57	0	57	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0	0	0	0	0	0
North Leg												
Approach	894	83	977	1,582	28	1,610	0	0	0	0	0	0
Departure	1,930	55	1,985	1,193	38	1,231	0	0	0	0	0	0
Total	2,824	138	2,962	2,775	66	2,841	0	0	0	0	0	0
South Leg												
Approach	1,622	48	1,670	1,169	38	1,207	0	0	0	0	0	0
Departure	861	71	932	1,603	25	1,628	0	0	0	0	0	0
Total	2,483	119	2,602	2,772	63	2,835	0	0	0	0	0	0
East Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
West Leg												
Approach	551	23	574	149	0	149	0	0	0	0	0	0
Departure	276	28	304	104	3	107	0	0	0	0	0	0
Total	827	51	878	253	3	256	0	0	0	0	0	0
Total Approaches												
Approach	3,067	154	3,221	2,900	66	2,966	0	0	0	0	0	0
Departure	3,067	154	3,221	2,900	66	2,966	0	0	0	0	0	0
Total	6,134	308	6,442	5,800	132	5,932	0	0	0	0	0	0

Table C-3 - Existing Peak Hour PCE Volume Summary

	Weekday						Saturday					
	AM Peak Hour			PM Peak Hour			AM Peak Hour			Midday Peak Hour		
	Passenger Vehicles	Truck PCE	Total PCE	Passenger Vehicles	Truck PCE	Total PCE	Passenger Vehicles	Truck PCE	Total PCE	Passenger Vehicles	Truck PCE	Total PCE
26 . Western Avenue/Delasonde Drive												
NBL	116	0	116	61	0	61	0	0	0	0	0	0
NBT	1,175	30	1,205	991	45	1,036	0	0	0	0	0	0
NBR	144	0	144	168	0	168	0	0	0	0	0	0
SBL	147	3	150	200	3	203	0	0	0	0	0	0
SBT	672	65	737	1,310	25	1,335	0	0	0	0	0	0
SBR	47	0	47	29	0	29	0	0	0	0	0	0
EBL	107	3	110	26	0	26	0	0	0	0	0	0
EBT	134	3	137	33	3	36	0	0	0	0	0	0
EBR	109	3	112	32	0	32	0	0	0	0	0	0
WBL	165	10	175	270	0	270	0	0	0	0	0	0
WBT	183	8	191	49	0	49	0	0	0	0	0	0
WBR	264	15	279	165	5	170	0	0	0	0	0	0
North Leg												
Approach	866	68	934	1,539	28	1,567	0	0	0	0	0	0
Departure	1,546	48	1,594	1,182	50	1,232	0	0	0	0	0	0
Total	2,412	116	2,528	2,721	78	2,799	0	0	0	0	0	0
South Leg												
Approach	1,435	30	1,465	1,220	45	1,265	0	0	0	0	0	0
Departure	946	78	1,024	1,612	25	1,637	0	0	0	0	0	0
Total	2,381	108	2,489	2,832	70	2,902	0	0	0	0	0	0
East Leg												
Approach	612	33	645	484	5	489	0	0	0	0	0	0
Departure	425	6	431	401	6	407	0	0	0	0	0	0
Total	1,037	39	1,076	885	11	896	0	0	0	0	0	0
West Leg												
Approach	350	9	359	91	3	94	0	0	0	0	0	0
Departure	346	8	354	139	0	139	0	0	0	0	0	0
Total	696	17	713	230	3	233	0	0	0	0	0	0
Total Approaches												
Approach	3,263	140	3,403	3,334	81	3,415	0	0	0	0	0	0
Departure	3,263	140	3,403	3,334	81	3,415	0	0	0	0	0	0
Total	6,526	280	6,806	6,668	162	6,830	0	0	0	0	0	0

Table C-3 - Existing Peak Hour PCE Volume Summary

	Weekday						Saturday					
	AM Peak Hour			PM Peak Hour			AM Peak Hour			Midday Peak Hour		
	Passenger Vehicles	Truck PCE	Total PCE	Passenger Vehicles	Truck PCE	Total PCE	Passenger Vehicles	Truck PCE	Total PCE	Passenger Vehicles	Truck PCE	Total PCE
27 . Western Avenue/Toscanini Drive												
NBL	191	3	194	71	0	71	0	0	0	0	0	0
NBT	1,345	35	1,380	1,181	40	1,221	0	0	0	0	0	0
NBR	34	0	34	48	0	48	0	0	0	0	0	0
SBL	24	0	24	35	0	35	0	0	0	0	0	0
SBT	876	83	959	1,534	28	1,562	0	0	0	0	0	0
SBR	20	0	20	35	0	35	0	0	0	0	0	0
EBL	79	0	79	27	5	32	0	0	0	0	0	0
EBT	25	0	25	16	0	16	0	0	0	0	0	0
EBR	268	15	283	63	0	63	0	0	0	0	0	0
WBL	67	0	67	42	0	42	0	0	0	0	0	0
WBT	50	0	50	10	0	10	0	0	0	0	0	0
WBR	56	0	56	23	3	26	0	0	0	0	0	0
North Leg												
Approach	920	83	1,003	1,604	28	1,632	0	0	0	0	0	0
Departure	1,480	35	1,515	1,231	48	1,279	0	0	0	0	0	0
Total	2,400	118	2,518	2,835	76	2,911	0	0	0	0	0	0
South Leg												
Approach	1,570	38	1,608	1,300	40	1,340	0	0	0	0	0	0
Departure	1,211	98	1,309	1,639	28	1,667	0	0	0	0	0	0
Total	2,781	136	2,917	2,939	68	3,007	0	0	0	0	0	0
East Leg												
Approach	173	0	173	75	3	78	0	0	0	0	0	0
Departure	83	0	83	99	0	99	0	0	0	0	0	0
Total	256	0	256	174	3	177	0	0	0	0	0	0
West Leg												
Approach	372	15	387	106	5	111	0	0	0	0	0	0
Departure	261	3	264	116	0	116	0	0	0	0	0	0
Total	633	18	651	222	5	227	0	0	0	0	0	0
Total Approaches												
Approach	3,035	136	3,171	3,085	76	3,161	0	0	0	0	0	0
Departure	3,035	136	3,171	3,085	76	3,161	0	0	0	0	0	0
Total	6,070	272	6,342	6,170	152	6,322	0	0	0	0	0	0

Table C-3 - Existing Peak Hour PCE Volume Summary

	Weekday						Saturday					
	AM Peak Hour			PM Peak Hour			AM Peak Hour			Midday Peak Hour		
	Passenger Vehicles	Truck PCE	Total PCE	Passenger Vehicles	Truck PCE	Total PCE	Passenger Vehicles	Truck PCE	Total PCE	Passenger Vehicles	Truck PCE	Total PCE
28 . Western Avenue/Caddington Drive												
NBL	33	3	36	212	3	215	0	0	0	0	0	0
NBT	1,481	35	1,516	1,179	40	1,219	0	0	0	0	0	0
NBR	0	0	0	0	0	0	0	0	0	0	0	0
SBL	10	0	10	58	0	58	0	0	0	0	0	0
SBT	1,131	93	1,224	1,489	35	1,524	0	0	0	0	0	0
SBR	49	0	49	172	0	172	0	0	0	0	0	0
EBL	82	3	85	156	3	159	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0	0	0	0	0	0
EBR	77	3	80	85	3	88	0	0	0	0	0	0
WBL	4	0	4	16	0	16	0	0	0	0	0	0
WBT	0	0	0	6	0	6	0	0	0	0	0	0
WBR	12	0	12	7	0	7	0	0	0	0	0	0
North Leg												
Approach	1,190	93	1,283	1,719	35	1,754	0	0	0	0	0	0
Departure	1,575	38	1,613	1,342	43	1,385	0	0	0	0	0	0
Total	2,765	131	2,896	3,061	78	3,139	0	0	0	0	0	0
South Leg												
Approach	1,514	38	1,552	1,391	43	1,434	0	0	0	0	0	0
Departure	1,212	96	1,308	1,590	38	1,628	0	0	0	0	0	0
Total	2,726	134	2,860	2,981	81	3,062	0	0	0	0	0	0
East Leg												
Approach	16	0	16	29	0	29	0	0	0	0	0	0
Departure	10	0	10	58	0	58	0	0	0	0	0	0
Total	26	0	26	87	0	87	0	0	0	0	0	0
West Leg												
Approach	159	6	165	241	6	247	0	0	0	0	0	0
Departure	82	3	85	390	3	393	0	0	0	0	0	0
Total	241	9	250	631	9	640	0	0	0	0	0	0
Total Approaches												
Approach	2,879	137	3,016	3,380	84	3,464	0	0	0	0	0	0
Departure	2,879	137	3,016	3,380	84	3,464	0	0	0	0	0	0
Total	5,758	274	6,032	6,760	168	6,928	0	0	0	0	0	0

Table C-3 - Existing Peak Hour PCE Volume Summary

	Weekday						Saturday					
	AM Peak Hour			PM Peak Hour			AM Peak Hour			Midday Peak Hour		
	Passenger Vehicles	Truck PCE	Total PCE	Passenger Vehicles	Truck PCE	Total PCE	Passenger Vehicles	Truck PCE	Total PCE	Passenger Vehicles	Truck PCE	Total PCE
29 . Western Avenue/Crestwood Street												
NBL	72	10	82	51	0	51	0	0	0	0	0	0
NBT	1,401	53	1,454	1,143	35	1,178	0	0	0	0	0	0
NBR	116	10	126	211	5	216	0	0	0	0	0	0
SBL	10	5	15	35	0	35	0	0	0	0	0	0
SBT	994	68	1,062	1,393	30	1,423	0	0	0	0	0	0
SBR	127	0	127	142	0	142	0	0	0	0	0	0
EBL	182	0	182	115	0	115	0	0	0	0	0	0
EBT	25	0	25	24	0	24	0	0	0	0	0	0
EBR	98	10	108	64	0	64	0	0	0	0	0	0
WBL	59	3	62	215	5	220	0	0	0	0	0	0
WBT	13	0	13	37	0	37	0	0	0	0	0	0
WBR	18	3	21	55	3	58	0	0	0	0	0	0
North Leg												
Approach	1,131	73	1,204	1,570	30	1,600	0	0	0	0	0	0
Departure	1,601	56	1,657	1,313	38	1,351	0	0	0	0	0	0
Total	2,732	129	2,861	2,883	68	2,951	0	0	0	0	0	0
South Leg												
Approach	1,589	73	1,662	1,405	40	1,445	0	0	0	0	0	0
Departure	1,151	81	1,232	1,672	35	1,707	0	0	0	0	0	0
Total	2,740	154	2,894	3,077	75	3,152	0	0	0	0	0	0
East Leg												
Approach	90	6	96	307	8	315	0	0	0	0	0	0
Departure	151	15	166	270	5	275	0	0	0	0	0	0
Total	241	21	262	577	13	590	0	0	0	0	0	0
West Leg												
Approach	305	10	315	203	0	203	0	0	0	0	0	0
Departure	212	10	222	230	0	230	0	0	0	0	0	0
Total	517	20	537	433	0	433	0	0	0	0	0	0
Total Approaches												
Approach	3,115	162	3,277	3,485	78	3,563	0	0	0	0	0	0
Departure	3,115	162	3,277	3,485	78	3,563	0	0	0	0	0	0
Total	6,230	324	6,554	6,970	156	7,126	0	0	0	0	0	0

Table C-4 - Forecast Link Volume Worksheet
General Plan Build Out Weekday Conditions

		Existing 2016 Volume		Existing 2016 Link Volume	Base Yr. Modeled Pk. Per. Volume	Fut. Yr. Modeled Pk. Per. Volume	Base to Future Year Pk. Per. Change	Base to Future Year Pk. Hr. Change	2016 to 2040 Link Vol Growth[1]	2040 Link Volume
1 Palos Verdes Drive West/Hawthorne Boulevard										
AM Peak Hour										
Northbound	Left	43	Approach	1,087	1,117	1,007	-110	-42	-37	1,050
	Through	560	Departure	519	667	657	-10	-4	-3	516
	Right	484								
Southbound	Left	264	Approach	581	515	573	58	22	20	601
	Through	306	Departure	806	882	893	11	4	4	810
	Right	11								
Eastbound	Left	5	Approach	36	0	0	0	0	0	36
	Through	28	Departure	75	0	0	0	0	0	75
	Right	3								
Westbound	Left	210	Approach	472	551	486	-65	-25	-22	450
	Through	21	Departure	776	639	520	-119	-45	-40	736
	Right	241								
PM Peak Hour										
Northbound	Left	80	Approach	628	1,219	1,172	-47	-13	-12	616
	Through	305	Departure	751	1,684	1,561	-123	-34	-31	720
	Right	243								
Southbound	Left	215	Approach	607	1,226	1,261	35	10	9	616
	Through	386	Departure	492	951	964	13	4	3	495
	Right	6								
Eastbound	Left	1	Approach	57	0	0	0	0	0	57
	Through	39	Departure	119	0	0	0	0	0	119
	Right	17								
Westbound	Left	348	Approach	567	1,036	864	-172	-48	-43	524
	Through	33	Departure	497	854	780	-74	-21	-18	479
	Right	186								

[1] Modeled base year (2008) to modeled future year (2035) conditions represent 27 years of traffic growth. Since it is 24 years from 2016 to 2040 the growth represents 88.89% of the growth between 2008 and 2035 model years. Also the a.m. peak hour is 38% of the peak period and the p.m. peak hour is 28 percent of the peak period.

Table C-4 - Forecast Link Volume Worksheet
General Plan Build Out Weekday Conditions

				Existing 2016 Link Volume	Base Yr. Modeled Pk. Per. Volume	Fut. Yr. Modeled Pk. Per. Volume	Base to Future Year Pk. Per. Change	Base to Future Year Pk. Hr. Change	2016 to 2040 Link Vol Growth[1]	2040 Link Volume
		Existing 2016 Volume								
2 Palos Verdes Drive West/Lower Point - Vicente Park Entrance										
AM Peak Hour										
Northbound	Left	1	Approach	1,069	1,117	1,007	-110	-42	-37	1,032
	Through	1,068	Departure	455	667	657	-10	-4	-3	452
	Right	0								
Southbound	Left	0	Approach	451	667	657	-10	-4	-3	448
	Through	451	Departure	1,080	1,117	1,007	-110	-42	-37	1,043
	Right	0								
Eastbound	Left	12	Approach	16	0	0	0	0	0	16
	Through	0	Departure	1	0	0	0	0	0	1
	Right	4								
Westbound	Left	0	Approach	0	0	0	0	0	0	0
	Through	0	Departure	0	0	0	0	0	0	0
	Right	0								
PM Peak Hour										
Northbound	Left	14	Approach	524	1,219	1,172	-47	-13	-12	512
	Through	510	Departure	750	1,684	1,561	-123	-34	-31	719
	Right	0								
Southbound	Left	2	Approach	737	1,684	1,561	-123	-34	-31	706
	Through	735	Departure	537	1,219	1,172	-47	-13	-12	525
	Right	0								
Eastbound	Left	27	Approach	42	0	0	0	0	0	42
	Through	0	Departure	14	0	0	0	0	0	14
	Right	15								
Westbound	Left	0	Approach	0	0	0	0	0	0	0
	Through	0	Departure	2	0	0	0	0	0	2
	Right	0								

[1] Modeled base year (2008) to modeled future year (2035) conditions represent 27 years of traffic growth. Since it is 24 years from 2016 to 2040 the growth represents 88.89% of the growth between 2008 and 2035 model years. Also the a.m. peak hour is 38% of the peak period and the p.m. peak hour is 28 percent of the peak period.

Table C-4 - Forecast Link Volume Worksheet
General Plan Build Out Weekday Conditions

		Existing 2016 Volume		Existing 2016 Link Volume	Base Yr. Modeled Pk. Per. Volume	Fut. Yr. Modeled Pk. Per. Volume	Base to Future Year Pk. Per. Change	Base to Future Year Pk. Hr. Change	2016 to 2040 Link Vol Growth[1]	2040 Link Volume
3 Via Rivera/Hawthorne Boulevard										
AM Peak Hour										
Northbound	Left	1	Approach	4	0	0	0	0	0	4
	Through	0	Departure	35	0	0	0	0	0	35
	Right	3								
Southbound	Left	107	Approach	180	188	198	10	4	3	183
	Through	0	Departure	185	92	94	2	1	1	186
	Right	73								
Eastbound	Left	55	Approach	828	639	520	-119	-45	-40	788
	Through	769	Departure	542	551	486	-65	-25	-22	520
	Right	4								
Westbound	Left	31	Approach	629	363	288	-75	-29	-25	604
	Through	468	Departure	879	547	426	-121	-46	-41	838
	Right	130								
PM Peak Hour										
Northbound	Left	0	Approach	9	0	0	0	0	0	9
	Through	0	Departure	11	0	0	0	0	0	11
	Right	9								
Southbound	Left	73	Approach	94	189	193	4	1	1	95
	Through	0	Departure	113	273	283	10	3	2	115
	Right	21								
Eastbound	Left	44	Approach	573	854	780	-74	-21	-18	555
	Through	525	Departure	651	1,036	864	-172	-48	-43	608
	Right	4								
Westbound	Left	7	Approach	706	847	671	-176	-49	-44	662
	Through	630	Departure	607	581	497	-84	-24	-21	586
	Right	69								

[1] Modeled base year (2008) to modeled future year (2035) conditions represent 27 years of traffic growth. Since it is 24 years from 2016 to 2040 the growth represents 88.89% of the growth between 2008 and 2035 model years. Also the a.m. peak hour is 38% of the peak period and the p.m. peak hour is 28 percent of the peak period.

Table C-4 - Forecast Link Volume Worksheet
General Plan Build Out Weekday Conditions

		Existing 2016 Volume		Existing 2016 Link Volume	Base Yr. Modeled Pk. Per. Volume	Fut. Yr. Modeled Pk. Per. Volume	Base to Future Year Pk. Per. Change	Base to Future Year Pk. Hr. Change	2016 to 2040 Link Vol Growth[1]	2040 Link Volume
4 Gravania Altamira – Ridgegate Drive/Hawthorne Boulevard										
AM Peak Hour										
Northbound	Left	48	Approach	161	111	98	-13	-5	-4	157
	Through	60	Departure	123	75	72	-3	-1	-1	122
	Right	53								
Southbound	Left	361	Approach	489	1,175	1,103	-72	-27	-24	465
	Through	41	Departure	500	547	501	-46	-17	-16	484
	Right	87								
Eastbound	Left	194	Approach	1,088	1,466	1,323	-143	-54	-48	1,040
	Through	868	Departure	621	571	494	-77	-29	-26	595
	Right	26								
Westbound	Left	56	Approach	788	918	821	-97	-37	-33	755
	Through	486	Departure	1,282	2,476	2,280	-196	-74	-66	1,216
	Right	246								
PM Peak Hour										
Northbound	Left	11	Approach	70	134	127	-7	-2	-2	68
	Through	33	Departure	150	154	139	-15	-4	-4	146
	Right	26								
Southbound	Left	261	Approach	387	964	884	-80	-22	-20	367
	Through	40	Departure	425	1,855	1,670	-185	-52	-46	379
	Right	86								
Eastbound	Left	94	Approach	752	1,156	1,040	-116	-32	-29	723
	Through	633	Departure	871	2,101	1,898	-203	-57	-51	820
	Right	25								
Westbound	Left	85	Approach	1,157	3,715	3,345	-370	-104	-92	1,065
	Through	774	Departure	920	1,858	1,689	-169	-47	-42	878
	Right	298								

[1] Modeled base year (2008) to modeled future year (2035) conditions represent 27 years of traffic growth. Since it is 24 years from 2016 to 2040 the growth represents 88.89% of the growth between 2008 and 2035 model years. Also the a.m. peak hour is 38% of the peak period and the p.m. peak hour is 28 percent of the peak period.

Table C-4 - Forecast Link Volume Worksheet
General Plan Build Out Weekday Conditions

		Existing 2016 Volume		Existing 2016 Link Volume	Base Yr. Modeled Pk. Per. Volume	Fut. Yr. Modeled Pk. Per. Volume	Base to Future Year Pk. Per. Change	Base to Future Year Pk. Hr. Change	2016 to 2040 Link Vol Growth[1]	2040 Link Volume
5 Hawthorne Boulevard/Eddinghill Drive – Seamount Drive										
AM Peak Hour										
Northbound	Left	70	Approach	838	748	497	-251	-95	-85	753
	Through	764	Departure	506	521	247	-274	-104	-93	413
	Right	4								
Southbound	Left	32	Approach	590	571	494	-77	-29	-26	564
	Through	436	Departure	1,056	1,466	1,323	-143	-54	-48	1,008
	Right	122								
Eastbound	Left	209	Approach	290	690	647	-43	-16	-15	275
	Through	23	Departure	219	216	202	-14	-5	-5	214
	Right	58								
Westbound	Left	12	Approach	122	241	180	-61	-23	-21	101
	Through	27	Departure	59	47	45	-2	-1	-1	58
	Right	83								
PM Peak Hour										
Northbound	Left	30	Approach	640	906	798	-108	-30	-27	613
	Through	604	Departure	729	1,148	980	-168	-47	-42	687
	Right	6								
Southbound	Left	46	Approach	872	2,101	1,898	-203	-57	-51	821
	Through	694	Departure	739	1,156	1,040	-116	-32	-29	710
	Right	132								
Eastbound	Left	101	Approach	141	476	450	-26	-7	-6	135
	Through	8	Departure	171	985	943	-42	-12	-10	161
	Right	32								
Westbound	Left	3	Approach	46	106	100	-6	-2	-1	45
	Through	9	Departure	60	300	283	-17	-5	-4	56
	Right	34								

[1] Modeled base year (2008) to modeled future year (2035) conditions represent 27 years of traffic growth. Since it is 24 years from 2016 to 2040 the growth represents 88.89% of the growth between 2008 and 2035 model years. Also the a.m. peak hour is 38% of the peak period and the p.m. peak hour is 28 percent of the peak period.

Table C-4 - Forecast Link Volume Worksheet
General Plan Build Out Weekday Conditions

		Existing 2016 Volume		Existing 2016 Link Volume	Base Yr. Modeled Pk. Per. Volume	Fut. Yr. Modeled Pk. Per. Volume	Base to Future Year Pk. Per. Change	Base to Future Year Pk. Hr. Change	2016 to 2040 Link Vol Growth[1]	2040 Link Volume
6 Hawthorne Boulevard/Crest Road										
AM Peak Hour										
Northbound	Left	29	Approach	884	547	426	-121	-46	-41	843
	Through	521	Departure	636	363	288	-75	-29	-25	611
	Right	334								
Southbound	Left	146	Approach	573	521	443	-78	-30	-26	547
	Through	359	Departure	779	748	629	-119	-45	-40	739
	Right	68								
Eastbound	Left	111	Approach	257	1,114	1,016	-98	-37	-33	224
	Through	96	Departure	146	396	384	-12	-5	-4	142
	Right	50								
Westbound	Left	227	Approach	423	345	333	-12	-5	-4	419
	Through	49	Departure	576	1,021	912	-109	-41	-37	539
	Right	147								
PM Peak Hour										
Northbound	Left	19	Approach	645	581	497	-84	-24	-21	624
	Through	427	Departure	801	847	671	-176	-49	-44	757
	Right	199								
Southbound	Left	67	Approach	685	1,148	980	-168	-47	-42	643
	Through	497	Departure	618	906	798	-108	-30	-27	591
	Right	121								
Eastbound	Left	133	Approach	244	782	764	-18	-5	-4	240
	Through	91	Departure	222	1,596	1,499	-97	-27	-24	198
	Right	20								
Westbound	Left	284	Approach	424	1,483	1,354	-129	-36	-32	392
	Through	82	Departure	357	644	627	-17	-5	-4	353
	Right	58								

[1] Modeled base year (2008) to modeled future year (2035) conditions represent 27 years of traffic growth. Since it is 24 years from 2016 to 2040 the growth represents 88.89% of the growth between 2008 and 2035 model years. Also the a.m. peak hour is 38% of the peak period and the p.m. peak hour is 28 percent of the peak period.

Table C-4 - Forecast Link Volume Worksheet
General Plan Build Out Weekday Conditions

		Existing 2016 Volume		Existing 2016 Link Volume	Base Yr. Modeled Pk. Per. Volume	Fut. Yr. Modeled Pk. Per. Volume	Base to Future Year Pk. Per. Change	Base to Future Year Pk. Hr. Change	2016 to 2040 Link Vol Growth[1]	2040 Link Volume
7 Hawthorne Boulevard/Dupre Drive – R. E. Ryan Park Driveway										
AM Peak Hour										
Northbound	Left	0	Approach	859	547	426	-121	-46	-41	818
	Through	841	Departure	638	363	288	-75	-29	-25	613
	Right	18								
Southbound	Left	11	Approach	624	363	288	-75	-29	-25	599
	Through	611	Departure	848	547	426	-121	-46	-41	807
	Right	2								
Eastbound	Left	0	Approach	0	0	0	0	0	0	0
	Through	0	Departure	2	0	0	0	0	0	2
	Right	0								
Westbound	Left	27	Approach	34	0	0	0	0	0	34
	Through	0	Departure	29	0	0	0	0	0	29
	Right	7								
PM Peak Hour										
Northbound	Left	0	Approach	635	581	497	-84	-24	-21	614
	Through	620	Departure	748	847	671	-176	-49	-44	704
	Right	15								
Southbound	Left	15	Approach	748	847	671	-176	-49	-44	704
	Through	730	Departure	639	581	497	-84	-24	-21	618
	Right	3								
Eastbound	Left	13	Approach	22	0	0	0	0	0	22
	Through	1	Departure	4	0	0	0	0	0	4
	Right	8								
Westbound	Left	10	Approach	17	0	0	0	0	0	17
	Through	1	Departure	31	0	0	0	0	0	31
	Right	6								

[1] Modeled base year (2008) to modeled future year (2035) conditions represent 27 years of traffic growth. Since it is 24 years from 2016 to 2040 the growth represents 88.89% of the growth between 2008 and 2035 model years. Also the a.m. peak hour is 38% of the peak period and the p.m. peak hour is 28 percent of the peak period.

Table C-4 - Forecast Link Volume Worksheet
General Plan Build Out Weekday Conditions

				Existing 2016 Link Volume	Base Yr. Modeled Pk. Per. Volume	Fut. Yr. Modeled Pk. Per. Volume	Base to Future Year Pk. Per. Change	Base to Future Year Pk. Hr. Change	2016 to 2040 Link Vol Growth[1]	2040 Link Volume
		Existing 2016 Volume								
8 Hawthorne Boulevard/Vallon Drive										
AM Peak Hour										
Northbound	Left	16	Approach	846	547	426	-121	-46	-41	805
	Through	819	Departure	650	363	288	-75	-29	-25	625
	Right	11								
Southbound	Left	7	Approach	638	363	288	-75	-29	-25	613
	Through	617	Departure	851	547	426	-121	-46	-41	810
	Right	14								
Eastbound	Left	27	Approach	48	0	0	0	0	0	48
	Through	0	Departure	30	0	0	0	0	0	30
	Right	21								
Westbound	Left	12	Approach	17	0	0	0	0	0	17
	Through	0	Departure	18	0	0	0	0	0	18
	Right	5								
PM Peak Hour										
Northbound	Left	15	Approach	636	581	497	-84	-24	-21	615
	Through	616	Departure	719	847	671	-176	-49	-44	675
	Right	5								
Southbound	Left	9	Approach	748	847	671	-176	-49	-44	704
	Through	709	Departure	640	581	497	-84	-24	-21	619
	Right	30								
Eastbound	Left	18	Approach	24	0	0	0	0	0	24
	Through	1	Departure	45	0	0	0	0	0	45
	Right	5								
Westbound	Left	5	Approach	11	0	0	0	0	0	11
	Through	0	Departure	15	0	0	0	0	0	15
	Right	6								

[1] Modeled base year (2008) to modeled future year (2035) conditions represent 27 years of traffic growth. Since it is 24 years from 2016 to 2040 the growth represents 88.89% of the growth between 2008 and 2035 model years. Also the a.m. peak hour is 38% of the peak period and the p.m. peak hour is 28 percent of the peak period.

Table C-4 - Forecast Link Volume Worksheet
General Plan Build Out Weekday Conditions

		Existing 2016 Volume		Existing 2016 Link Volume	Base Yr. Modeled Pk. Per. Volume	Fut. Yr. Modeled Pk. Per. Volume	Base to Future Year Pk. Per. Change	Base to Future Year Pk. Hr. Change	2016 to 2040 Link Vol Growth[1]	2040 Link Volume
9 Crestmont Lane – Terranea Way/Palos Verdes Drive South										
AM Peak Hour										
Northbound	Left	24	Approach	38	0	0	0	0	0	38
	Through	0	Departure	111	0	0	0	0	0	111
	Right	14								
Southbound	Left	2	Approach	3	0	0	0	0	0	3
	Through	0	Departure	26	0	0	0	0	0	26
	Right	1								
Eastbound	Left	14	Approach	464	667	658	-9	-3	-3	461
	Through	404	Departure	1,063	1,117	1,007	-110	-42	-37	1,026
	Right	46								
Westbound	Left	65	Approach	1,115	1,117	1,007	-110	-42	-37	1,078
	Through	1,038	Departure	420	667	658	-9	-3	-3	417
	Right	12								
PM Peak Hour										
Northbound	Left	83	Approach	177	0	0	0	0	0	177
	Through	0	Departure	133	0	0	0	0	0	133
	Right	94								
Southbound	Left	10	Approach	11	0	0	0	0	0	11
	Through	0	Departure	40	0	0	0	0	0	40
	Right	1								
Eastbound	Left	36	Approach	806	1,684	1,561	-123	-34	-31	775
	Through	700	Departure	549	1,219	1,172	-47	-13	-12	537
	Right	70								
Westbound	Left	63	Approach	532	1,219	1,172	-47	-13	-12	520
	Through	465	Departure	804	1,684	1,561	-123	-34	-31	773
	Right	4								

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Table C-4 - Forecast Link Volume Worksheet
General Plan Build Out Weekday Conditions

				Existing 2016 Link Volume	Base Yr. Modeled Pk. Per. Volume	Fut. Yr. Modeled Pk. Per. Volume	Base to Future Year Pk. Per. Change	Base to Future Year Pk. Hr. Change	2016 to 2040 Link Vol Growth[1]	2040 Link Volume
		Existing 2016 Volume								
10 Grayslake Road – Highridge Road/Hawthorne Boulevard										
AM Peak Hour										
Northbound	Left	63	Approach	692	1,786	1,616	-170	-65	-57	635
	Through	116	Departure	235	582	540	-42	-16	-14	221
	Right	513								
Southbound	Left	157	Approach	199	134	121	-13	-5	-4	195
	Through	35	Departure	272	246	215	-31	-12	-10	262
	Right	7								
Eastbound	Left	32	Approach	1,292	2,476	2,280	-196	-74	-66	1,226
	Through	1,245	Departure	741	917	821	-96	-36	-32	709
	Right	15								
Westbound	Left	185	Approach	980	1,310	1,180	-130	-49	-44	936
	Through	671	Departure	1,915	3,960	3,621	-339	-129	-115	1,800
	Right	124								
PM Peak Hour										
Northbound	Left	53	Approach	353	1,187	1,105	-82	-23	-20	333
	Through	27	Departure	380	2,531	2,325	-206	-58	-51	329
	Right	273								
Southbound	Left	90	Approach	123	299	270	-29	-8	-7	116
	Through	22	Departure	177	230	210	-20	-6	-5	172
	Right	11								
Eastbound	Left	11	Approach	916	1,858	1,689	-169	-47	-42	874
	Through	884	Departure	1,137	3,715	3,345	-370	-104	-92	1,045
	Right	21								
Westbound	Left	337	Approach	1,549	5,874	5,321	-553	-155	-138	1,411
	Through	1,073	Departure	1,247	2,742	2,505	-237	-66	-59	1,188
	Right	139								

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Table C-4 - Forecast Link Volume Worksheet
General Plan Build Out Weekday Conditions

		Existing 2016 Volume		Existing 2016 Link Volume	Base Yr. Modeled Pk. Per. Volume	Fut. Yr. Modeled Pk. Per. Volume	Base to Future Year Pk. Per. Change	Base to Future Year Pk. Hr. Change	2016 to 2040 Link Vol Growth[1]	2040 Link Volume
11 Highridge Road/Crest Road										
AM Peak Hour										
Northbound	Left	14	Approach	47	0	0	0	0	0	47
	Through	13	Departure	24	0	0	0	0	0	24
	Right	20								
Southbound	Left	115	Approach	248	369	156	-213	-81	-72	176
	Through	3	Departure	160	86	43	-43	-16	-15	145
	Right	130								
Eastbound	Left	110	Approach	687	957	1,006	49	19	17	704
	Through	571	Departure	410	278	309	31	12	10	420
	Right	6								
Westbound	Left	15	Approach	318	364	350	-14	-5	-5	313
	Through	266	Departure	706	1,327	1,163	-164	-62	-55	651
	Right	37								
PM Peak Hour										
Northbound	Left	7	Approach	24	0	0	0	0	0	24
	Through	8	Departure	31	0	0	0	0	0	31
	Right	9								
Southbound	Left	21	Approach	85	179	170	-9	-3	-2	83
	Through	8	Departure	83	499	454	-45	-13	-11	72
	Right	56								
Eastbound	Left	59	Approach	373	538	526	-12	-3	-3	370
	Through	310	Departure	486	1,362	1,239	-123	-34	-31	455
	Right	4								
Westbound	Left	19	Approach	458	1,867	1,693	-174	-49	-43	415
	Through	423	Departure	340	720	697	-23	-6	-6	334
	Right	16								

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Table C-4 - Forecast Link Volume Worksheet
General Plan Build Out Weekday Conditions

		Existing 2016 Volume		Existing 2016 Link Volume	Base Yr. Modeled Pk. Per. Volume	Fut. Yr. Modeled Pk. Per. Volume	Base to Future Year Pk. Per. Change	Base to Future Year Pk. Hr. Change	2016 to 2040 Link Vol Growth[1]	2040 Link Volume
12 Basswood Avenue/Montemalaga Drive										
AM Peak Hour										
Northbound	Left	19	Approach	120	0	0	0	0	0	120
	Through	65	Departure	73	0	0	0	0	0	73
	Right	36								
Southbound	Left	122	Approach	190	0	0	0	0	0	190
	Through	42	Departure	193	0	0	0	0	0	193
	Right	26								
Eastbound	Left	66	Approach	418	1,291	1,158	-133	-51	-45	373
	Through	346	Departure	270	610	602	-8	-3	-3	267
	Right	6								
Westbound	Left	25	Approach	312	610	602	-8	-3	-3	309
	Through	225	Departure	504	1,291	1,158	-133	-51	-45	459
	Right	62								
PM Peak Hour										
Northbound	Left	13	Approach	40	0	0	0	0	0	40
	Through	6	Departure	53	0	0	0	0	0	53
	Right	21								
Southbound	Left	46	Approach	63	0	0	0	0	0	63
	Through	9	Departure	54	0	0	0	0	0	54
	Right	8								
Eastbound	Left	12	Approach	221	1,049	991	-58	-16	-14	207
	Through	197	Departure	239	1,898	1,725	-173	-48	-43	196
	Right	12								
Westbound	Left	32	Approach	286	1,898	1,725	-173	-48	-43	243
	Through	218	Departure	264	1,049	991	-58	-16	-14	250
	Right	36								

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Table C-4 - Forecast Link Volume Worksheet
General Plan Build Out Weekday Conditions

		Existing 2016 Volume		Existing 2016 Link Volume	Base Yr. Modeled Pk. Per. Volume	Fut. Yr. Modeled Pk. Per. Volume	Base to Future Year Pk. Per. Change	Base to Future Year Pk. Hr. Change	2016 to 2040 Link Vol Growth[1]	2040 Link Volume
13 Silver Spur Road/Hawthorne Boulevard										
AM Peak Hour										
Northbound	Left	187	Approach	521	110	105	-5	-2	-2	519
	Through	223	Departure	793	298	273	-25	-10	-8	785
	Right	111								
Southbound	Left	108	Approach	555	152	178	26	10	9	564
	Through	311	Departure	472	287	263	-24	-9	-8	464
	Right	136								
Eastbound	Left	173	Approach	1,480	3,964	3,598	-366	-139	-124	1,356
	Through	993	Departure	842	1,424	1,310	-114	-43	-39	803
	Right	314								
Westbound	Left	168	Approach	763	1,276	1,172	-104	-40	-35	728
	Through	519	Departure	1,212	3,493	3,207	-286	-109	-97	1,115
	Right	76								
PM Peak Hour										
Northbound	Left	269	Approach	754	904	542	-362	-101	-90	664
	Through	265	Departure	820	263	281	18	5	4	824
	Right	220								
Southbound	Left	82	Approach	625	382	438	56	16	14	639
	Through	344	Departure	517	520	503	-17	-5	-4	513
	Right	199								
Eastbound	Left	191	Approach	1,091	2,941	2,713	-228	-64	-57	1,034
	Through	652	Departure	1,325	5,888	5,277	-611	-171	-152	1,173
	Right	248								
Westbound	Left	228	Approach	1,146	4,941	4,669	-272	-76	-68	1,078
	Through	857	Departure	954	2,499	2,302	-197	-55	-49	905
	Right	61								

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Table C-4 - Forecast Link Volume Worksheet
General Plan Build Out Weekday Conditions

		Existing 2016 Volume		Existing 2016 Link Volume	Base Yr. Modeled Pk. Per. Volume	Fut. Yr. Modeled Pk. Per. Volume	Base to Future Year Pk. Per. Change	Base to Future Year Pk. Hr. Change	2016 to 2040 Link Vol Growth[1]	2040 Link Volume
14 Crenshaw Boulevard/Crestridge Road										
AM Peak Hour										
Northbound	Left	6	Approach	907	1,248	1,094	-154	-59	-52	855
	Through	898	Departure	616	348	366	18	7	6	622
	Right	3								
Southbound	Left	26	Approach	816	847	882	35	13	12	828
	Through	595	Departure	1,339	1,995	1,850	-145	-55	-49	1,290
	Right	195								
Eastbound	Left	400	Approach	424	747	756	9	3	3	427
	Through	7	Departure	207	500	516	16	6	5	212
	Right	17								
Westbound	Left	4	Approach	51	0	0	0	0	0	51
	Through	6	Departure	36	0	0	0	0	0	36
	Right	41								
PM Peak Hour										
Northbound	Left	6	Approach	517	570	747	177	50	44	561
	Through	501	Departure	736	1,625	1,633	8	2	2	738
	Right	10								
Southbound	Left	30	Approach	1,070	2,785	2,819	34	10	8	1,078
	Through	716	Departure	745	1,413	1,599	186	52	46	791
	Right	324								
Eastbound	Left	211	Approach	232	843	852	9	3	2	234
	Through	8	Departure	332	1,160	1,186	26	7	6	338
	Right	13								
Westbound	Left	7	Approach	42	0	0	0	0	0	42
	Through	2	Departure	48	0	0	0	0	0	48
	Right	33								

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Table C-4 - Forecast Link Volume Worksheet
General Plan Build Out Weekday Conditions

		Existing 2016 Volume		Existing 2016 Link Volume	Base Yr. Modeled Pk. Per. Volume	Fut. Yr. Modeled Pk. Per. Volume	Base to Future Year Pk. Per. Change	Base to Future Year Pk. Hr. Change	2016 to 2040 Link Vol Growth[1]	2040 Link Volume
15 Crenshaw Boulevard/Indian Peak Road										
AM Peak Hour										
Northbound	Left	183	Approach	1,329	1,995	1,850	-145	-55	-49	1,280
	Through	1,146	Departure	800	847	882	35	13	12	812
	Right	0								
Southbound	Left	0	Approach	790	673	671	-2	-1	-1	789
	Through	658	Departure	1,314	1,931	1,793	-138	-52	-47	1,267
	Right	132								
Eastbound	Left	168	Approach	310	174	211	37	14	12	322
	Through	0	Departure	315	64	58	-6	-2	-2	313
	Right	142								
Westbound	Left	0	Approach	0	0	0	0	0	0	0
	Through	0	Departure	0	0	0	0	0	0	0
	Right	0								
PM Peak Hour										
Northbound	Left	121	Approach	746	1,413	1,599	186	52	46	792
	Through	625	Departure	1,077	2,785	2,819	34	10	8	1,085
	Right	0								
Southbound	Left	2	Approach	1,031	2,664	2,712	48	13	12	1,043
	Through	869	Departure	748	1,106	1,239	133	37	33	781
	Right	160								
Eastbound	Left	123	Approach	331	120	108	-12	-3	-3	328
	Through	0	Departure	281	306	360	54	15	13	294
	Right	208								
Westbound	Left	0	Approach	0	0	0	0	0	0	0
	Through	0	Departure	2	0	0	0	0	0	2
	Right	0								

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Table C-4 - Forecast Link Volume Worksheet
General Plan Build Out Weekday Conditions

		Existing 2016 Volume		Existing 2016 Link Volume	Base Yr. Modeled Pk. Per. Volume	Fut. Yr. Modeled Pk. Per. Volume	Base to Future Year Pk. Per. Change	Base to Future Year Pk. Hr. Change	2016 to 2040 Link Vol Growth[1]	2040 Link Volume
16 Crenshaw Boulevard/Crest Road										
AM Peak Hour										
Northbound	Left	53	Approach	204	0	0	0	0	0	204
	Through	151	Departure	194	0	0	0	0	0	194
	Right	0								
Southbound	Left	170	Approach	608	348	366	18	7	6	614
	Through	102	Departure	908	1,248	1,094	-154	-59	-52	856
	Right	336								
Eastbound	Left	642	Approach	787	1,439	1,218	-221	-84	-75	712
	Through	55	Departure	440	491	467	-24	-9	-8	432
	Right	90								
Westbound	Left	2	Approach	168	192	160	-32	-12	-11	157
	Through	51	Departure	225	249	193	-56	-21	-19	206
	Right	115								
PM Peak Hour										
Northbound	Left	42	Approach	148	0	0	0	0	0	148
	Through	100	Departure	162	0	0	0	0	0	162
	Right	6								
Southbound	Left	124	Approach	733	1,625	1,633	8	2	2	735
	Through	120	Departure	524	570	747	177	50	44	568
	Right	489								
Eastbound	Left	325	Approach	405	863	828	-35	-10	-9	396
	Through	40	Departure	559	2,051	1,786	-265	-74	-66	493
	Right	40								
Westbound	Left	2	Approach	129	600	333	-267	-75	-66	63
	Through	28	Departure	170	480	275	-205	-57	-51	119
	Right	99								

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General Plan Build Out Weekday Conditions

		Existing 2016 Volume		Existing 2016 Link Volume	Base Yr. Modeled Pk. Per. Volume	Fut. Yr. Modeled Pk. Per. Volume	Base to Future Year Pk. Per. Change	Base to Future Year Pk. Hr. Change	2016 to 2040 Link Vol Growth[1]	2040 Link Volume
17 Hawthorne Boulevard/Blackhorse Road										
AM Peak Hour										
Northbound	Left	0	Approach	1,231	3,493	3,207	-286	-109	-97	1,134
	Through	1,210	Departure	753	1,276	1,172	-104	-40	-35	718
	Right	21								
Southbound	Left	52	Approach	777	2,419	2,499	80	30	27	804
	Through	725	Departure	1,395	3,964	3,678	-286	-109	-97	1,298
	Right	0								
Eastbound	Left	0	Approach	0	0	0	0	0	0	0
	Through	0	Departure	0	0	0	0	0	0	0
	Right	0								
Westbound	Left	28	Approach	213	471	472	1	0	0	213
	Through	0	Departure	73	1,143	1,327	184	70	62	135
	Right	185								
PM Peak Hour										
Northbound	Left	1	Approach	932	2,499	2,302	-197	-55	-49	883
	Through	909	Departure	1,169	4,941	4,669	-272	-76	-68	1,101
	Right	22								
Southbound	Left	117	Approach	1,276	5,850	5,570	-280	-78	-70	1,206
	Through	1,159	Departure	977	3,879	3,734	-145	-41	-36	941
	Right	0								
Eastbound	Left	0	Approach	0	0	0	0	0	0	0
	Through	0	Departure	1	0	0	0	0	0	1
	Right	0								
Westbound	Left	10	Approach	78	1,380	1,431	51	14	13	91
	Through	0	Departure	139	908	900	-8	-2	-2	137
	Right	68								

[1] Modeled base year (2008) to modeled future year (2035) conditions represent 27 years of traffic growth. Since it is 24 years from 2016 to 2040 the growth represents 88.89% of the growth between 2008 and 2035 model years. Also the a.m. peak hour is 38% of the peak period and the p.m. peak hour is 28 percent of the peak period.

Table C-4 - Forecast Link Volume Worksheet
General Plan Build Out Weekday Conditions

		Existing 2016 Volume		Existing 2016 Link Volume	Base Yr. Modeled Pk. Per. Volume	Fut. Yr. Modeled Pk. Per. Volume	Base to Future Year Pk. Per. Change	Base to Future Year Pk. Hr. Change	2016 to 2040 Link Vol Growth[1]	2040 Link Volume
18 Forrestal Drive – Trump National Drive/Palos Verdes Drive South										
AM Peak Hour										
Northbound	Left	6	Approach	17	0	0	0	0	0	17
	Through	0	Departure	26	0	0	0	0	0	26
	Right	11								
Southbound	Left	42	Approach	67	0	0	0	0	0	67
	Through	1	Departure	48	0	0	0	0	0	48
	Right	24								
Eastbound	Left	11	Approach	439	1,488	1,398	-90	-34	-30	409
	Through	424	Departure	939	855	801	-54	-21	-18	921
	Right	4								
Westbound	Left	21	Approach	967	855	801	-54	-21	-18	949
	Through	909	Departure	477	1,488	1,398	-90	-34	-30	447
	Right	37								
PM Peak Hour										
Northbound	Left	14	Approach	50	0	0	0	0	0	50
	Through	2	Departure	25	0	0	0	0	0	25
	Right	34								
Southbound	Left	44	Approach	71	0	0	0	0	0	71
	Through	0	Departure	77	0	0	0	0	0	77
	Right	27								
Eastbound	Left	36	Approach	793	1,610	1,518	-92	-26	-23	770
	Through	753	Departure	484	2,230	2,085	-145	-41	-36	448
	Right	4								
Westbound	Left	21	Approach	503	2,230	2,085	-145	-41	-36	467
	Through	443	Departure	831	1,610	1,518	-92	-26	-23	808
	Right	39								

[1] Modeled base year (2008) to modeled future year (2035) conditions represent 27 years of traffic growth. Since it is 24 years from 2016 to 2040 the growth represents 88.89% of the growth between 2008 and 2035 model years. Also the a.m. peak hour is 38% of the peak period and the p.m. peak hour is 28 percent of the peak period.

Table C-4 - Forecast Link Volume Worksheet
General Plan Build Out Weekday Conditions

		Existing 2016 Volume		Existing 2016 Link Volume	Base Yr. Modeled Pk. Per. Volume	Fut. Yr. Modeled Pk. Per. Volume	Base to Future Year Pk. Per. Change	Base to Future Year Pk. Hr. Change	2016 to 2040 Link Vol Growth[1]	2040 Link Volume
19 Palos Verdes Drive East/Palos Verdes Drive South										
AM Peak Hour										
Northbound	Left	0	Approach	0	0	0	0	0	0	0
	Through	0	Departure	0	0	0	0	0	0	0
	Right	0								
Southbound	Left	31	Approach	171	23	33	10	4	3	174
	Through	0	Departure	168	83	79	-4	-2	-1	167
	Right	140								
Eastbound	Left	99	Approach	490	1,488	1,398	-90	-34	-30	460
	Through	391	Departure	971	855	801	-54	-21	-18	953
	Right	0								
Westbound	Left	0	Approach	900	864	797	-67	-25	-23	877
	Through	831	Departure	422	1,437	1,348	-89	-34	-30	392
	Right	69								
PM Peak Hour										
Northbound	Left	0	Approach	0	0	0	0	0	0	0
	Through	0	Departure	0	0	0	0	0	0	0
	Right	0								
Southbound	Left	41	Approach	107	112	120	8	2	2	109
	Through	0	Departure	132	45	46	1	0	0	132
	Right	66								
Eastbound	Left	84	Approach	832	1,610	1,518	-92	-26	-23	809
	Through	748	Departure	513	2,230	2,085	-145	-41	-36	477
	Right	0								
Westbound	Left	0	Approach	495	2,166	2,006	-160	-45	-40	455
	Through	447	Departure	789	1,612	1,513	-99	-28	-25	764
	Right	48								

[1] Modeled base year (2008) to modeled future year (2035) conditions represent 27 years of traffic growth. Since it is 24 years from 2016 to 2040 the growth represents 88.89% of the growth between 2008 and 2035 model years. Also the a.m. peak hour is 38% of the peak period and the p.m. peak hour is 28 percent of the peak period.

Table C-4 - Forecast Link Volume Worksheet
General Plan Build Out Weekday Conditions

		Existing 2016 Volume		Existing 2016 Link Volume	Base Yr. Modeled Pk. Per. Volume	Fut. Yr. Modeled Pk. Per. Volume	Base to Future Year Pk. Per. Change	Base to Future Year Pk. Hr. Change	2016 to 2040 Link Vol Growth[1]	2040 Link Volume
20 Palos Verdes Drive East/Crest Road – Marymount College Driveway										
AM Peak Hour										
Northbound	Left	73	Approach	228	84	79	-5	-2	-2	226
	Through	129	Departure	166	23	33	10	4	3	169
	Right	26								
Southbound	Left	92	Approach	387	18	18	0	0	0	387
	Through	100	Departure	367	51	46	-5	-2	-2	365
	Right	195								
Eastbound	Left	229	Approach	291	4	15	11	4	4	295
	Through	1	Departure	268	32	33	1	0	0	268
	Right	61								
Westbound	Left	5	Approach	14	0	0	0	0	0	14
	Through	0	Departure	119	0	0	0	0	0	119
	Right	9								
PM Peak Hour										
Northbound	Left	19	Approach	139	45	46	1	0	0	139
	Through	109	Departure	178	112	120	8	2	2	180
	Right	11								
Southbound	Left	48	Approach	275	64	60	-4	-1	-1	274
	Through	145	Departure	245	32	31	-1	0	0	245
	Right	82								
Eastbound	Left	46	Approach	59	48	59	11	3	3	62
	Through	0	Departure	103	14	14	0	0	0	103
	Right	13								
Westbound	Left	20	Approach	112	0	0	0	0	0	112
	Through	2	Departure	59	0	0	0	0	0	59
	Right	90								

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Table C-4 - Forecast Link Volume Worksheet
General Plan Build Out Weekday Conditions

		Existing 2016 Volume		Existing 2016 Link Volume	Base Yr. Modeled Pk. Per. Volume	Fut. Yr. Modeled Pk. Per. Volume	Base to Future Year Pk. Per. Change	Base to Future Year Pk. Hr. Change	2016 to 2040 Link Vol Growth[1]	2040 Link Volume
21 Palos Verdes Drive East/Via Canada										
AM Peak Hour										
Northbound	Left	339	Approach	769	154	167	13	5	4	773
	Through	411	Departure	528	157	132	-25	-10	-8	520
	Right	19								
Southbound	Left	4	Approach	407	157	132	-25	-10	-8	399
	Through	229	Departure	602	154	167	13	5	4	606
	Right	174								
Eastbound	Left	184	Approach	471	0	0	0	0	0	471
	Through	5	Departure	516	0	0	0	0	0	516
	Right	282								
Westbound	Left	17	Approach	27	0	0	0	0	0	27
	Through	3	Departure	28	0	0	0	0	0	28
	Right	7								
PM Peak Hour										
Northbound	Left	35	Approach	355	320	253	-67	-19	-17	338
	Through	294	Departure	568	289	297	8	2	2	570
	Right	26								
Southbound	Left	10	Approach	540	289	297	8	2	2	542
	Through	503	Departure	339	320	253	-67	-19	-17	322
	Right	27								
Eastbound	Left	35	Approach	78	0	0	0	0	0	78
	Through	2	Departure	63	0	0	0	0	0	63
	Right	41								
Westbound	Left	24	Approach	35	0	0	0	0	0	35
	Through	1	Departure	38	0	0	0	0	0	38
	Right	10								

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Table C-4 - Forecast Link Volume Worksheet
General Plan Build Out Weekday Conditions

		Existing 2016 Volume		Existing 2016 Link Volume	Base Yr. Modeled Pk. Per. Volume	Fut. Yr. Modeled Pk. Per. Volume	Base to Future Year Pk. Per. Change	Base to Future Year Pk. Hr. Change	2016 to 2040 Link Vol Growth[1]	2040 Link Volume
22 Palos Verdes Drive East/Crownview Drive										
AM Peak Hour										
Northbound	Left	28	Approach	767	513	494	-19	-7	-6	761
	Through	739	Departure	555	689	622	-67	-25	-23	532
	Right	0								
Southbound	Left	0	Approach	527	157	132	-25	-10	-8	519
	Through	507	Departure	764	154	167	13	5	4	768
	Right	20								
Eastbound	Left	25	Approach	73	532	490	-42	-16	-14	59
	Through	0	Departure	48	359	328	-31	-12	-10	38
	Right	48								
Westbound	Left	0	Approach	0	0	0	0	0	0	0
	Through	0	Departure	0	0	0	0	0	0	0
	Right	0								
PM Peak Hour										
Northbound	Left	35	Approach	381	1,145	1,028	-117	-33	-29	352
	Through	346	Departure	574	874	855	-19	-5	-5	569
	Right	0								
Southbound	Left	0	Approach	565	289	297	8	2	2	567
	Through	543	Departure	360	320	253	-67	-19	-17	343
	Right	22								
Eastbound	Left	14	Approach	45	585	558	-27	-8	-7	38
	Through	0	Departure	57	825	775	-50	-14	-12	45
	Right	31								
Westbound	Left	0	Approach	0	0	0	0	0	0	0
	Through	0	Departure	0	0	0	0	0	0	0
	Right	0								

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Table C-4 - Forecast Link Volume Worksheet
General Plan Build Out Weekday Conditions

		Existing 2016 Volume		Existing 2016 Link Volume	Base Yr. Modeled Pk. Per. Volume	Fut. Yr. Modeled Pk. Per. Volume	Base to Future Year Pk. Per. Change	Base to Future Year Pk. Hr. Change	2016 to 2040 Link Vol Growth[1]	2040 Link Volume
23 Palos Verdes Drive East/Miraleste Drive										
AM Peak Hour										
Northbound	Left	0	Approach	497	583	535	-48	-18	-16	481
	Through	352	Departure	349	377	346	-31	-12	-10	339
	Right	145								
Southbound	Left	339	Approach	559	689	622	-67	-25	-23	536
	Through	220	Departure	758	513	494	-19	-7	-6	752
	Right	0								
Eastbound	Left	0	Approach	0	0	0	0	0	0	0
	Through	0	Departure	0	0	0	0	0	0	0
	Right	0								
Westbound	Left	129	Approach	535	821	777	-44	-17	-15	520
	Through	0	Departure	484	1,204	1,093	-111	-42	-37	447
	Right	406								
PM Peak Hour										
Northbound	Left	0	Approach	303	617	589	-28	-8	-7	296
	Through	111	Departure	341	889	835	-54	-15	-13	328
	Right	192								
Southbound	Left	400	Approach	570	874	855	-19	-5	-5	565
	Through	170	Departure	375	1,145	1,028	-117	-33	-29	346
	Right	0								
Eastbound	Left	0	Approach	0	0	0	0	0	0	0
	Through	0	Departure	0	0	0	0	0	0	0
	Right	0								
Westbound	Left	171	Approach	435	1,938	1,771	-167	-47	-42	393
	Through	0	Departure	592	1,394	1,354	-40	-11	-10	582
	Right	264								

[1] Modeled base year (2008) to modeled future year (2035) conditions represent 27 years of traffic growth. Since it is 24 years from 2016 to 2040 the growth represents 88.89% of the growth between 2008 and 2035 model years. Also the a.m. peak hour is 38% of the peak period and the p.m. peak hour is 28 percent of the peak period.

Table C-4 - Forecast Link Volume Worksheet
General Plan Build Out Weekday Conditions

		Existing 2016 Volume		Existing 2016 Link Volume	Base Yr. Modeled Pk. Per. Volume	Fut. Yr. Modeled Pk. Per. Volume	Base to Future Year Pk. Per. Change	Base to Future Year Pk. Hr. Change	2016 to 2040 Link Vol Growth[1]	2040 Link Volume
24 Miraleste Drive/1st Street										
AM Peak Hour										
Northbound	Left	0	Approach	454	238	240	2	1	1	455
	Through	405	Departure	211	179	167	-12	-5	-4	207
	Right	49								
Southbound	Left	259	Approach	457	615	600	-15	-6	-5	452
	Through	198	Departure	629	740	639	-101	-38	-34	595
	Right	0								
Eastbound	Left	0	Approach	0	0	0	0	0	0	0
	Through	0	Departure	0	0	0	0	0	0	0
	Right	0								
Westbound	Left	13	Approach	237	501	398	-103	-39	-35	202
	Through	0	Departure	308	436	433	-3	-1	-1	307
	Right	224								
PM Peak Hour										
Northbound	Left	0	Approach	262	361	319	-42	-12	-10	252
	Through	230	Departure	396	396	409	13	4	3	399
	Right	32								
Southbound	Left	186	Approach	541	846	855	9	3	2	543
	Through	355	Departure	370	1,079	971	-108	-30	-27	343
	Right	0								
Eastbound	Left	0	Approach	0	0	0	0	0	0	0
	Through	0	Departure	0	0	0	0	0	0	0
	Right	0								
Westbound	Left	41	Approach	181	718	651	-67	-19	-17	164
	Through	0	Departure	218	450	446	-4	-1	-1	217
	Right	140								

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Table C-4 - Forecast Link Volume Worksheet
General Plan Build Out Weekday Conditions

		Existing 2016 Volume		Existing 2016 Link Volume	Base Yr. Modeled Pk. Per. Volume	Fut. Yr. Modeled Pk. Per. Volume	Base to Future Year Pk. Per. Change	Base to Future Year Pk. Hr. Change	2016 to 2040 Link Vol Growth[1]	2040 Link Volume
25 Western Avenue/Avenida Aprenda										
AM Peak Hour										
Northbound	Left	83	Approach	1,641	3,102	3,257	155	59	52	1,693
	Through	1,558	Departure	889	1,824	1,935	111	42	37	926
	Right	0								
Southbound	Left	0	Approach	927	1,824	1,935	111	42	37	964
	Through	723	Departure	1,952	3,102	3,257	155	59	52	2,004
	Right	204								
Eastbound	Left	394	Approach	560	0	0	0	0	0	560
	Through	0	Departure	287	0	0	0	0	0	287
	Right	166								
Westbound	Left	0	Approach	0	0	0	0	0	0	0
	Through	0	Departure	0	0	0	0	0	0	0
	Right	0								
PM Peak Hour										
Northbound	Left	68	Approach	1,184	3,301	3,371	70	20	17	1,201
	Through	1,116	Departure	1,613	4,596	4,882	286	80	71	1,684
	Right	0								
Southbound	Left	0	Approach	1,593	4,596	4,882	286	80	71	1,664
	Through	1,556	Departure	1,208	3,301	3,371	70	20	17	1,225
	Right	37								
Eastbound	Left	92	Approach	149	0	0	0	0	0	149
	Through	0	Departure	105	0	0	0	0	0	105
	Right	57								
Westbound	Left	0	Approach	0	0	0	0	0	0	0
	Through	0	Departure	0	0	0	0	0	0	0
	Right	0								

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Table C-4 - Forecast Link Volume Worksheet
General Plan Build Out Weekday Conditions

		Existing 2016 Volume		Existing 2016 Link Volume	Base Yr. Modeled Pk. Per. Volume	Fut. Yr. Modeled Pk. Per. Volume	Base to Future Year Pk. Per. Change	Base to Future Year Pk. Hr. Change	2016 to 2040 Link Vol Growth[1]	2040 Link Volume
26 Western Avenue/Delasonde Drive										
AM Peak Hour										
Northbound	Left	116	Approach	1,447	1,251	1,507	256	97	86	1,533
	Through	1,187	Departure	977	611	667	56	21	19	996
	Right	144								
Southbound	Left	148	Approach	893	1,824	1,935	111	42	37	930
	Through	698	Departure	1,565	3,102	3,257	155	59	52	1,617
	Right	47								
Eastbound	Left	108	Approach	353	2,465	2,353	-112	-43	-38	315
	Through	135	Departure	349	1,424	1,458	34	13	11	360
	Right	110								
Westbound	Left	169	Approach	625	211	190	-21	-8	-7	618
	Through	186	Departure	427	614	604	-10	-4	-3	424
	Right	270								
PM Peak Hour										
Northbound	Left	61	Approach	1,238	1,388	1,465	77	22	19	1,257
	Through	1,009	Departure	1,622	2,071	2,329	258	72	64	1,686
	Right	168								
Southbound	Left	201	Approach	1,550	4,596	4,882	286	80	71	1,621
	Through	1,320	Departure	1,202	3,301	3,371	70	20	17	1,219
	Right	29								
Eastbound	Left	26	Approach	92	2,572	2,608	36	10	9	101
	Through	34	Departure	139	3,807	3,696	-111	-31	-28	111
	Right	32								
Westbound	Left	270	Approach	486	1,282	1,142	-140	-39	-35	451
	Through	49	Departure	403	659	701	42	12	10	413
	Right	167								

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Table C-4 - Forecast Link Volume Worksheet
General Plan Build Out Weekday Conditions

		Existing 2016 Volume		Existing 2016 Link Volume	Base Yr. Modeled Pk. Per. Volume	Fut. Yr. Modeled Pk. Per. Volume	Base to Future Year Pk. Per. Change	Base to Future Year Pk. Hr. Change	2016 to 2040 Link Vol Growth[1]	2040 Link Volume
27 Western Avenue/Toscanini Drive										
AM Peak Hour										
Northbound	Left	192	Approach	1,585	1,590	1,832	242	92	82	1,667
	Through	1,359	Departure	1,250	788	838	50	19	17	1,267
	Right	34								
Southbound	Left	24	Approach	953	611	667	56	21	19	972
	Through	909	Departure	1,494	1,251	1,507	256	97	86	1,580
	Right	20								
Eastbound	Left	79	Approach	378	177	171	-6	-2	-2	376
	Through	25	Departure	262	339	325	-14	-5	-5	257
	Right	274								
Westbound	Left	67	Approach	173	0	0	0	0	0	173
	Through	50	Departure	83	0	0	0	0	0	83
	Right	56								
PM Peak Hour										
Northbound	Left	71	Approach	1,316	1,734	1,806	72	20	18	1,334
	Through	1,197	Departure	1,650	2,479	2,715	236	66	59	1,709
	Right	48								
Southbound	Left	35	Approach	1,615	2,071	2,329	258	72	64	1,679
	Through	1,545	Departure	1,250	1,388	1,465	77	22	19	1,269
	Right	35								
Eastbound	Left	29	Approach	108	408	386	-22	-6	-5	103
	Through	16	Departure	116	346	341	-5	-1	-1	115
	Right	63								
Westbound	Left	42	Approach	76	0	0	0	0	0	76
	Through	10	Departure	99	0	0	0	0	0	99
	Right	24								

[1] Modeled base year (2008) to modeled future year (2035) conditions represent 27 years of traffic growth. Since it is 24 years from 2016 to 2040 the growth represents 88.89% of the growth between 2008 and 2035 model years. Also the a.m. peak hour is 38% of the peak period and the p.m. peak hour is 28 percent of the peak period.

Table C-4 - Forecast Link Volume Worksheet
General Plan Build Out Weekday Conditions

		Existing 2016 Volume		Existing 2016 Link Volume	Base Yr. Modeled Pk. Per. Volume	Fut. Yr. Modeled Pk. Per. Volume	Base to Future Year Pk. Per. Change	Base to Future Year Pk. Hr. Change	2016 to 2040 Link Vol Growth[1]	2040 Link Volume
28 Western Avenue/Caddington Drive										
AM Peak Hour										
Northbound	Left	34	Approach	1,529	1,929	2,158	229	87	77	1,606
	Through	1,495	Departure	1,250	964	1,011	47	18	16	1,266
	Right	0								
Southbound	Left	10	Approach	1,227	788	838	50	19	17	1,244
	Through	1,168	Departure	1,590	1,590	1,832	242	92	82	1,672
	Right	49								
Eastbound	Left	83	Approach	161	177	171	-6	-2	-2	159
	Through	0	Departure	83	339	325	-14	-5	-5	78
	Right	78								
Westbound	Left	4	Approach	16	0	0	0	0	0	16
	Through	0	Departure	10	0	0	0	0	0	10
	Right	12								
PM Peak Hour										
Northbound	Left	213	Approach	1,408	2,080	2,146	66	18	16	1,424
	Through	1,195	Departure	1,605	2,887	3,100	213	60	53	1,658
	Right	0								
Southbound	Left	58	Approach	1,733	2,479	2,715	236	66	59	1,792
	Through	1,503	Departure	1,359	1,734	1,806	72	20	18	1,377
	Right	172								
Eastbound	Left	157	Approach	243	408	386	-22	-6	-5	238
	Through	0	Departure	391	346	341	-5	-1	-1	390
	Right	86								
Westbound	Left	16	Approach	29	0	0	0	0	0	29
	Through	6	Departure	58	0	0	0	0	0	58
	Right	7								

[1] Modeled base year (2008) to modeled future year (2035) conditions represent 27 years of traffic growth. Since it is 24 years from 2016 to 2040 the growth represents 88.89% of the growth between 2008 and 2035 model years. Also the a.m. peak hour is 38% of the peak period and the p.m. peak hour is 28 percent of the peak period.

Table C-4 - Forecast Link Volume Worksheet
General Plan Build Out Weekday Conditions

		Existing 2016 Volume		Existing 2016 Link Volume	Base Yr. Modeled Pk. Per. Volume	Fut. Yr. Modeled Pk. Per. Volume	Base to Future Year Pk. Per. Change	Base to Future Year Pk. Hr. Change	2016 to 2040 Link Vol Growth[1]	2040 Link Volume
29 Western Avenue/Crestwood Street										
AM Peak Hour										
Northbound	Left	76	Approach	1,618	3,088	3,038	-50	-19	-17	1,601
	Through	1,422	Departure	1,183	1,071	1,166	95	36	32	1,215
	Right	120								
Southbound	Left	12	Approach	1,160	964	1,011	47	18	16	1,176
	Through	1,021	Departure	1,623	1,929	2,158	229	87	77	1,700
	Right	127								
Eastbound	Left	182	Approach	309	0	0	0	0	0	309
	Through	25	Departure	216	0	0	0	0	0	216
	Right	102								
Westbound	Left	60	Approach	92	338	368	30	11	10	102
	Through	13	Departure	157	1,390	1,094	-296	-112	-100	57
	Right	19								
PM Peak Hour										
Northbound	Left	51	Approach	1,421	2,671	2,663	-8	-2	-2	1,419
	Through	1,157	Departure	1,686	4,445	4,327	-118	-33	-29	1,657
	Right	213								
Southbound	Left	35	Approach	1,582	2,887	3,100	213	60	53	1,635
	Through	1,405	Departure	1,328	2,080	2,146	66	18	16	1,344
	Right	142								
Eastbound	Left	115	Approach	203	0	0	0	0	0	203
	Through	24	Departure	230	0	0	0	0	0	230
	Right	64								
Westbound	Left	217	Approach	310	2,033	1,690	-343	-96	-85	225
	Through	37	Departure	272	1,065	981	-84	-24	-21	251
	Right	56								

[1] Modeled base year (2008) to modeled future year (2035) conditions represent 27 years of traffic growth. Since it is 24 years from 2016 to 2040 the growth represents 88.89% of the growth between 2008 and 2035 model years. Also the a.m. peak hour is 38% of the peak period and the p.m. peak hour is 28 percent of the peak period.

Table C-5 - Calculation of Future Directional Turn Volumes From Future Directional Link Volumes (NCHRP 255)
General Plan Build Out Conditions

	Approach Direction		Base Year Count	Forecast Future Year Link Volume		Forecast Future Year Turn Volume	
1	Palos Verdes Drive West/Hawthorne Boulevard						
	A.M. Peak Hour						
	Northbound	Left	43	Approach	1,050	Left	43
		Through	560	Departure	516	Through	567
		Right	484			Right	440
	Southbound	Left	264	Approach	601	Left	268
		Through	306	Departure	810	Through	320
		Right	11			Right	12
	Eastbound	Left	5	Approach	36	Left	5
		Through	28	Departure	75	Through	27
		Right	3			Right	3
	Westbound	Left	210	Approach	450	Left	192
		Through	21	Departure	736	Through	20
		Right	241			Right	238
	P.M. Peak Hour						
	Northbound	Left	80	Approach	616	Left	81
		Through	305	Departure	720	Through	312
		Right	243			Right	224
	Southbound	Left	215	Approach	616	Left	216
		Through	386	Departure	495	Through	393
		Right	6			Right	7
	Eastbound	Left	1	Approach	57	Left	1
		Through	39	Departure	119	Through	39
		Right	17			Right	17
	Westbound	Left	348	Approach	524	Left	310
		Through	33	Departure	479	Through	32
		Right	186			Right	182

Table C-5 - Calculation of Future Directional Turn Volumes From Future Directional Link Volumes (NCHRP 255)
General Plan Build Out Conditions

	Approach Direction		Base Year Count	Forecast Future Year Link Volume		Forecast Future Year Turn Volume	
2	Palos Verdes Drive West/Lower Point - Vicente Park Entrance						
	A.M. Peak Hour						
	Northbound	Left	1	Approach	1,032	Left	1
		Through	1,068	Departure	452	Through	1,031
		Right	0			Right	0
	Southbound	Left	0	Approach	448	Left	0
		Through	451	Departure	1,043	Through	448
		Right	0			Right	0
	Eastbound	Left	12	Approach	16	Left	12
		Through	0	Departure	1	Through	0
		Right	4			Right	4
	Westbound	Left	0	Approach	0	Left	0
		Through	0	Departure	0	Through	0
		Right	0			Right	0
	P.M. Peak Hour						
	Northbound	Left	14	Approach	512	Left	14
		Through	510	Departure	719	Through	498
		Right	0			Right	0
	Southbound	Left	2	Approach	706	Left	2
		Through	735	Departure	525	Through	704
		Right	0			Right	0
	Eastbound	Left	27	Approach	42	Left	27
		Through	0	Departure	14	Through	0
		Right	15			Right	15
	Westbound	Left	0	Approach	0	Left	0
		Through	0	Departure	2	Through	0
		Right	0			Right	0

Table C-5 - Calculation of Future Directional Turn Volumes From Future Directional Link Volumes (NCHRP 255)
General Plan Build Out Conditions

	Approach Direction		Base Year Count	Forecast Future Year Link Volume		Forecast Future Year Turn Volume	
3	Via Rivera/Hawthorne Boulevard						
	A.M. Peak Hour						
	Northbound	Left	1	Approach	4	Left	1
		Through	0	Departure	35	Through	0
		Right	3			Right	3
	Southbound	Left	107	Approach	183	Left	108
		Through	0	Departure	186	Through	0
		Right	73			Right	75
	Eastbound	Left	55	Approach	788	Left	56
		Through	769	Departure	520	Through	727
		Right	4			Right	4
	Westbound	Left	31	Approach	604	Left	31
		Through	468	Departure	838	Through	444
		Right	130			Right	130
	P.M. Peak Hour						
	Northbound	Left	0	Approach	9	Left	0
		Through	0	Departure	11	Through	0
		Right	9			Right	9
	Southbound	Left	73	Approach	95	Left	73
		Through	0	Departure	115	Through	0
		Right	21			Right	22
	Eastbound	Left	44	Approach	555	Left	46
		Through	525	Departure	608	Through	504
		Right	4			Right	4
	Westbound	Left	7	Approach	662	Left	7
		Through	630	Departure	586	Through	587
		Right	69			Right	69

Table C-5 - Calculation of Future Directional Turn Volumes From Future Directional Link Volumes (NCHRP 255)
General Plan Build Out Conditions

	Approach Direction		Base Year Count	Forecast Future Year Link Volume		Forecast Future Year Turn Volume	
4	Gravania Altamira – Ridgegate Drive/Hawthorne Boulevard						
	A.M. Peak Hour						
	Northbound	Left	48	Approach	157	Left	47
		Through	60	Departure	122	Through	59
		Right	53			Right	51
	Southbound	Left	361	Approach	465	Left	340
		Through	41	Departure	484	Through	41
		Right	87			Right	84
	Eastbound	Left	194	Approach	1,040	Left	189
		Through	868	Departure	595	Through	825
		Right	26			Right	26
	Westbound	Left	56	Approach	755	Left	55
		Through	486	Departure	1,216	Through	464
		Right	246			Right	236
	P.M. Peak Hour						
	Northbound	Left	11	Approach	68	Left	11
		Through	33	Departure	146	Through	31
		Right	26			Right	25
	Southbound	Left	261	Approach	367	Left	243
		Through	40	Departure	379	Through	40
		Right	86			Right	84
	Eastbound	Left	94	Approach	723	Left	88
		Through	633	Departure	820	Through	609
		Right	25			Right	26
	Westbound	Left	85	Approach	1,065	Left	81
		Through	774	Departure	878	Through	725
		Right	298			Right	259

Table C-5 - Calculation of Future Directional Turn Volumes From Future Directional Link Volumes (NCHRP 255)
General Plan Build Out Conditions

	Approach Direction		Base Year Count	Forecast Future Year Link Volume		Forecast Future Year Turn Volume	
5	Hawthorne Boulevard/Eddinghill Drive – Seamount Drive						
	A.M. Peak Hour						
	Northbound	Left	70	Approach	753	Left	50
		Through	764	Departure	413	Through	707
		Right	4			Right	3
	Southbound	Left	32	Approach	564	Left	37
		Through	436	Departure	1,008	Through	373
		Right	122			Right	145
	Eastbound	Left	209	Approach	275	Left	224
		Through	23	Departure	214	Through	18
		Right	58			Right	34
	Westbound	Left	12	Approach	101	Left	6
		Through	27	Departure	58	Through	19
		Right	83			Right	77
	P.M. Peak Hour						
	Northbound	Left	30	Approach	613	Left	28
		Through	604	Departure	687	Through	580
		Right	6			Right	6
	Southbound	Left	46	Approach	821	Left	43
		Through	694	Departure	710	Through	654
		Right	132			Right	124
	Eastbound	Left	101	Approach	135	Left	97
		Through	8	Departure	161	Through	7
		Right	32			Right	30
	Westbound	Left	3	Approach	45	Left	3
		Through	9	Departure	56	Through	9
		Right	34			Right	33

Table C-5 - Calculation of Future Directional Turn Volumes From Future Directional Link Volumes (NCHRP 255)
General Plan Build Out Conditions

	Approach Direction		Base Year Count	Forecast Future Year Link Volume		Forecast Future Year Turn Volume	
6	Hawthorne Boulevard/Crest Road						
	A.M. Peak Hour						
	Northbound	Left	29	Approach	843	Left	28
		Through	521	Departure	611	Through	497
		Right	334			Right	317
	Southbound	Left	146	Approach	547	Left	138
		Through	359	Departure	739	Through	342
		Right	68			Right	65
	Eastbound	Left	111	Approach	224	Left	97
		Through	96	Departure	142	Through	83
		Right	50			Right	44
	Westbound	Left	227	Approach	419	Left	225
		Through	49	Departure	539	Through	49
		Right	147			Right	145
	P.M. Peak Hour						
	Northbound	Left	19	Approach	624	Left	18
		Through	427	Departure	757	Through	409
		Right	199			Right	197
	Southbound	Left	67	Approach	643	Left	64
		Through	497	Departure	591	Through	471
		Right	121			Right	108
	Eastbound	Left	133	Approach	240	Left	129
		Through	91	Departure	198	Through	91
		Right	20			Right	20
	Westbound	Left	284	Approach	392	Left	266
		Through	82	Departure	353	Through	72
		Right	58			Right	53

Table C-5 - Calculation of Future Directional Turn Volumes From Future Directional Link Volumes (NCHRP 255)
General Plan Build Out Conditions

	Approach Direction		Base Year Count	Forecast Future Year Link Volume		Forecast Future Year Turn Volume	
7	Hawthorne Boulevard/Dupre Drive – R. E. Ryan Park Driveway						
	A.M. Peak Hour						
	Northbound	Left	0	Approach	818	Left	0
		Through	841	Departure	613	Through	800
		Right	18			Right	18
	Southbound	Left	11	Approach	599	Left	11
		Through	611	Departure	807	Through	586
		Right	2			Right	2
	Eastbound	Left	0	Approach	0	Left	0
		Through	0	Departure	2	Through	0
		Right	0			Right	0
	Westbound	Left	27	Approach	34	Left	27
		Through	0	Departure	29	Through	0
		Right	7			Right	7
	P.M. Peak Hour						
	Northbound	Left	0	Approach	614	Left	0
		Through	620	Departure	704	Through	599
		Right	15			Right	15
	Southbound	Left	15	Approach	704	Left	15
		Through	730	Departure	618	Through	686
		Right	3			Right	3
	Eastbound	Left	13	Approach	22	Left	13
		Through	1	Departure	4	Through	1
		Right	8			Right	8
	Westbound	Left	10	Approach	17	Left	10
		Through	1	Departure	31	Through	1
		Right	6			Right	6

Table C-5 - Calculation of Future Directional Turn Volumes From Future Directional Link Volumes (NCHRP 255)
General Plan Build Out Conditions

	Approach Direction		Base Year Count	Forecast Future Year Link Volume		Forecast Future Year Turn Volume	
8	Hawthorne Boulevard/Vallon Drive						
	A.M. Peak Hour						
	Northbound	Left	16	Approach	805	Left	16
		Through	819	Departure	625	Through	778
		Right	11			Right	11
	Southbound	Left	7	Approach	613	Left	7
		Through	617	Departure	810	Through	592
		Right	14			Right	14
	Eastbound	Left	27	Approach	48	Left	27
		Through	0	Departure	30	Through	0
		Right	21			Right	21
	Westbound	Left	12	Approach	17	Left	12
		Through	0	Departure	18	Through	0
		Right	5			Right	5
	P.M. Peak Hour						
	Northbound	Left	15	Approach	615	Left	15
		Through	616	Departure	675	Through	595
		Right	5			Right	5
	Southbound	Left	9	Approach	704	Left	9
		Through	709	Departure	619	Through	665
		Right	30			Right	30
	Eastbound	Left	18	Approach	24	Left	18
		Through	1	Departure	45	Through	1
		Right	5			Right	5
	Westbound	Left	5	Approach	11	Left	5
		Through	0	Departure	15	Through	0
		Right	6			Right	6

Table C-5 - Calculation of Future Directional Turn Volumes From Future Directional Link Volumes (NCHRP 255)
General Plan Build Out Conditions

	Approach Direction		Base Year Count	Forecast Future Year Link Volume		Forecast Future Year Turn Volume	
9	Crestmont Lane – Terranea Way/Palos Verdes Drive South						
	A.M. Peak Hour						
	Northbound	Left	24	Approach	38	Left	24
		Through	0	Departure	111	Through	0
		Right	14			Right	14
	Southbound	Left	2	Approach	3	Left	2
		Through	0	Departure	26	Through	0
		Right	1			Right	1
	Eastbound	Left	14	Approach	461	Left	14
		Through	404	Departure	1,026	Through	401
		Right	46			Right	46
	Westbound	Left	65	Approach	1,078	Left	65
		Through	1,038	Departure	417	Through	1,001
		Right	12			Right	12
	P.M. Peak Hour						
	Northbound	Left	83	Approach	177	Left	83
		Through	0	Departure	133	Through	0
		Right	94			Right	94
	Southbound	Left	10	Approach	11	Left	10
		Through	0	Departure	40	Through	0
		Right	1			Right	1
	Eastbound	Left	36	Approach	775	Left	36
		Through	700	Departure	537	Through	670
		Right	70			Right	70
	Westbound	Left	63	Approach	520	Left	63
		Through	465	Departure	773	Through	453
		Right	4			Right	4

Table C-5 - Calculation of Future Directional Turn Volumes From Future Directional Link Volumes (NCHRP 255)
General Plan Build Out Conditions

	Approach Direction		Base Year Count	Forecast Future Year Link Volume		Forecast Future Year Turn Volume	
10	Grayslake Road – Highridge Road/Hawthorne Boulevard						
	A.M. Peak Hour						
	Northbound	Left	63	Approach	635	Left	58
		Through	116	Departure	221	Through	109
		Right	513			Right	467
	Southbound	Left	157	Approach	195	Left	154
		Through	35	Departure	262	Through	34
		Right	7			Right	7
	Eastbound	Left	32	Approach	1,226	Left	31
		Through	1,245	Departure	709	Through	1,180
		Right	15			Right	14
	Westbound	Left	185	Approach	936	Left	173
		Through	671	Departure	1,800	Through	643
		Right	124			Right	121
	P.M. Peak Hour						
	Northbound	Left	53	Approach	333	Left	49
		Through	27	Departure	329	Through	26
		Right	273			Right	257
	Southbound	Left	90	Approach	116	Left	86
		Through	22	Departure	172	Through	20
		Right	11			Right	10
	Eastbound	Left	11	Approach	874	Left	11
		Through	884	Departure	1,045	Through	845
		Right	21			Right	19
	Westbound	Left	337	Approach	1,411	Left	291
		Through	1,073	Departure	1,188	Through	985
		Right	139			Right	135

Table C-5 - Calculation of Future Directional Turn Volumes From Future Directional Link Volumes (NCHRP 255)
General Plan Build Out Conditions

	Approach Direction		Base Year Count	Forecast Future Year Link Volume		Forecast Future Year Turn Volume	
11	Highridge Road/Crest Road						
	A.M. Peak Hour						
	Northbound	Left	14	Approach	47	Left	20
		Through	13	Departure	24	Through	11
		Right	20			Right	16
	Southbound	Left	115	Approach	176	Left	58
		Through	3	Departure	145	Through	2
		Right	130			Right	117
	Eastbound	Left	110	Approach	704	Left	113
		Through	571	Departure	420	Through	577
		Right	6			Right	9
	Westbound	Left	15	Approach	313	Left	13
		Through	266	Departure	651	Through	283
		Right	37			Right	22
	P.M. Peak Hour						
	Northbound	Left	7	Approach	24	Left	8
		Through	8	Departure	31	Through	7
		Right	9			Right	9
	Southbound	Left	21	Approach	83	Left	17
		Through	8	Departure	72	Through	8
		Right	56			Right	57
	Eastbound	Left	59	Approach	370	Left	54
		Through	310	Departure	455	Through	308
		Right	4			Right	5
	Westbound	Left	19	Approach	415	Left	18
		Through	423	Departure	334	Through	390
		Right	16			Right	11

Table C-5 - Calculation of Future Directional Turn Volumes From Future Directional Link Volumes (NCHRP 255)
General Plan Build Out Conditions

	Approach Direction		Base Year Count	Forecast Future Year Link Volume		Forecast Future Year Turn Volume	
12	Basswood Avenue/Montemalaga Drive						
	A.M. Peak Hour						
	Northbound	Left	19	Approach	120	Left	19
		Through	65	Departure	73	Through	67
		Right	36			Right	34
	Southbound	Left	122	Approach	190	Left	120
		Through	42	Departure	193	Through	43
		Right	26			Right	27
	Eastbound	Left	66	Approach	373	Left	63
		Through	346	Departure	267	Through	305
		Right	6			Right	5
	Westbound	Left	25	Approach	309	Left	25
		Through	225	Departure	459	Through	222
		Right	62			Right	63
	P.M. Peak Hour						
	Northbound	Left	13	Approach	40	Left	12
		Through	6	Departure	53	Through	7
		Right	21			Right	21
	Southbound	Left	46	Approach	63	Left	46
		Through	9	Departure	54	Through	10
		Right	8			Right	7
	Eastbound	Left	12	Approach	207	Left	12
		Through	197	Departure	196	Through	182
		Right	12			Right	12
	Westbound	Left	32	Approach	243	Left	31
		Through	218	Departure	250	Through	177
		Right	36			Right	35

Table C-5 - Calculation of Future Directional Turn Volumes From Future Directional Link Volumes (NCHRP 255)
General Plan Build Out Conditions

	Approach Direction		Base Year Count	Forecast Future Year Link Volume		Forecast Future Year Turn Volume	
13	Silver Spur Road/Hawthorne Boulevard						
	A.M. Peak Hour						
	Northbound	Left	187	Approach	519	Left	182
		Through	223	Departure	785	Through	227
		Right	111			Right	109
	Southbound	Left	108	Approach	564	Left	107
		Through	311	Departure	464	Through	322
		Right	136			Right	134
	Eastbound	Left	173	Approach	1,356	Left	162
		Through	993	Departure	803	Through	898
		Right	314			Right	296
	Westbound	Left	168	Approach	728	Left	166
		Through	519	Departure	1,115	Through	487
		Right	76			Right	75
	P.M. Peak Hour						
	Northbound	Left	269	Approach	664	Left	210
		Through	265	Departure	824	Through	254
		Right	220			Right	200
	Southbound	Left	82	Approach	639	Left	89
		Through	344	Departure	513	Through	363
		Right	199			Right	186
	Eastbound	Left	191	Approach	1,034	Left	191
		Through	652	Departure	1,173	Through	616
		Right	248			Right	228
	Westbound	Left	228	Approach	1,078	Left	233
		Through	857	Departure	905	Through	777
		Right	61			Right	68

Table C-5 - Calculation of Future Directional Turn Volumes From Future Directional Link Volumes (NCHRP 255)
General Plan Build Out Conditions

	Approach Direction		Base Year Count	Forecast Future Year Link Volume		Forecast Future Year Turn Volume	
14	Crenshaw Boulevard/Crestridge Road						
	A.M. Peak Hour						
	Northbound	Left	6	Approach	855	Left	6
		Through	898	Departure	622	Through	846
		Right	3			Right	3
	Southbound	Left	26	Approach	828	Left	26
		Through	595	Departure	1,290	Through	601
		Right	195			Right	201
	Eastbound	Left	400	Approach	427	Left	403
		Through	7	Departure	212	Through	7
		Right	17			Right	17
	Westbound	Left	4	Approach	51	Left	4
		Through	6	Departure	36	Through	6
		Right	41			Right	41
	P.M. Peak Hour						
	Northbound	Left	6	Approach	561	Left	7
		Through	501	Departure	738	Through	545
		Right	10			Right	11
	Southbound	Left	30	Approach	1,078	Left	30
		Through	716	Departure	791	Through	718
		Right	324			Right	330
	Eastbound	Left	211	Approach	234	Left	214
		Through	8	Departure	338	Through	8
		Right	13			Right	13
	Westbound	Left	7	Approach	42	Left	7
		Through	2	Departure	48	Through	2
		Right	33			Right	33

Table C-5 - Calculation of Future Directional Turn Volumes From Future Directional Link Volumes (NCHRP 255)
General Plan Build Out Conditions

	Approach Direction		Base Year Count	Forecast Future Year Link Volume		Forecast Future Year Turn Volume	
15	Crenshaw Boulevard/Indian Peak Road						
	A.M. Peak Hour						
	Northbound	Left	183	Approach	1,280	Left	182
		Through	1,146	Departure	812	Through	1,097
		Right	0			Right	0
	Southbound	Left	0	Approach	789	Left	0
		Through	658	Departure	1,267	Through	660
		Right	132			Right	131
	Eastbound	Left	168	Approach	322	Left	171
		Through	0	Departure	313	Through	0
		Right	142			Right	152
	Westbound	Left	0	Approach	0	Left	0
		Through	0	Departure	0	Through	0
		Right	0			Right	0
	P.M. Peak Hour						
	Northbound	Left	121	Approach	792	Left	131
		Through	625	Departure	1,085	Through	661
		Right	0			Right	0
	Southbound	Left	2	Approach	1,043	Left	2
		Through	869	Departure	781	Through	878
		Right	160			Right	163
	Eastbound	Left	123	Approach	328	Left	121
		Through	0	Departure	294	Through	0
		Right	208			Right	207
	Westbound	Left	0	Approach	0	Left	0
		Through	0	Departure	2	Through	0
		Right	0			Right	0

Table C-5 - Calculation of Future Directional Turn Volumes From Future Directional Link Volumes (NCHRP 255)
General Plan Build Out Conditions

	Approach Direction		Base Year Count	Forecast Future Year Link Volume		Turn Volume	
16	Crenshaw Boulevard/Crest Road						
	A.M. Peak Hour						
	Northbound	Left	53	Approach	204	Left	49
		Through	151	Departure	194	Through	155
		Right	0			Right	0
	Southbound	Left	170	Approach	614	Left	163
		Through	102	Departure	856	Through	112
		Right	336			Right	339
	Eastbound	Left	642	Approach	712	Left	590
		Through	55	Departure	432	Through	43
		Right	90			Right	80
	Westbound	Left	2	Approach	157	Left	2
		Through	51	Departure	206	Through	44
		Right	115			Right	111
	P.M. Peak Hour						
	Northbound	Left	42	Approach	148	Left	19
		Through	100	Departure	162	Through	132
		Right	6			Right	2
	Southbound	Left	124	Approach	735	Left	103
		Through	120	Departure	568	Through	142
		Right	489			Right	469
	Eastbound	Left	325	Approach	396	Left	378
		Through	40	Departure	493	Through	14
		Right	40			Right	19
	Westbound	Left	2	Approach	63	Left	0
		Through	28	Departure	119	Through	6
		Right	99			Right	59

Table C-5 - Calculation of Future Directional Turn Volumes From Future Directional Link Volumes (NCHRP 255)
General Plan Build Out Conditions

	Approach Direction		Base Year Count	Forecast Future Year Link Volume		Forecast Future Year Turn Volume	
17	Hawthorne Boulevard/Blackhorse Road						
	A.M. Peak Hour						
	Northbound	Left	0	Approach	1,134	Left	0
		Through	1,210	Departure	718	Through	1,108
		Right	21			Right	33
	Southbound	Left	52	Approach	804	Left	103
		Through	725	Departure	1,298	Through	694
		Right	0			Right	0
	Eastbound	Left	0	Approach	0	Left	0
		Through	0	Departure	0	Through	0
		Right	0			Right	0
	Westbound	Left	28	Approach	213	Left	24
		Through	0	Departure	135	Through	0
		Right	185			Right	191
	P.M. Peak Hour						
	Northbound	Left	1	Approach	883	Left	1
		Through	909	Departure	1,101	Through	862
		Right	22			Right	21
	Southbound	Left	117	Approach	1,206	Left	116
		Through	1,159	Departure	941	Through	1,090
		Right	0			Right	0
	Eastbound	Left	0	Approach	0	Left	0
		Through	0	Departure	1	Through	0
		Right	0			Right	0
	Westbound	Left	10	Approach	91	Left	11
		Through	0	Departure	137	Through	0
		Right	68			Right	79

Table C-5 - Calculation of Future Directional Turn Volumes From Future Directional Link Volumes (NCHRP 255)
General Plan Build Out Conditions

	Approach Direction		Base Year Count	Forecast Future Year Link Volume		Forecast Future Year Turn Volume	
18	Forrestal Drive – Trump National Drive/Palos Verdes Drive South						
	A.M. Peak Hour						
	Northbound	Left	6	Approach	17	Left	6
		Through	0	Departure	26	Through	0
		Right	11			Right	11
	Southbound	Left	42	Approach	67	Left	42
		Through	1	Departure	48	Through	1
		Right	24			Right	24
	Eastbound	Left	11	Approach	409	Left	11
		Through	424	Departure	921	Through	394
		Right	4			Right	4
	Westbound	Left	21	Approach	949	Left	21
		Through	909	Departure	447	Through	891
		Right	37			Right	37
	P.M. Peak Hour						
	Northbound	Left	14	Approach	50	Left	14
		Through	2	Departure	25	Through	2
		Right	34			Right	34
	Southbound	Left	44	Approach	71	Left	44
		Through	0	Departure	77	Through	0
		Right	27			Right	27
	Eastbound	Left	36	Approach	770	Left	37
		Through	753	Departure	448	Through	730
		Right	4			Right	4
	Westbound	Left	21	Approach	467	Left	21
		Through	443	Departure	808	Through	407
		Right	39			Right	38

Table C-5 - Calculation of Future Directional Turn Volumes From Future Directional Link Volumes (NCHRP 255)
General Plan Build Out Conditions

	Approach Direction		Base Year Count	Forecast Future Year Link Volume		Forecast Future Year Turn Volume	
19	Palos Verdes Drive East/Palos Verdes Drive South						
	A.M. Peak Hour						
	Northbound	Left	0	Approach	0	Left	0
		Through	0	Departure	0	Through	0
		Right	0			Right	0
	Southbound	Left	31	Approach	174	Left	31
		Through	0	Departure	167	Through	0
		Right	140			Right	144
	Eastbound	Left	99	Approach	460	Left	98
		Through	391	Departure	953	Through	361
		Right	0			Right	0
	Westbound	Left	0	Approach	877	Left	0
		Through	831	Departure	392	Through	809
		Right	69			Right	69
	P.M. Peak Hour						
	Northbound	Left	0	Approach	0	Left	0
		Through	0	Departure	0	Through	0
		Right	0			Right	0
	Southbound	Left	41	Approach	109	Left	41
		Through	0	Departure	132	Through	0
		Right	66			Right	68
	Eastbound	Left	84	Approach	809	Left	86
		Through	748	Departure	477	Through	723
		Right	0			Right	0
	Westbound	Left	0	Approach	455	Left	0
		Through	447	Departure	764	Through	409
		Right	48			Right	46

Table C-5 - Calculation of Future Directional Turn Volumes From Future Directional Link Volumes (NCHRP 255)
General Plan Build Out Conditions

	Approach Direction		Base Year Count	Forecast Future Year Link Volume		Forecast Future Year Turn Volume	
20	Palos Verdes Drive East/Crest Road – Marymount College Driveway						
	A.M. Peak Hour						
	Northbound	Left	73	Approach	226	Left	74
		Through	129	Departure	169	Through	126
		Right	26			Right	26
	Southbound	Left	92	Approach	387	Left	92
		Through	100	Departure	365	Through	101
		Right	195			Right	195
	Eastbound	Left	229	Approach	295	Left	230
		Through	1	Departure	268	Through	1
		Right	61			Right	64
	Westbound	Left	5	Approach	14	Left	5
		Through	0	Departure	119	Through	0
		Right	9			Right	9
	P.M. Peak Hour						
	Northbound	Left	19	Approach	139	Left	20
		Through	109	Departure	180	Through	108
		Right	11			Right	11
	Southbound	Left	48	Approach	274	Left	48
		Through	145	Departure	245	Through	145
		Right	82			Right	81
	Eastbound	Left	46	Approach	62	Left	48
		Through	0	Departure	103	Through	0
		Right	13			Right	14
	Westbound	Left	20	Approach	112	Left	21
		Through	2	Departure	59	Through	2
		Right	90			Right	89

Table C-5 - Calculation of Future Directional Turn Volumes From Future Directional Link Volumes (NCHRP 255)
General Plan Build Out Conditions

	Approach Direction		Base Year Count	Forecast Future Year Link Volume		Forecast Future Year Turn Volume	
21	Palos Verdes Drive East/Via Canada						
	A.M. Peak Hour						
	Northbound	Left	339	Approach	773	Left	341
		Through	411	Departure	520	Through	413
		Right	19			Right	19
	Southbound	Left	4	Approach	399	Left	4
		Through	229	Departure	606	Through	223
		Right	174			Right	172
	Eastbound	Left	184	Approach	471	Left	186
		Through	5	Departure	516	Through	5
		Right	282			Right	280
	Westbound	Left	17	Approach	27	Left	17
		Through	3	Departure	28	Through	3
		Right	7			Right	7
	P.M. Peak Hour						
	Northbound	Left	35	Approach	338	Left	34
		Through	294	Departure	570	Through	278
		Right	26			Right	26
	Southbound	Left	10	Approach	542	Left	10
		Through	503	Departure	322	Through	504
		Right	27			Right	28
	Eastbound	Left	35	Approach	78	Left	35
		Through	2	Departure	63	Through	2
		Right	41			Right	41
	Westbound	Left	24	Approach	35	Left	24
		Through	1	Departure	38	Through	1
		Right	10			Right	10

Table C-5 - Calculation of Future Directional Turn Volumes From Future Directional Link Volumes (NCHRP 255)
General Plan Build Out Conditions

	Approach Direction		Base Year Count	Forecast Future Year Link Volume		Forecast Future Year Turn Volume	
22	Palos Verdes Drive East/Crownview Drive						
	A.M. Peak Hour						
	Northbound	Left	28	Approach	761	Left	21
		Through	739	Departure	532	Through	746
		Right	0			Right	0
	Southbound	Left	0	Approach	519	Left	0
		Through	507	Departure	768	Through	496
		Right	20			Right	17
	Eastbound	Left	25	Approach	59	Left	22
		Through	0	Departure	38	Through	0
		Right	48			Right	36
	Westbound	Left	0	Approach	0	Left	0
		Through	0	Departure	0	Through	0
		Right	0			Right	0
	P.M. Peak Hour						
	Northbound	Left	35	Approach	352	Left	25
		Through	346	Departure	569	Through	330
		Right	0			Right	0
	Southbound	Left	0	Approach	567	Left	0
		Through	543	Departure	343	Through	544
		Right	22			Right	19
	Eastbound	Left	14	Approach	38	Left	13
		Through	0	Departure	45	Through	0
		Right	31			Right	25
	Westbound	Left	0	Approach	0	Left	0
		Through	0	Departure	0	Through	0
		Right	0			Right	0

Table C-5 - Calculation of Future Directional Turn Volumes From Future Directional Link Volumes (NCHRP 255)
General Plan Build Out Conditions

	Approach Direction		Base Year Count	Forecast Future Year Link Volume		Forecast Future Year Turn Volume	
23	Palos Verdes Drive East/Miraleste Drive						
	A.M. Peak Hour						
	Northbound	Left	0	Approach	481	Left	0
		Through	352	Departure	339	Through	352
		Right	145			Right	129
	Southbound	Left	339	Approach	536	Left	317
		Through	220	Departure	752	Through	218
		Right	0			Right	0
	Eastbound	Left	0	Approach	0	Left	0
		Through	0	Departure	0	Through	0
		Right	0			Right	0
	Westbound	Left	129	Approach	520	Left	120
		Through	0	Departure	447	Through	0
		Right	406			Right	400
	P.M. Peak Hour						
	Northbound	Left	0	Approach	296	Left	0
		Through	111	Departure	328	Through	109
		Right	192			Right	188
	Southbound	Left	400	Approach	565	Left	395
		Through	170	Departure	346	Through	171
		Right	0			Right	0
	Eastbound	Left	0	Approach	0	Left	0
		Through	0	Departure	0	Through	0
		Right	0			Right	0
	Westbound	Left	171	Approach	393	Left	156
		Through	0	Departure	582	Through	0
		Right	264			Right	237

Table C-5 - Calculation of Future Directional Turn Volumes From Future Directional Link Volumes (NCHRP 255)
General Plan Build Out Conditions

	Approach Direction		Base Year Count	Forecast Future Year Link Volume		Turn Volume	
24	Miraleste Drive/1st Street						
	A.M. Peak Hour						
	Northbound	Left	0	Approach	455	Left	0
		Through	405	Departure	207	Through	404
		Right	49			Right	50
	Southbound	Left	259	Approach	452	Left	257
		Through	198	Departure	595	Through	196
		Right	0			Right	0
	Eastbound	Left	0	Approach	0	Left	0
		Through	0	Departure	0	Through	0
		Right	0			Right	0
	Westbound	Left	13	Approach	202	Left	11
		Through	0	Departure	307	Through	0
		Right	224			Right	191
	P.M. Peak Hour						
	Northbound	Left	0	Approach	252	Left	0
		Through	230	Departure	399	Through	219
		Right	32			Right	32
	Southbound	Left	186	Approach	543	Left	185
		Through	355	Departure	343	Through	360
		Right	0			Right	0
	Eastbound	Left	0	Approach	0	Left	0
		Through	0	Departure	0	Through	0
		Right	0			Right	0
	Westbound	Left	41	Approach	164	Left	40
		Through	0	Departure	217	Through	0
		Right	140			Right	124

Table C-5 - Calculation of Future Directional Turn Volumes From Future Directional Link Volumes (NCHRP 255)
General Plan Build Out Conditions

	Approach Direction		Base Year Count	Forecast Future Year Link Volume		Forecast Future Year Turn Volume	
25	Western Avenue/Avenida Aprenda						
	A.M. Peak Hour						
	Northbound	Left	83	Approach	1,693	Left	82
		Through	1,558	Departure	926	Through	1,611
		Right	0			Right	0
	Southbound	Left	0	Approach	964	Left	0
		Through	723	Departure	2,004	Through	760
		Right	204			Right	205
	Eastbound	Left	394	Approach	560	Left	393
		Through	0	Departure	287	Through	0
		Right	166			Right	167
	Westbound	Left	0	Approach	0	Left	0
		Through	0	Departure	0	Through	0
		Right	0			Right	0
	P.M. Peak Hour						
	Northbound	Left	68	Approach	1,201	Left	67
		Through	1,116	Departure	1,684	Through	1,134
		Right	0			Right	0
	Southbound	Left	0	Approach	1,664	Left	0
		Through	1,556	Departure	1,225	Through	1,627
		Right	37			Right	38
	Eastbound	Left	92	Approach	149	Left	92
		Through	0	Departure	105	Through	0
		Right	57			Right	57
	Westbound	Left	0	Approach	0	Left	0
		Through	0	Departure	0	Through	0
		Right	0			Right	0

Table C-5 - Calculation of Future Directional Turn Volumes From Future Directional Link Volumes (NCHRP 255)
General Plan Build Out Conditions

	Approach Direction		Base Year Count	Forecast Future Year Link Volume		Forecast Future Year Turn Volume	
26	Western Avenue/Delasonde Drive						
	A.M. Peak Hour						
	Northbound	Left	116	Approach	1,533	Left	125
		Through	1,187	Departure	996	Through	1,257
		Right	144			Right	152
	Southbound	Left	148	Approach	930	Left	152
		Through	698	Departure	1,617	Through	729
		Right	47			Right	49
	Eastbound	Left	108	Approach	315	Left	96
		Through	135	Departure	360	Through	120
		Right	110			Right	99
	Westbound	Left	169	Approach	618	Left	168
		Through	186	Departure	424	Through	186
		Right	270			Right	265
	P.M. Peak Hour						
	Northbound	Left	61	Approach	1,257	Left	50
		Through	1,009	Departure	1,686	Through	1,035
		Right	168			Right	171
	Southbound	Left	201	Approach	1,621	Left	206
		Through	1,320	Departure	1,219	Through	1,392
		Right	29			Right	24
	Eastbound	Left	26	Approach	101	Left	28
		Through	34	Departure	111	Through	37
		Right	32			Right	36
	Westbound	Left	270	Approach	451	Left	258
		Through	49	Departure	413	Through	37
		Right	167			Right	156

Table C-5 - Calculation of Future Directional Turn Volumes From Future Directional Link Volumes (NCHRP 255)
General Plan Build Out Conditions

	Approach Direction		Base Year Count	Forecast Future Year Link Volume		Forecast Future Year Turn Volume	
27	Western Avenue/Toscanini Drive						
	A.M. Peak Hour						
	Northbound	Left	192	Approach	1,667	Left	190
		Through	1,359	Departure	1,267	Through	1,443
		Right	34			Right	35
	Southbound	Left	24	Approach	972	Left	24
		Through	909	Departure	1,580	Through	928
		Right	20			Right	19
	Eastbound	Left	79	Approach	376	Left	80
		Through	25	Departure	257	Through	24
		Right	274			Right	272
	Westbound	Left	67	Approach	173	Left	67
		Through	50	Departure	83	Through	48
		Right	56			Right	58
	P.M. Peak Hour						
	Northbound	Left	71	Approach	1,334	Left	70
		Through	1,197	Departure	1,709	Through	1,217
		Right	48			Right	48
	Southbound	Left	35	Approach	1,679	Left	36
		Through	1,545	Departure	1,269	Through	1,607
		Right	35			Right	35
	Eastbound	Left	29	Approach	103	Left	28
		Through	16	Departure	115	Through	15
		Right	63			Right	60
	Westbound	Left	42	Approach	76	Left	42
		Through	10	Departure	99	Through	10
		Right	24			Right	24

Table C-5 - Calculation of Future Directional Turn Volumes From Future Directional Link Volumes (NCHRP 255)
General Plan Build Out Conditions

	Approach Direction		Base Year Count	Forecast Future Year Link Volume		Forecast Future Year Turn Volume	
28	Western Avenue/Caddington Drive						
	A.M. Peak Hour						
	Northbound	Left	34	Approach	1,606	Left	32
		Through	1,495	Departure	1,266	Through	1,577
		Right	0			Right	0
	Southbound	Left	10	Approach	1,244	Left	10
		Through	1,168	Departure	1,672	Through	1,186
		Right	49			Right	46
	Eastbound	Left	83	Approach	159	Left	83
		Through	0	Departure	78	Through	0
		Right	78			Right	76
	Westbound	Left	4	Approach	16	Left	4
		Through	0	Departure	10	Through	0
		Right	12			Right	12
	P.M. Peak Hour						
	Northbound	Left	213	Approach	1,424	Left	209
		Through	1,195	Departure	1,658	Through	1,216
		Right	0			Right	0
	Southbound	Left	58	Approach	1,792	Left	58
		Through	1,503	Departure	1,377	Through	1,559
		Right	172			Right	175
	Eastbound	Left	157	Approach	238	Left	154
		Through	0	Departure	390	Through	0
		Right	86			Right	83
	Westbound	Left	16	Approach	29	Left	16
		Through	6	Departure	58	Through	6
		Right	7			Right	7

Table C-5 - Calculation of Future Directional Turn Volumes From Future Directional Link Volumes (NCHRP 255)
General Plan Build Out Conditions

	Approach Direction		Base Year Count	Forecast Future Year Link Volume		Forecast Future Year Turn Volume	
29	Western Avenue/Crestwood Street						
	A.M. Peak Hour						
	Northbound	Left	76	Approach	1,601	Left	74
		Through	1,422	Departure	1,215	Through	1,483
		Right	120			Right	43
	Southbound	Left	12	Approach	1,176	Left	4
		Through	1,021	Departure	1,700	Through	1,044
		Right	127			Right	127
	Eastbound	Left	182	Approach	309	Left	195
		Through	25	Departure	216	Through	9
		Right	102			Right	105
	Westbound	Left	60	Approach	102	Left	66
		Through	13	Departure	57	Through	14
		Right	19			Right	22
	P.M. Peak Hour						
	Northbound	Left	51	Approach	1,419	Left	50
		Through	1,157	Departure	1,657	Through	1,181
		Right	213			Right	193
	Southbound	Left	35	Approach	1,635	Left	35
		Through	1,405	Departure	1,344	Through	1,443
		Right	142			Right	153
	Eastbound	Left	115	Approach	203	Left	120
		Through	24	Departure	230	Through	22
		Right	64			Right	61
	Westbound	Left	217	Approach	225	Left	153
		Through	37	Departure	251	Through	27
		Right	56			Right	44

Table C-6 - General Plan Build Out Peak Hour Growth

	Weekday										Saturday					
	AM Peak Hour					PM Peak Hour					AM Peak Hour			Midday Peak Hour		
	2,040 Model Volumes	Exist Volume	2,040 Growth	2040 Total W/ Growth	2040 Total Volume	2,040 Model Volumes	Exist Volume	2,040 Growth	2040 Total W/ Growth	2040 Total Volume	Exist Volumes	2,040 Growth	2040 Total Volume	Exist Volumes	2,040 Growth	2040 Total Volume
1 . Palos Verdes Drive West/Hawthorne Boulevard																
NBL	43	43	3	46	46	81	80	5	85	85	30	2	32	61	4	65
NBT	567	560	38	598	598	312	305	20	325	325	231	16	247	320	22	342
NBR	440	484	33	517	517	224	243	16	259	259	215	14	229	333	22	355
SBL	268	264	18	282	282	216	215	14	229	229	150	10	160	235	16	251
SBT	320	306	21	327	327	393	386	26	412	412	189	13	202	323	22	345
SBR	12	11	1	12	12	7	6	0	6	7	3	0	3	8	1	9
EBL	5	5	0	5	5	1	1	0	1	1	4	0	4	2	0	2
EBT	27	28	2	30	30	39	39	3	42	42	35	2	37	20	1	21
EBR	3	3	0	3	3	17	17	1	18	18	12	1	13	10	1	11
WBL	192	210	14	224	224	310	348	23	371	371	211	14	225	353	24	377
WBT	20	21	1	22	22	32	33	2	35	35	24	2	26	22	1	23
WBR	238	241	16	257	257	182	186	12	198	198	98	7	105	176	12	188
North Leg																
Approach	600	581	39	620	620	616	607	41	648	648	342	23	365	566	38	604
Departure	810	806	54	860	860	495	492	33	525	525	333	22	355	498	33	531
Total	1,410	1,387	93	1,480	1,480	1,111	1,099	74	1,173	1,173	675	45	720	1,064	72	1,136
South Leg																
Approach	1,050	1,087	73	1,160	1,160	617	628	42	670	670	476	32	508	714	48	762
Departure	515	519	35	554	554	720	751	50	801	801	412	28	440	686	46	732
Total	1,565	1,606	108	1,714	1,714	1,337	1,379	93	1,472	1,472	888	60	948	1,400	94	1,494
East Leg																
Approach	450	472	32	504	504	524	567	38	605	605	333	22	355	551	37	588
Departure	735	776	52	828	828	479	497	33	530	530	400	27	427	588	40	628
Total	1,185	1,248	84	1,332	1,332	1,003	1,064	72	1,136	1,136	733	49	782	1,139	77	1,216
West Leg																
Approach	35	36	2	38	38	57	57	4	61	61	51	3	54	32	2	34
Departure	75	75	5	80	80	120	119	8	127	128	57	4	61	91	6	97
Total	110	111	7	118	119	177	176	12	188	188	108	7	115	123	8	131
Total Approaches																
Approach	2,135	2,176	146	2,322	2,322	1,814	1,859	125	1,984	1,985	1,202	81	1,283	1,863	125	1,988
Departure	2,135	2,176	146	2,322	2,322	1,814	1,859	125	1,984	1,985	1,202	81	1,283	1,863	125	1,988
Total	4,270	4,352	292	4,644	4,645	3,628	3,718	250	3,968	3,969	2,404	162	2,566	3,726	250	3,976

Table C-6 - General Plan Build Out Peak Hour Growth

	Weekday										Saturday					
	AM Peak Hour					PM Peak Hour					AM Peak Hour			Midday Peak Hour		
	2,040 Model Volumes	Exist Volume	2,040 Growth	2040 Total W/ Growth	2040 Total Volume	2,040 Model Volumes	Exist Volume	2,040 Growth	2040 Total W/ Growth	2040 Total Volume	Exist Volumes	2,040 Growth	2040 Total Volume	Exist Volumes	2,040 Growth	2040 Total Volume
2 . Palos Verdes Drive West/Lower Point - Vicente Park Entrance																
NBL	1	1	0	1	1	14	14	1	15	15	17	1	18	44	3	47
NBT	1,031	1,068	72	1,140	1,140	498	510	34	544	544	452	30	482	625	42	667
NBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SBL	0	0	0	0	0	2	2	0	2	2	0	0	0	0	0	0
SBT	448	451	30	481	481	704	735	49	784	784	369	25	394	651	44	695
SBR	0	0	0	0	0	0	0	0	0	0	1	0	1	2	0	2
EBL	12	12	1	13	13	27	27	2	29	29	20	1	21	60	4	64
EBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EBR	4	4	0	4	4	15	15	1	16	16	10	1	11	45	3	48
WBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
North Leg																
Approach	448	451	30	481	481	706	737	50	787	787	370	25	395	653	44	697
Departure	1,043	1,080	73	1,153	1,153	525	537	36	573	573	472	32	504	685	46	731
Total	1,491	1,531	103	1,634	1,634	1,231	1,274	86	1,360	1,360	842	57	899	1,338	90	1,428
South Leg																
Approach	1,032	1,069	72	1,141	1,141	512	524	35	559	559	469	32	501	669	45	714
Departure	452	455	31	486	486	719	750	50	800	800	379	25	404	696	47	743
Total	1,484	1,524	102	1,626	1,626	1,231	1,274	86	1,360	1,360	848	57	905	1,365	92	1,457
East Leg																
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	2	2	0	2	2	0	0	0	0	0	0
Total	0	0	0	0	0	2	2	0	2	2	0	0	0	0	0	0
West Leg																
Approach	16	16	1	17	17	42	42	3	45	45	30	2	32	105	7	112
Departure	1	1	0	1	1	14	14	1	15	15	18	1	19	46	3	49
Total	17	17	1	18	18	56	56	4	60	60	48	3	51	151	10	161
Total Approaches																
Approach	1,496	1,536	103	1,639	1,639	1,260	1,303	88	1,391	1,391	869	58	927	1,427	96	1,523
Departure	1,496	1,536	103	1,639	1,639	1,260	1,303	88	1,391	1,391	869	58	927	1,427	96	1,523
Total	2,992	3,072	206	3,278	3,278	2,520	2,606	175	2,781	2,781	1,738	117	1,855	2,854	192	3,046

Table C-6 - General Plan Build Out Peak Hour Growth

	Weekday										Saturday					
	AM Peak Hour					PM Peak Hour					AM Peak Hour			Midday Peak Hour		
	2,040 Model Volumes	Exist Volume	2,040 Growth	2040 Total W/ Growth	2040 Total Volume	2,040 Model Volumes	Exist Volume	2,040 Growth	2040 Total W/ Growth	2040 Total Volume	Exist Volumes	2,040 Growth	2040 Total Volume	Exist Volumes	2,040 Growth	2040 Total Volume
3 . Via Rivera/Hawthorne Boulevard																
NBL	1	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NBR	3	3	0	3	3	9	9	1	10	10	0	0	0	0	0	0
SBL	108	107	7	114	114	73	73	5	78	78	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SBR	75	73	5	78	78	22	21	1	22	22	0	0	0	0	0	0
EBL	56	55	4	59	59	46	44	3	47	47	0	0	0	0	0	0
EBT	727	769	52	821	821	504	525	35	560	560	0	0	0	0	0	0
EBR	4	4	0	4	4	4	4	0	4	4	0	0	0	0	0	0
WBL	31	31	2	33	33	7	7	0	7	7	0	0	0	0	0	0
WBT	444	468	31	499	499	587	630	42	672	672	0	0	0	0	0	0
WBR	130	130	9	139	139	69	69	5	74	74	0	0	0	0	0	0
North Leg																
Approach	183	180	12	192	192	95	94	6	100	100	0	0	0	0	0	0
Departure	186	185	12	197	197	115	113	8	121	121	0	0	0	0	0	0
Total	369	365	25	390	390	210	207	14	221	221	0	0	0	0	0	0
South Leg																
Approach	4	4	0	4	4	9	9	1	10	10	0	0	0	0	0	0
Departure	35	35	2	37	37	11	11	1	12	12	0	0	0	0	0	0
Total	39	39	3	42	42	20	20	1	21	21	0	0	0	0	0	0
East Leg																
Approach	605	629	42	671	671	663	706	47	753	753	0	0	0	0	0	0
Departure	838	879	59	938	938	586	607	41	648	648	0	0	0	0	0	0
Total	1,443	1,508	101	1,609	1,609	1,249	1,313	88	1,401	1,401	0	0	0	0	0	0
West Leg																
Approach	787	828	56	884	884	554	573	39	612	612	0	0	0	0	0	0
Departure	520	542	36	578	578	609	651	44	695	695	0	0	0	0	0	0
Total	1,307	1,370	92	1,462	1,462	1,163	1,224	82	1,306	1,306	0	0	0	0	0	0
Total Approaches																
Approach	1,579	1,641	110	1,751	1,751	1,321	1,382	93	1,475	1,475	0	0	0	0	0	0
Departure	1,579	1,641	110	1,751	1,751	1,321	1,382	93	1,475	1,475	0	0	0	0	0	0
Total	3,158	3,282	221	3,503	3,503	2,642	2,764	186	2,950	2,950	0	0	0	0	0	0

Table C-6 - General Plan Build Out Peak Hour Growth

	Weekday										Saturday					
	AM Peak Hour					PM Peak Hour					AM Peak Hour			Midday Peak Hour		
	2,040 Model Volumes	Exist Volume	2,040 Growth	2040 Total W/ Growth	2040 Total Volume	2,040 Model Volumes	Exist Volume	2,040 Growth	2040 Total W/ Growth	2040 Total Volume	Exist Volumes	2,040 Growth	2040 Total Volume	Exist Volumes	2,040 Growth	2040 Total Volume
4 . Gravania Altamira – Ridgegate Drive/Hawthorne Boulevard																
NBL	47	48	3	51	51	11	11	1	12	12	0	0	0	0	0	0
NBT	59	60	4	64	64	31	33	2	35	35	0	0	0	0	0	0
NBR	51	53	4	57	57	25	26	2	28	28	0	0	0	0	0	0
SBL	340	361	24	385	385	243	261	18	279	279	0	0	0	0	0	0
SBT	41	41	3	44	44	40	40	3	43	43	0	0	0	0	0	0
SBR	84	87	6	93	93	84	86	6	92	92	0	0	0	0	0	0
EBL	189	194	13	207	207	88	94	6	100	100	0	0	0	0	0	0
EBT	825	868	58	926	926	609	633	43	676	676	0	0	0	0	0	0
EBR	26	26	2	28	28	26	25	2	27	27	0	0	0	0	0	0
WBL	55	56	4	60	60	81	85	6	91	91	0	0	0	0	0	0
WBT	464	486	33	519	519	725	774	52	826	826	0	0	0	0	0	0
WBR	236	246	17	263	263	259	298	20	318	318	0	0	0	0	0	0
North Leg																
Approach	465	489	33	522	522	367	387	26	413	413	0	0	0	0	0	0
Departure	484	500	34	534	534	378	425	29	454	454	0	0	0	0	0	0
Total	949	989	66	1,055	1,055	745	812	55	867	867	0	0	0	0	0	0
South Leg																
Approach	157	161	11	172	172	67	70	5	75	75	0	0	0	0	0	0
Departure	122	123	8	131	131	147	150	10	160	160	0	0	0	0	0	0
Total	279	284	19	303	303	214	220	15	235	235	0	0	0	0	0	0
East Leg																
Approach	755	788	53	841	841	1,065	1,157	78	1,235	1,235	0	0	0	0	0	0
Departure	1,216	1,282	86	1,368	1,368	877	920	62	982	982	0	0	0	0	0	0
Total	1,971	2,070	139	2,209	2,209	1,942	2,077	140	2,217	2,217	0	0	0	0	0	0
West Leg																
Approach	1,040	1,088	73	1,161	1,161	723	752	51	803	803	0	0	0	0	0	0
Departure	595	621	42	663	663	820	871	59	930	930	0	0	0	0	0	0
Total	1,635	1,709	115	1,824	1,824	1,543	1,623	109	1,732	1,732	0	0	0	0	0	0
Total Approaches																
Approach	2,417	2,526	170	2,696	2,696	2,222	2,366	159	2,525	2,525	0	0	0	0	0	0
Departure	2,417	2,526	170	2,696	2,696	2,222	2,366	159	2,525	2,525	0	0	0	0	0	0
Total	4,834	5,052	339	5,391	5,391	4,444	4,732	318	5,050	5,050	0	0	0	0	0	0

Table C-6 - General Plan Build Out Peak Hour Growth

	Weekday										Saturday					
	AM Peak Hour					PM Peak Hour					AM Peak Hour			Midday Peak Hour		
	2,040 Model Volumes	Exist Volume	2,040 Growth	2040 Total W/ Growth	2040 Total Volume	2,040 Model Volumes	Exist Volume	2,040 Growth	2040 Total W/ Growth	2040 Total Volume	Exist Volumes	2,040 Growth	2040 Total Volume	Exist Volumes	2,040 Growth	2040 Total Volume
5 . Hawthorne Boulevard/Eddinghill Drive – Seamount Drive																
NBL	50	70	5	75	75	28	30	2	32	32	0	0	0	0	0	0
NBT	707	764	51	815	815	580	604	41	645	645	0	0	0	0	0	0
NBR	3	4	0	4	4	6	6	0	6	6	0	0	0	0	0	0
SBL	37	32	2	34	37	43	46	3	49	49	0	0	0	0	0	0
SBT	373	436	29	465	465	654	694	47	741	741	0	0	0	0	0	0
SBR	145	122	8	130	145	124	132	9	141	141	0	0	0	0	0	0
EBL	224	209	14	223	224	97	101	7	108	108	0	0	0	0	0	0
EBT	18	23	2	25	25	7	8	1	9	9	0	0	0	0	0	0
EBR	34	58	4	62	62	30	32	2	34	34	0	0	0	0	0	0
WBL	6	12	1	13	13	3	3	0	3	3	0	0	0	0	0	0
WBT	19	27	2	29	29	9	9	1	10	10	0	0	0	0	0	0
WBR	77	83	6	89	89	33	34	2	36	36	0	0	0	0	0	0
North Leg																
Approach	555	590	40	630	647	821	872	59	931	931	0	0	0	0	0	0
Departure	1,008	1,056	71	1,127	1,128	710	739	50	789	789	0	0	0	0	0	0
Total	1,563	1,646	111	1,757	1,775	1,531	1,611	108	1,719	1,719	0	0	0	0	0	0
South Leg																
Approach	760	838	56	894	894	614	640	43	683	683	0	0	0	0	0	0
Departure	413	506	34	540	540	687	729	49	778	778	0	0	0	0	0	0
Total	1,173	1,344	90	1,434	1,434	1,301	1,369	92	1,461	1,461	0	0	0	0	0	0
East Leg																
Approach	102	122	8	130	130	45	46	3	49	49	0	0	0	0	0	0
Departure	58	59	4	63	66	56	60	4	64	64	0	0	0	0	0	0
Total	160	181	12	193	196	101	106	7	113	113	0	0	0	0	0	0
West Leg																
Approach	276	290	19	309	310	134	141	9	150	150	0	0	0	0	0	0
Departure	214	219	15	234	249	161	171	11	182	182	0	0	0	0	0	0
Total	490	509	34	543	559	295	312	21	333	333	0	0	0	0	0	0
Total Approaches																
Approach	1,693	1,840	124	1,964	1,982	1,614	1,699	114	1,813	1,813	0	0	0	0	0	0
Departure	1,693	1,840	124	1,964	1,982	1,614	1,699	114	1,813	1,813	0	0	0	0	0	0
Total	3,386	3,680	247	3,927	3,965	3,228	3,398	228	3,626	3,626	0	0	0	0	0	0

Table C-6 - General Plan Build Out Peak Hour Growth

	Weekday										Saturday					
	AM Peak Hour					PM Peak Hour					AM Peak Hour			Midday Peak Hour		
	2,040 Model Volumes	Exist Volume	2,040 Growth	2040 Total W/ Growth	2040 Total Volume	2,040 Model Volumes	Exist Volume	2,040 Growth	2040 Total W/ Growth	2040 Total Volume	Exist Volumes	2,040 Growth	2040 Total Volume	Exist Volumes	2,040 Growth	2040 Total Volume
6 . Hawthorne Boulevard/Crest Road																
NBL	28	29	2	31	31	18	19	1	20	20	0	0	0	0	0	0
NBT	497	521	35	556	556	409	427	29	456	456	0	0	0	0	0	0
NBR	317	334	22	356	356	197	199	13	212	212	0	0	0	0	0	0
SBL	138	146	10	156	156	64	67	5	72	72	0	0	0	0	0	0
SBT	342	359	24	383	383	471	497	33	530	530	0	0	0	0	0	0
SBR	65	68	5	73	73	108	121	8	129	129	0	0	0	0	0	0
EBL	97	111	7	118	118	129	133	9	142	142	0	0	0	0	0	0
EBT	83	96	6	102	102	91	91	6	97	97	0	0	0	0	0	0
EBR	44	50	3	53	53	20	20	1	21	21	0	0	0	0	0	0
WBL	225	227	15	242	242	266	284	19	303	303	0	0	0	0	0	0
WBT	49	49	3	52	52	72	82	6	88	88	0	0	0	0	0	0
WBR	145	147	10	157	157	53	58	4	62	62	0	0	0	0	0	0
North Leg																
Approach	545	573	39	612	612	643	685	46	731	731	0	0	0	0	0	0
Departure	739	779	52	831	831	591	618	42	660	660	0	0	0	0	0	0
Total	1,284	1,352	91	1,443	1,443	1,234	1,303	88	1,391	1,391	0	0	0	0	0	0
South Leg																
Approach	842	884	59	943	943	624	645	43	688	688	0	0	0	0	0	0
Departure	611	636	43	679	679	757	801	54	855	855	0	0	0	0	0	0
Total	1,453	1,520	102	1,622	1,622	1,381	1,446	97	1,543	1,543	0	0	0	0	0	0
East Leg																
Approach	419	423	28	451	451	391	424	28	452	452	0	0	0	0	0	0
Departure	538	576	39	615	615	352	357	24	381	381	0	0	0	0	0	0
Total	957	999	67	1,066	1,066	743	781	52	833	833	0	0	0	0	0	0
West Leg																
Approach	224	257	17	274	274	240	244	16	260	260	0	0	0	0	0	0
Departure	142	146	10	156	156	198	222	15	237	237	0	0	0	0	0	0
Total	366	403	27	430	430	438	466	31	497	497	0	0	0	0	0	0
Total Approaches																
Approach	2,030	2,137	144	2,281	2,281	1,898	1,998	134	2,132	2,132	0	0	0	0	0	0
Departure	2,030	2,137	144	2,281	2,281	1,898	1,998	134	2,132	2,132	0	0	0	0	0	0
Total	4,060	4,274	287	4,561	4,561	3,796	3,996	269	4,265	4,265	0	0	0	0	0	0

Table C-6 - General Plan Build Out Peak Hour Growth

	Weekday										Saturday					
	AM Peak Hour					PM Peak Hour					AM Peak Hour			Midday Peak Hour		
	2,040 Model Volumes	Exist Volume	2,040 Growth	2040 Total W/ Growth	2040 Total Volume	2,040 Model Volumes	Exist Volume	2,040 Growth	2040 Total W/ Growth	2040 Total Volume	Exist Volumes	2,040 Growth	2040 Total Volume	Exist Volumes	2,040 Growth	2040 Total Volume
7 . Hawthorne Boulevard/Dupre Drive – R. E. Ryan Park Driveway																
NBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NBT	800	841	57	898	898	599	620	42	662	662	0	0	0	0	0	0
NBR	18	18	1	19	19	15	15	1	16	16	0	0	0	0	0	0
SBL	11	11	1	12	12	15	15	1	16	16	0	0	0	0	0	0
SBT	586	611	41	652	652	686	730	49	779	779	0	0	0	0	0	0
SBR	2	2	0	2	2	3	3	0	3	3	0	0	0	0	0	0
EBL	0	0	0	0	0	13	13	1	14	14	0	0	0	0	0	0
EBT	0	0	0	0	0	1	1	0	1	1	0	0	0	0	0	0
EBR	0	0	0	0	0	8	8	1	9	9	0	0	0	0	0	0
WBL	27	27	2	29	29	10	10	1	11	11	0	0	0	0	0	0
WBT	0	0	0	0	0	1	1	0	1	1	0	0	0	0	0	0
WBR	7	7	0	7	7	6	6	0	6	6	0	0	0	0	0	0
North Leg																
Approach	599	624	42	666	666	704	748	50	798	798	0	0	0	0	0	0
Departure	807	848	57	905	905	618	639	43	682	682	0	0	0	0	0	0
Total	1,406	1,472	99	1,571	1,571	1,322	1,387	93	1,480	1,480	0	0	0	0	0	0
South Leg																
Approach	818	859	58	917	917	614	635	43	678	678	0	0	0	0	0	0
Departure	613	638	43	681	681	704	748	50	798	798	0	0	0	0	0	0
Total	1,431	1,497	101	1,598	1,598	1,318	1,383	93	1,476	1,476	0	0	0	0	0	0
East Leg																
Approach	34	34	2	36	36	17	17	1	18	18	0	0	0	0	0	0
Departure	29	29	2	31	31	31	31	2	33	33	0	0	0	0	0	0
Total	63	63	4	67	67	48	48	3	51	51	0	0	0	0	0	0
West Leg																
Approach	0	0	0	0	0	22	22	1	23	23	0	0	0	0	0	0
Departure	2	2	0	2	2	4	4	0	4	4	0	0	0	0	0	0
Total	2	2	0	2	2	26	26	2	28	28	0	0	0	0	0	0
Total Approaches																
Approach	1,451	1,517	102	1,619	1,619	1,357	1,422	96	1,518	1,518	0	0	0	0	0	0
Departure	1,451	1,517	102	1,619	1,619	1,357	1,422	96	1,518	1,518	0	0	0	0	0	0
Total	2,902	3,034	204	3,238	3,238	2,714	2,844	191	3,035	3,035	0	0	0	0	0	0

Table C-6 - General Plan Build Out Peak Hour Growth

	Weekday										Saturday					
	AM Peak Hour					PM Peak Hour					AM Peak Hour			Midday Peak Hour		
	2,040 Model Volumes	Exist Volume	2,040 Growth	2040 Total W/ Growth	2040 Total Volume	2,040 Model Volumes	Exist Volume	2,040 Growth	2040 Total W/ Growth	2040 Total Volume	Exist Volumes	2,040 Growth	2040 Total Volume	Exist Volumes	2,040 Growth	2040 Total Volume
8 . Hawthorne Boulevard/Vallon Drive																
NBL	16	16	1	17	17	15	15	1	16	16	0	0	0	0	0	0
NBT	778	819	55	874	874	595	616	41	657	657	0	0	0	0	0	0
NBR	11	11	1	12	12	5	5	0	5	5	0	0	0	0	0	0
SBL	7	7	0	7	7	9	9	1	10	10	0	0	0	0	0	0
SBT	592	617	41	658	658	665	709	48	757	757	0	0	0	0	0	0
SBR	14	14	1	15	15	30	30	2	32	32	0	0	0	0	0	0
EBL	27	27	2	29	29	18	18	1	19	19	0	0	0	0	0	0
EBT	0	0	0	0	0	1	1	0	1	1	0	0	0	0	0	0
EBR	21	21	1	22	22	5	5	0	5	5	0	0	0	0	0	0
WBL	12	12	1	13	13	5	5	0	5	5	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WBR	5	5	0	5	5	6	6	0	6	6	0	0	0	0	0	0
North Leg																
Approach	613	638	43	681	681	704	748	50	798	798	0	0	0	0	0	0
Departure	810	851	57	908	908	619	640	43	683	683	0	0	0	0	0	0
Total	1,423	1,489	100	1,589	1,589	1,323	1,388	93	1,481	1,481	0	0	0	0	0	0
South Leg																
Approach	805	846	57	903	903	615	636	43	679	679	0	0	0	0	0	0
Departure	625	650	44	694	694	675	719	48	767	767	0	0	0	0	0	0
Total	1,430	1,496	101	1,597	1,597	1,290	1,355	91	1,446	1,446	0	0	0	0	0	0
East Leg																
Approach	17	17	1	18	18	11	11	1	12	12	0	0	0	0	0	0
Departure	18	18	1	19	19	15	15	1	16	16	0	0	0	0	0	0
Total	35	35	2	37	37	26	26	2	28	28	0	0	0	0	0	0
West Leg																
Approach	48	48	3	51	51	24	24	2	26	26	0	0	0	0	0	0
Departure	30	30	2	32	32	45	45	3	48	48	0	0	0	0	0	0
Total	78	78	5	83	83	69	69	5	74	74	0	0	0	0	0	0
Total Approaches																
Approach	1,483	1,549	104	1,653	1,653	1,354	1,419	95	1,514	1,514	0	0	0	0	0	0
Departure	1,483	1,549	104	1,653	1,653	1,354	1,419	95	1,514	1,514	0	0	0	0	0	0
Total	2,966	3,098	208	3,306	3,306	2,708	2,838	191	3,029	3,029	0	0	0	0	0	0

Table C-6 - General Plan Build Out Peak Hour Growth

	Weekday										Saturday					
	AM Peak Hour					PM Peak Hour					AM Peak Hour			Midday Peak Hour		
	2,040 Model Volumes	Exist Volume	2,040 Growth	2040 Total W/ Growth	2040 Total Volume	2,040 Model Volumes	Exist Volume	2,040 Growth	2040 Total W/ Growth	2040 Total Volume	Exist Volumes	2,040 Growth	2040 Total Volume	Exist Volumes	2,040 Growth	2040 Total Volume
9 . Crestmont Lane – Terranea Way/Palos Verdes Drive South																
NBL	24	24	2	26	26	83	83	6	89	89	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NBR	14	14	1	15	15	94	94	6	100	100	0	0	0	0	0	0
SBL	2	2	0	2	2	10	10	1	11	11	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SBR	1	1	0	1	1	1	1	0	1	1	0	0	0	0	0	0
EBL	14	14	1	15	15	36	36	2	38	38	0	0	0	0	0	0
EBT	401	404	27	431	431	670	700	47	747	747	0	0	0	0	0	0
EBR	46	46	3	49	49	70	70	5	75	75	0	0	0	0	0	0
WBL	65	65	4	69	69	63	63	4	67	67	0	0	0	0	0	0
WBT	1,001	1,038	70	1,108	1,108	453	465	31	496	496	0	0	0	0	0	0
WBR	12	12	1	13	13	4	4	0	4	4	0	0	0	0	0	0
North Leg																
Approach	3	3	0	3	3	11	11	1	12	12	0	0	0	0	0	0
Departure	26	26	2	28	28	40	40	3	43	43	0	0	0	0	0	0
Total	29	29	2	31	31	51	51	3	54	54	0	0	0	0	0	0
South Leg																
Approach	38	38	3	41	41	177	177	12	189	189	0	0	0	0	0	0
Departure	111	111	7	118	118	133	133	9	142	142	0	0	0	0	0	0
Total	149	149	10	159	159	310	310	21	331	331	0	0	0	0	0	0
East Leg																
Approach	1,078	1,115	75	1,190	1,190	520	532	36	568	568	0	0	0	0	0	0
Departure	417	420	28	448	448	774	804	54	858	858	0	0	0	0	0	0
Total	1,495	1,535	103	1,638	1,638	1,294	1,336	90	1,426	1,426	0	0	0	0	0	0
West Leg																
Approach	461	464	31	495	495	776	806	54	860	860	0	0	0	0	0	0
Departure	1,026	1,063	71	1,134	1,134	537	549	37	586	586	0	0	0	0	0	0
Total	1,487	1,527	103	1,630	1,630	1,313	1,355	91	1,446	1,446	0	0	0	0	0	0
Total Approaches																
Approach	1,580	1,620	109	1,729	1,729	1,484	1,526	103	1,629	1,629	0	0	0	0	0	0
Departure	1,580	1,620	109	1,729	1,729	1,484	1,526	103	1,629	1,629	0	0	0	0	0	0
Total	3,160	3,240	218	3,458	3,458	2,968	3,052	205	3,257	3,257	0	0	0	0	0	0

Table C-6 - General Plan Build Out Peak Hour Growth

	Weekday										Saturday					
	AM Peak Hour					PM Peak Hour					AM Peak Hour			Midday Peak Hour		
	2,040 Model Volumes	Exist Volume	2,040 Growth	2040 Total W/ Growth	2040 Total Volume	2,040 Model Volumes	Exist Volume	2,040 Growth	2040 Total W/ Growth	2040 Total Volume	Exist Volumes	2,040 Growth	2040 Total Volume	Exist Volumes	2,040 Growth	2040 Total Volume
10 . Grayslake Road – Highridge Road/Hawthorne Boulevard																
NBL	58	63	4	67	67	49	53	4	57	57	0	0	0	0	0	0
NBT	109	116	8	124	124	26	27	2	29	29	0	0	0	0	0	0
NBR	467	513	34	547	547	257	273	18	291	291	0	0	0	0	0	0
SBL	154	157	11	168	168	86	90	6	96	96	0	0	0	0	0	0
SBT	34	35	2	37	37	20	22	1	23	23	0	0	0	0	0	0
SBR	7	7	0	7	7	10	11	1	12	12	0	0	0	0	0	0
EBL	31	32	2	34	34	11	11	1	12	12	0	0	0	0	0	0
EBT	1,180	1,245	84	1,329	1,329	845	884	59	943	943	0	0	0	0	0	0
EBR	14	15	1	16	16	19	21	1	22	22	0	0	0	0	0	0
WBL	173	185	12	197	197	291	337	23	360	360	0	0	0	0	0	0
WBT	643	671	45	716	716	985	1,073	72	1,145	1,145	0	0	0	0	0	0
WBR	121	124	8	132	132	135	139	9	148	148	0	0	0	0	0	0
North Leg																
Approach	195	199	13	212	212	116	123	8	131	131	0	0	0	0	0	0
Departure	261	272	18	290	290	172	177	12	189	189	0	0	0	0	0	0
Total	456	471	32	503	503	288	300	20	320	320	0	0	0	0	0	0
South Leg																
Approach	634	692	47	739	739	332	353	24	377	377	0	0	0	0	0	0
Departure	221	235	16	251	251	330	380	26	406	406	0	0	0	0	0	0
Total	855	927	62	989	989	662	733	49	782	782	0	0	0	0	0	0
East Leg																
Approach	937	980	66	1,046	1,046	1,411	1,549	104	1,653	1,653	0	0	0	0	0	0
Departure	1,801	1,915	129	2,044	2,044	1,188	1,247	84	1,331	1,331	0	0	0	0	0	0
Total	2,738	2,895	195	3,090	3,090	2,599	2,796	188	2,984	2,984	0	0	0	0	0	0
West Leg																
Approach	1,225	1,292	87	1,379	1,379	875	916	62	978	978	0	0	0	0	0	0
Departure	708	741	50	791	791	1,044	1,137	76	1,213	1,213	0	0	0	0	0	0
Total	1,933	2,033	137	2,170	2,170	1,919	2,053	138	2,191	2,191	0	0	0	0	0	0
Total Approaches																
Approach	2,991	3,163	213	3,376	3,376	2,734	2,941	198	3,139	3,139	0	0	0	0	0	0
Departure	2,991	3,163	213	3,376	3,376	2,734	2,941	198	3,139	3,139	0	0	0	0	0	0
Total	5,982	6,326	425	6,751	6,751	5,468	5,882	395	6,277	6,277	0	0	0	0	0	0

Table C-6 - General Plan Build Out Peak Hour Growth

	Weekday										Saturday					
	AM Peak Hour					PM Peak Hour					AM Peak Hour			Midday Peak Hour		
	2,040 Model Volumes	Exist Volume	2,040 Growth	2040 Total W/ Growth	2040 Total Volume	2,040 Model Volumes	Exist Volume	2,040 Growth	2040 Total W/ Growth	2040 Total Volume	Exist Volumes	2,040 Growth	2040 Total Volume	Exist Volumes	2,040 Growth	2040 Total Volume
11 . Highridge Road/Crest Road																
NBL	20	14	1	15	20	8	7	0	7	8	0	0	0	0	0	0
NBT	11	13	1	14	14	7	8	1	9	9	0	0	0	0	0	0
NBR	16	20	1	21	21	9	9	1	10	10	0	0	0	0	0	0
SBL	58	115	8	123	123	17	21	1	22	22	0	0	0	0	0	0
SBT	2	3	0	3	3	8	8	1	9	9	0	0	0	0	0	0
SBR	117	130	9	139	139	57	56	4	60	60	0	0	0	0	0	0
EBL	113	110	7	117	117	54	59	4	63	63	0	0	0	0	0	0
EBT	577	571	38	609	609	308	310	21	331	331	0	0	0	0	0	0
EBR	9	6	0	6	9	5	4	0	4	5	0	0	0	0	0	0
WBL	13	15	1	16	16	18	19	1	20	20	0	0	0	0	0	0
WBT	283	266	18	284	284	390	423	28	451	451	0	0	0	0	0	0
WBR	22	37	2	39	39	11	16	1	17	17	0	0	0	0	0	0
North Leg																
Approach	177	248	17	265	265	82	85	6	91	91	0	0	0	0	0	0
Departure	146	160	11	171	171	72	83	6	89	89	0	0	0	0	0	0
Total	323	408	27	435	435	154	168	11	179	179	0	0	0	0	0	0
South Leg																
Approach	47	47	3	50	55	24	24	2	26	26	0	0	0	0	0	0
Departure	24	24	2	26	28	31	31	2	33	34	0	0	0	0	0	0
Total	71	71	5	76	83	55	55	4	59	60	0	0	0	0	0	0
East Leg																
Approach	318	318	21	339	339	419	458	31	489	489	0	0	0	0	0	0
Departure	651	706	47	753	753	334	340	23	363	363	0	0	0	0	0	0
Total	969	1,024	69	1,093	1,093	753	798	54	852	852	0	0	0	0	0	0
West Leg																
Approach	699	687	46	733	736	367	373	25	398	399	0	0	0	0	0	0
Departure	420	410	28	438	443	455	486	33	519	519	0	0	0	0	0	0
Total	1,119	1,097	74	1,171	1,178	822	859	58	917	918	0	0	0	0	0	0
Total Approaches																
Approach	1,241	1,300	87	1,387	1,395	892	940	63	1,003	1,004	0	0	0	0	0	0
Departure	1,241	1,300	87	1,387	1,395	892	940	63	1,003	1,004	0	0	0	0	0	0
Total	2,482	2,600	175	2,775	2,790	1,784	1,880	126	2,006	2,009	0	0	0	0	0	0

Table C-6 - General Plan Build Out Peak Hour Growth

	Weekday										Saturday					
	AM Peak Hour					PM Peak Hour					AM Peak Hour			Midday Peak Hour		
	2,040 Model Volumes	Exist Volume	2,040 Growth	2040 Total W/ Growth	2040 Total Volume	2,040 Model Volumes	Exist Volume	2,040 Growth	2040 Total W/ Growth	2040 Total Volume	Exist Volumes	2,040 Growth	2040 Total Volume	Exist Volumes	2,040 Growth	2040 Total Volume
12 . Basswood Avenue/Montemalaga Drive																
NBL	19	19	1	20	20	12	13	1	14	14	0	0	0	0	0	0
NBT	67	65	4	69	69	7	6	0	6	7	0	0	0	0	0	0
NBR	34	36	2	38	38	21	21	1	22	22	0	0	0	0	0	0
SBL	120	122	8	130	130	46	46	3	49	49	0	0	0	0	0	0
SBT	43	42	3	45	45	10	9	1	10	10	0	0	0	0	0	0
SBR	27	26	2	28	28	7	8	1	9	9	0	0	0	0	0	0
EBL	63	66	4	70	70	12	12	1	13	13	0	0	0	0	0	0
EBT	305	346	23	369	369	182	197	13	210	210	0	0	0	0	0	0
EBR	5	6	0	6	6	12	12	1	13	13	0	0	0	0	0	0
WBL	25	25	2	27	27	31	32	2	34	34	0	0	0	0	0	0
WBT	222	225	15	240	240	177	218	15	233	233	0	0	0	0	0	0
WBR	63	62	4	66	66	35	36	2	38	38	0	0	0	0	0	0
North Leg																
Approach	190	190	13	203	203	63	63	4	67	68	0	0	0	0	0	0
Departure	193	193	13	206	206	54	54	4	58	58	0	0	0	0	0	0
Total	383	383	26	409	409	117	117	8	125	126	0	0	0	0	0	0
South Leg																
Approach	120	120	8	128	128	40	40	3	43	43	0	0	0	0	0	0
Departure	73	73	5	78	78	53	53	4	57	57	0	0	0	0	0	0
Total	193	193	13	206	206	93	93	6	99	100	0	0	0	0	0	0
East Leg																
Approach	310	312	21	333	333	243	286	19	305	305	0	0	0	0	0	0
Departure	459	504	34	538	538	249	264	18	282	282	0	0	0	0	0	0
Total	769	816	55	871	871	492	550	37	587	587	0	0	0	0	0	0
West Leg																
Approach	373	418	28	446	446	206	221	15	236	236	0	0	0	0	0	0
Departure	268	270	18	288	288	196	239	16	255	255	0	0	0	0	0	0
Total	641	688	46	734	734	402	460	31	491	491	0	0	0	0	0	0
Total Approaches																
Approach	993	1,040	70	1,110	1,110	552	610	41	651	652	0	0	0	0	0	0
Departure	993	1,040	70	1,110	1,110	552	610	41	651	652	0	0	0	0	0	0
Total	1,986	2,080	140	2,220	2,220	1,104	1,220	82	1,302	1,304	0	0	0	0	0	0

Table C-6 - General Plan Build Out Peak Hour Growth

	Weekday										Saturday					
	AM Peak Hour					PM Peak Hour					AM Peak Hour			Midday Peak Hour		
	2,040 Model Volumes	Exist Volume	2,040 Growth	2040 Total W/ Growth	2040 Total Volume	2,040 Model Volumes	Exist Volume	2,040 Growth	2040 Total W/ Growth	2040 Total Volume	Exist Volumes	2,040 Growth	2040 Total Volume	Exist Volumes	2,040 Growth	2040 Total Volume
13 . Silver Spur Road/Hawthorne Boulevard																
NBL	182	187	13	200	200	210	269	18	287	287	0	0	0	0	0	0
NBT	227	223	15	238	238	254	265	18	283	283	0	0	0	0	0	0
NBR	109	111	7	118	118	200	220	15	235	235	0	0	0	0	0	0
SBL	107	108	7	115	115	89	82	6	88	89	0	0	0	0	0	0
SBT	322	311	21	332	332	363	344	23	367	367	0	0	0	0	0	0
SBR	134	136	9	145	145	186	199	13	212	212	0	0	0	0	0	0
EBL	162	173	12	185	185	191	191	13	204	204	0	0	0	0	0	0
EBT	898	993	67	1,060	1,060	616	652	44	696	696	0	0	0	0	0	0
EBR	296	314	21	335	335	228	248	17	265	265	0	0	0	0	0	0
WBL	166	168	11	179	179	233	228	15	243	243	0	0	0	0	0	0
WBT	487	519	35	554	554	777	857	58	915	915	0	0	0	0	0	0
WBR	75	76	5	81	81	68	61	4	65	68	0	0	0	0	0	0
North Leg																
Approach	563	555	37	592	592	638	625	42	667	668	0	0	0	0	0	0
Departure	464	472	32	504	504	513	517	35	552	555	0	0	0	0	0	0
Total	1,027	1,027	69	1,096	1,096	1,151	1,142	77	1,219	1,223	0	0	0	0	0	0
South Leg																
Approach	518	521	35	556	556	664	754	51	805	805	0	0	0	0	0	0
Departure	784	793	53	846	846	824	820	55	875	875	0	0	0	0	0	0
Total	1,302	1,314	88	1,402	1,402	1,488	1,574	106	1,680	1,680	0	0	0	0	0	0
East Leg																
Approach	728	763	51	814	814	1,078	1,146	77	1,223	1,226	0	0	0	0	0	0
Departure	1,114	1,212	81	1,293	1,293	905	954	64	1,018	1,020	0	0	0	0	0	0
Total	1,842	1,975	133	2,108	2,108	1,983	2,100	141	2,241	2,246	0	0	0	0	0	0
West Leg																
Approach	1,356	1,480	99	1,579	1,579	1,035	1,091	73	1,164	1,164	0	0	0	0	0	0
Departure	803	842	57	899	899	1,173	1,325	89	1,414	1,414	0	0	0	0	0	0
Total	2,159	2,322	156	2,478	2,478	2,208	2,416	162	2,578	2,578	0	0	0	0	0	0
Total Approaches																
Approach	3,165	3,319	223	3,542	3,542	3,415	3,616	243	3,859	3,863	0	0	0	0	0	0
Departure	3,165	3,319	223	3,542	3,542	3,415	3,616	243	3,859	3,863	0	0	0	0	0	0
Total	6,330	6,638	446	7,084	7,084	6,830	7,232	486	7,718	7,727	0	0	0	0	0	0

Table C-6 - General Plan Build Out Peak Hour Growth

	Weekday										Saturday					
	AM Peak Hour					PM Peak Hour					AM Peak Hour			Midday Peak Hour		
	2,040 Model Volumes	Exist Volume	2,040 Growth	2040 Total W/ Growth	2040 Total Volume	2,040 Model Volumes	Exist Volume	2,040 Growth	2040 Total W/ Growth	2040 Total Volume	Exist Volumes	2,040 Growth	2040 Total Volume	Exist Volumes	2,040 Growth	2040 Total Volume
14 . Crenshaw Boulevard/Crestridge Road																
NBL	6	6	0	6	6	7	6	0	6	7	0	0	0	0	0	0
NBT	846	898	60	958	958	545	501	34	535	545	0	0	0	0	0	0
NBR	3	3	0	3	3	11	10	1	11	11	0	0	0	0	0	0
SBL	26	26	2	28	28	30	30	2	32	32	0	0	0	0	0	0
SBT	601	595	40	635	635	718	716	48	764	764	0	0	0	0	0	0
SBR	201	195	13	208	208	330	324	22	346	346	0	0	0	0	0	0
EBL	403	400	27	427	427	214	211	14	225	225	0	0	0	0	0	0
EBT	7	7	0	7	7	8	8	1	9	9	0	0	0	0	0	0
EBR	17	17	1	18	18	13	13	1	14	14	0	0	0	0	0	0
WBL	4	4	0	4	4	7	7	0	7	7	0	0	0	0	0	0
WBT	6	6	0	6	6	2	2	0	2	2	0	0	0	0	0	0
WBR	41	41	3	44	44	33	33	2	35	35	0	0	0	0	0	0
North Leg																
Approach	828	816	55	871	871	1,078	1,070	72	1,142	1,142	0	0	0	0	0	0
Departure	1,290	1,339	90	1,429	1,429	792	745	50	795	805	0	0	0	0	0	0
Total	2,118	2,155	145	2,300	2,300	1,870	1,815	122	1,937	1,947	0	0	0	0	0	0
South Leg																
Approach	855	907	61	968	968	563	517	35	552	563	0	0	0	0	0	0
Departure	622	616	41	657	657	738	736	49	785	785	0	0	0	0	0	0
Total	1,477	1,523	102	1,625	1,625	1,301	1,253	84	1,337	1,348	0	0	0	0	0	0
East Leg																
Approach	51	51	3	54	54	42	42	3	45	45	0	0	0	0	0	0
Departure	36	36	2	38	38	49	48	3	51	52	0	0	0	0	0	0
Total	87	87	6	93	93	91	90	6	96	96	0	0	0	0	0	0
West Leg																
Approach	427	424	28	452	452	235	232	16	248	248	0	0	0	0	0	0
Departure	213	207	14	221	221	339	332	22	354	355	0	0	0	0	0	0
Total	640	631	42	673	673	574	564	38	602	602	0	0	0	0	0	0
Total Approaches																
Approach	2,161	2,198	148	2,346	2,346	1,918	1,861	125	1,986	1,997	0	0	0	0	0	0
Departure	2,161	2,198	148	2,346	2,346	1,918	1,861	125	1,986	1,997	0	0	0	0	0	0
Total	4,322	4,396	295	4,691	4,691	3,836	3,722	250	3,972	3,995	0	0	0	0	0	0

Table C-6 - General Plan Build Out Peak Hour Growth

	Weekday										Saturday					
	AM Peak Hour					PM Peak Hour					AM Peak Hour			Midday Peak Hour		
	2,040 Model Volumes	Exist Volume	2,040 Growth	2040 Total W/ Growth	2040 Total Volume	2,040 Model Volumes	Exist Volume	2,040 Growth	2040 Total W/ Growth	2040 Total Volume	Exist Volumes	2,040 Growth	2040 Total Volume	Exist Volumes	2,040 Growth	2040 Total Volume
15 . Crenshaw Boulevard/Indian Peak Road																
NBL	182	183	12	195	195	131	121	8	129	131	0	0	0	0	0	0
NBT	1,097	1,146	77	1,223	1,223	661	625	42	667	667	0	0	0	0	0	0
NBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SBL	0	0	0	0	0	2	2	0	2	2	0	0	0	0	0	0
SBT	660	658	44	702	702	878	869	58	927	927	0	0	0	0	0	0
SBR	131	132	9	141	141	163	160	11	171	171	0	0	0	0	0	0
EBL	171	168	11	179	179	121	123	8	131	131	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EBR	152	142	10	152	152	207	208	14	222	222	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
North Leg																
Approach	791	790	53	843	843	1,043	1,031	69	1,100	1,100	0	0	0	0	0	0
Departure	1,268	1,314	88	1,402	1,402	782	748	50	798	798	0	0	0	0	0	0
Total	2,059	2,104	141	2,245	2,245	1,825	1,779	120	1,899	1,899	0	0	0	0	0	0
South Leg																
Approach	1,279	1,329	89	1,418	1,418	792	746	50	796	798	0	0	0	0	0	0
Departure	812	800	54	854	854	1,085	1,077	72	1,149	1,149	0	0	0	0	0	0
Total	2,091	2,129	143	2,272	2,273	1,877	1,823	123	1,946	1,947	0	0	0	0	0	0
East Leg																
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	2	2	0	2	2	0	0	0	0	0	0
Total	0	0	0	0	0	2	2	0	2	2	0	0	0	0	0	0
West Leg																
Approach	323	310	21	331	331	328	331	22	353	353	0	0	0	0	0	0
Departure	313	315	21	336	336	294	281	19	300	302	0	0	0	0	0	0
Total	636	625	42	667	667	622	612	41	653	655	0	0	0	0	0	0
Total Approaches																
Approach	2,393	2,429	163	2,592	2,593	2,163	2,108	142	2,250	2,252	0	0	0	0	0	0
Departure	2,393	2,429	163	2,592	2,593	2,163	2,108	142	2,250	2,252	0	0	0	0	0	0
Total	4,786	4,858	326	5,184	5,185	4,326	4,216	283	4,499	4,503	0	0	0	0	0	0

Table C-6 - General Plan Build Out Peak Hour Growth

	Weekday										Saturday					
	AM Peak Hour					PM Peak Hour					AM Peak Hour			Midday Peak Hour		
	2,040 Model Volumes	Exist Volume	2,040 Growth	2040 Total W/ Growth	2040 Total Volume	2,040 Model Volumes	Exist Volume	2,040 Growth	2040 Total W/ Growth	2040 Total Volume	Exist Volumes	2,040 Growth	2040 Total Volume	Exist Volumes	2,040 Growth	2040 Total Volume
16 . Crenshaw Boulevard/Crest Road																
NBL	49	53	4	57	57	19	42	3	45	45	0	0	0	0	0	0
NBT	155	151	10	161	161	132	100	7	107	132	0	0	0	0	0	0
NBR	0	0	0	0	0	2	6	0	6	6	0	0	0	0	0	0
SBL	163	170	11	181	181	103	124	8	132	132	0	0	0	0	0	0
SBT	112	102	7	109	112	142	120	8	128	142	0	0	0	0	0	0
SBR	339	336	23	359	359	469	489	33	522	522	0	0	0	0	0	0
EBL	590	642	43	685	685	378	325	22	347	378	0	0	0	0	0	0
EBT	43	55	4	59	59	14	40	3	43	43	0	0	0	0	0	0
EBR	80	90	6	96	96	19	40	3	43	43	0	0	0	0	0	0
WBL	2	2	0	2	2	0	2	0	2	2	0	0	0	0	0	0
WBT	44	51	3	54	54	6	28	2	30	30	0	0	0	0	0	0
WBR	111	115	8	123	123	59	99	7	106	106	0	0	0	0	0	0
North Leg																
Approach	614	608	41	649	652	714	733	49	782	796	0	0	0	0	0	0
Departure	856	908	61	969	969	569	524	35	559	616	0	0	0	0	0	0
Total	1,470	1,516	102	1,618	1,621	1,283	1,257	84	1,341	1,412	0	0	0	0	0	0
South Leg																
Approach	204	204	14	218	218	153	148	10	158	183	0	0	0	0	0	0
Departure	194	194	13	207	210	161	162	11	173	187	0	0	0	0	0	0
Total	398	398	27	425	428	314	310	21	331	370	0	0	0	0	0	0
East Leg																
Approach	157	168	11	179	179	65	129	9	138	138	0	0	0	0	0	0
Departure	206	225	15	240	240	119	170	11	181	181	0	0	0	0	0	0
Total	363	393	26	419	419	184	299	20	319	319	0	0	0	0	0	0
West Leg																
Approach	713	787	53	840	840	411	405	27	432	463	0	0	0	0	0	0
Departure	432	440	30	470	470	494	559	38	597	597	0	0	0	0	0	0
Total	1,145	1,227	82	1,309	1,309	905	964	65	1,029	1,060	0	0	0	0	0	0
Total Approaches																
Approach	1,688	1,767	119	1,886	1,889	1,343	1,415	95	1,510	1,580	0	0	0	0	0	0
Departure	1,688	1,767	119	1,886	1,889	1,343	1,415	95	1,510	1,580	0	0	0	0	0	0
Total	3,376	3,534	237	3,771	3,778	2,686	2,830	190	3,020	3,161	0	0	0	0	0	0

Table C-6 - General Plan Build Out Peak Hour Growth

	Weekday										Saturday					
	AM Peak Hour					PM Peak Hour					AM Peak Hour			Midday Peak Hour		
	2,040 Model Volumes	Exist Volume	2,040 Growth	2040 Total W/ Growth	2040 Total Volume	2,040 Model Volumes	Exist Volume	2,040 Growth	2040 Total W/ Growth	2040 Total Volume	Exist Volumes	2,040 Growth	2040 Total Volume	Exist Volumes	2,040 Growth	2040 Total Volume
17 . Hawthorne Boulevard/Blackhorse Road																
NBL	0	0	0	0	0	1	1	0	1	1	0	0	0	0	0	0
NBT	1,108	1,210	81	1,291	1,291	862	909	61	970	970	0	0	0	0	0	0
NBR	33	21	1	22	33	21	22	1	23	23	0	0	0	0	0	0
SBL	103	52	3	55	103	116	117	8	125	125	0	0	0	0	0	0
SBT	694	725	49	774	774	1,090	1,159	78	1,237	1,237	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WBL	24	28	2	30	30	11	10	1	11	11	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WBR	191	185	12	197	197	79	68	5	73	79	0	0	0	0	0	0
North Leg																
Approach	797	777	52	829	877	1,206	1,276	86	1,362	1,362	0	0	0	0	0	0
Departure	1,299	1,395	94	1,489	1,489	941	977	66	1,043	1,049	0	0	0	0	0	0
Total	2,096	2,172	146	2,318	2,365	2,147	2,253	151	2,404	2,411	0	0	0	0	0	0
South Leg																
Approach	1,141	1,231	83	1,314	1,324	884	932	63	995	995	0	0	0	0	0	0
Departure	718	753	51	804	804	1,101	1,169	79	1,248	1,248	0	0	0	0	0	0
Total	1,859	1,984	133	2,117	2,128	1,985	2,101	141	2,242	2,243	0	0	0	0	0	0
East Leg																
Approach	215	213	14	227	227	90	78	5	83	90	0	0	0	0	0	0
Departure	136	73	5	78	136	137	139	9	148	148	0	0	0	0	0	0
Total	351	286	19	305	363	227	217	15	232	238	0	0	0	0	0	0
West Leg																
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	1	1	0	1	1	0	0	0	0	0	0
Total	0	0	0	0	0	1	1	0	1	1	0	0	0	0	0	0
Total Approaches																
Approach	2,153	2,221	149	2,370	2,428	2,180	2,286	154	2,440	2,446	0	0	0	0	0	0
Departure	2,153	2,221	149	2,370	2,428	2,180	2,286	154	2,440	2,446	0	0	0	0	0	0
Total	4,306	4,442	299	4,741	4,857	4,360	4,572	307	4,879	4,893	0	0	0	0	0	0

Table C-6 - General Plan Build Out Peak Hour Growth

	Weekday										Saturday					
	AM Peak Hour					PM Peak Hour					AM Peak Hour			Midday Peak Hour		
	2,040 Model Volumes	Exist Volume	2,040 Growth	2040 Total W/ Growth	2040 Total Volume	2,040 Model Volumes	Exist Volume	2,040 Growth	2040 Total W/ Growth	2040 Total Volume	Exist Volumes	2,040 Growth	2040 Total Volume	Exist Volumes	2,040 Growth	2040 Total Volume
18 . Forrestal Drive – Trump National Drive/Palos Verdes Drive South																
NBL	6	6	0	6	6	14	14	1	15	15	4	0	4	24	2	26
NBT	0	0	0	0	0	2	2	0	2	2	1	0	1	0	0	0
NBR	11	11	1	12	12	34	34	2	36	36	20	1	21	49	3	52
SBL	42	42	3	45	45	44	44	3	47	47	37	2	39	41	3	44
SBT	1	1	0	1	1	0	0	0	0	0	1	0	1	1	0	1
SBR	24	24	2	26	26	27	27	2	29	29	18	1	19	76	5	81
EBL	11	11	1	12	12	37	36	2	38	38	59	4	63	47	3	50
EBT	394	424	28	452	452	730	753	51	804	804	249	17	266	549	37	586
EBR	4	4	0	4	4	4	4	0	4	4	8	1	9	34	2	36
WBL	21	21	1	22	22	21	21	1	22	22	48	3	51	43	3	46
WBT	891	909	61	970	970	407	443	30	473	473	468	31	499	511	34	545
WBR	37	37	2	39	39	38	39	3	42	42	41	3	44	73	5	78
North Leg																
Approach	67	67	5	72	72	71	71	5	76	76	56	4	60	118	8	126
Departure	48	48	3	51	51	77	77	5	82	82	101	7	108	120	8	128
Total	115	115	8	123	123	148	148	10	158	158	157	11	168	238	16	254
South Leg																
Approach	17	17	1	18	18	50	50	3	53	53	25	2	27	73	5	78
Departure	26	26	2	28	28	25	25	2	27	27	57	4	61	78	5	83
Total	43	43	3	46	46	75	75	5	80	80	82	6	88	151	10	161
East Leg																
Approach	949	967	65	1,032	1,032	466	503	34	537	537	557	37	594	627	42	669
Departure	447	477	32	509	509	808	831	56	887	887	306	21	327	639	43	682
Total	1,396	1,444	97	1,541	1,541	1,274	1,334	90	1,424	1,424	863	58	921	1,266	85	1,351
West Leg																
Approach	409	439	30	469	469	771	793	53	846	846	316	21	337	630	42	672
Departure	921	939	63	1,002	1,002	448	484	33	517	517	490	33	523	611	41	652
Total	1,330	1,378	93	1,471	1,471	1,219	1,277	86	1,363	1,363	806	54	860	1,241	83	1,324
Total Approaches																
Approach	1,442	1,490	100	1,590	1,590	1,358	1,417	95	1,512	1,512	954	64	1,018	1,448	97	1,545
Departure	1,442	1,490	100	1,590	1,590	1,358	1,417	95	1,512	1,512	954	64	1,018	1,448	97	1,545
Total	2,884	2,980	200	3,180	3,180	2,716	2,834	190	3,024	3,024	1,908	128	2,036	2,896	195	3,091

Table C-6 - General Plan Build Out Peak Hour Growth

	Weekday										Saturday					
	AM Peak Hour					PM Peak Hour					AM Peak Hour			Midday Peak Hour		
	2,040 Model Volumes	Exist Volume	2,040 Growth	2040 Total W/ Growth	2040 Total Volume	2,040 Model Volumes	Exist Volume	2,040 Growth	2040 Total W/ Growth	2040 Total Volume	Exist Volumes	2,040 Growth	2040 Total Volume	Exist Volumes	2,040 Growth	2040 Total Volume
19 . Palos Verdes Drive East/Palos Verdes Drive South																
NBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SBL	31	31	2	33	33	41	41	3	44	44	21	1	22	39	3	42
SBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SBR	144	140	9	149	149	68	66	4	70	70	65	4	69	81	5	86
EBL	98	99	7	106	106	86	84	6	90	90	26	2	28	64	4	68
EBT	361	391	26	417	417	723	748	50	798	798	284	19	303	559	38	597
EBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0	0	0	0	4	0	4	2	0	2
WBT	809	831	56	887	887	409	447	30	477	477	483	32	515	566	38	604
WBR	69	69	5	74	74	46	48	3	51	51	18	1	19	51	3	54
North Leg																
Approach	175	171	11	182	182	109	107	7	114	114	86	6	92	120	8	128
Departure	167	168	11	179	179	132	132	9	141	141	44	3	47	115	8	123
Total	342	339	23	362	362	241	239	16	255	255	130	9	139	235	16	251
South Leg																
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	4	0	4	2	0	2
Total	0	0	0	0	0	0	0	0	0	0	4	0	4	2	0	2
East Leg																
Approach	878	900	60	960	960	455	495	33	528	528	505	34	539	619	42	661
Departure	392	422	28	450	450	764	789	53	842	842	305	20	325	598	40	638
Total	1,270	1,322	89	1,411	1,411	1,219	1,284	86	1,370	1,370	810	54	864	1,217	82	1,299
West Leg																
Approach	459	490	33	523	523	809	832	56	888	888	310	21	331	623	42	665
Departure	953	971	65	1,036	1,036	477	513	34	547	547	548	37	585	647	43	690
Total	1,412	1,461	98	1,559	1,559	1,286	1,345	90	1,435	1,435	858	58	916	1,270	85	1,355
Total Approaches																
Approach	1,512	1,561	105	1,666	1,666	1,373	1,434	96	1,530	1,530	901	61	962	1,362	92	1,454
Departure	1,512	1,561	105	1,666	1,666	1,373	1,434	96	1,530	1,530	901	61	962	1,362	92	1,454
Total	3,024	3,122	210	3,332	3,332	2,746	2,868	193	3,061	3,061	1,802	121	1,923	2,724	183	2,907

Table C-6 - General Plan Build Out Peak Hour Growth

	Weekday										Saturday					
	AM Peak Hour					PM Peak Hour					AM Peak Hour			Midday Peak Hour		
	2,040 Model Volumes	Exist Volume	2,040 Growth	2040 Total W/ Growth	2040 Total Volume	2,040 Model Volumes	Exist Volume	2,040 Growth	2040 Total W/ Growth	2040 Total Volume	Exist Volumes	2,040 Growth	2040 Total Volume	Exist Volumes	2,040 Growth	2040 Total Volume
20 . Palos Verdes Drive East/Crest Road – Marymount College Driveway																
NBL	74	73	5	78	78	20	19	1	20	20	4	0	4	23	2	25
NBT	126	129	9	138	138	108	109	7	116	116	78	5	83	127	9	136
NBR	26	26	2	28	28	11	11	1	12	12	2	0	2	3	0	3
SBL	92	92	6	98	98	48	48	3	51	51	4	0	4	5	0	5
SBT	101	100	7	107	107	145	145	10	155	155	64	4	68	119	8	127
SBR	195	195	13	208	208	81	82	6	88	88	23	2	25	42	3	45
EBL	230	229	15	244	244	48	46	3	49	49	43	3	46	61	4	65
EBT	1	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0
EBR	64	61	4	65	65	14	13	1	14	14	9	1	10	17	1	18
WBL	5	5	0	5	5	21	20	1	21	21	1	0	1	3	0	3
WBT	0	0	0	0	0	2	2	0	2	2	0	0	0	0	0	0
WBR	9	9	1	10	10	89	90	6	96	96	2	0	2	2	0	2
North Leg																
Approach	388	387	26	413	413	274	275	18	293	293	91	6	97	166	11	177
Departure	365	367	25	392	392	245	245	16	261	261	123	8	131	190	13	203
Total	753	754	51	805	805	519	520	35	555	555	214	14	228	356	24	380
South Leg																
Approach	226	228	15	243	243	139	139	9	148	148	84	6	90	153	10	163
Departure	170	166	11	177	177	180	178	12	190	190	74	5	79	139	9	148
Total	396	394	26	420	420	319	317	21	338	338	158	11	169	292	20	312
East Leg																
Approach	14	14	1	15	15	112	112	8	120	120	3	0	3	5	0	5
Departure	119	119	8	127	127	59	59	4	63	63	6	0	6	8	1	9
Total	133	133	9	142	142	171	171	11	182	182	9	1	10	13	1	14
West Leg																
Approach	295	291	20	311	311	62	59	4	63	63	52	3	55	78	5	83
Departure	269	268	18	286	286	103	103	7	110	110	27	2	29	65	4	69
Total	564	559	38	597	597	165	162	11	173	173	79	5	84	143	10	153
Total Approaches																
Approach	923	920	62	982	982	587	585	39	624	624	230	15	245	402	27	429
Departure	923	920	62	982	982	587	585	39	624	624	230	15	245	402	27	429
Total	1,846	1,840	124	1,964	1,964	1,174	1,170	79	1,249	1,249	460	31	491	804	54	858

Table C-6 - General Plan Build Out Peak Hour Growth

	Weekday										Saturday					
	AM Peak Hour					PM Peak Hour					AM Peak Hour			Midday Peak Hour		
	2,040 Model Volumes	Exist Volume	2,040 Growth	2040 Total W/ Growth	2040 Total Volume	2,040 Model Volumes	Exist Volume	2,040 Growth	2040 Total W/ Growth	2040 Total Volume	Exist Volumes	2,040 Growth	2040 Total Volume	Exist Volumes	2,040 Growth	2040 Total Volume
21 . Palos Verdes Drive East/Via Canada																
NBL	341	339	23	362	362	34	35	2	37	37	0	0	0	0	0	0
NBT	413	411	28	439	439	278	294	20	314	314	0	0	0	0	0	0
NBR	19	19	1	20	20	26	26	2	28	28	0	0	0	0	0	0
SBL	4	4	0	4	4	10	10	1	11	11	0	0	0	0	0	0
SBT	223	229	15	244	244	504	503	34	537	537	0	0	0	0	0	0
SBR	172	174	12	186	186	28	27	2	29	29	0	0	0	0	0	0
EBL	186	184	12	196	196	35	35	2	37	37	0	0	0	0	0	0
EBT	5	5	0	5	5	2	2	0	2	2	0	0	0	0	0	0
EBR	280	282	19	301	301	41	41	3	44	44	0	0	0	0	0	0
WBL	17	17	1	18	18	24	24	2	26	26	0	0	0	0	0	0
WBT	3	3	0	3	3	1	1	0	1	1	0	0	0	0	0	0
WBR	7	7	0	7	7	10	10	1	11	11	0	0	0	0	0	0
North Leg																
Approach	399	407	27	434	434	542	540	36	576	576	0	0	0	0	0	0
Departure	606	602	40	642	642	323	339	23	362	362	0	0	0	0	0	0
Total	1,005	1,009	68	1,077	1,077	865	879	59	938	938	0	0	0	0	0	0
South Leg																
Approach	773	769	52	821	821	338	355	24	379	379	0	0	0	0	0	0
Departure	520	528	35	563	563	569	568	38	606	606	0	0	0	0	0	0
Total	1,293	1,297	87	1,384	1,384	907	923	62	985	985	0	0	0	0	0	0
East Leg																
Approach	27	27	2	29	29	35	35	2	37	37	0	0	0	0	0	0
Departure	28	28	2	30	30	38	38	3	41	41	0	0	0	0	0	0
Total	55	55	4	59	59	73	73	5	78	78	0	0	0	0	0	0
West Leg																
Approach	471	471	32	503	503	78	78	5	83	83	0	0	0	0	0	0
Departure	516	516	35	551	551	63	63	4	67	67	0	0	0	0	0	0
Total	987	987	66	1,053	1,053	141	141	9	150	150	0	0	0	0	0	0
Total Approaches																
Approach	1,670	1,674	112	1,786	1,786	993	1,008	68	1,076	1,076	0	0	0	0	0	0
Departure	1,670	1,674	112	1,786	1,786	993	1,008	68	1,076	1,076	0	0	0	0	0	0
Total	3,340	3,348	225	3,573	3,573	1,986	2,016	135	2,151	2,151	0	0	0	0	0	0

Table C-6 - General Plan Build Out Peak Hour Growth

	Weekday										Saturday					
	AM Peak Hour					PM Peak Hour					AM Peak Hour			Midday Peak Hour		
	2,040 Model Volumes	Exist Volume	2,040 Growth	2040 Total W/ Growth	2040 Total Volume	2,040 Model Volumes	Exist Volume	2,040 Growth	2040 Total W/ Growth	2040 Total Volume	Exist Volumes	2,040 Growth	2040 Total Volume	Exist Volumes	2,040 Growth	2040 Total Volume
22 . Palos Verdes Drive East/Crownview Drive																
NBL	21	28	2	30	30	25	35	2	37	37	0	0	0	0	0	0
NBT	746	739	50	789	789	330	346	23	369	369	0	0	0	0	0	0
NBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SBT	496	507	34	541	541	544	543	36	579	579	0	0	0	0	0	0
SBR	17	20	1	21	21	19	22	1	23	23	0	0	0	0	0	0
EBL	22	25	2	27	27	13	14	1	15	15	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EBR	36	48	3	51	51	25	31	2	33	33	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
North Leg																
Approach	513	527	35	562	562	563	565	38	603	603	0	0	0	0	0	0
Departure	768	764	51	815	815	343	360	24	384	384	0	0	0	0	0	0
Total	1,281	1,291	87	1,378	1,378	906	925	62	987	987	0	0	0	0	0	0
South Leg																
Approach	767	767	52	819	819	355	381	26	407	407	0	0	0	0	0	0
Departure	532	555	37	592	592	569	574	39	613	613	0	0	0	0	0	0
Total	1,299	1,322	89	1,411	1,411	924	955	64	1,019	1,019	0	0	0	0	0	0
East Leg																
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
West Leg																
Approach	58	73	5	78	78	38	45	3	48	48	0	0	0	0	0	0
Departure	38	48	3	51	51	44	57	4	61	61	0	0	0	0	0	0
Total	96	121	8	129	129	82	102	7	109	109	0	0	0	0	0	0
Total Approaches																
Approach	1,338	1,367	92	1,459	1,459	956	991	67	1,058	1,058	0	0	0	0	0	0
Departure	1,338	1,367	92	1,459	1,459	956	991	67	1,058	1,058	0	0	0	0	0	0
Total	2,676	2,734	184	2,918	2,918	1,912	1,982	133	2,115	2,115	0	0	0	0	0	0

Table C-6 - General Plan Build Out Peak Hour Growth

	Weekday										Saturday					
	AM Peak Hour					PM Peak Hour					AM Peak Hour			Midday Peak Hour		
	2,040 Model Volumes	Exist Volume	2,040 Growth	2040 Total W/ Growth	2040 Total Volume	2,040 Model Volumes	Exist Volume	2,040 Growth	2040 Total W/ Growth	2040 Total Volume	Exist Volumes	2,040 Growth	2040 Total Volume	Exist Volumes	2,040 Growth	2040 Total Volume
23 . Palos Verdes Drive East/Miraleste Drive																
NBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NBT	352	352	24	376	376	109	111	7	118	118	95	6	101	132	9	141
NBR	129	145	10	155	155	188	192	13	205	205	102	7	109	118	8	126
SBL	317	339	23	362	362	395	400	27	427	427	130	9	139	238	16	254
SBT	218	220	15	235	235	171	170	11	181	181	46	3	49	145	10	155
SBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WBL	120	129	9	138	138	156	171	11	182	182	79	5	84	102	7	109
WBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WBR	400	406	27	433	433	237	264	18	282	282	200	13	213	220	15	235
North Leg																
Approach	535	559	38	597	597	566	570	38	608	608	176	12	188	383	26	409
Departure	752	758	51	809	809	346	375	25	400	400	295	20	315	352	24	376
Total	1,287	1,317	89	1,406	1,406	912	945	64	1,009	1,009	471	32	503	735	49	784
South Leg																
Approach	481	497	33	530	530	297	303	20	323	323	197	13	210	250	17	267
Departure	338	349	23	372	372	327	341	23	364	364	125	8	133	247	17	264
Total	819	846	57	903	903	624	644	43	687	687	322	22	344	497	33	530
East Leg																
Approach	520	535	36	571	571	393	435	29	464	464	279	19	298	322	22	344
Departure	446	484	33	517	517	583	592	40	632	632	232	16	248	356	24	380
Total	966	1,019	68	1,087	1,087	976	1,027	69	1,096	1,096	511	34	545	678	46	724
West Leg																
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approaches																
Approach	1,536	1,591	107	1,698	1,698	1,256	1,308	88	1,396	1,396	652	44	696	955	64	1,019
Departure	1,536	1,591	107	1,698	1,698	1,256	1,308	88	1,396	1,396	652	44	696	955	64	1,019
Total	3,072	3,182	214	3,396	3,396	2,512	2,616	176	2,792	2,792	1,304	88	1,392	1,910	128	2,038

Table C-6 - General Plan Build Out Peak Hour Growth

	Weekday										Saturday					
	AM Peak Hour					PM Peak Hour					AM Peak Hour			Midday Peak Hour		
	2,040 Model Volumes	Exist Volume	2,040 Growth	2040 Total W/ Growth	2040 Total Volume	2,040 Model Volumes	Exist Volume	2,040 Growth	2040 Total W/ Growth	2040 Total Volume	Exist Volumes	2,040 Growth	2040 Total Volume	Exist Volumes	2,040 Growth	2040 Total Volume
24 . Miraleste Drive/1st Street																
NBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NBT	404	405	27	432	432	219	230	15	245	245	0	0	0	0	0	0
NBR	50	49	3	52	52	32	32	2	34	34	0	0	0	0	0	0
SBL	257	259	17	276	276	185	186	12	198	198	0	0	0	0	0	0
SBT	196	198	13	211	211	360	355	24	379	379	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WBL	11	13	1	14	14	40	41	3	44	44	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WBR	191	224	15	239	239	124	140	9	149	149	0	0	0	0	0	0
North Leg																
Approach	453	457	31	488	488	545	541	36	577	577	0	0	0	0	0	0
Departure	595	629	42	671	671	343	370	25	395	395	0	0	0	0	0	0
Total	1,048	1,086	73	1,159	1,159	888	911	61	972	972	0	0	0	0	0	0
South Leg																
Approach	454	454	31	485	485	251	262	18	280	280	0	0	0	0	0	0
Departure	207	211	14	225	225	400	396	27	423	423	0	0	0	0	0	0
Total	661	665	45	710	710	651	658	44	702	702	0	0	0	0	0	0
East Leg																
Approach	202	237	16	253	253	164	181	12	193	193	0	0	0	0	0	0
Departure	307	308	21	329	329	217	218	15	233	233	0	0	0	0	0	0
Total	509	545	37	582	582	381	399	27	426	426	0	0	0	0	0	0
West Leg																
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approaches																
Approach	1,109	1,148	77	1,225	1,225	960	984	66	1,050	1,050	0	0	0	0	0	0
Departure	1,109	1,148	77	1,225	1,225	960	984	66	1,050	1,050	0	0	0	0	0	0
Total	2,218	2,296	154	2,450	2,450	1,920	1,968	132	2,100	2,100	0	0	0	0	0	0

Table C-6 - General Plan Build Out Peak Hour Growth

	Weekday										Saturday					
	AM Peak Hour					PM Peak Hour					AM Peak Hour			Midday Peak Hour		
25 . Western Avenue/Avenida Aprenda	2,040 Model Volumes	Exist Volume	2,040 Growth	2040 Total W/ Growth	2040 Total Volume	2,040 Model Volumes	Exist Volume	2,040 Growth	2040 Total W/ Growth	2040 Total Volume	Exist Volumes	2,040 Growth	2040 Total Volume	Exist Volumes	2,040 Growth	2040 Total Volume
NBL	82	83	6	89	89	67	68	5	73	73	0	0	0	0	0	0
NBT	1,611	1,558	105	1,663	1,663	1,134	1,116	75	1,191	1,191	0	0	0	0	0	0
NBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SBT	760	723	49	772	772	1,627	1,556	105	1,661	1,661	0	0	0	0	0	0
SBR	205	204	14	218	218	38	37	2	39	39	0	0	0	0	0	0
EBL	393	394	26	420	420	92	92	6	98	98	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EBR	167	166	11	177	177	57	57	4	61	61	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
North Leg																
Approach	965	927	62	989	989	1,665	1,593	107	1,700	1,700	0	0	0	0	0	0
Departure	2,004	1,952	131	2,083	2,083	1,226	1,208	81	1,289	1,289	0	0	0	0	0	0
Total	2,969	2,879	193	3,072	3,072	2,891	2,801	188	2,989	2,989	0	0	0	0	0	0
South Leg																
Approach	1,693	1,641	110	1,751	1,751	1,201	1,184	80	1,264	1,264	0	0	0	0	0	0
Departure	927	889	60	949	949	1,684	1,613	108	1,721	1,721	0	0	0	0	0	0
Total	2,620	2,530	170	2,700	2,700	2,885	2,797	188	2,985	2,985	0	0	0	0	0	0
East Leg																
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
West Leg																
Approach	560	560	38	598	598	149	149	10	159	159	0	0	0	0	0	0
Departure	287	287	19	306	306	105	105	7	112	112	0	0	0	0	0	0
Total	847	847	57	904	904	254	254	17	271	271	0	0	0	0	0	0
Total Approaches																
Approach	3,218	3,128	210	3,338	3,338	3,015	2,926	197	3,123	3,123	0	0	0	0	0	0
Departure	3,218	3,128	210	3,338	3,338	3,015	2,926	197	3,123	3,123	0	0	0	0	0	0
Total	6,436	6,256	420	6,676	6,676	6,030	5,852	393	6,245	6,245	0	0	0	0	0	0

Table C-6 - General Plan Build Out Peak Hour Growth

	Weekday										Saturday					
	AM Peak Hour					PM Peak Hour					AM Peak Hour			Midday Peak Hour		
	2,040 Model Volumes	Exist Volume	2,040 Growth	2040 Total W/ Growth	2040 Total Volume	2,040 Model Volumes	Exist Volume	2,040 Growth	2040 Total W/ Growth	2040 Total Volume	Exist Volumes	2,040 Growth	2040 Total Volume	Exist Volumes	2,040 Growth	2040 Total Volume
26 . Western Avenue/Delasonde Drive																
NBL	125	116	8	124	125	50	61	4	65	65	0	0	0	0	0	0
NBT	1,257	1,187	80	1,267	1,267	1,035	1,009	68	1,077	1,077	0	0	0	0	0	0
NBR	152	144	10	154	154	171	168	11	179	179	0	0	0	0	0	0
SBL	152	148	10	158	158	206	201	14	215	215	0	0	0	0	0	0
SBT	729	698	47	745	745	1,392	1,320	89	1,409	1,409	0	0	0	0	0	0
SBR	49	47	3	50	50	24	29	2	31	31	0	0	0	0	0	0
EBL	96	108	7	115	115	28	26	2	28	28	0	0	0	0	0	0
EBT	120	135	9	144	144	37	34	2	36	37	0	0	0	0	0	0
EBR	99	110	7	117	117	36	32	2	34	36	0	0	0	0	0	0
WBL	168	169	11	180	180	258	270	18	288	288	0	0	0	0	0	0
WBT	186	186	12	198	198	37	49	3	52	52	0	0	0	0	0	0
WBR	265	270	18	288	288	156	167	11	178	178	0	0	0	0	0	0
North Leg																
Approach	930	893	60	953	953	1,622	1,550	104	1,654	1,654	0	0	0	0	0	0
Departure	1,618	1,565	105	1,670	1,670	1,219	1,202	81	1,283	1,283	0	0	0	0	0	0
Total	2,548	2,458	165	2,623	2,623	2,841	2,752	185	2,937	2,937	0	0	0	0	0	0
South Leg																
Approach	1,534	1,447	97	1,544	1,545	1,256	1,238	83	1,321	1,321	0	0	0	0	0	0
Departure	996	977	66	1,043	1,043	1,686	1,622	109	1,731	1,733	0	0	0	0	0	0
Total	2,530	2,424	163	2,587	2,588	2,942	2,860	192	3,052	3,054	0	0	0	0	0	0
East Leg																
Approach	619	625	42	667	667	451	486	33	519	519	0	0	0	0	0	0
Departure	424	427	29	456	456	414	403	27	430	431	0	0	0	0	0	0
Total	1,043	1,052	71	1,123	1,123	865	889	60	949	949	0	0	0	0	0	0
West Leg																
Approach	315	353	24	377	377	101	92	6	98	101	0	0	0	0	0	0
Departure	360	349	23	372	374	111	139	9	148	148	0	0	0	0	0	0
Total	675	702	47	749	750	212	231	16	247	249	0	0	0	0	0	0
Total Approaches																
Approach	3,398	3,318	223	3,541	3,542	3,430	3,366	226	3,592	3,595	0	0	0	0	0	0
Departure	3,398	3,318	223	3,541	3,542	3,430	3,366	226	3,592	3,595	0	0	0	0	0	0
Total	6,796	6,636	446	7,082	7,084	6,860	6,732	452	7,184	7,190	0	0	0	0	0	0

Table C-6 - General Plan Build Out Peak Hour Growth

	Weekday										Saturday					
	AM Peak Hour					PM Peak Hour					AM Peak Hour			Midday Peak Hour		
	2,040 Model Volumes	Exist Volume	2,040 Growth	2040 Total W/ Growth	2040 Total Volume	2,040 Model Volumes	Exist Volume	2,040 Growth	2040 Total W/ Growth	2040 Total Volume	Exist Volumes	2,040 Growth	2040 Total Volume	Exist Volumes	2,040 Growth	2040 Total Volume
27 . Western Avenue/Toscanini Drive																
NBL	190	192	13	205	205	70	71	5	76	76	0	0	0	0	0	0
NBT	1,443	1,359	91	1,450	1,450	1,217	1,197	80	1,277	1,277	0	0	0	0	0	0
NBR	35	34	2	36	36	48	48	3	51	51	0	0	0	0	0	0
SBL	24	24	2	26	26	36	35	2	37	37	0	0	0	0	0	0
SBT	928	909	61	970	970	1,607	1,545	104	1,649	1,649	0	0	0	0	0	0
SBR	19	20	1	21	21	35	35	2	37	37	0	0	0	0	0	0
EBL	80	79	5	84	84	28	29	2	31	31	0	0	0	0	0	0
EBT	24	25	2	27	27	15	16	1	17	17	0	0	0	0	0	0
EBR	272	274	18	292	292	60	63	4	67	67	0	0	0	0	0	0
WBL	67	67	5	72	72	42	42	3	45	45	0	0	0	0	0	0
WBT	48	50	3	53	53	10	10	1	11	11	0	0	0	0	0	0
WBR	58	56	4	60	60	24	24	2	26	26	0	0	0	0	0	0
North Leg																
Approach	971	953	64	1,017	1,017	1,678	1,615	109	1,724	1,724	0	0	0	0	0	0
Departure	1,581	1,494	100	1,594	1,594	1,269	1,250	84	1,334	1,334	0	0	0	0	0	0
Total	2,552	2,447	164	2,611	2,611	2,947	2,865	193	3,058	3,058	0	0	0	0	0	0
South Leg																
Approach	1,668	1,585	107	1,692	1,692	1,335	1,316	88	1,404	1,404	0	0	0	0	0	0
Departure	1,267	1,250	84	1,334	1,334	1,709	1,650	111	1,761	1,761	0	0	0	0	0	0
Total	2,935	2,835	191	3,026	3,026	3,044	2,966	199	3,165	3,165	0	0	0	0	0	0
East Leg																
Approach	173	173	12	185	185	76	76	5	81	81	0	0	0	0	0	0
Departure	83	83	6	89	89	99	99	7	106	106	0	0	0	0	0	0
Total	256	256	17	273	273	175	175	12	187	187	0	0	0	0	0	0
West Leg																
Approach	376	378	25	403	403	103	108	7	115	115	0	0	0	0	0	0
Departure	257	262	18	280	280	115	116	8	124	124	0	0	0	0	0	0
Total	633	640	43	683	683	218	224	15	239	239	0	0	0	0	0	0
Total Approaches																
Approach	3,188	3,089	208	3,297	3,297	3,192	3,115	209	3,324	3,324	0	0	0	0	0	0
Departure	3,188	3,089	208	3,297	3,297	3,192	3,115	209	3,324	3,324	0	0	0	0	0	0
Total	6,376	6,178	415	6,593	6,593	6,384	6,230	419	6,649	6,649	0	0	0	0	0	0

Table C-6 - General Plan Build Out Peak Hour Growth

	Weekday										Saturday					
	AM Peak Hour					PM Peak Hour					AM Peak Hour			Midday Peak Hour		
	2,040 Model Volumes	Exist Volume	2,040 Growth	2040 Total W/ Growth	2040 Total Volume	2,040 Model Volumes	Exist Volume	2,040 Growth	2040 Total W/ Growth	2040 Total Volume	Exist Volumes	2,040 Growth	2040 Total Volume	Exist Volumes	2,040 Growth	2040 Total Volume
28 . Western Avenue/Caddington Drive																
NBL	32	34	2	36	36	209	213	14	227	227	0	0	0	0	0	0
NBT	1,577	1,495	100	1,595	1,595	1,216	1,195	80	1,275	1,275	0	0	0	0	0	0
NBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SBL	10	10	1	11	11	58	58	4	62	62	0	0	0	0	0	0
SBT	1,186	1,168	78	1,246	1,246	1,559	1,503	101	1,604	1,604	0	0	0	0	0	0
SBR	46	49	3	52	52	175	172	12	184	184	0	0	0	0	0	0
EBL	83	83	6	89	89	154	157	11	168	168	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EBR	76	78	5	83	83	83	86	6	92	92	0	0	0	0	0	0
WBL	4	4	0	4	4	16	16	1	17	17	0	0	0	0	0	0
WBT	0	0	0	0	0	6	6	0	6	6	0	0	0	0	0	0
WBR	12	12	1	13	13	7	7	0	7	7	0	0	0	0	0	0
North Leg																
Approach	1,242	1,227	82	1,309	1,309	1,792	1,733	116	1,849	1,849	0	0	0	0	0	0
Departure	1,672	1,590	107	1,697	1,697	1,377	1,359	91	1,450	1,450	0	0	0	0	0	0
Total	2,914	2,817	189	3,006	3,006	3,169	3,092	208	3,300	3,300	0	0	0	0	0	0
South Leg																
Approach	1,609	1,529	103	1,632	1,632	1,425	1,408	95	1,503	1,503	0	0	0	0	0	0
Departure	1,266	1,250	84	1,334	1,334	1,658	1,605	108	1,713	1,713	0	0	0	0	0	0
Total	2,875	2,779	187	2,966	2,966	3,083	3,013	202	3,215	3,215	0	0	0	0	0	0
East Leg																
Approach	16	16	1	17	17	29	29	2	31	31	0	0	0	0	0	0
Departure	10	10	1	11	11	58	58	4	62	62	0	0	0	0	0	0
Total	26	26	2	28	28	87	87	6	93	93	0	0	0	0	0	0
West Leg																
Approach	159	161	11	172	172	237	243	16	259	259	0	0	0	0	0	0
Departure	78	83	6	89	89	390	391	26	417	417	0	0	0	0	0	0
Total	237	244	16	260	260	627	634	43	677	677	0	0	0	0	0	0
Total Approaches																
Approach	3,026	2,933	197	3,130	3,130	3,483	3,413	229	3,642	3,642	0	0	0	0	0	0
Departure	3,026	2,933	197	3,130	3,130	3,483	3,413	229	3,642	3,642	0	0	0	0	0	0
Total	6,052	5,866	394	6,260	6,260	6,966	6,826	459	7,285	7,285	0	0	0	0	0	0

Table C-6 - General Plan Build Out Peak Hour Growth

	Weekday										Saturday					
	AM Peak Hour					PM Peak Hour					AM Peak Hour			Midday Peak Hour		
	2,040 Model Volumes	Exist Volume	2,040 Growth	2040 Total W/ Growth	2040 Total Volume	2,040 Model Volumes	Exist Volume	2,040 Growth	2040 Total W/ Growth	2040 Total Volume	Exist Volumes	2,040 Growth	2040 Total Volume	Exist Volumes	2,040 Growth	2040 Total Volume
29 . Western Avenue/Crestwood Street																
NBL	74	76	5	81	81	50	51	3	54	54	0	0	0	0	0	0
NBT	1,483	1,422	96	1,518	1,518	1,181	1,157	78	1,235	1,235	0	0	0	0	0	0
NBR	43	120	8	128	128	193	213	14	227	227	0	0	0	0	0	0
SBL	4	12	1	13	13	35	35	2	37	37	0	0	0	0	0	0
SBT	1,044	1,021	69	1,090	1,090	1,443	1,405	94	1,499	1,499	0	0	0	0	0	0
SBR	127	127	9	136	136	153	142	10	152	153	0	0	0	0	0	0
EBL	195	182	12	194	195	120	115	8	123	123	0	0	0	0	0	0
EBT	9	25	2	27	27	22	24	2	26	26	0	0	0	0	0	0
EBR	105	102	7	109	109	61	64	4	68	68	0	0	0	0	0	0
WBL	66	60	4	64	66	153	217	15	232	232	0	0	0	0	0	0
WBT	14	13	1	14	14	27	37	2	39	39	0	0	0	0	0	0
WBR	22	19	1	20	22	44	56	4	60	60	0	0	0	0	0	0
North Leg																
Approach	1,175	1,160	78	1,238	1,238	1,631	1,582	106	1,688	1,690	0	0	0	0	0	0
Departure	1,700	1,623	109	1,732	1,735	1,345	1,328	89	1,417	1,417	0	0	0	0	0	0
Total	2,875	2,783	187	2,970	2,973	2,976	2,910	196	3,106	3,107	0	0	0	0	0	0
South Leg																
Approach	1,600	1,618	109	1,727	1,727	1,424	1,421	95	1,516	1,516	0	0	0	0	0	0
Departure	1,215	1,183	79	1,262	1,264	1,657	1,686	113	1,799	1,799	0	0	0	0	0	0
Total	2,815	2,801	188	2,989	2,991	3,081	3,107	209	3,316	3,316	0	0	0	0	0	0
East Leg																
Approach	102	92	6	98	102	224	310	21	331	331	0	0	0	0	0	0
Departure	56	157	11	168	168	250	272	18	290	290	0	0	0	0	0	0
Total	158	249	17	266	270	474	582	39	621	621	0	0	0	0	0	0
West Leg																
Approach	309	309	21	330	331	203	203	14	217	217	0	0	0	0	0	0
Departure	215	216	15	231	231	230	230	15	245	247	0	0	0	0	0	0
Total	524	525	35	560	561	433	433	29	462	464	0	0	0	0	0	0
Total Approaches																
Approach	3,186	3,179	214	3,393	3,397	3,482	3,516	236	3,752	3,754	0	0	0	0	0	0
Departure	3,186	3,179	214	3,393	3,397	3,482	3,516	236	3,752	3,754	0	0	0	0	0	0
Total	6,372	6,358	427	6,785	6,794	6,964	7,032	473	7,505	7,507	0	0	0	0	0	0

Table C-7 - General Plan Build Out Peak Hour Volume Summary

	Weekday												Saturday											
	AM Peak Hour						PM Peak Hour						AM Peak Hour						Midday Peak Hour					
	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol
1 . Palos Verdes Drive West/Hawthorne Boulevard																								
NBL	46	2.3%	45	1	3	48	85	0.0%	85	0	0	85	32	0.0%	32	0	0	32	65	1.6%	64	1	3	67
NBT	598	1.4%	589	9	23	612	325	0.3%	324	1	3	327	247	0.4%	246	1	3	249	342	0.0%	342	0	0	342
NBR	517	1.4%	510	7	18	528	259	2.9%	252	7	18	270	229	1.9%	225	4	10	235	355	0.9%	352	3	8	360
SBL	282	1.9%	277	5	13	290	229	1.9%	225	4	10	235	160	0.0%	160	0	0	160	251	1.3%	248	3	8	256
SBT	327	1.0%	324	3	8	332	412	0.8%	409	3	8	417	202	0.0%	202	0	0	202	345	0.9%	342	3	8	350
SBR	12	0.0%	12	0	0	12	7	0.0%	7	0	0	7	3	0.0%	3	0	0	3	9	0.0%	9	0	0	9
EBL	5	0.0%	5	0	0	5	1	0.0%	1	0	0	1	4	0.0%	4	0	0	4	2	0.0%	2	0	0	2
EBT	30	0.0%	30	0	0	30	42	0.0%	42	0	0	42	37	0.0%	37	0	0	37	21	0.0%	21	0	0	21
EBR	3	0.0%	3	0	0	3	18	5.9%	17	1	3	20	13	0.0%	13	0	0	13	11	0.0%	11	0	0	11
WBL	224	3.8%	215	9	23	238	371	1.7%	365	6	15	380	225	0.9%	223	2	5	228	377	1.4%	372	5	13	385
WBT	22	0.0%	22	0	0	22	35	0.0%	35	0	0	35	26	0.0%	26	0	0	26	23	0.0%	23	0	0	23
WBR	257	0.8%	255	2	5	260	198	0.5%	197	1	3	200	105	0.0%	105	0	0	105	188	1.7%	185	3	8	193
North Leg																								
Approach	620		612	8	21	634	648		641	7	18	659	365		365	0	0	365	604		598	6	16	615
Departure	860		849	11	28	877	525		523	2	6	528	355		354	1	3	358	531		528	3	8	537
Total	1,480		1,461	19	49	1,511	1,173		1,164	9	24	1,187	720		719	1	3	723	1,136		1,127	9	24	1,152
South Leg																								
Approach	1,160		1,143	17	44	1,188	670		662	8	21	682	508		503	5	13	516	762		758	4	11	769
Departure	554		542	12	31	573	801		791	10	26	817	440		438	2	5	443	732		724	8	21	746
Total	1,714		1,685	29	75	1,761	1,472		1,454	18	47	1,499	948		941	7	18	959	1,494		1,482	12	32	1,515
East Leg																								
Approach	504		493	11	28	520	605		598	7	18	615	355		353	2	5	359	588		580	8	21	601
Departure	828		816	12	31	848	530		519	11	28	547	427		423	4	10	432	628		622	6	16	637
Total	1,332		1,309	23	59	1,368	1,136		1,118	18	46	1,162	782		776	6	15	791	1,216		1,202	14	37	1,238
West Leg																								
Approach	38		38	0	0	38	61		60	1	3	63	54		54	0	0	54	34		34	0	0	34
Departure	80		79	1	3	82	128		128	0	0	127	61		61	0	0	61	97		96	1	3	99
Total	119		118	1	3	120	188		187	1	3	190	115		115	0	0	115	131		130	1	3	133
Total Approaches																								
Approach	2,322		2,286	36	93	2,380	1,985		1,962	23	60	2,019	1,283		1,276	7	18	1,294	1,988		1,970	18	48	2,019
Departure	2,322		2,286	36	93	2,380	1,985		1,962	23	60	2,019	1,283		1,276	7	18	1,294	1,988		1,970	18	48	2,019
Total	4,645		4,573	72	186	4,760	3,969		3,923	46	120	4,038	2,566		2,552	14	36	2,588	3,976		3,940	36	96	4,038

Table C-7 - General Plan Build Out Peak Hour Volume Summary

	Weekday												Saturday											
	AM Peak Hour						PM Peak Hour						AM Peak Hour						Midday Peak Hour					
	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol
2 . Palos Verdes Drive West/Lower Point - Vicente Park Entrance																								
NBL	1	0.0%	1	0	0	1	15	0.0%	15	0	0	15	18	0.0%	18	0	0	18	47	0.0%	47	0	0	47
NBT	1,140	1.6%	1,122	18	45	1,167	544	1.2%	538	6	15	553	482	1.1%	477	5	13	490	667	0.5%	664	3	8	672
NBR	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
SBL	0	0.0%	0	0	0	0	2	0.0%	2	0	0	2	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
SBT	481	2.4%	469	12	30	499	784	1.4%	773	11	28	801	394	0.5%	392	2	5	397	695	1.2%	686	9	23	709
SBR	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	1	0.0%	1	0	0	1	2	0.0%	2	0	0	2
EBL	13	0.0%	13	0	0	13	29	0.0%	29	0	0	29	21	0.0%	21	0	0	21	64	0.0%	64	0	0	64
EBT	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
EBR	4	0.0%	4	0	0	4	16	0.0%	16	0	0	16	11	0.0%	11	0	0	11	48	0.0%	48	0	0	48
WBL	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
WBT	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
WBR	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
North Leg																								
Approach	481		469	12	30	499	787		776	11	28	803	395		393	2	5	398	697		688	9	23	711
Departure	1,153		1,135	18	45	1,180	573		567	6	15	582	504		499	5	13	511	731		728	3	8	736
Total	1,634		1,604	30	75	1,679	1,360		1,343	17	43	1,385	899		892	7	18	909	1,428		1,416	12	31	1,447
South Leg																								
Approach	1,141		1,123	18	45	1,168	559		553	6	15	568	501		496	5	13	508	714		711	3	8	719
Departure	486		474	12	30	503	800		789	11	28	817	404		402	2	5	408	743		734	9	23	757
Total	1,626		1,596	30	75	1,671	1,360		1,343	17	43	1,385	905		898	7	18	916	1,457		1,445	12	31	1,476
East Leg																								
Approach	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0
Departure	0		0	0	0	0	2		2	0	0	2	0		0	0	0	0	0		0	0	0	0
Total	0		0	0	0	0	2		2	0	0	2	0		0	0	0	0	0		0	0	0	0
West Leg																								
Approach	17		17	0	0	17	45		45	0	0	45	32		32	0	0	32	112		112	0	0	112
Departure	1		1	0	0	1	15		15	0	0	15	19		19	0	0	19	49		49	0	0	49
Total	18		18	0	0	18	60		60	0	0	60	51		51	0	0	51	161		161	0	0	161
Total Approaches																								
Approach	1,639		1,609	30	75	1,684	1,391		1,374	17	43	1,416	927		920	7	18	938	1,523		1,511	12	31	1,542
Departure	1,639		1,609	30	75	1,684	1,391		1,374	17	43	1,416	927		920	7	18	938	1,523		1,511	12	31	1,542
Total	3,278		3,218	60	150	3,368	2,781		2,747	34	86	2,832	1,855		1,841	14	36	1,876	3,046		3,022	24	62	3,084

Table C-7 - General Plan Build Out Peak Hour Volume Summary

	Weekday												Saturday											
	AM Peak Hour						PM Peak Hour						AM Peak Hour						Midday Peak Hour					
	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol
3 . Via Rivera/Hawthorne Boulevard																								
NBL	1	0.0%	1	0	0	1	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
NBT	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
NBR	3	0.0%	3	0	0	3	10	0.0%	10	0	0	10	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
SBL	114	0.0%	114	0	0	114	78	0.0%	78	0	0	78	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
SBT	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
SBR	78	0.0%	78	0	0	78	22	0.0%	22	0	0	22	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
EBL	59	1.8%	58	1	3	61	47	2.3%	46	1	3	49	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
EBT	821	1.4%	809	12	30	839	560	1.7%	550	10	25	575	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
EBR	4	0.0%	4	0	0	4	4	0.0%	4	0	0	4	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
WBL	33	0.0%	33	0	0	33	7	0.0%	7	0	0	7	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
WBT	499	2.8%	485	14	35	520	672	1.1%	665	7	18	683	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
WBR	139	1.5%	137	2	5	142	74	1.4%	73	1	3	76	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
North Leg																								
Approach	192		192	0	0	192	100		100	0	0	100	0		0	0	0	0	0		0	0	0	0
Departure	197		194	3	8	203	121		119	2	6	125	0		0	0	0	0	0		0	0	0	0
Total	390		387	3	8	395	221		219	2	6	225	0		0	0	0	0	0		0	0	0	0
South Leg																								
Approach	4		4	0	0	4	10		10	0	0	10	0		0	0	0	0	0		0	0	0	0
Departure	37		37	0	0	37	12		12	0	0	11	0		0	0	0	0	0		0	0	0	0
Total	42		42	0	0	41	21		21	0	0	21	0		0	0	0	0	0		0	0	0	0
East Leg																								
Approach	671		655	16	40	695	753		745	8	21	766	0		0	0	0	0	0		0	0	0	0
Departure	938		926	12	30	956	648		638	10	25	663	0		0	0	0	0	0		0	0	0	0
Total	1,609		1,581	28	70	1,651	1,401		1,383	18	46	1,429	0		0	0	0	0	0		0	0	0	0
West Leg																								
Approach	884		871	13	33	904	612		601	11	28	628	0		0	0	0	0	0		0	0	0	0
Departure	578		564	14	35	599	695		688	7	18	705	0		0	0	0	0	0		0	0	0	0
Total	1,462		1,435	27	68	1,503	1,306		1,288	18	46	1,333	0		0	0	0	0	0		0	0	0	0
Total Approaches																								
Approach	1,751		1,722	29	73	1,795	1,475		1,456	19	49	1,504	0		0	0	0	0	0		0	0	0	0
Departure	1,751		1,722	29	73	1,795	1,475		1,456	19	49	1,504	0		0	0	0	0	0		0	0	0	0
Total	3,503		3,445	58	146	3,590	2,950		2,912	38	98	3,008	0		0	0	0	0	0		0	0	0	0

Table C-7 - General Plan Build Out Peak Hour Volume Summary

	Weekday												Saturday											
	AM Peak Hour						PM Peak Hour						AM Peak Hour						Midday Peak Hour					
	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol
4 . Gravania Altamira – Ridgegate Drive/Hawthorne Boulevard																								
NBL	51	0.0%	51	0	0	51	12	0.0%	12	0	0	12	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
NBT	64	0.0%	64	0	0	64	35	9.1%	32	3	8	40	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
NBR	57	1.9%	56	1	3	59	28	7.7%	26	2	5	31	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
SBL	385	1.1%	381	4	10	391	279	2.3%	273	6	15	288	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
SBT	44	4.9%	42	2	5	47	43	0.0%	43	0	0	43	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
SBR	93	2.3%	91	2	5	96	92	0.0%	92	0	0	92	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
EBL	207	1.0%	205	2	5	210	100	0.0%	100	0	0	100	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
EBT	926	0.8%	919	7	18	937	676	1.3%	667	9	23	690	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
EBR	28	3.8%	27	1	3	30	27	4.0%	26	1	3	29	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
WBL	60	1.8%	59	1	3	62	91	0.0%	91	0	0	91	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
WBT	519	3.3%	502	17	43	545	826	0.5%	822	4	10	832	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
WBR	263	3.3%	254	9	23	277	318	0.7%	316	2	5	321	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
North Leg																								
Approach	522		514	8	20	534	413		407	6	15	423	0		0	0	0	0	0		0	0	0	0
Departure	534		523	11	28	551	454		449	5	13	461	0		0	0	0	0	0		0	0	0	0
Total	1,055		1,036	19	48	1,085	867		856	11	28	884	0		0	0	0	0	0		0	0	0	0
South Leg																								
Approach	172		171	1	3	174	75		70	5	13	83	0		0	0	0	0	0		0	0	0	0
Departure	131		127	4	11	139	160		159	1	3	163	0		0	0	0	0	0		0	0	0	0
Total	303		298	5	14	313	235		229	6	16	246	0		0	0	0	0	0		0	0	0	0
East Leg																								
Approach	841		814	27	69	884	1,235		1,229	6	15	1,244	0		0	0	0	0	0		0	0	0	0
Departure	1,368		1,356	12	31	1,387	982		965	17	43	1,009	0		0	0	0	0	0		0	0	0	0
Total	2,209		2,170	39	100	2,271	2,217		2,194	23	58	2,253	0		0	0	0	0	0		0	0	0	0
West Leg																								
Approach	1,161		1,151	10	26	1,177	803		793	10	26	819	0		0	0	0	0	0		0	0	0	0
Departure	663		644	19	48	692	930		926	4	10	936	0		0	0	0	0	0		0	0	0	0
Total	1,824		1,795	29	74	1,869	1,732		1,718	14	36	1,755	0		0	0	0	0	0		0	0	0	0
Total Approaches																								
Approach	2,696		2,650	46	118	2,769	2,525		2,498	27	69	2,569	0		0	0	0	0	0		0	0	0	0
Departure	2,696		2,650	46	118	2,769	2,525		2,498	27	69	2,569	0		0	0	0	0	0		0	0	0	0
Total	5,391		5,299	92	236	5,538	5,050		4,996	54	138	5,138	0		0	0	0	0	0		0	0	0	0

Table C-7 - General Plan Build Out Peak Hour Volume Summary

	Weekday												Saturday											
	AM Peak Hour						PM Peak Hour						AM Peak Hour						Midday Peak Hour					
	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol
5 . Hawthorne Boulevard/Eddinghill Drive – Seamount Drive																								
NBL	75	4.3%	72	3	8	80	32	0.0%	32	0	0	32	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
NBT	815	1.3%	804	11	28	832	645	1.2%	638	7	18	656	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
NBR	4	0.0%	4	0	0	4	6	0.0%	6	0	0	6	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
SBL	37	3.1%	36	1	3	39	49	0.0%	49	0	0	49	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
SBT	465	3.4%	449	16	40	489	741	0.7%	736	5	13	749	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
SBR	145	2.5%	141	4	10	151	141	0.8%	140	1	3	143	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
EBL	224	0.0%	224	0	0	224	108	1.0%	107	1	3	110	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
EBT	25	0.0%	25	0	0	25	9	0.0%	9	0	0	9	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
EBR	62	5.2%	59	3	8	67	34	9.4%	31	3	8	39	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
WBL	13	0.0%	13	0	0	13	3	0.0%	3	0	0	3	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
WBT	29	0.0%	29	0	0	29	10	0.0%	10	0	0	10	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
WBR	89	1.2%	88	1	3	91	36	0.0%	36	0	0	36	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
North Leg																								
Approach	647		626	21	53	679	931		925	6	16	941	0		0	0	0	0	0		0	0	0	0
Departure	1,128		1,116	12	31	1,147	789		781	8	21	802	0		0	0	0	0	0		0	0	0	0
Total	1,775		1,742	33	84	1,826	1,719		1,705	14	37	1,743	0		0	0	0	0	0		0	0	0	0
South Leg																								
Approach	894		880	14	36	916	683		676	7	18	694	0		0	0	0	0	0		0	0	0	0
Departure	540		521	19	48	569	778		770	8	21	791	0		0	0	0	0	0		0	0	0	0
Total	1,434		1,401	33	84	1,485	1,461		1,446	15	39	1,485	0		0	0	0	0	0		0	0	0	0
East Leg																								
Approach	130		129	1	3	133	49		49	0	0	49	0		0	0	0	0	0		0	0	0	0
Departure	66		65	1	3	68	64		64	0	0	64	0		0	0	0	0	0		0	0	0	0
Total	196		194	2	6	201	113		113	0	0	113	0		0	0	0	0	0		0	0	0	0
West Leg																								
Approach	310		307	3	8	316	150		146	4	11	158	0		0	0	0	0	0		0	0	0	0
Departure	249		242	7	18	260	182		181	1	3	185	0		0	0	0	0	0		0	0	0	0
Total	559		549	10	26	576	333		328	5	14	343	0		0	0	0	0	0		0	0	0	0
Total Approaches																								
Approach	1,982		1,943	39	100	2,044	1,813		1,796	17	45	1,842	0		0	0	0	0	0		0	0	0	0
Departure	1,982		1,943	39	100	2,044	1,813		1,796	17	45	1,842	0		0	0	0	0	0		0	0	0	0
Total	3,965		3,887	78	200	4,088	3,626		3,592	34	90	3,684	0		0	0	0	0	0		0	0	0	0

Table C-7 - General Plan Build Out Peak Hour Volume Summary

	Weekday												Saturday											
	AM Peak Hour						PM Peak Hour						AM Peak Hour						Midday Peak Hour					
	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol
6 . Hawthorne Boulevard/Crest Road																								
NBL	31	3.4%	30	1	3	33	20	0.0%	20	0	0	20	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
NBT	556	1.3%	549	7	18	567	456	1.2%	451	5	13	464	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
NBR	356	0.3%	355	1	3	358	212	2.5%	207	5	13	220	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
SBL	156	0.7%	155	1	3	158	72	3.0%	70	2	5	75	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
SBT	383	3.1%	371	12	30	401	530	1.4%	523	7	18	541	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
SBR	73	2.9%	71	2	5	76	129	0.0%	129	0	0	129	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
EBL	118	3.6%	114	4	10	124	142	1.5%	140	2	5	145	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
EBT	102	0.0%	102	0	0	102	97	0.0%	97	0	0	97	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
EBR	53	2.0%	52	1	3	55	21	0.0%	21	0	0	21	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
WBL	242	1.8%	238	4	10	248	303	0.0%	303	0	0	303	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
WBT	52	0.0%	52	0	0	52	88	0.0%	88	0	0	88	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
WBR	157	2.0%	154	3	8	162	62	0.0%	62	0	0	62	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
North Leg																								
Approach	612		597	15	38	635	731		722	9	23	745	0		0	0	0	0	0		0	0	0	0
Departure	831		817	14	36	853	660		653	7	18	671	0		0	0	0	0	0		0	0	0	0
Total	1,443		1,414	29	74	1,488	1,391		1,375	16	41	1,416	0		0	0	0	0	0		0	0	0	0
South Leg																								
Approach	943		934	9	24	958	688		678	10	26	704	0		0	0	0	0	0		0	0	0	0
Departure	679		662	17	43	704	855		848	7	18	865	0		0	0	0	0	0		0	0	0	0
Total	1,622		1,596	26	67	1,662	1,543		1,526	17	44	1,569	0		0	0	0	0	0		0	0	0	0
East Leg																								
Approach	451		444	7	18	462	452		452	0	0	453	0		0	0	0	0	0		0	0	0	0
Departure	615		613	2	6	618	381		374	7	18	392	0		0	0	0	0	0		0	0	0	0
Total	1,066		1,057	9	24	1,080	833		826	7	18	845	0		0	0	0	0	0		0	0	0	0
West Leg																								
Approach	274		269	5	13	281	260		258	2	5	263	0		0	0	0	0	0		0	0	0	0
Departure	156		153	3	8	161	237		237	0	0	237	0		0	0	0	0	0		0	0	0	0
Total	430		422	8	21	442	497		495	2	5	500	0		0	0	0	0	0		0	0	0	0
Total Approaches																								
Approach	2,281		2,245	36	93	2,336	2,132		2,111	21	54	2,165	0		0	0	0	0	0		0	0	0	0
Departure	2,281		2,245	36	93	2,336	2,132		2,111	21	54	2,165	0		0	0	0	0	0		0	0	0	0
Total	4,561		4,489	72	186	4,672	4,265		4,223	42	108	4,330	0		0	0	0	0	0		0	0	0	0

Table C-7 - General Plan Build Out Peak Hour Volume Summary

	Weekday												Saturday											
	AM Peak Hour						PM Peak Hour						AM Peak Hour						Midday Peak Hour					
	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol
7 . Hawthorne Boulevard/Dupre Drive – R. E. Ryan Park Driveway																								
NBL	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
NBT	898	1.1%	888	10	25	913	662	1.5%	652	10	25	677	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
NBR	19	0.0%	19	0	0	19	16	0.0%	16	0	0	16	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
SBL	12	9.1%	11	1	3	14	16	0.0%	16	0	0	16	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
SBT	652	2.1%	638	14	35	673	779	1.1%	770	9	23	793	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
SBR	2	0.0%	2	0	0	2	3	0.0%	3	0	0	3	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
EBL	0	0.0%	0	0	0	0	14	0.0%	14	0	0	14	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
EBT	0	0.0%	0	0	0	0	1	0.0%	1	0	0	1	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
EBR	0	0.0%	0	0	0	0	9	0.0%	9	0	0	9	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
WBL	29	0.0%	29	0	0	29	11	0.0%	11	0	0	11	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
WBT	0	0.0%	0	0	0	0	1	0.0%	1	0	0	1	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
WBR	7	0.0%	7	0	0	7	6	0.0%	6	0	0	6	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
North Leg																								
Approach	666		651	15	38	689	798		789	9	23	812	0		0	0	0	0	0		0	0	0	0
Departure	905		895	10	25	920	682		672	10	25	697	0		0	0	0	0	0		0	0	0	0
Total	1,571		1,546	25	63	1,609	1,480		1,461	19	48	1,509	0		0	0	0	0	0		0	0	0	0
South Leg																								
Approach	917		907	10	25	932	678		668	10	25	693	0		0	0	0	0	0		0	0	0	0
Departure	681		667	14	35	702	798		789	9	23	813	0		0	0	0	0	0		0	0	0	0
Total	1,598		1,574	24	60	1,634	1,476		1,457	19	48	1,506	0		0	0	0	0	0		0	0	0	0
East Leg																								
Approach	36		36	0	0	36	18		18	0	0	18	0		0	0	0	0	0		0	0	0	0
Departure	31		30	1	3	33	33		33	0	0	33	0		0	0	0	0	0		0	0	0	0
Total	67		66	1	3	69	51		51	0	0	51	0		0	0	0	0	0		0	0	0	0
West Leg																								
Approach	0		0	0	0	0	23		23	0	0	24	0		0	0	0	0	0		0	0	0	0
Departure	2		2	0	0	2	4		4	0	0	4	0		0	0	0	0	0		0	0	0	0
Total	2		2	0	0	2	28		28	0	0	28	0		0	0	0	0	0		0	0	0	0
Total Approaches																								
Approach	1,619		1,594	25	63	1,657	1,518		1,499	19	48	1,547	0		0	0	0	0	0		0	0	0	0
Departure	1,619		1,594	25	63	1,657	1,518		1,499	19	48	1,547	0		0	0	0	0	0		0	0	0	0
Total	3,238		3,188	50	126	3,314	3,035		2,997	38	96	3,094	0		0	0	0	0	0		0	0	0	0

Table C-7 - General Plan Build Out Peak Hour Volume Summary

	Weekday												Saturday											
	AM Peak Hour						PM Peak Hour						AM Peak Hour						Midday Peak Hour					
	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol
8 . Hawthorne Boulevard/Vallon Drive																								
NBL	17	0.0%	17	0	0	17	16	0.0%	16	0	0	16	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
NBT	874	1.1%	864	10	25	889	657	1.8%	645	12	30	675	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
NBR	12	0.0%	12	0	0	12	5	0.0%	5	0	0	5	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
SBL	7	0.0%	7	0	0	7	10	0.0%	10	0	0	10	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
SBT	658	1.9%	645	13	33	678	757	0.7%	752	5	13	765	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
SBR	15	7.1%	14	1	3	17	32	0.0%	32	0	0	32	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
EBL	29	0.0%	29	0	0	29	19	0.0%	19	0	0	19	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
EBT	0	0.0%	0	0	0	0	1	0.0%	1	0	0	1	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
EBR	22	4.8%	21	1	3	24	5	0.0%	5	0	0	5	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
WBL	13	0.0%	13	0	0	13	5	0.0%	5	0	0	5	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
WBT	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
WBR	5	0.0%	5	0	0	5	6	0.0%	6	0	0	6	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
North Leg																								
Approach	681		667	14	36	702	798		793	5	13	807	0		0	0	0	0	0		0	0	0	0
Departure	908		898	10	25	923	683		671	12	30	700	0		0	0	0	0	0		0	0	0	0
Total	1,589		1,565	24	61	1,625	1,481		1,464	17	43	1,507	0		0	0	0	0	0		0	0	0	0
South Leg																								
Approach	903		893	10	25	918	679		667	12	30	696	0		0	0	0	0	0		0	0	0	0
Departure	694		680	14	36	715	767		762	5	13	775	0		0	0	0	0	0		0	0	0	0
Total	1,597		1,573	24	61	1,633	1,446		1,429	17	43	1,471	0		0	0	0	0	0		0	0	0	0
East Leg																								
Approach	18		18	0	0	18	12		12	0	0	11	0		0	0	0	0	0		0	0	0	0
Departure	19		19	0	0	19	16		16	0	0	16	0		0	0	0	0	0		0	0	0	0
Total	37		37	0	0	37	28		28	0	0	27	0		0	0	0	0	0		0	0	0	0
West Leg																								
Approach	51		50	1	3	53	26		26	0	0	25	0		0	0	0	0	0		0	0	0	0
Departure	32		31	1	3	34	48		48	0	0	48	0		0	0	0	0	0		0	0	0	0
Total	83		81	2	6	87	74		74	0	0	73	0		0	0	0	0	0		0	0	0	0
Total Approaches																								
Approach	1,653		1,628	25	64	1,691	1,514		1,497	17	43	1,539	0		0	0	0	0	0		0	0	0	0
Departure	1,653		1,628	25	64	1,691	1,514		1,497	17	43	1,539	0		0	0	0	0	0		0	0	0	0
Total	3,306		3,256	50	128	3,382	3,029		2,995	34	86	3,078	0		0	0	0	0	0		0	0	0	0

Table C-7 - General Plan Build Out Peak Hour Volume Summary

	Weekday												Saturday											
	AM Peak Hour						PM Peak Hour						AM Peak Hour						Midday Peak Hour					
	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol
9 . Crestmont Lane – Terranea Way/Palos Verdes Drive South																								
NBL	26	8.3%	24	2	5	29	89	1.2%	88	1	3	91	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
NBT	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
NBR	15	7.1%	14	1	3	17	100	0.0%	100	0	0	100	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
SBL	2	0.0%	2	0	0	2	11	0.0%	11	0	0	11	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
SBT	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
SBR	1	0.0%	1	0	0	1	1	0.0%	1	0	0	1	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
EBL	15	0.0%	15	0	0	15	38	0.0%	38	0	0	38	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
EBT	431	2.7%	419	12	30	449	747	1.6%	735	12	30	765	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
EBR	49	6.5%	46	3	8	54	75	0.0%	75	0	0	75	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
WBL	69	6.2%	65	4	10	75	67	0.0%	67	0	0	67	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
WBT	1,108	1.4%	1,092	16	40	1,132	496	0.9%	492	4	10	502	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
WBR	13	0.0%	13	0	0	13	4	0.0%	4	0	0	4	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
North Leg																								
Approach	3		3	0	0	3	12		12	0	0	12	0		0	0	0	0	0		0	0	0	0
Departure	28		28	0	0	28	43		43	0	0	42	0		0	0	0	0	0		0	0	0	0
Total	31		31	0	0	31	54		54	0	0	54	0		0	0	0	0	0		0	0	0	0
South Leg																								
Approach	41		38	3	8	46	189		188	1	3	191	0		0	0	0	0	0		0	0	0	0
Departure	118		111	7	18	129	142		142	0	0	142	0		0	0	0	0	0		0	0	0	0
Total	159		149	10	26	175	331		330	1	3	333	0		0	0	0	0	0		0	0	0	0
East Leg																								
Approach	1,190		1,170	20	50	1,220	568		564	4	10	573	0		0	0	0	0	0		0	0	0	0
Departure	448		435	13	33	468	858		846	12	30	876	0		0	0	0	0	0		0	0	0	0
Total	1,638		1,605	33	83	1,688	1,426		1,410	16	40	1,449	0		0	0	0	0	0		0	0	0	0
West Leg																								
Approach	495		480	15	38	518	860		848	12	30	878	0		0	0	0	0	0		0	0	0	0
Departure	1,134		1,116	18	45	1,162	586		581	5	13	594	0		0	0	0	0	0		0	0	0	0
Total	1,630		1,597	33	83	1,680	1,446		1,429	17	43	1,472	0		0	0	0	0	0		0	0	0	0
Total Approaches																								
Approach	1,729		1,691	38	96	1,787	1,629		1,612	17	43	1,654	0		0	0	0	0	0		0	0	0	0
Departure	1,729		1,691	38	96	1,787	1,629		1,612	17	43	1,654	0		0	0	0	0	0		0	0	0	0
Total	3,458		3,382	76	192	3,574	3,257		3,223	34	86	3,308	0		0	0	0	0	0		0	0	0	0

Table C-7 - General Plan Build Out Peak Hour Volume Summary

	Weekday												Saturday											
	AM Peak Hour						PM Peak Hour						AM Peak Hour						Midday Peak Hour					
	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol
10 . Grayslake Road – Highridge Road/Hawthorne Boulevard																								
NBL	67	1.6%	66	1	3	69	57	1.9%	56	1	3	59	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
NBT	124	0.0%	124	0	0	124	29	0.0%	29	0	0	29	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
NBR	547	0.2%	546	1	3	549	291	1.5%	287	4	10	297	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
SBL	168	0.0%	168	0	0	168	96	0.0%	96	0	0	96	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
SBT	37	0.0%	37	0	0	37	23	0.0%	23	0	0	23	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
SBR	7	0.0%	7	0	0	7	12	0.0%	12	0	0	12	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
EBL	34	0.0%	34	0	0	34	12	0.0%	12	0	0	12	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
EBT	1,329	1.0%	1,315	14	35	1,350	943	1.7%	927	16	40	967	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
EBR	16	0.0%	16	0	0	16	22	0.0%	22	0	0	22	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
WBL	197	1.1%	195	2	5	200	360	0.9%	357	3	8	365	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
WBT	716	3.6%	690	26	65	755	1,145	0.7%	1,136	9	23	1,159	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
WBR	132	1.6%	130	2	5	135	148	0.7%	147	1	3	150	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
North Leg																								
Approach	212		212	0	0	212	131		131	0	0	131	0		0	0	0	0	0		0	0	0	0
Departure	290		288	2	5	293	189		188	1	3	191	0		0	0	0	0	0		0	0	0	0
Total	503		501	2	5	505	320		319	1	3	322	0		0	0	0	0	0		0	0	0	0
South Leg																								
Approach	739		737	2	6	742	377		372	5	13	385	0		0	0	0	0	0		0	0	0	0
Departure	251		249	2	5	253	406		403	3	8	410	0		0	0	0	0	0		0	0	0	0
Total	989		985	4	11	995	782		774	8	21	795	0		0	0	0	0	0		0	0	0	0
East Leg																								
Approach	1,046		1,016	30	75	1,090	1,653		1,640	13	34	1,674	0		0	0	0	0	0		0	0	0	0
Departure	2,044		2,029	15	38	2,067	1,331		1,311	20	50	1,360	0		0	0	0	0	0		0	0	0	0
Total	3,090		3,045	45	113	3,157	2,984		2,951	33	84	3,034	0		0	0	0	0	0		0	0	0	0
West Leg																								
Approach	1,379		1,365	14	35	1,400	978		962	16	40	1,001	0		0	0	0	0	0		0	0	0	0
Departure	791		764	27	68	831	1,213		1,203	10	26	1,230	0		0	0	0	0	0		0	0	0	0
Total	2,170		2,129	41	103	2,231	2,191		2,165	26	66	2,231	0		0	0	0	0	0		0	0	0	0
Total Approaches																								
Approach	3,376		3,330	46	116	3,444	3,139		3,105	34	87	3,191	0		0	0	0	0	0		0	0	0	0
Departure	3,376		3,330	46	116	3,444	3,139		3,105	34	87	3,191	0		0	0	0	0	0		0	0	0	0
Total	6,751		6,659	92	232	6,888	6,277		6,209	68	174	6,382	0		0	0	0	0	0		0	0	0	0

Table C-7 - General Plan Build Out Peak Hour Volume Summary

	Weekday												Saturday											
	AM Peak Hour						PM Peak Hour						AM Peak Hour						Midday Peak Hour					
	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol
11 . Highridge Road/Crest Road																								
NBL	20	7.1%	19	1	3	22	8	0.0%	8	0	0	8	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
NBT	14	0.0%	14	0	0	14	9	0.0%	9	0	0	9	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
NBR	21	0.0%	21	0	0	21	10	0.0%	10	0	0	10	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
SBL	123	0.9%	122	1	3	125	22	4.8%	21	1	3	24	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
SBT	3	0.0%	3	0	0	3	9	0.0%	9	0	0	9	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
SBR	139	0.0%	139	0	0	139	60	0.0%	60	0	0	60	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
EBL	117	0.9%	116	1	3	119	63	0.0%	63	0	0	63	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
EBT	609	0.2%	608	1	3	611	331	2.3%	324	7	18	342	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
EBR	9	0.0%	9	0	0	9	5	0.0%	5	0	0	5	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
WBL	16	0.0%	16	0	0	16	20	0.0%	20	0	0	20	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
WBT	284	1.9%	279	5	13	292	451	0.0%	451	0	0	451	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
WBR	39	2.7%	38	1	3	41	17	0.0%	17	0	0	17	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
North Leg																								
Approach	265		264	1	3	267	91		90	1	3	93	0		0	0	0	0	0		0	0	0	0
Departure	171		169	2	6	174	89		89	0	0	89	0		0	0	0	0	0		0	0	0	0
Total	435		432	3	9	441	179		178	1	3	182	0		0	0	0	0	0		0	0	0	0
South Leg																								
Approach	55		54	1	3	57	26		26	0	0	27	0		0	0	0	0	0		0	0	0	0
Departure	28		28	0	0	28	34		34	0	0	34	0		0	0	0	0	0		0	0	0	0
Total	83		82	1	3	85	60		60	0	0	61	0		0	0	0	0	0		0	0	0	0
East Leg																								
Approach	339		333	6	16	349	489		489	0	0	488	0		0	0	0	0	0		0	0	0	0
Departure	753		751	2	6	757	363		355	8	21	376	0		0	0	0	0	0		0	0	0	0
Total	1,093		1,085	8	22	1,106	852		844	8	21	864	0		0	0	0	0	0		0	0	0	0
West Leg																								
Approach	736		734	2	6	739	399		392	7	18	410	0		0	0	0	0	0		0	0	0	0
Departure	443		437	6	16	453	519		519	0	0	519	0		0	0	0	0	0		0	0	0	0
Total	1,178		1,170	8	22	1,192	918		911	7	18	929	0		0	0	0	0	0		0	0	0	0
Total Approaches																								
Approach	1,395		1,385	10	28	1,412	1,004		996	8	21	1,018	0		0	0	0	0	0		0	0	0	0
Departure	1,395		1,385	10	28	1,412	1,004		996	8	21	1,018	0		0	0	0	0	0		0	0	0	0
Total	2,790		2,770	20	56	2,824	2,009		1,993	16	42	2,036	0		0	0	0	0	0		0	0	0	0

Table C-7 - General Plan Build Out Peak Hour Volume Summary

	Weekday												Saturday											
	AM Peak Hour						PM Peak Hour						AM Peak Hour						Midday Peak Hour					
	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol
12 . Basswood Avenue/Montemalaga Drive																								
NBL	20	0.0%	20	0	0	20	14	0.0%	14	0	0	14	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
NBT	69	0.0%	69	0	0	69	7	16.7%	6	1	3	9	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
NBR	38	0.0%	38	0	0	38	22	0.0%	22	0	0	22	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
SBL	130	0.0%	130	0	0	130	49	0.0%	49	0	0	49	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
SBT	45	0.0%	45	0	0	45	10	0.0%	10	0	0	10	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
SBR	28	0.0%	28	0	0	28	9	0.0%	9	0	0	9	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
EBL	70	0.0%	70	0	0	70	13	0.0%	13	0	0	13	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
EBT	369	2.6%	359	10	25	384	210	0.5%	209	1	3	212	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
EBR	6	0.0%	6	0	0	6	13	0.0%	13	0	0	13	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
WBL	27	0.0%	27	0	0	27	34	0.0%	34	0	0	34	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
WBT	240	1.8%	236	4	10	246	233	1.4%	230	3	8	238	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
WBR	66	0.0%	66	0	0	66	38	0.0%	38	0	0	38	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
North Leg																								
Approach	203		203	0	0	203	68		68	0	0	68	0		0	0	0	0	0		0	0	0	0
Departure	206		206	0	0	205	58		57	1	3	60	0		0	0	0	0	0		0	0	0	0
Total	409		409	0	0	408	126		125	1	3	128	0		0	0	0	0	0		0	0	0	0
South Leg																								
Approach	128		128	0	0	127	43		42	1	3	45	0		0	0	0	0	0		0	0	0	0
Departure	78		78	0	0	78	57		57	0	0	57	0		0	0	0	0	0		0	0	0	0
Total	206		206	0	0	205	100		99	1	3	102	0		0	0	0	0	0		0	0	0	0
East Leg																								
Approach	333		329	4	10	339	305		302	3	8	310	0		0	0	0	0	0		0	0	0	0
Departure	538		528	10	25	552	282		281	1	3	283	0		0	0	0	0	0		0	0	0	0
Total	871		857	14	35	891	587		583	4	11	593	0		0	0	0	0	0		0	0	0	0
West Leg																								
Approach	446		436	10	25	460	236		235	1	3	238	0		0	0	0	0	0		0	0	0	0
Departure	288		284	4	10	294	255		252	3	8	261	0		0	0	0	0	0		0	0	0	0
Total	734		720	14	35	754	491		487	4	11	499	0		0	0	0	0	0		0	0	0	0
Total Approaches																								
Approach	1,110		1,096	14	35	1,129	652		647	5	14	661	0		0	0	0	0	0		0	0	0	0
Departure	1,110		1,096	14	35	1,129	652		647	5	14	661	0		0	0	0	0	0		0	0	0	0
Total	2,220		2,192	28	70	2,258	1,304		1,294	10	28	1,322	0		0	0	0	0	0		0	0	0	0

Table C-7 - General Plan Build Out Peak Hour Volume Summary

	Weekday												Saturday											
	AM Peak Hour						PM Peak Hour						AM Peak Hour						Midday Peak Hour					
	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol
13 . Silver Spur Road/Hawthorne Boulevard																								
NBL	200	3.2%	194	6	15	209	287	0.7%	285	2	5	290	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
NBT	238	1.3%	235	3	8	243	283	2.3%	277	6	15	292	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
NBR	118	4.5%	113	5	13	126	235	1.4%	232	3	8	240	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
SBL	115	0.9%	114	1	3	117	89	1.2%	88	1	3	91	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
SBT	332	1.0%	329	3	8	337	367	1.2%	363	4	10	373	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
SBR	145	0.0%	145	0	0	145	212	1.5%	209	3	8	217	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
EBL	185	0.6%	184	1	3	187	204	0.5%	203	1	3	206	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
EBT	1,060	1.7%	1,042	18	45	1,087	696	1.2%	687	9	23	710	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
EBR	335	0.3%	334	1	3	337	265	2.0%	260	5	13	273	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
WBL	179	3.0%	174	5	13	187	243	0.4%	242	1	3	245	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
WBT	554	4.8%	527	27	68	595	915	0.8%	908	7	18	926	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
WBR	81	0.0%	81	0	0	81	68	1.6%	67	1	3	70	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
North Leg																								
Approach	592		588	4	11	599	668		660	8	21	681	0		0	0	0	0	0		0	0	0	0
Departure	504		500	4	11	511	555		547	8	21	568	0		0	0	0	0	0		0	0	0	0
Total	1,096		1,088	8	22	1,110	1,223		1,207	16	42	1,249	0		0	0	0	0	0		0	0	0	0
South Leg																								
Approach	556		542	14	36	578	805		794	11	28	822	0		0	0	0	0	0		0	0	0	0
Departure	846		837	9	24	861	875		865	10	26	891	0		0	0	0	0	0		0	0	0	0
Total	1,402		1,379	23	60	1,439	1,680		1,659	21	54	1,713	0		0	0	0	0	0		0	0	0	0
East Leg																								
Approach	814		782	32	81	863	1,226		1,217	9	24	1,241	0		0	0	0	0	0		0	0	0	0
Departure	1,293		1,269	24	61	1,330	1,020		1,007	13	34	1,041	0		0	0	0	0	0		0	0	0	0
Total	2,108		2,052	56	142	2,193	2,246		2,224	22	58	2,282	0		0	0	0	0	0		0	0	0	0
West Leg																								
Approach	1,579		1,559	20	51	1,611	1,164		1,149	15	39	1,189	0		0	0	0	0	0		0	0	0	0
Departure	899		866	33	83	949	1,414		1,402	12	31	1,433	0		0	0	0	0	0		0	0	0	0
Total	2,478		2,425	53	134	2,560	2,578		2,551	27	70	2,622	0		0	0	0	0	0		0	0	0	0
Total Approaches																								
Approach	3,542		3,472	70	179	3,651	3,863		3,820	43	112	3,933	0		0	0	0	0	0		0	0	0	0
Departure	3,542		3,472	70	179	3,651	3,863		3,820	43	112	3,933	0		0	0	0	0	0		0	0	0	0
Total	7,084		6,944	140	358	7,302	7,727		7,641	86	224	7,866	0		0	0	0	0	0		0	0	0	0

Table C-7 - General Plan Build Out Peak Hour Volume Summary

	Weekday												Saturday											
	AM Peak Hour						PM Peak Hour						AM Peak Hour						Midday Peak Hour					
	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol
14 . Crenshaw Boulevard/Crestridge Road																								
NBL	6	0.0%	6	0	0	6	7	0.0%	7	0	0	7	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
NBT	958	0.4%	954	4	10	964	545	3.2%	528	17	43	571	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
NBR	3	0.0%	3	0	0	3	11	10.0%	10	1	3	13	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
SBL	28	0.0%	28	0	0	28	32	0.0%	32	0	0	32	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
SBT	635	0.7%	631	4	10	641	764	1.0%	757	7	18	775	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
SBR	208	2.1%	204	4	10	214	346	0.0%	346	0	0	346	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
EBL	427	0.3%	426	1	3	429	225	0.0%	225	0	0	225	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
EBT	7	0.0%	7	0	0	7	9	0.0%	9	0	0	9	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
EBR	18	0.0%	18	0	0	18	14	0.0%	14	0	0	14	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
WBL	4	0.0%	4	0	0	4	7	14.3%	6	1	3	9	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
WBT	6	0.0%	6	0	0	6	2	0.0%	2	0	0	2	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
WBR	44	0.0%	44	0	0	44	35	0.0%	35	0	0	35	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
North Leg																								
Approach	871		863	8	20	883	1,142		1,135	7	18	1,153	0		0	0	0	0	0		0	0	0	0
Departure	1,429		1,424	5	13	1,437	805		788	17	43	831	0		0	0	0	0	0		0	0	0	0
Total	2,300		2,287	13	33	2,320	1,947		1,923	24	61	1,984	0		0	0	0	0	0		0	0	0	0
South Leg																								
Approach	968		964	4	10	973	563		545	18	46	591	0		0	0	0	0	0		0	0	0	0
Departure	657		653	4	10	663	785		777	8	21	798	0		0	0	0	0	0		0	0	0	0
Total	1,625		1,617	8	20	1,636	1,348		1,322	26	67	1,389	0		0	0	0	0	0		0	0	0	0
East Leg																								
Approach	54		54	0	0	54	45		44	1	3	46	0		0	0	0	0	0		0	0	0	0
Departure	38		38	0	0	38	52		51	1	3	54	0		0	0	0	0	0		0	0	0	0
Total	93		93	0	0	92	96		94	2	6	100	0		0	0	0	0	0		0	0	0	0
West Leg																								
Approach	452		451	1	3	454	248		248	0	0	248	0		0	0	0	0	0		0	0	0	0
Departure	221		217	4	10	226	355		355	0	0	355	0		0	0	0	0	0		0	0	0	0
Total	673		668	5	13	680	602		602	0	0	603	0		0	0	0	0	0		0	0	0	0
Total Approaches																								
Approach	2,346		2,333	13	33	2,364	1,997		1,971	26	67	2,038	0		0	0	0	0	0		0	0	0	0
Departure	2,346		2,333	13	33	2,364	1,997		1,971	26	67	2,038	0		0	0	0	0	0		0	0	0	0
Total	4,691		4,665	26	66	4,728	3,995		3,943	52	134	4,076	0		0	0	0	0	0		0	0	0	0

Table C-7 - General Plan Build Out Peak Hour Volume Summary

	Weekday												Saturday											
	AM Peak Hour						PM Peak Hour						AM Peak Hour						Midday Peak Hour					
	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol
15 . Crenshaw Boulevard/Indian Peak Road																								
NBL	195	1.1%	193	2	5	198	131	2.5%	128	3	8	136	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
NBT	1,223	0.3%	1,220	3	8	1,228	667	2.2%	652	15	38	690	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
NBR	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
SBL	0	0.0%	0	0	0	0	2	0.0%	2	0	0	2	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
SBT	702	1.7%	690	12	30	720	927	0.7%	921	6	15	936	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
SBR	141	1.5%	139	2	5	144	171	1.3%	169	2	5	174	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
EBL	179	0.0%	179	0	0	179	131	0.0%	131	0	0	131	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
EBT	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
EBR	152	2.1%	149	3	8	157	222	1.4%	219	3	8	227	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
WBL	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
WBT	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
WBR	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
North Leg																								
Approach	843		829	14	35	864	1,100		1,092	8	20	1,112	0		0	0	0	0	0		0	0	0	0
Departure	1,402		1,399	3	8	1,407	798		783	15	38	821	0		0	0	0	0	0		0	0	0	0
Total	2,245		2,228	17	43	2,271	1,899		1,876	23	58	1,933	0		0	0	0	0	0		0	0	0	0
South Leg																								
Approach	1,418		1,413	5	13	1,426	798		780	18	46	826	0		0	0	0	0	0		0	0	0	0
Departure	854		839	15	38	877	1,149		1,140	9	23	1,163	0		0	0	0	0	0		0	0	0	0
Total	2,273		2,253	20	51	2,303	1,947		1,920	27	69	1,989	0		0	0	0	0	0		0	0	0	0
East Leg																								
Approach	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0
Departure	0		0	0	0	0	2		2	0	0	2	0		0	0	0	0	0		0	0	0	0
Total	0		0	0	0	0	2		2	0	0	2	0		0	0	0	0	0		0	0	0	0
West Leg																								
Approach	331		328	3	8	336	353		350	3	8	358	0		0	0	0	0	0		0	0	0	0
Departure	336		332	4	10	342	302		297	5	13	310	0		0	0	0	0	0		0	0	0	0
Total	667		660	7	18	678	655		647	8	21	668	0		0	0	0	0	0		0	0	0	0
Total Approaches																								
Approach	2,593		2,571	22	56	2,626	2,252		2,223	29	74	2,296	0		0	0	0	0	0		0	0	0	0
Departure	2,593		2,571	22	56	2,626	2,252		2,223	29	74	2,296	0		0	0	0	0	0		0	0	0	0
Total	5,185		5,141	44	112	5,252	4,503		4,445	58	148	4,592	0		0	0	0	0	0		0	0	0	0

Table C-7 - General Plan Build Out Peak Hour Volume Summary

	Weekday												Saturday											
	AM Peak Hour						PM Peak Hour						AM Peak Hour						Midday Peak Hour					
	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol
16 . Crenshaw Boulevard/Crest Road																								
NBL	57	0.0%	57	0	0	57	45	0.0%	45	0	0	45	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
NBT	161	0.0%	161	0	0	161	132	2.0%	129	3	8	137	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
NBR	0	0.0%	0	0	0	0	6	0.0%	6	0	0	6	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
SBL	181	0.0%	181	0	0	181	132	3.2%	128	4	10	138	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
SBT	112	1.0%	111	1	3	114	142	0.8%	141	1	3	144	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
SBR	359	0.9%	356	3	8	364	522	0.4%	520	2	5	525	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
EBL	685	0.3%	683	2	5	688	378	2.5%	369	9	23	392	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
EBT	59	1.8%	58	1	3	61	43	5.0%	41	2	5	46	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
EBR	96	1.1%	95	1	3	98	43	0.0%	43	0	0	43	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
WBL	2	0.0%	2	0	0	2	2	0.0%	2	0	0	2	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
WBT	54	7.8%	50	4	10	60	30	0.0%	30	0	0	30	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
WBR	123	1.7%	121	2	5	126	106	6.1%	100	6	15	115	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
North Leg																								
Approach	652		648	4	11	659	796		789	7	18	807	0		0	0	0	0	0		0	0	0	0
Departure	969		965	4	10	975	616		598	18	46	644	0		0	0	0	0	0		0	0	0	0
Total	1,621		1,613	8	21	1,634	1,412		1,387	25	64	1,451	0		0	0	0	0	0		0	0	0	0
South Leg																								
Approach	218		218	0	0	218	183		180	3	8	188	0		0	0	0	0	0		0	0	0	0
Departure	210		208	2	6	214	187		186	1	3	189	0		0	0	0	0	0		0	0	0	0
Total	428		426	2	6	432	370		366	4	11	377	0		0	0	0	0	0		0	0	0	0
East Leg																								
Approach	179		173	6	15	188	138		132	6	15	147	0		0	0	0	0	0		0	0	0	0
Departure	240		239	1	3	242	181		175	6	15	190	0		0	0	0	0	0		0	0	0	0
Total	419		412	7	18	430	319		307	12	30	337	0		0	0	0	0	0		0	0	0	0
West Leg																								
Approach	840		836	4	11	847	463		452	11	28	481	0		0	0	0	0	0		0	0	0	0
Departure	470		463	7	18	481	597		595	2	5	600	0		0	0	0	0	0		0	0	0	0
Total	1,309		1,298	11	29	1,328	1,060		1,047	13	33	1,081	0		0	0	0	0	0		0	0	0	0
Total Approaches																								
Approach	1,889		1,875	14	37	1,912	1,580		1,553	27	69	1,623	0		0	0	0	0	0		0	0	0	0
Departure	1,889		1,875	14	37	1,912	1,580		1,553	27	69	1,623	0		0	0	0	0	0		0	0	0	0
Total	3,778		3,750	28	74	3,824	3,161		3,107	54	138	3,246	0		0	0	0	0	0		0	0	0	0

Table C-7 - General Plan Build Out Peak Hour Volume Summary

	Weekday												Saturday											
	AM Peak Hour						PM Peak Hour						AM Peak Hour						Midday Peak Hour					
	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol
17 . Hawthorne Boulevard/Blackhorse Road																								
NBL	0	0.0%	0	0	0	0	1	0.0%	1	0	0	1	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
NBT	1,291	1.8%	1,268	23	58	1,326	970	1.0%	960	10	25	985	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
NBR	33	0.0%	33	0	0	33	23	4.5%	22	1	3	25	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
SBL	103	7.7%	95	8	20	115	125	0.0%	125	0	0	125	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
SBT	774	4.1%	742	32	80	822	1,237	0.3%	1,233	4	10	1,243	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
SBR	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
EBL	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
EBT	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
EBR	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
WBL	30	0.0%	30	0	0	30	11	0.0%	11	0	0	11	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
WBT	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
WBR	197	1.1%	195	2	5	200	79	1.5%	78	1	3	81	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
North Leg																								
Approach	877		837	40	100	937	1,362		1,358	4	10	1,368	0		0	0	0	0	0		0	0	0	0
Departure	1,489		1,464	25	63	1,526	1,049		1,038	11	28	1,066	0		0	0	0	0	0		0	0	0	0
Total	2,365		2,300	65	163	2,463	2,411		2,396	15	38	2,434	0		0	0	0	0	0		0	0	0	0
South Leg																								
Approach	1,324		1,301	23	58	1,359	995		984	11	28	1,011	0		0	0	0	0	0		0	0	0	0
Departure	804		772	32	80	852	1,248		1,244	4	10	1,254	0		0	0	0	0	0		0	0	0	0
Total	2,128		2,073	55	138	2,211	2,243		2,228	15	38	2,265	0		0	0	0	0	0		0	0	0	0
East Leg																								
Approach	227		225	2	5	230	90		89	1	3	92	0		0	0	0	0	0		0	0	0	0
Departure	136		128	8	20	148	148		147	1	3	150	0		0	0	0	0	0		0	0	0	0
Total	363		353	10	25	378	238		236	2	6	242	0		0	0	0	0	0		0	0	0	0
West Leg																								
Approach	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0
Departure	0		0	0	0	0	1		1	0	0	1	0		0	0	0	0	0		0	0	0	0
Total	0		0	0	0	0	1		1	0	0	1	0		0	0	0	0	0		0	0	0	0
Total Approaches																								
Approach	2,428		2,363	65	163	2,526	2,446		2,430	16	41	2,471	0		0	0	0	0	0		0	0	0	0
Departure	2,428		2,363	65	163	2,526	2,446		2,430	16	41	2,471	0		0	0	0	0	0		0	0	0	0
Total	4,857		4,727	130	326	5,052	4,893		4,861	32	82	4,942	0		0	0	0	0	0		0	0	0	0

Table C-7 - General Plan Build Out Peak Hour Volume Summary

	Weekday												Saturday											
	AM Peak Hour						PM Peak Hour						AM Peak Hour						Midday Peak Hour					
	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol
18 . Forrestal Drive – Trump National Drive/Palos Verdes Drive South																								
NBL	6	0.0%	6	0	0	6	15	0.0%	15	0	0	15	4	0.0%	4	0	0	4	26	4.2%	25	1	3	28
NBT	0	0.0%	0	0	0	0	2	0.0%	2	0	0	2	1	0.0%	1	0	0	1	0	0.0%	0	0	0	0
NBR	12	18.2%	10	2	5	15	36	0.0%	36	0	0	36	21	0.0%	21	0	0	21	52	0.0%	52	0	0	52
SBL	45	4.8%	43	2	5	48	47	0.0%	47	0	0	47	39	0.0%	39	0	0	39	44	0.0%	44	0	0	44
SBT	1	0.0%	1	0	0	1	0	0.0%	0	0	0	0	1	0.0%	1	0	0	1	1	0.0%	1	0	0	1
SBR	26	0.0%	26	0	0	26	29	0.0%	29	0	0	29	19	0.0%	19	0	0	19	81	0.0%	81	0	0	81
EBL	12	0.0%	12	0	0	12	38	0.0%	38	0	0	38	63	0.0%	63	0	0	63	50	0.0%	50	0	0	50
EBT	452	2.6%	440	12	30	470	804	1.9%	789	15	38	827	266	0.4%	265	1	3	268	586	1.3%	579	7	18	597
EBR	4	0.0%	4	0	0	4	4	0.0%	4	0	0	4	9	0.0%	9	0	0	9	36	2.9%	35	1	3	38
WBL	22	9.5%	20	2	5	25	22	0.0%	22	0	0	22	51	0.0%	51	0	0	51	46	0.0%	46	0	0	46
WBT	970	2.0%	951	19	48	999	473	1.6%	466	7	18	484	499	1.9%	489	10	25	514	545	0.8%	541	4	10	551
WBR	39	5.4%	37	2	5	42	42	2.6%	41	1	3	44	44	0.0%	44	0	0	44	78	0.0%	78	0	0	78
North Leg																								
Approach	72		70	2	5	75	76		76	0	0	76	60		60	0	0	59	126		126	0	0	126
Departure	51		49	2	5	54	82		81	1	3	84	108		108	0	0	108	128		128	0	0	128
Total	123		119	4	10	129	158		157	1	3	160	168		168	0	0	167	254		254	0	0	254
South Leg																								
Approach	18		16	2	5	21	53		53	0	0	53	27		27	0	0	26	78		77	1	3	80
Departure	28		26	2	5	30	27		27	0	0	26	61		61	0	0	61	83		82	1	3	85
Total	46		42	4	10	51	80		80	0	0	79	88		88	0	0	87	161		159	2	6	165
East Leg																								
Approach	1,032		1,009	23	58	1,066	537		529	8	21	550	594		584	10	25	609	669		665	4	10	675
Departure	509		493	16	40	533	887		872	15	38	910	327		326	1	3	328	682		675	7	18	693
Total	1,541		1,502	39	98	1,599	1,424		1,401	23	59	1,460	921		910	11	28	937	1,351		1,340	11	28	1,368
West Leg																								
Approach	469		457	12	30	486	846		831	15	38	869	337		336	1	3	340	672		664	8	21	685
Departure	1,002		983	19	48	1,031	517		510	7	18	528	523		513	10	25	537	652		647	5	13	660
Total	1,471		1,440	31	78	1,517	1,363		1,341	22	56	1,397	860		849	11	28	877	1,324		1,311	13	34	1,345
Total Approaches																								
Approach	1,590		1,551	39	98	1,648	1,512		1,489	23	59	1,548	1,018		1,007	11	28	1,034	1,545		1,532	13	34	1,566
Departure	1,590		1,551	39	98	1,648	1,512		1,489	23	59	1,548	1,018		1,007	11	28	1,034	1,545		1,532	13	34	1,566
Total	3,180		3,102	78	196	3,296	3,024		2,978	46	118	3,096	2,036		2,014	22	56	2,068	3,091		3,065	26	68	3,132

Table C-7 - General Plan Build Out Peak Hour Volume Summary

	Weekday												Saturday											
	AM Peak Hour						PM Peak Hour						AM Peak Hour						Midday Peak Hour					
	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol
19 . Palos Verdes Drive East/Palos Verdes Drive South																								
NBL	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
NBT	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
NBR	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
SBL	33	0.0%	33	0	0	33	44	0.0%	44	0	0	44	22	4.8%	21	1	3	24	42	2.6%	41	1	3	44
SBT	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
SBR	149	5.0%	142	7	18	160	70	3.0%	68	2	5	73	69	0.0%	69	0	0	69	86	0.0%	86	0	0	86
EBL	106	4.0%	102	4	10	112	90	1.2%	89	1	3	92	28	0.0%	28	0	0	28	68	1.6%	67	1	3	70
EBT	417	2.8%	405	12	30	435	798	1.9%	783	15	38	821	303	0.0%	303	0	0	303	597	2.0%	585	12	30	615
EBR	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
WBL	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	4	0.0%	4	0	0	4	2	0.0%	2	0	0	2
WBT	887	2.0%	869	18	45	914	477	0.7%	474	3	8	482	515	1.0%	510	5	13	523	604	0.7%	600	4	10	610
WBR	74	1.4%	73	1	3	76	51	0.0%	51	0	0	51	19	0.0%	19	0	0	19	54	0.0%	54	0	0	54
North Leg																								
Approach	182		175	7	18	193	114		112	2	5	117	92		91	1	3	93	128		127	1	3	130
Departure	179		174	5	13	188	141		140	1	3	143	47		47	0	0	47	123		122	1	3	124
Total	362		350	12	31	381	255		252	3	8	260	139		138	1	3	140	251		249	2	6	254
South Leg																								
Approach	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0
Departure	0		0	0	0	0	0		0	0	0	0	4		4	0	0	4	2		2	0	0	2
Total	0		0	0	0	0	0		0	0	0	0	4		4	0	0	4	2		2	0	0	2
East Leg																								
Approach	960		941	19	48	990	528		525	3	8	533	539		534	5	13	546	661		657	4	10	666
Departure	450		438	12	30	468	842		827	15	38	865	325		324	1	3	327	638		625	13	33	659
Total	1,411		1,380	31	78	1,458	1,370		1,352	18	46	1,398	864		858	6	16	873	1,299		1,282	17	43	1,325
West Leg																								
Approach	523		507	16	40	547	888		872	16	41	913	331		331	0	0	331	665		652	13	33	685
Departure	1,036		1,011	25	63	1,074	547		542	5	13	555	585		580	5	13	592	690		686	4	10	696
Total	1,559		1,518	41	103	1,621	1,435		1,414	21	54	1,468	916		911	5	13	923	1,355		1,338	17	43	1,381
Total Approaches																								
Approach	1,666		1,624	42	106	1,730	1,530		1,509	21	54	1,563	962		956	6	16	970	1,454		1,436	18	46	1,481
Departure	1,666		1,624	42	106	1,730	1,530		1,509	21	54	1,563	962		956	6	16	970	1,454		1,436	18	46	1,481
Total	3,332		3,248	84	212	3,460	3,061		3,019	42	108	3,126	1,923		1,911	12	32	1,940	2,907		2,871	36	92	2,962

Table C-7 - General Plan Build Out Peak Hour Volume Summary

	Weekday												Saturday											
	AM Peak Hour						PM Peak Hour						AM Peak Hour						Midday Peak Hour					
	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol
20 . Palos Verdes Drive East/Crest Road – Marymount College Driveway																								
NBL	78	1.4%	77	1	3	80	20	10.5%	18	2	5	23	4	0.0%	4	0	0	4	25	0.0%	25	0	0	25
NBT	138	1.6%	136	2	5	141	116	0.9%	115	1	3	118	83	0.0%	83	0	0	83	136	0.8%	135	1	3	138
NBR	28	15.4%	24	4	10	34	12	0.0%	12	0	0	12	2	0.0%	2	0	0	2	3	0.0%	3	0	0	3
SBL	98	0.0%	98	0	0	98	51	0.0%	51	0	0	51	4	0.0%	4	0	0	4	5	0.0%	5	0	0	5
SBT	107	1.0%	106	1	3	109	155	2.8%	151	4	10	161	68	0.0%	68	0	0	68	127	0.0%	127	0	0	127
SBR	208	1.0%	206	2	5	211	88	0.0%	88	0	0	88	25	4.3%	24	1	3	27	45	4.8%	43	2	5	48
EBL	244	0.0%	244	0	0	244	49	0.0%	49	0	0	49	46	0.0%	46	0	0	46	65	0.0%	65	0	0	65
EBT	1	0.0%	1	0	0	1	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
EBR	65	4.9%	62	3	8	70	14	15.4%	12	2	5	17	10	0.0%	10	0	0	10	18	5.9%	17	1	3	20
WBL	5	40.0%	3	2	5	8	21	0.0%	21	0	0	21	1	0.0%	1	0	0	1	3	0.0%	3	0	0	3
WBT	0	0.0%	0	0	0	0	2	0.0%	2	0	0	2	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
WBR	10	0.0%	10	0	0	10	96	0.0%	96	0	0	96	2	0.0%	2	0	0	2	2	0.0%	2	0	0	2
North Leg																								
Approach	413		410	3	8	418	293		289	4	10	300	97		96	1	3	99	177		175	2	5	180
Departure	392		390	2	5	395	261		260	1	3	263	131		131	0	0	131	203		202	1	3	205
Total	805		800	5	13	813	555		550	5	13	563	228		227	1	3	230	380		377	3	8	385
South Leg																								
Approach	243		236	7	18	255	148		145	3	8	153	90		90	0	0	89	163		162	1	3	166
Departure	177		171	6	16	187	190		184	6	15	199	79		79	0	0	79	148		147	1	3	150
Total	420		407	13	34	442	338		329	9	23	352	169		169	0	0	168	312		310	2	6	316
East Leg																								
Approach	15		13	2	5	18	120		120	0	0	119	3		3	0	0	3	5		5	0	0	5
Departure	127		123	4	10	133	63		63	0	0	63	6		6	0	0	6	9		9	0	0	8
Total	142		136	6	15	151	182		182	0	0	182	10		10	0	0	9	14		14	0	0	13
West Leg																								
Approach	311		308	3	8	315	63		61	2	5	66	55		55	0	0	56	83		82	1	3	85
Departure	286		283	3	8	291	110		108	2	5	113	29		28	1	3	31	69		67	2	5	73
Total	597		591	6	16	606	173		169	4	10	179	84		83	1	3	87	153		150	3	8	158
Total Approaches																								
Approach	982		967	15	39	1,006	624		615	9	23	638	245		244	1	3	247	429		425	4	11	436
Departure	982		967	15	39	1,006	624		615	9	23	638	245		244	1	3	247	429		425	4	11	436
Total	1,964		1,934	30	78	2,012	1,249		1,231	18	46	1,276	491		489	2	6	494	858		850	8	22	872

Table C-7 - General Plan Build Out Peak Hour Volume Summary

	Weekday												Saturday											
	AM Peak Hour						PM Peak Hour						AM Peak Hour						Midday Peak Hour					
	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol
21 . Palos Verdes Drive East/Via Canada																								
NBL	362	1.5%	357	5	13	370	37	5.7%	35	2	5	40	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
NBT	439	1.0%	435	4	10	445	314	2.4%	307	7	18	325	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
NBR	20	5.3%	19	1	3	22	28	0.0%	28	0	0	28	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
SBL	4	0.0%	4	0	0	4	11	0.0%	11	0	0	11	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
SBT	244	4.8%	232	12	30	262	537	0.6%	534	3	8	542	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
SBR	186	2.3%	182	4	10	192	29	3.7%	28	1	3	31	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
EBL	196	1.6%	193	3	8	201	37	2.9%	36	1	3	39	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
EBT	5	0.0%	5	0	0	5	2	0.0%	2	0	0	2	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
EBR	301	1.4%	297	4	10	307	44	2.4%	43	1	3	46	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
WBL	18	0.0%	18	0	0	18	26	4.2%	25	1	3	28	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
WBT	3	0.0%	3	0	0	3	1	0.0%	1	0	0	1	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
WBR	7	0.0%	7	0	0	7	11	0.0%	11	0	0	11	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
North Leg																								
Approach	434		418	16	40	458	576		572	4	11	584	0		0	0	0	0	0		0	0	0	0
Departure	642		635	7	18	653	362		354	8	21	375	0		0	0	0	0	0		0	0	0	0
Total	1,077		1,054	23	58	1,111	938		926	12	32	959	0		0	0	0	0	0		0	0	0	0
South Leg																								
Approach	821		811	10	26	837	379		370	9	23	393	0		0	0	0	0	0		0	0	0	0
Departure	563		547	16	40	587	606		601	5	14	616	0		0	0	0	0	0		0	0	0	0
Total	1,384		1,358	26	66	1,424	985		971	14	37	1,009	0		0	0	0	0	0		0	0	0	0
East Leg																								
Approach	29		29	0	0	28	37		36	1	3	40	0		0	0	0	0	0		0	0	0	0
Departure	30		29	1	3	31	41		41	0	0	41	0		0	0	0	0	0		0	0	0	0
Total	59		58	1	3	59	78		77	1	3	81	0		0	0	0	0	0		0	0	0	0
West Leg																								
Approach	503		496	7	18	513	83		81	2	6	87	0		0	0	0	0	0		0	0	0	0
Departure	551		542	9	23	565	67		64	3	8	72	0		0	0	0	0	0		0	0	0	0
Total	1,053		1,037	16	41	1,078	150		145	5	14	159	0		0	0	0	0	0		0	0	0	0
Total Approaches																								
Approach	1,786		1,753	33	84	1,836	1,076		1,060	16	43	1,104	0		0	0	0	0	0		0	0	0	0
Departure	1,786		1,753	33	84	1,836	1,076		1,060	16	43	1,104	0		0	0	0	0	0		0	0	0	0
Total	3,573		3,507	66	168	3,672	2,151		2,119	32	86	2,208	0		0	0	0	0	0		0	0	0	0

Table C-7 - General Plan Build Out Peak Hour Volume Summary

	Weekday												Saturday											
	AM Peak Hour						PM Peak Hour						AM Peak Hour						Midday Peak Hour					
	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol
22 . Palos Verdes Drive East/Crownview Drive																								
NBL	30	3.6%	29	1	3	32	37	2.9%	36	1	3	39	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
NBT	789	1.2%	779	10	25	804	369	2.6%	359	10	25	384	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
NBR	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
SBL	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
SBT	541	2.0%	530	11	28	558	579	1.1%	573	6	15	588	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
SBR	21	25.0%	16	5	13	29	23	0.0%	23	0	0	23	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
EBL	27	0.0%	27	0	0	27	15	7.1%	14	1	3	17	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
EBT	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
EBR	51	0.0%	51	0	0	51	33	0.0%	33	0	0	33	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
WBL	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
WBT	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
WBR	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
North Leg																								
Approach	562		546	16	41	587	603		597	6	15	611	0		0	0	0	0	0		0	0	0	0
Departure	815		805	10	25	831	384		373	11	28	401	0		0	0	0	0	0		0	0	0	0
Total	1,378		1,352	26	66	1,418	987		970	17	43	1,012	0		0	0	0	0	0		0	0	0	0
South Leg																								
Approach	819		808	11	28	836	407		396	11	28	423	0		0	0	0	0	0		0	0	0	0
Departure	592		581	11	28	609	613		607	6	15	621	0		0	0	0	0	0		0	0	0	0
Total	1,411		1,389	22	56	1,445	1,019		1,002	17	43	1,044	0		0	0	0	0	0		0	0	0	0
East Leg																								
Approach	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0
Departure	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0
Total	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0
West Leg																								
Approach	78		78	0	0	78	48		47	1	3	50	0		0	0	0	0	0		0	0	0	0
Departure	51		45	6	16	61	61		60	1	3	62	0		0	0	0	0	0		0	0	0	0
Total	129		123	6	16	139	109		107	2	6	112	0		0	0	0	0	0		0	0	0	0
Total Approaches																								
Approach	1,459		1,432	27	69	1,501	1,058		1,040	18	46	1,084	0		0	0	0	0	0		0	0	0	0
Departure	1,459		1,432	27	69	1,501	1,058		1,040	18	46	1,084	0		0	0	0	0	0		0	0	0	0
Total	2,918		2,864	54	138	3,002	2,115		2,079	36	92	2,168	0		0	0	0	0	0		0	0	0	0

Table C-7 - General Plan Build Out Peak Hour Volume Summary

	Weekday												Saturday											
	AM Peak Hour						PM Peak Hour						AM Peak Hour						Midday Peak Hour					
	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol
23 . Palos Verdes Drive East/Miraleste Drive																								
NBL	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
NBT	376	1.7%	370	6	15	385	118	2.7%	115	3	8	123	101	1.1%	100	1	3	103	141	0.0%	141	0	0	141
NBR	155	0.0%	155	0	0	155	205	2.1%	201	4	10	211	109	0.0%	109	0	0	109	126	0.8%	125	1	3	128
SBL	362	1.8%	356	6	15	371	427	1.5%	421	6	15	436	139	0.8%	138	1	3	141	254	0.0%	254	0	0	254
SBT	235	1.8%	231	4	10	241	181	0.0%	181	0	0	181	49	0.0%	49	0	0	49	155	0.7%	154	1	3	157
SBR	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
EBL	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
EBT	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
EBR	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
WBL	138	1.6%	136	2	5	141	182	1.8%	179	3	8	187	84	2.5%	82	2	5	87	109	1.0%	108	1	3	111
WBT	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
WBR	433	0.7%	430	3	8	438	282	1.1%	279	3	8	287	213	0.0%	213	0	0	213	235	0.5%	234	1	3	237
North Leg																								
Approach	597		587	10	25	612	608		602	6	15	617	188		187	1	3	190	409		408	1	3	411
Departure	809		800	9	23	823	400		394	6	16	410	315		314	1	3	316	376		375	1	3	378
Total	1,406		1,387	19	48	1,435	1,009		997	12	31	1,027	503		501	2	6	506	784		782	2	6	789
South Leg																								
Approach	530		524	6	15	540	323		316	7	18	334	210		209	1	3	212	267		266	1	3	269
Departure	372		366	6	15	382	364		361	3	8	368	133		131	2	5	136	264		262	2	6	268
Total	903		891	12	30	922	687		677	10	26	702	344		341	3	8	348	530		527	3	9	537
East Leg																								
Approach	571		566	5	13	579	464		458	6	16	474	298		296	2	5	300	344		342	2	6	348
Departure	517		511	6	15	526	632		622	10	25	647	248		247	1	3	250	380		379	1	3	382
Total	1,087		1,076	11	28	1,105	1,096		1,080	16	41	1,121	545		542	3	8	550	724		721	3	9	730
West Leg																								
Approach	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0
Departure	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0
Total	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0
Total Approaches																								
Approach	1,698		1,677	21	53	1,731	1,396		1,377	19	49	1,425	696		692	4	11	702	1,019		1,015	4	12	1,028
Departure	1,698		1,677	21	53	1,731	1,396		1,377	19	49	1,425	696		692	4	11	702	1,019		1,015	4	12	1,028
Total	3,396		3,354	42	106	3,462	2,792		2,754	38	98	2,850	1,392		1,384	8	22	1,404	2,038		2,030	8	24	2,056

Table C-7 - General Plan Build Out Peak Hour Volume Summary

	Weekday												Saturday											
	AM Peak Hour						PM Peak Hour						AM Peak Hour						Midday Peak Hour					
	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol
24 . Miraleste Drive/1st Street																								
NBL	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
NBT	432	0.5%	430	2	5	435	245	0.4%	244	1	3	247	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
NBR	52	0.0%	52	0	0	52	34	6.3%	32	2	5	37	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
SBL	276	1.5%	272	4	10	282	198	3.2%	192	6	15	207	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
SBT	211	1.0%	209	2	5	214	379	0.6%	377	2	5	382	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
SBR	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
EBL	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
EBT	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
EBR	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
WBL	14	0.0%	14	0	0	14	44	0.0%	44	0	0	44	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
WBT	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
WBR	239	2.2%	234	5	13	247	149	2.9%	145	4	10	155	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
North Leg																								
Approach	488		482	6	15	496	577		569	8	20	589	0		0	0	0	0	0		0	0	0	0
Departure	671		664	7	18	682	395		390	5	13	402	0		0	0	0	0	0		0	0	0	0
Total	1,159		1,146	13	33	1,178	972		959	13	33	991	0		0	0	0	0	0		0	0	0	0
South Leg																								
Approach	485		483	2	5	487	280		277	3	8	284	0		0	0	0	0	0		0	0	0	0
Departure	225		223	2	5	228	423		421	2	5	426	0		0	0	0	0	0		0	0	0	0
Total	710		706	4	10	715	702		697	5	13	710	0		0	0	0	0	0		0	0	0	0
East Leg																								
Approach	253		248	5	13	261	193		189	4	10	199	0		0	0	0	0	0		0	0	0	0
Departure	329		325	4	10	334	233		225	8	20	244	0		0	0	0	0	0		0	0	0	0
Total	582		573	9	23	595	426		414	12	30	443	0		0	0	0	0	0		0	0	0	0
West Leg																								
Approach	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0
Departure	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0
Total	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0
Total Approaches																								
Approach	1,225		1,212	13	33	1,244	1,050		1,035	15	38	1,072	0		0	0	0	0	0		0	0	0	0
Departure	1,225		1,212	13	33	1,244	1,050		1,035	15	38	1,072	0		0	0	0	0	0		0	0	0	0
Total	2,450		2,424	26	66	2,488	2,100		2,070	30	76	2,144	0		0	0	0	0	0		0	0	0	0

Table C-7 - General Plan Build Out Peak Hour Volume Summary

	Weekday												Saturday											
	AM Peak Hour						PM Peak Hour						AM Peak Hour						Midday Peak Hour					
	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol
25 . Western Avenue/Avenida Aprenda																								
NBL	89	3.6%	86	3	8	94	73	0.0%	73	0	0	73	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
NBT	1,663	1.0%	1,646	17	43	1,689	1,191	1.3%	1,175	16	40	1,215	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
NBR	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
SBL	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
SBT	772	3.5%	745	27	68	813	1,661	0.6%	1,650	11	28	1,678	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
SBR	218	3.9%	209	9	23	232	39	2.7%	38	1	3	41	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
EBL	420	1.5%	414	6	15	429	98	0.0%	98	0	0	98	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
EBT	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
EBR	177	1.8%	174	3	8	182	61	0.0%	61	0	0	61	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
WBL	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
WBT	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
WBR	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
North Leg																								
Approach	989		953	36	91	1,045	1,700		1,688	12	31	1,719	0		0	0	0	0	0		0	0	0	0
Departure	2,083		2,060	23	58	2,118	1,289		1,273	16	40	1,313	0		0	0	0	0	0		0	0	0	0
Total	3,072		3,013	59	149	3,163	2,989		2,961	28	71	3,032	0		0	0	0	0	0		0	0	0	0
South Leg																								
Approach	1,751		1,731	20	51	1,783	1,264		1,248	16	40	1,288	0		0	0	0	0	0		0	0	0	0
Departure	949		919	30	76	995	1,721		1,710	11	28	1,739	0		0	0	0	0	0		0	0	0	0
Total	2,700		2,650	50	127	2,778	2,985		2,958	27	68	3,027	0		0	0	0	0	0		0	0	0	0
East Leg																								
Approach	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0
Departure	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0
Total	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0
West Leg																								
Approach	598		589	9	23	611	159		159	0	0	159	0		0	0	0	0	0		0	0	0	0
Departure	306		294	12	31	326	112		111	1	3	114	0		0	0	0	0	0		0	0	0	0
Total	904		883	21	54	937	271		270	1	3	273	0		0	0	0	0	0		0	0	0	0
Total Approaches																								
Approach	3,338		3,273	65	165	3,439	3,123		3,095	28	71	3,166	0		0	0	0	0	0		0	0	0	0
Departure	3,338		3,273	65	165	3,439	3,123		3,095	28	71	3,166	0		0	0	0	0	0		0	0	0	0
Total	6,676		6,546	130	330	6,878	6,245		6,189	56	142	6,332	0		0	0	0	0	0		0	0	0	0

Table C-7 - General Plan Build Out Peak Hour Volume Summary

	Weekday												Saturday											
	AM Peak Hour						PM Peak Hour						AM Peak Hour						Midday Peak Hour					
	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol
26 . Western Avenue/Delasonde Drive																								
NBL	125	0.0%	125	0	0	125	65	0.0%	65	0	0	65	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
NBT	1,267	1.0%	1,254	13	33	1,287	1,077	1.8%	1,058	19	48	1,106	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
NBR	154	0.0%	154	0	0	154	179	0.0%	179	0	0	179	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
SBL	158	0.7%	157	1	3	160	215	0.5%	214	1	3	217	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
SBT	745	3.7%	717	28	70	787	1,409	0.8%	1,398	11	28	1,426	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
SBR	50	0.0%	50	0	0	50	31	0.0%	31	0	0	31	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
EBL	115	0.9%	114	1	3	117	28	0.0%	28	0	0	28	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
EBT	144	0.7%	143	1	3	146	37	2.9%	36	1	3	39	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
EBR	117	0.9%	116	1	3	119	36	0.0%	36	0	0	36	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
WBL	180	2.4%	176	4	10	186	288	0.0%	288	0	0	288	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
WBT	198	1.6%	195	3	8	203	52	0.0%	52	0	0	52	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
WBR	288	2.2%	282	6	15	297	178	1.2%	176	2	5	181	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
North Leg																								
Approach	953		924	29	73	997	1,654		1,642	12	31	1,674	0		0	0	0	0	0		0	0	0	0
Departure	1,670		1,650	20	51	1,701	1,283		1,262	21	53	1,315	0		0	0	0	0	0		0	0	0	0
Total	2,623		2,574	49	124	2,698	2,937		2,904	33	84	2,989	0		0	0	0	0	0		0	0	0	0
South Leg																								
Approach	1,545		1,532	13	33	1,566	1,321		1,302	19	48	1,350	0		0	0	0	0	0		0	0	0	0
Departure	1,043		1,010	33	83	1,092	1,733		1,722	11	28	1,750	0		0	0	0	0	0		0	0	0	0
Total	2,588		2,542	46	116	2,658	3,054		3,024	30	76	3,100	0		0	0	0	0	0		0	0	0	0
East Leg																								
Approach	667		654	13	33	686	519		517	2	5	521	0		0	0	0	0	0		0	0	0	0
Departure	456		454	2	6	460	431		429	2	6	435	0		0	0	0	0	0		0	0	0	0
Total	1,123		1,108	15	39	1,146	949		945	4	11	956	0		0	0	0	0	0		0	0	0	0
West Leg																								
Approach	377		374	3	9	382	101		100	1	3	103	0		0	0	0	0	0		0	0	0	0
Departure	374		371	3	8	378	148		148	0	0	148	0		0	0	0	0	0		0	0	0	0
Total	750		744	6	17	760	249		248	1	3	251	0		0	0	0	0	0		0	0	0	0
Total Approaches																								
Approach	3,542		3,484	58	148	3,631	3,595		3,561	34	87	3,648	0		0	0	0	0	0		0	0	0	0
Departure	3,542		3,484	58	148	3,631	3,595		3,561	34	87	3,648	0		0	0	0	0	0		0	0	0	0
Total	7,084		6,968	116	296	7,262	7,190		7,122	68	174	7,296	0		0	0	0	0	0		0	0	0	0

Table C-7 - General Plan Build Out Peak Hour Volume Summary

	Weekday												Saturday											
	AM Peak Hour						PM Peak Hour						AM Peak Hour						Midday Peak Hour					
	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol
27 . Western Avenue/Toscanini Drive																								
NBL	205	0.5%	204	1	3	207	76	0.0%	76	0	0	76	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
NBT	1,450	1.0%	1,435	15	38	1,473	1,277	1.3%	1,260	17	43	1,303	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
NBR	36	0.0%	36	0	0	36	51	0.0%	51	0	0	51	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
SBL	26	0.0%	26	0	0	26	37	0.0%	37	0	0	37	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
SBT	970	3.6%	935	35	88	1,023	1,649	0.7%	1,637	12	30	1,667	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
SBR	21	0.0%	21	0	0	21	37	0.0%	37	0	0	37	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
EBL	84	0.0%	84	0	0	84	31	6.9%	29	2	5	34	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
EBT	27	0.0%	27	0	0	27	17	0.0%	17	0	0	17	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
EBR	292	2.2%	286	6	15	301	67	0.0%	67	0	0	67	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
WBL	72	0.0%	72	0	0	72	45	0.0%	45	0	0	45	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
WBT	53	0.0%	53	0	0	53	11	0.0%	11	0	0	11	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
WBR	60	0.0%	60	0	0	60	26	4.2%	25	1	3	28	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
North Leg																								
Approach	1,017		982	35	88	1,070	1,724		1,712	12	30	1,741	0		0	0	0	0	0		0	0	0	0
Departure	1,594		1,579	15	38	1,617	1,334		1,314	20	51	1,365	0		0	0	0	0	0		0	0	0	0
Total	2,611		2,561	50	126	2,687	3,058		3,026	32	81	3,106	0		0	0	0	0	0		0	0	0	0
South Leg																								
Approach	1,692		1,676	16	41	1,716	1,404		1,387	17	43	1,430	0		0	0	0	0	0		0	0	0	0
Departure	1,334		1,293	41	103	1,396	1,761		1,749	12	30	1,779	0		0	0	0	0	0		0	0	0	0
Total	3,026		2,969	57	144	3,112	3,165		3,136	29	73	3,209	0		0	0	0	0	0		0	0	0	0
East Leg																								
Approach	185		185	0	0	185	81		80	1	3	84	0		0	0	0	0	0		0	0	0	0
Departure	89		89	0	0	89	106		106	0	0	105	0		0	0	0	0	0		0	0	0	0
Total	273		273	0	0	274	187		186	1	3	189	0		0	0	0	0	0		0	0	0	0
West Leg																								
Approach	403		397	6	15	412	115		113	2	5	118	0		0	0	0	0	0		0	0	0	0
Departure	280		279	1	3	281	124		124	0	0	124	0		0	0	0	0	0		0	0	0	0
Total	683		676	7	18	693	239		237	2	5	242	0		0	0	0	0	0		0	0	0	0
Total Approaches																								
Approach	3,297		3,240	57	144	3,383	3,324		3,292	32	81	3,373	0		0	0	0	0	0		0	0	0	0
Departure	3,297		3,240	57	144	3,383	3,324		3,292	32	81	3,373	0		0	0	0	0	0		0	0	0	0
Total	6,593		6,479	114	288	6,766	6,649		6,585	64	162	6,746	0		0	0	0	0	0		0	0	0	0

Table C-7 - General Plan Build Out Peak Hour Volume Summary

	Weekday												Saturday											
	AM Peak Hour						PM Peak Hour						AM Peak Hour						Midday Peak Hour					
	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol
28 . Western Avenue/Caddington Drive																								
NBL	36	2.9%	35	1	3	38	227	0.5%	226	1	3	229	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
NBT	1,595	0.9%	1,580	15	38	1,618	1,275	1.3%	1,258	17	43	1,301	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
NBR	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
SBL	11	0.0%	11	0	0	11	62	0.0%	62	0	0	62	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
SBT	1,246	3.2%	1,207	39	98	1,305	1,604	0.9%	1,589	15	38	1,627	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
SBR	52	0.0%	52	0	0	52	184	0.0%	184	0	0	184	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
EBL	89	1.2%	88	1	3	91	168	0.6%	167	1	3	170	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
EBT	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
EBR	83	1.3%	82	1	3	85	92	1.2%	91	1	3	94	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
WBL	4	0.0%	4	0	0	4	17	0.0%	17	0	0	17	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
WBT	0	0.0%	0	0	0	0	6	0.0%	6	0	0	6	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
WBR	13	0.0%	13	0	0	13	7	0.0%	7	0	0	7	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
North Leg																								
Approach	1,309		1,270	39	98	1,368	1,849		1,834	15	38	1,873	0		0	0	0	0	0		0	0	0	0
Departure	1,697		1,681	16	41	1,722	1,450		1,432	18	46	1,478	0		0	0	0	0	0		0	0	0	0
Total	3,006		2,951	55	139	3,090	3,300		3,267	33	84	3,351	0		0	0	0	0	0		0	0	0	0
South Leg																								
Approach	1,632		1,616	16	41	1,656	1,503		1,485	18	46	1,530	0		0	0	0	0	0		0	0	0	0
Departure	1,334		1,294	40	101	1,394	1,713		1,697	16	41	1,738	0		0	0	0	0	0		0	0	0	0
Total	2,966		2,910	56	142	3,050	3,215		3,181	34	87	3,268	0		0	0	0	0	0		0	0	0	0
East Leg																								
Approach	17		17	0	0	17	31		31	0	0	30	0		0	0	0	0	0		0	0	0	0
Departure	11		11	0	0	11	62		62	0	0	62	0		0	0	0	0	0		0	0	0	0
Total	28		28	0	0	28	93		93	0	0	92	0		0	0	0	0	0		0	0	0	0
West Leg																								
Approach	172		170	2	6	176	259		257	2	6	264	0		0	0	0	0	0		0	0	0	0
Departure	89		88	1	3	90	417		416	1	3	419	0		0	0	0	0	0		0	0	0	0
Total	260		257	3	9	266	677		674	3	9	683	0		0	0	0	0	0		0	0	0	0
Total Approaches																								
Approach	3,130		3,073	57	145	3,217	3,642		3,607	35	90	3,697	0		0	0	0	0	0		0	0	0	0
Departure	3,130		3,073	57	145	3,217	3,642		3,607	35	90	3,697	0		0	0	0	0	0		0	0	0	0
Total	6,260		6,146	114	290	6,434	7,285		7,215	70	180	7,394	0		0	0	0	0	0		0	0	0	0

Table C-7 - General Plan Build Out Peak Hour Volume Summary

	Weekday												Saturday											
	AM Peak Hour						PM Peak Hour						AM Peak Hour						Midday Peak Hour					
	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol
29 . Western Avenue/Crestwood Street																								
NBL	81	5.3%	77	4	10	87	54	0.0%	54	0	0	54	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
NBT	1,518	1.5%	1,496	22	55	1,551	1,235	1.2%	1,220	15	38	1,258	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
NBR	128	3.3%	124	4	10	134	227	0.9%	225	2	5	230	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
SBL	13	16.7%	11	2	5	16	37	0.0%	37	0	0	37	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
SBT	1,090	2.6%	1,061	29	73	1,134	1,499	0.9%	1,486	13	33	1,519	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
SBR	136	0.0%	136	0	0	136	153	0.0%	153	0	0	153	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
EBL	195	0.0%	195	0	0	195	123	0.0%	123	0	0	123	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
EBT	27	0.0%	27	0	0	27	26	0.0%	26	0	0	26	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
EBR	109	3.9%	105	4	10	115	68	0.0%	68	0	0	68	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
WBL	66	1.7%	65	1	3	68	232	0.9%	230	2	5	235	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
WBT	14	0.0%	14	0	0	14	39	0.0%	39	0	0	39	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
WBR	22	5.3%	21	1	3	24	60	1.8%	59	1	3	62	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
North Leg																								
Approach	1,238		1,207	31	78	1,286	1,690		1,677	13	33	1,709	0		0	0	0	0	0		0	0	0	0
Departure	1,735		1,712	23	58	1,770	1,417		1,401	16	41	1,443	0		0	0	0	0	0		0	0	0	0
Total	2,973		2,919	54	136	3,056	3,107		3,078	29	74	3,152	0		0	0	0	0	0		0	0	0	0
South Leg																								
Approach	1,727		1,697	30	75	1,772	1,516		1,499	17	43	1,542	0		0	0	0	0	0		0	0	0	0
Departure	1,264		1,230	34	86	1,317	1,799		1,784	15	38	1,822	0		0	0	0	0	0		0	0	0	0
Total	2,991		2,927	64	161	3,089	3,316		3,284	32	81	3,364	0		0	0	0	0	0		0	0	0	0
East Leg																								
Approach	102		100	2	6	106	331		328	3	8	336	0		0	0	0	0	0		0	0	0	0
Departure	168		162	6	15	177	290		288	2	5	293	0		0	0	0	0	0		0	0	0	0
Total	270		262	8	21	283	621		616	5	13	629	0		0	0	0	0	0		0	0	0	0
West Leg																								
Approach	331		327	4	10	337	217		217	0	0	217	0		0	0	0	0	0		0	0	0	0
Departure	231		227	4	10	237	247		247	0	0	246	0		0	0	0	0	0		0	0	0	0
Total	561		553	8	20	574	464		464	0	0	463	0		0	0	0	0	0		0	0	0	0
Total Approaches																								
Approach	3,397		3,330	67	169	3,501	3,754		3,721	33	84	3,804	0		0	0	0	0	0		0	0	0	0
Departure	3,397		3,330	67	169	3,501	3,754		3,721	33	84	3,804	0		0	0	0	0	0		0	0	0	0
Total	6,794		6,660	134	338	7,002	7,507		7,441	66	168	7,608	0		0	0	0	0	0		0	0	0	0

Table C-8 - Existing Roadway Segment Daily Volumes
(Roadway Segments With Classification Counts)

Roadway Segment	1	Pass. Veh.	3 (2 Axle)	4 (Bus)	5 (2 Axle)	6 (3 Axle)	7 (4 Axle)	8 (4 Axle)	9 (5 Axle)	10 (6 Axle)	11 (5 Axle)	12 (6 Axle)	13 (>7 Axle)	Total	Trucks				Total PCE Volume
															2 Axle	3 Axle	4 Axle	PCE	
Between the North City Limit and Blackhorse Road	12	23,057	2,545	90	1,200	49	0	31	50	0	0	0	0	27,034	1,290	49	81	3,550	29,164
Between Blackhorse Road and Silver Spur Road	13	22,191	2,087	81	1,146	41	5	21	43	0	0	0	0	25,628	1,227	41	69	3,343	27,634
Between Silver Spur Road and Grayslake Road - Highridge Road	43	31,745	2,379	103	805	76	50	28	23	0	0	0	0	35,252	908	76	101	2,713	36,880
Between Grayslake Road - Highridge Road and Granvia Atlamira - Ridgegate Drive	10	21,813	2,021	100	787	28	6	12	27	0	0	0	0	24,804	887	28	45	2,400	26,244
Between Granvia Atlamira - Ridgegate Drive and Eddinghill Drive - Seamount Drive	8	16,312	1,927	6	692	1	1	26	1	0	0	0	0	18,974	698	1	28	1,818	20,065
Between Eddinghill Drive - Seamount Drive and Crest Road	10	14,505	987	5	307	2	0	3	2	0	0	0	0	15,821	312	2	5	798	16,300
Between Crest Road and Vallon Drive	12	15,137	1,037	5	396	1	0	3	0	0	0	0	0	16,591	401	1	3	1,013	17,199
Between Vallon Drive and Palos Verdes Drive West	10	13,547	1,704	7	492	1	1	4	0	0	0	0	0	15,766	499	1	5	1,263	16,524
Between the North City Limit and Hawthorne Boulevard	11	12,376	437	3	211	25	1	3	4	0	0	0	0	13,071	214	25	8	618	13,442
Between Hawthorne Boulevard and Palos Verdes Drive South	14	13,284	939	5	446	0	0	0	0	0	0	0	0	14,688	451	0	0	1,128	15,365
Between Palos Verdes Drive West and Crestmont Lane - Terranea Way	6	11,989	1,568	9	988	0	0	0	0	0	0	0	0	14,560	997	0	0	2,493	16,056
Between Crestmont Lane - Terranea Way and Narcissa Drive	26	10,635	1,391	15	739	1	0	0	2	0	0	0	0	12,809	754	1	2	1,893	13,945
Between Narcissa Drive and Palos Verdes Drive East	5	13,085	1,145	25	322	26	0	4	0	0	0	0	0	14,612	347	26	4	943	15,178
Between Palos Verdes Drive East and the East City Limit	4	11,808	1,318	34	595	25	0	7	6	0	0	0	0	13,797	629	25	13	1,668	14,798
Between the North City Limit and Miraleste Drive	47	8,738	942	21	308	8	9	1	4	0	0	0	0	10,078	329	8	14	878	10,605
Between Miraleste Drive and Crest Road	20	6,611	812	11	292	3	0	1	4	0	0	0	0	7,754	303	3	5	778	8,221
Between Crest Road and Ganado Drive	5	3,231	305	1	76	6	3	0	0	0	0	0	0	3,627	77	6	3	215	3,756
Between Ganado Drive and Palos Verdes Drive South	33	2,486	244	3	78	8	2	0	0	0	0	0	0	2,854	81	8	2	228	2,991
Between the North City Limit and Indian Peak Road	13	27,573	2,780	38	1,013	9	0	5	8	0	0	0	0	31,439	1,051	9	13	2,683	33,049
Between Indian Peak Road and Crest Road	45	13,475	1,848	19	977	21	1	13	33	0	0	0	0	16,432	996	21	47	2,660	18,028
South of Crest Road	0	1,319	197	2	79	2	0	0	0	0	0	0	0	1,599	81	2	0	208	1,724
Between Hawthorne Boulevard and Highridge Road	8	9,176	887	3	230	15	0	3	0	0	0	0	0	10,322	233	15	3	628	10,699
Between Highridge Road and Crenshaw Boulevard	16	8,922	1,478	10	553	17	7	8	5	0	0	0	0	11,016	563	17	20	1,500	11,916

Table C-8 - Existing Roadway Segment Daily Volumes
(Roadway Segments With Classification Counts)

Roadway Segment	1	Pass. Veh.	3 (2 Axle)	4 (Bus)	5 (2 Axle)	6 (3 Axle)	7 (4 Axle)	8 (4 Axle)	9 (5 Axle)	10 (6 Axle)	11 (5 Axle)	12 (6 Axle)	13 (>7 Axle)	Total	Trucks				Total PCE Volume
															2 Axle	3 Axle	4 Axle	PCE	
Ganado Drive and Northern City Limits	0	466	72	0	34	0	0	0	0	0	0	0	0	572	34	0	0	85	623
Palos Verdes Drive East and Ganado Drive	6	2,573	246	4	73	2	0	0	0	0	0	0	0	2,904	77	2	0	198	3,023
Between Highridge Road and Crenshaw Boulevard	2	6,168	571	4	217	3	4	0	0	0	0	0	0	6,969	221	3	4	570	7,311
Between Hawthorne Boulevard and the City Limit with Rolling Hills Estates	6	8,314	321	9	143	6	0	1	6	0	0	0	0	8,806	152	6	7	413	9,054
Between Crenshaw Boulevard and the City Limit with Rolling Hills Estates	1	5,700	492	8	152	6	1	4	3	0	0	0	0	6,367	160	6	8	435	6,628
Between Palos Verdes Drive East and Via Colinita	13	11,664	964	17	321	7	1	7	3	0	0	0	0	12,997	338	7	11	890	13,531
Between Via Colinita and City's Limit at 9th Street	14	5,464	607	6	206	10	1	1	1	0	0	0	0	6,310	212	10	3	563	6,648
Between Silver Spur Road and Rolling Hills Estates City Limits	1	6,606	807	5	241	81	8	2	5	0	0	0	0	7,756	246	81	15	855	8,269
Between the North City Limit and just north of Hawthorne Boulevard	8	11,388	769	12	230	12	4	8	3	0	0	0	0	12,434	242	12	15	673	12,838
Between Hawthorne Boulevard and Dry Bank Road	5	15,793	838	6	244	2	0	10	0	0	0	0	0	16,898	250	2	10	655	17,291
Between the North City Limit and Delasonde Drive	5	29,160	3,236	34	1,554	5	0	13	0	0	0	0	0	34,007	1,588	5	13	4,015	36,416
Between Delasonde Drive and Trudie Drive	18	31,369	3,039	28	1,103	4	2	6	6	0	0	0	0	35,575	1,131	4	14	2,873	37,299
Between Trudie Drive and South City Limit	14	32,289	3,456	28	1,340	6	1	8	10	0	0	0	0	37,152	1,368	6	19	3,483	39,242

Table C-9 - Gneral Plan Buildout Roadway Segment Daily Link Volume Worksheet

Roadway Segment	Existing 2016	Base Year Model Volume	Future Year Model Volume	Base to Future Year Change	2016 to 2040 Growth	2040 Link Volume
Hawthorne Boulevard						
1 Between the North City Limit and Blackhorse Road	27,034	34,314	32,864	-1,450	-1,289	25,745
2 Between Blackhorse Road and Silver Spur Road	25,628	24,094	21,697	-2,397	-2,131	23,497
3 Between Silver Spur Road and Grayslake Road - Highridge Road	35,252	27,422	24,595	-2,827	-2,513	32,739
4 Between Grayslake Road - Highridge Road and Granvia Atlamira - Ridgegate Drive	24,804	17,482	15,803	-1,679	-1,492	23,312
5 Between Granvia Atlamira - Ridgegate Drive and Eddinghill Drive - Seamount Drive	18,974	10,663	9,484	-1,179	-1,048	17,926
6 Between Eddinghill Drive - Seamount Drive and Crest Road	15,821	6,868	5,842	-1,026	-912	14,909
7 Between Crest Road and Vallon Drive	16,591	4,531	3,592	-939	-835	15,756
8 Between Vallon Drive and Palos Verdes Drive West	15,766	6,783	3,592	-3,191	-2,836	12,930
Palos Verdes Drive West						
9 Between the North City Limit and Hawthorne Boulevard	13,071	6,677	7,091	414	368	13,439
10 Between Hawthorne Boulevard and Palos Verdes Drive South	14,688	9,167	8,822	-345	-307	14,381
Palos Verdes Drive South						
11 Between Palos Verdes Drive West and Crestmont Lane - Terranea Way	14,560	9,167	8,822	-345	-307	14,253
12 Between Crestmont Lane - Terranea Way and Narcissa Drive	12,809	9,094	8,822	-272	-242	12,567
13 Between Narcissa Drive and Palos Verdes Drive East	14,612	11,746	11,064	-682	-606	14,006
14 Between Palos Verdes Drive East and the East City Limit	13,797	11,483	10,771	-712	-633	13,164
Palos Verdes Drive East						
15 Between the North City Limit and Miraleste Drive	10,078	3,070	2,898	-172	-153	9,925
16 Between Miraleste Drive and Crest Road	7,754	4,646	4,400	-246	-219	7,535
17 Between Crest Road and Ganado Drive	3,627	424	488	64	57	3,684
18 Between Ganado Drive and Palos Verdes Drive South	2,854	424	488	64	57	2,911
Crenshaw Boulevard						
19 Between the North City Limit and Indian Peak Road	31,439	16,369	15,163	-1,206	-1,072	30,367
20 Between Indian Peak Road and Crest Road	16,432	6,649	9,747	3,098	2,754	19,186
21 South of Crest Road	1,599	0	0	0	0	1,599
Crest Road						
22 Between Hawthorne Boulevard and Highridge Road	10,322	5,953	5,650	-303	-269	10,053
23 Between Highridge Road and Crenshaw Boulevard	11,016	7,426	7,860	434	386	11,402
24 Ganado Drive and Northern City Limits	572	3,453	3,633	180	160	732
25 Palos Verdes Drive East and Ganado Drive	2,904	125	201	76	68	2,972
Crestridge Road						
26 Between Highridge Road and Crenshaw Boulevard	6,969	7,371	7,455	84	75	7,044
Highridge Road						
27 Between Hawthorne Boulevard and the City Limit with Rolling Hills Estates	8,806	1,692	1,554	-138	-123	8,683
Indian Peak Road						
28 Between Crenshaw Boulevard and the City Limit with Rolling Hills Estates	6,367	1,150	943	-207	-184	6,183
Miraleste Drive						
29 Between Palos Verdes Drive East and Via Colinita	12,997	9,721	9,199	-522	-464	12,533
30 Between Via Colinita and City's Limit at 9th Street	6,310	2,000	1,958	-42	-37	6,273
Montemalaga Road						
31 Between Silver Spur Road and Rolling Hills Estates City Limits	7,756	9,439	8,831	-608	-540	7,216
Silver Spur Road				0	0	0
32 Between the North City Limit and just north of Hawthorne Boulevard	12,434	10,435	9,904	-531	-472	11,962
33 Between Hawthorne Boulevard and Dry Bank Road	16,898	484	2,489	2,005	1,782	18,680
Western Avenue						
34 Between the North City Limit and Delasonde Drive	34007	24,242	25494	1252	1,113	35,120
35 Between Delasonde Drive and Trudie Drive	35575	15,472	17,047	1,575	1,400	36,975
36 Between Trudie Drive and South City Limit	37152	20,427	20938	511	454	37,606

Table C-10 - General Plan Build Out Roadway Segment Daily Growth

	Roadway Segment	2040 Model Volume	Exist Volume	2040 Growth	2040 Total W/ Growth	2040 Total Volume
Hawthorne Boulevard						
1	Between the North City Limit and Blackhorse Roac	25,745	27,034	1,817	28,851	28,851
2	Between Blackhorse Road and Silver Spur Roac	23,497	25,628	1,722	27,350	27,350
3	Between Silver Spur Road and Grayslake Road - Highridge Roac	32,739	35,252	2,369	37,621	37,621
4	Between Grayslake Road - Highridge Road and Granvia Atlamira - Ridgegate Drive	23,312	24,804	1,667	26,471	26,471
5	Between Granvia Atlamira - Ridgegate Drive and Eddinghill Drive - Seamount Drive	17,926	18,974	1,275	20,249	20,249
6	Between Eddinghill Drive - Seamount Drive and Crest Roac	14,909	15,821	1,063	16,884	16,884
7	Between Crest Road and Vallon Drive	15,756	16,591	1,115	17,706	17,706
8	Between Vallon Drive and Palos Verdes Drive West	12,930	15,766	1,059	16,825	16,825
Palos Verdes Drive West						
9	Between the North City Limit and Hawthorne Boulevarc	13,439	13,071	878	13,949	13,949
10	Between Hawthorne Boulevard and Palos Verdes Drive South	14,381	14,688	987	15,675	15,675
Palos Verdes Drive South						
11	Between Palos Verdes Drive West and Crestmont Lane - Terranea Way	14,253	14,560	978	15,538	15,538
12	Between Crestmont Lane - Terranea Way and Narcissa Drive	12,567	12,809	861	13,670	13,670
13	Between Narcissa Drive and Palos Verdes Drive East	14,006	14,612	982	15,594	15,594
14	Between Palos Verdes Drive East and the East City Limit	13,164	13,797	927	14,724	14,724
Palos Verdes Drive East						
15	Between the North City Limit and Miraleste Drive	9,925	10,078	677	10,755	10,755
16	Between Miraleste Drive and Crest Road	7,535	7,754	521	8,275	8,275
17	Between Crest Road and Ganado Drive	3,684	3,627	244	3,871	3,871
18	Between Ganado Drive and Palos Verdes Drive South	2,911	2,854	192	3,046	3,046
Crenshaw Boulevard						
19	Between the North City Limit and Indian Peak Roac	30,367	31,439	2,113	33,552	33,552
20	Between Indian Peak Road and Crest Roac	19,186	16,432	1,104	17,536	19,186
21	South of Crest Road	1,599	1,599	107	1,706	1,706
Crest Road						
22	Between Hawthorne Boulevard and Highridge Road	10,053	10,322	694	11,016	11,016
23	Between Highridge Road and Crenshaw Boulevarc	11,402	11,016	740	11,756	11,756
24	Ganado Drive and Northern City Limits	732	572	38	610	732
25	Palos Verdes Drive East and Ganado Drive	2,972	2,904	195	3,099	3,099
Crestridge Road						
26	Between Highridge Road and Crenshaw Boulevarc	7,044	6,969	468	7,437	7,437
Highridge Road						
27	Between Hawthorne Boulevard and the City Limit with Rolling Hills Estates	8,683	8,806	592	9,398	9,398
Indian Peak Road						
28	Between Crenshaw Boulevard and the City Limit with Rolling Hills Estates	6,183	6,367	428	6,795	6,795
Miraleste Drive						
29	Between Palos Verdes Drive East and Via Colinita	12,533	12,997	873	13,870	13,870
30	Between Via Colinita and City's Limit at 9th Street	6,273	6,310	424	6,734	6,734
Montemalaga Road						
31	Between Silver Spur Road and Rolling Hills Estates City Limits	7,216	7,756	521	8,277	8,277
Silver Spur Road						
32	Between the North City Limit and just north of Hawthorne Boulevarc	11,962	12,434	836	13,270	13,270
33	Between Hawthorne Boulevard and Dry Bank Roac	18,680	16,898	1,136	18,034	18,680
Western Avenue						
34	Between the North City Limit and Delasonde Drive	35,120	34,007	2,285	36,292	36,292
35	Between Delasonde Drive and Trudie Drive	36,975	35,575	2,391	37,966	37,966
36	Between Trudie Drive and South City Limit	37,606	37,152	2,497	39,649	39,649

Table C-11 - General Plan Build Out Roadway Segment Daily Volume Summary

Roadway Segment	2040 Model Volume	Truck %	Passenger Vehicles	Truck	Truck PCE	Total PCE Volume
Hawthorne Boulevard						
1 Between the North City Limit and Blackhorse Road	28,851	5.25%	27,336	1,515	3,788	31,123
2 Between Blackhorse Road and Silver Spur Road	27,350	5.22%	25,923	1,427	3,568	29,491
3 Between Silver Spur Road and Grayslake Road - Highridge Road	37,621	3.08%	36,463	1,158	2,895	39,358
4 Between Grayslake Road - Highridge Road and Granvia Atlamira - Ridgegate Drive	26,471	3.87%	25,446	1,025	2,563	28,008
5 Between Granvia Atlamira - Ridgegate Drive and Eddinghill Drive - Seamount Drive	20,249	3.83%	19,473	776	1,940	21,413
6 Between Eddinghill Drive - Seamount Drive and Crest Road	16,884	2.02%	16,544	340	850	17,394
7 Between Crest Road and Vallon Drive	17,706	2.44%	17,274	432	1,080	18,354
8 Between Vallon Drive and Palos Verdes Drive West	16,825	3.20%	16,286	539	1,348	17,634
Palos Verdes Drive West						
9 Between the North City Limit and Hawthorne Boulevard	13,949	1.89%	13,685	264	660	14,345
10 Between Hawthorne Boulevard and Palos Verdes Drive South	15,675	3.07%	15,194	481	1,203	16,397
Palos Verdes Drive South						
11 Between Palos Verdes Drive West and Crestmont Lane - Terranea Way	15,538	6.85%	14,474	1,064	2,660	17,134
12 Between Crestmont Lane - Terranea Way and Narcissa Drive	13,670	5.91%	12,862	808	2,020	14,882
13 Between Narcissa Drive and Palos Verdes Drive East	15,594	2.58%	15,192	402	1,005	16,197
14 Between Palos Verdes Drive East and the East City Limit	14,724	4.83%	14,012	712	1,780	15,792
Palos Verdes Drive East						
15 Between the North City Limit and Miraleste Drive	10,755	3.48%	10,380	375	938	11,318
16 Between Miraleste Drive and Crest Road	8,275	4.01%	7,943	332	830	8,773
17 Between Crest Road and Ganado Drive	3,871	2.37%	3,779	92	230	4,009
18 Between Ganado Drive and Palos Verdes Drive South	3,046	3.19%	2,949	97	243	3,191
Crenshaw Boulevard						
19 Between the North City Limit and Indian Peak Road	33,552	3.41%	32,407	1,145	2,863	35,269
20 Between Indian Peak Road and Crest Road	19,186	6.48%	17,944	1,242	3,105	21,049
21 South of Crest Road	1,706	5.19%	1,617	89	223	1,840
Crest Road						
22 Between Hawthorne Boulevard and Highridge Road	11,016	2.43%	10,748	268	670	11,418
23 Between Highridge Road and Crenshaw Boulevard	11,756	5.45%	11,116	640	1,600	12,716
24 Ganado Drive and Northern City Limits	732	5.94%	688	44	110	798
25 Palos Verdes Drive East and Ganado Drive	3,099	2.72%	3,015	84	210	3,225
Crestridge Road						
26 Between Highridge Road and Crenshaw Boulevard	7,437	3.27%	7,194	243	608	7,802
Highridge Road						
27 Between Hawthorne Boulevard and the City Limit with Rolling Hills Estates	9,398	1.87%	9,222	176	440	9,662
Indian Peak Road						
28 Between Crenshaw Boulevard and the City Limit with Rolling Hills Estates	6,795	2.73%	6,609	186	465	7,074
Miraleste Drive						
29 Between Palos Verdes Drive East and Via Colinita	13,870	2.74%	13,490	380	950	14,440
30 Between Via Colinita and City's Limit at 9th Street	6,734	3.57%	6,494	240	600	7,094
Montemalaga Road						
31 Between Silver Spur Road and Rolling Hills Estates City Limits	8,277	4.41%	7,912	365	913	8,825
Silver Spur Road						
32 Between the North City Limit and just north of Hawthorne Boulevard	13,270	2.16%	12,983	287	718	13,700
33 Between Hawthorne Boulevard and Dry Bank Road	18,680	1.55%	18,390	290	725	19,115
Western Avenue						
34 Between the North City Limit and Delasonde Drive	36,292	4.72%	34,578	1,714	4,285	38,863
35 Between Delasonde Drive and Trudie Drive	37,966	3.23%	36,740	1,226	3,065	39,805
36 Between Trudie Drive and South City Limit	39,649	3.75%	38,162	1,487	3,718	41,879

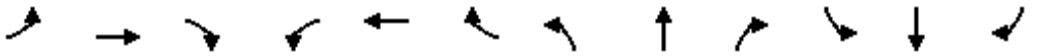
APPENDIX D:
LEVEL OF SERVICE WORKSHEETS



Existing Weekday Conditions

HCM 6th Signalized Intersection Summary
1: Palos Verdes Drive West & Hawthorne Boulevard

03/29/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	28	3	222	21	244	45	572	495	272	311	11
Future Volume (veh/h)	5	28	3	222	21	244	45	572	495	272	311	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	5	29	3	250	0	257	47	602	521	286	327	12
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	17	103	11	731	0	325	75	1218	543	355	1749	64
Arrive On Green	0.04	0.04	0.04	0.20	0.00	0.20	0.04	0.34	0.34	0.20	0.49	0.49
Sat Flow, veh/h	484	2921	314	3619	0	1610	1810	3610	1610	1810	3552	130
Grp Volume(v), veh/h	19	0	18	250	0	257	47	602	521	286	166	173
Grp Sat Flow(s),veh/h/ln	1876	0	1843	1810	0	1610	1810	1805	1610	1810	1805	1877
Q Serve(g_s), s	0.8	0.0	0.7	4.7	0.0	11.9	2.0	10.4	24.9	11.9	4.0	4.1
Cycle Q Clear(g_c), s	0.8	0.0	0.7	4.7	0.0	11.9	2.0	10.4	24.9	11.9	4.0	4.1
Prop In Lane	0.26		0.17	1.00		1.00	1.00		1.00	1.00		0.07
Lane Grp Cap(c), veh/h	66	0	65	731	0	325	75	1218	543	355	889	924
V/C Ratio(X)	0.29	0.00	0.27	0.34	0.00	0.79	0.63	0.49	0.96	0.81	0.19	0.19
Avail Cap(c_a), veh/h	490	0	481	944	0	420	311	1218	543	564	889	924
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.9	0.0	36.9	26.9	0.0	29.8	37.1	20.7	25.5	30.1	11.1	11.1
Incr Delay (d2), s/veh	2.4	0.0	2.2	0.3	0.0	7.6	8.5	1.4	29.7	4.5	0.5	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.4	2.0	0.0	5.1	1.0	4.4	13.4	5.4	1.6	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.4	0.0	39.1	27.1	0.0	37.3	45.5	22.1	55.2	34.7	11.6	11.6
LnGrp LOS	D	A	D	C	A	D	D	C	E	C	B	B
Approach Vol, veh/h		37			507			1170			625	
Approach Delay, s/veh		39.2			32.3			37.8			22.1	
Approach LOS		D			C			D			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	19.9	31.0		7.3	7.7	43.2		20.4				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	24.5	26.5		20.5	13.5	37.5		20.5				
Max Q Clear Time (g_c+I1), s	14.9	27.9		3.8	5.0	7.1		14.9				
Green Ext Time (p_c), s	0.6	0.0		0.1	0.0	2.1		1.0				

Intersection Summary		
HCM 6th Ctrl Delay		32.5
HCM 6th LOS		C

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	12	4	1	1094	468	0
Future Vol, veh/h	12	4	1	1094	468	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	200	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	13	4	1	1152	493	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1071	247	493	0	-	0
Stage 1	493	-	-	-	-	-
Stage 2	578	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	219	759	1081	-	-	-
Stage 1	585	-	-	-	-	-
Stage 2	530	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	219	759	1081	-	-	-
Mov Cap-2 Maneuver	219	-	-	-	-	-
Stage 1	584	-	-	-	-	-
Stage 2	530	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	19.4	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1081	-	266	-	-
HCM Lane V/C Ratio	0.001	-	0.063	-	-
HCM Control Delay (s)	8.3	-	19.4	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection	
Int Delay, s/veh	8.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	57	786	4	31	488	133	1	0	3	107	0	73
Future Vol, veh/h	57	786	4	31	488	133	1	0	3	107	0	73
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	110	-	-	100	-	75	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	60	827	4	33	514	140	1	0	3	113	0	77

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	654	0	0	831	0	0	1272	1669	416	1114	1531	257
Stage 1	-	-	-	-	-	-	949	949	-	580	580	-
Stage 2	-	-	-	-	-	-	323	720	-	534	951	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	943	-	-	810	-	-	127	97	591	165	118	748
Stage 1	-	-	-	-	-	-	284	342	-	472	503	-
Stage 2	-	-	-	-	-	-	669	435	-	503	341	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	943	-	-	810	-	-	105	87	591	151	106	748
Mov Cap-2 Maneuver	-	-	-	-	-	-	105	87	-	151	106	-
Stage 1	-	-	-	-	-	-	266	320	-	442	482	-
Stage 2	-	-	-	-	-	-	576	417	-	468	319	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	0.5	18.3	72.9
HCM LOS			C	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	274	943	-	-	810	-	-	223
HCM Lane V/C Ratio	0.015	0.064	-	-	0.04	-	-	0.85
HCM Control Delay (s)	18.3	9.1	-	-	9.6	-	-	72.9
HCM Lane LOS	C	A	-	-	A	-	-	F
HCM 95th %tile Q(veh)	0	0.2	-	-	0.1	-	-	6.6



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	197	879	28	58	510	258	48	60	55	367	44	90
Future Volume (veh/h)	197	879	28	58	510	258	48	60	55	367	44	90
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	207	925	29	61	537	272	51	63	58	419	0	95
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	246	1355	42	173	1224	546	142	175	275	739	0	329
Arrive On Green	0.27	0.76	0.76	0.10	0.34	0.34	0.17	0.17	0.17	0.20	0.00	0.20
Sat Flow, veh/h	1810	3573	112	1810	3610	1610	831	1027	1610	3619	0	1610
Grp Volume(v), veh/h	207	467	487	61	537	272	114	0	58	419	0	95
Grp Sat Flow(s),veh/h/ln	1810	1805	1880	1810	1805	1610	1858	0	1610	1810	0	1610
Q Serve(g_s), s	13.0	15.6	15.6	3.8	13.9	16.1	6.5	0.0	3.7	12.5	0.0	6.0
Cycle Q Clear(g_c), s	13.0	15.6	15.6	3.8	13.9	16.1	6.5	0.0	3.7	12.5	0.0	6.0
Prop In Lane	1.00		0.06	1.00		1.00	0.45		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	246	684	713	173	1224	546	317	0	275	739	0	329
V/C Ratio(X)	0.84	0.68	0.68	0.35	0.44	0.50	0.36	0.00	0.21	0.57	0.00	0.29
Avail Cap(c_a), veh/h	369	684	713	173	1224	546	317	0	275	739	0	329
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.91	0.91	0.91	0.88	0.88	0.88	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	42.5	10.9	10.9	50.8	30.8	31.5	43.9	0.0	42.8	43.0	0.0	40.4
Incr Delay (d2), s/veh	9.7	5.0	4.8	1.1	0.2	0.6	3.1	0.0	1.7	3.1	0.0	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.7	4.5	4.7	1.8	6.1	6.4	3.3	0.0	1.6	5.9	0.0	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.2	15.9	15.7	51.8	31.0	32.2	47.1	0.0	44.5	46.1	0.0	42.6
LnGrp LOS	D	B	B	D	C	C	D	A	D	D	A	D
Approach Vol, veh/h		1161			870			172			514	
Approach Delay, s/veh		22.3			32.8			46.2			45.5	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	16.0	50.0		29.0	20.8	45.2		25.0
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	11.5	45.5		24.5	24.5	32.5		20.5
Max Q Clear Time (g_c+I1), s	18.0	18.6		15.5	16.0	19.1		9.5
Green Ext Time (p_c), s	0.0	6.9		1.3	0.4	3.9		0.5

Intersection Summary	
HCM 6th Ctrl Delay	31.5
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	209	23	63	12	27	85	75	779	4	34	459	127
Future Volume (veh/h)	209	23	63	12	27	85	75	779	4	34	459	127
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	220	24	66	13	28	89	79	820	4	36	483	134
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	379	30	83	87	120	306	531	2169	11	438	1646	454
Arrive On Green	0.26	0.26	0.26	0.26	0.26	0.26	0.59	0.59	0.59	0.59	0.59	0.59
Sat Flow, veh/h	1059	116	318	82	458	1171	819	3684	18	675	2796	771
Grp Volume(v), veh/h	310	0	0	130	0	0	79	402	422	36	311	306
Grp Sat Flow(s),veh/h/ln	1493	0	0	1711	0	0	819	1805	1897	675	1805	1761
Q Serve(g_s), s	7.5	0.0	0.0	0.0	0.0	0.0	3.2	7.1	7.1	1.8	5.1	5.2
Cycle Q Clear(g_c), s	11.2	0.0	0.0	3.7	0.0	0.0	8.4	7.1	7.1	8.9	5.1	5.2
Prop In Lane	0.71		0.21	0.10		0.68	1.00		0.01	1.00		0.44
Lane Grp Cap(c), veh/h	493	0	0	513	0	0	531	1063	1117	438	1063	1037
V/C Ratio(X)	0.63	0.00	0.00	0.25	0.00	0.00	0.15	0.38	0.38	0.08	0.29	0.30
Avail Cap(c_a), veh/h	720	0	0	780	0	0	531	1063	1117	438	1063	1037
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	0.88	0.88	0.88
Uniform Delay (d), s/veh	20.2	0.0	0.0	17.7	0.0	0.0	8.2	6.5	6.5	8.9	6.1	6.1
Incr Delay (d2), s/veh	1.3	0.0	0.0	0.3	0.0	0.0	0.6	1.0	1.0	0.3	0.6	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	0.0	0.0	1.4	0.0	0.0	0.6	2.3	2.4	0.3	1.7	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.5	0.0	0.0	18.0	0.0	0.0	8.8	7.6	7.5	9.2	6.7	6.8
LnGrp LOS	C	A	A	B	A	A	A	A	A	A	A	A
Approach Vol, veh/h		310			130			903			653	
Approach Delay, s/veh		21.5			18.0			7.6			6.9	
Approach LOS		C			B			A			A	

Timer - Assigned Phs	2		4		6		8	
Phs Duration (G+Y+Rc), s	39.8		20.2		39.8		20.2	
Change Period (Y+Rc), s	4.5		4.5		4.5		4.5	
Max Green Setting (Gmax), s	25.5		25.5		25.5		25.5	
Max Q Clear Time (g_c+I1), s	11.4		14.2		11.9		6.7	
Green Ext Time (p_c), s	4.9		1.5		3.5		0.6	

Intersection Summary		
HCM 6th Ctrl Delay	10.2	
HCM 6th LOS	B	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	117	96	52	233	49	152	31	532	336	148	376	71
Future Volume (veh/h)	117	96	52	233	49	152	31	532	336	148	376	71
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	123	101	55	245	52	160	33	560	354	156	396	75
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	177	203	104	308	304	258	58	871	550	213	1505	283
Arrive On Green	0.10	0.09	0.09	0.17	0.16	0.16	0.03	0.41	0.41	0.12	0.50	0.50
Sat Flow, veh/h	1810	2311	1181	1810	1900	1610	1810	2122	1341	1810	3033	570
Grp Volume(v), veh/h	123	77	79	245	52	160	33	476	438	156	234	237
Grp Sat Flow(s),veh/h/ln	1810	1805	1687	1810	1900	1610	1810	1805	1659	1810	1805	1797
Q Serve(g_s), s	5.5	3.4	3.7	10.9	2.0	7.8	1.5	17.8	17.8	7.0	6.3	6.4
Cycle Q Clear(g_c), s	5.5	3.4	3.7	10.9	2.0	7.8	1.5	17.8	17.8	7.0	6.3	6.4
Prop In Lane	1.00		0.70	1.00		1.00	1.00		0.81	1.00		0.32
Lane Grp Cap(c), veh/h	177	158	148	308	304	258	58	741	680	213	896	892
V/C Ratio(X)	0.70	0.49	0.53	0.80	0.17	0.62	0.57	0.64	0.64	0.73	0.26	0.27
Avail Cap(c_a), veh/h	377	440	411	463	554	469	269	741	680	334	896	892
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.7	36.6	36.7	33.5	30.5	32.9	40.1	19.9	19.9	35.8	12.3	12.3
Incr Delay (d2), s/veh	4.8	2.3	2.9	5.6	0.3	2.4	8.6	4.3	4.6	4.8	0.7	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	1.6	1.6	5.2	0.9	3.1	0.8	7.9	7.3	3.3	2.6	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.6	38.9	39.6	39.1	30.8	35.4	48.7	24.1	24.5	40.6	13.0	13.0
LnGrp LOS	D	D	D	D	C	D	D	C	C	D	B	B
Approach Vol, veh/h		279			457			947			627	
Approach Delay, s/veh		40.3			36.9			25.2			19.9	
Approach LOS		D			D			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.4	39.0	18.8	11.9	7.2	46.2	12.7	18.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	15.5	34.5	21.5	20.5	12.5	37.5	17.5	24.5
Max Q Clear Time (g_c+I1), s	10.0	20.8	13.9	6.7	4.5	9.4	8.5	10.8
Green Ext Time (p_c), s	0.2	5.2	0.4	0.6	0.0	3.0	0.2	0.6

Intersection Summary	
HCM 6th Ctrl Delay	27.9
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	27	0	7	0	855	18	13	631	2
Future Volume (veh/h)	0	0	0	27	0	7	0	855	18	13	631	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	0	0	0	28	0	7	0	900	19	14	664	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	64	0	112	0	10	80	3131	66	588	3198	10
Arrive On Green	0.00	0.00	0.00	0.03	0.00	0.03	0.00	0.87	0.87	0.87	0.87	0.87
Sat Flow, veh/h	0	1900	0	1177	0	294	782	3615	76	618	3692	11
Grp Volume(v), veh/h	0	0	0	35	0	0	0	449	470	14	325	341
Grp Sat Flow(s),veh/h/ln	0	1900	0	1471	0	0	782	1805	1886	618	1805	1898
Q Serve(g_s), s	0.0	0.0	0.0	2.1	0.0	0.0	0.0	4.0	4.0	0.4	2.6	2.6
Cycle Q Clear(g_c), s	0.0	0.0	0.0	2.1	0.0	0.0	0.0	4.0	4.0	4.4	2.6	2.6
Prop In Lane	0.00		0.00	0.80		0.20	1.00		0.04	1.00		0.01
Lane Grp Cap(c), veh/h	0	64	0	122	0	0	80	1564	1634	588	1564	1644
V/C Ratio(X)	0.00	0.00	0.00	0.29	0.00	0.00	0.00	0.29	0.29	0.02	0.21	0.21
Avail Cap(c_a), veh/h	0	517	0	472	0	0	80	1564	1634	588	1564	1644
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	43.0	0.0	0.0	0.0	1.1	1.1	1.5	1.0	1.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	1.3	0.0	0.0	0.0	0.5	0.4	0.1	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.8	0.0	0.0	0.0	0.5	0.5	0.0	0.3	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	44.3	0.0	0.0	0.0	1.5	1.5	1.5	1.3	1.3
LnGrp LOS	A	A	A	D	A	A	A	A	A	A	A	A
Approach Vol, veh/h		0			35			919			680	
Approach Delay, s/veh		0.0			44.3			1.5			1.3	
Approach LOS					D			A			A	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	82.5	7.5	82.5	7.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	56.5	24.5	56.5	24.5
Max Q Clear Time (g_c+I1), s	7.0	0.0	7.4	5.1
Green Ext Time (p_c), s	7.3	0.0	4.9	0.1

Intersection Summary	
HCM 6th Ctrl Delay	2.3
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	0	23	12	0	5	16	833	11	7	635	16
Future Volume (veh/h)	27	0	23	12	0	5	16	833	11	7	635	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	28	0	24	13	0	5	17	877	12	7	668	17
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	108	0	40	132	3	26	504	1884	26	504	1865	832
Arrive On Green	0.05	0.00	0.05	0.05	0.00	0.05	0.28	0.52	0.52	0.28	0.52	0.52
Sat Flow, veh/h	844	0	724	1146	62	465	1810	3646	50	1810	3610	1610
Grp Volume(v), veh/h	52	0	0	18	0	0	17	434	455	7	668	17
Grp Sat Flow(s),veh/h/ln	1568	0	0	1673	0	0	1810	1805	1891	1810	1805	1610
Q Serve(g_s), s	2.0	0.0	0.0	0.0	0.0	0.0	0.6	13.8	13.8	0.3	9.9	0.5
Cycle Q Clear(g_c), s	2.8	0.0	0.0	0.8	0.0	0.0	0.6	13.8	13.8	0.3	9.9	0.5
Prop In Lane	0.54		0.46	0.72		0.28	1.00		0.03	1.00		1.00
Lane Grp Cap(c), veh/h	148	0	0	161	0	0	504	933	977	504	1865	832
V/C Ratio(X)	0.35	0.00	0.00	0.11	0.00	0.00	0.03	0.47	0.47	0.01	0.36	0.02
Avail Cap(c_a), veh/h	409	0	0	413	0	0	504	933	977	504	1865	832
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.5	0.0	0.0	40.6	0.0	0.0	23.7	13.8	13.8	23.5	12.9	10.6
Incr Delay (d2), s/veh	1.4	0.0	0.0	0.3	0.0	0.0	0.0	1.7	1.6	0.0	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	0.0	0.4	0.0	0.0	0.3	5.7	5.9	0.1	3.9	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.9	0.0	0.0	40.9	0.0	0.0	23.7	15.5	15.4	23.5	13.4	10.7
LnGrp LOS	D	A	A	D	A	A	C	B	B	C	B	B
Approach Vol, veh/h		52			18			906			692	
Approach Delay, s/veh		42.9			40.9			15.6			13.5	
Approach LOS		D			D			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	9.6	51.0		9.4	29.6	51.0		9.4
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	9.5	46.5		20.5	9.5	46.5		20.5
Max Q Clear Time (g_c+I1), s	3.3	16.8		5.8	3.6	12.9		3.8
Green Ext Time (p_c), s	0.0	6.4		0.1	0.0	5.3		0.0

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	1265	15	188	707	127	65	116	515	157	35	7
Future Volume (veh/h)	32	1265	15	188	707	127	65	116	515	157	35	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	34	1332	16	198	744	134	68	122	542	165	37	7
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	54	1294	16	239	1396	251	447	469	611	211	181	34
Arrive On Green	0.04	0.47	0.47	0.13	0.46	0.46	0.25	0.25	0.25	0.12	0.12	0.12
Sat Flow, veh/h	1810	3653	44	1810	3056	550	1810	1900	1610	1810	1553	294
Grp Volume(v), veh/h	34	658	690	198	439	439	68	122	542	165	0	44
Grp Sat Flow(s),veh/h/ln	1810	1805	1892	1810	1805	1801	1810	1900	1610	1810	0	1847
Q Serve(g_s), s	2.2	42.5	42.5	12.8	21.0	21.0	3.5	6.2	29.6	10.6	0.0	2.6
Cycle Q Clear(g_c), s	2.2	42.5	42.5	12.8	21.0	21.0	3.5	6.2	29.6	10.6	0.0	2.6
Prop In Lane	1.00		0.02	1.00		0.31	1.00		1.00	1.00		0.16
Lane Grp Cap(c), veh/h	54	639	670	239	824	823	447	469	611	211	0	215
V/C Ratio(X)	0.63	1.03	1.03	0.83	0.53	0.53	0.15	0.26	0.89	0.78	0.00	0.20
Avail Cap(c_a), veh/h	158	639	670	264	824	823	447	469	611	309	0	316
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.72	0.72	0.72	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	57.0	31.7	31.7	50.7	23.4	23.4	35.3	36.3	34.8	51.5	0.0	48.0
Incr Delay (d2), s/veh	8.6	37.9	37.4	17.9	0.7	0.7	0.7	1.3	17.3	7.7	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	23.4	24.4	7.0	9.0	9.0	1.7	3.1	17.5	5.3	0.0	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.6	69.6	69.1	68.6	24.1	24.1	36.1	37.7	52.2	59.2	0.0	48.4
LnGrp LOS	E	F	F	E	C	C	D	D	D	E	A	D
Approach Vol, veh/h		1382			1076			732			209	
Approach Delay, s/veh		69.3			32.3			48.3			56.9	
Approach LOS		E			C			D			E	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	34.1	20.4	47.0	18.5	8.1	59.3
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	21.5	17.5	42.5	20.5	10.5	49.5
Max Q Clear Time (g_c+I1), s	32.6	15.8	45.5	13.6	5.2	24.0
Green Ext Time (p_c), s	0.0	0.1	0.0	0.4	0.0	6.2

Intersection Summary	
HCM 6th Ctrl Delay	52.3
HCM 6th LOS	D

Intersection	
Intersection Delay, s/veh	15.3
Intersection LOS	C

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations																
Traffic Vol, veh/h	0	66	360	6	0	25	231	62	0	19	65	36	0	122	42	26
Future Vol, veh/h	0	66	360	6	0	25	231	62	0	19	65	36	0	122	42	26
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	69	379	6	0	26	243	65	0	20	68	38	0	128	44	27
Number of Lanes	0	1	1	1	0	1	1	1	0	0	1	0	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	3	3
HCM Control Delay	18.5	12.7	12	14.5
HCM LOS	C	B	B	B

Lane	NBLn1	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	16%	100%	0%	0%	100%	0%	0%	64%
Vol Thru, %	54%	0%	100%	0%	0%	100%	0%	22%
Vol Right, %	30%	0%	0%	100%	0%	0%	100%	14%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	120	66	360	6	25	231	62	190
LT Vol	19	66	0	0	25	0	0	122
Through Vol	65	0	360	0	0	231	0	42
RT Vol	36	0	0	6	0	0	62	26
Lane Flow Rate	126	69	379	6	26	243	65	200
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.247	0.13	0.653	0.01	0.051	0.432	0.103	0.394
Departure Headway (Hd)	7.048	6.718	6.208	5.493	6.912	6.401	5.685	7.09
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	513	530	576	645	514	557	624	504
Service Time	4.748	4.504	3.993	3.278	4.707	4.195	3.479	4.887
HCM Lane V/C Ratio	0.246	0.13	0.658	0.009	0.051	0.436	0.104	0.397
HCM Control Delay	12	10.5	20.1	8.3	10.1	14	9.1	14.5
HCM Lane LOS	B	B	C	A	B	B	A	B
HCM 95th-tile Q	1	0.4	4.7	0	0.2	2.2	0.3	1.9



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	175	1019	316	176	557	76	196	228	119	110	316	136
Future Volume (veh/h)	175	1019	316	176	557	76	196	228	119	110	316	136
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	184	1073	333	185	586	80	206	240	125	116	333	143
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	234	1381	429	234	1272	567	256	923	412	161	503	212
Arrive On Green	0.13	0.35	0.35	0.13	0.35	0.35	0.14	0.26	0.26	0.09	0.20	0.20
Sat Flow, veh/h	1810	3922	1217	1810	3610	1610	1810	3610	1610	1810	2475	1043
Grp Volume(v), veh/h	184	946	460	185	586	80	206	240	125	116	241	235
Grp Sat Flow(s),veh/h/ln	1810	1729	1681	1810	1805	1610	1810	1805	1610	1810	1805	1712
Q Serve(g_s), s	10.2	25.3	25.3	10.3	13.0	3.5	11.4	5.5	6.5	6.5	12.7	13.1
Cycle Q Clear(g_c), s	10.2	25.3	25.3	10.3	13.0	3.5	11.4	5.5	6.5	6.5	12.7	13.1
Prop In Lane	1.00		0.72	1.00		1.00	1.00		1.00	1.00		0.61
Lane Grp Cap(c), veh/h	234	1218	592	234	1272	567	256	923	412	161	367	348
V/C Ratio(X)	0.79	0.78	0.78	0.79	0.46	0.14	0.80	0.26	0.30	0.72	0.66	0.68
Avail Cap(c_a), veh/h	358	1417	689	323	1410	629	358	923	412	253	367	348
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.7	29.9	30.0	43.8	26.0	22.9	43.1	30.8	31.1	46.0	38.0	38.2
Incr Delay (d2), s/veh	6.3	2.4	4.8	8.7	0.3	0.1	8.8	0.7	1.9	5.9	8.9	10.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	10.7	10.8	5.1	5.6	1.3	5.7	2.5	2.7	3.2	6.5	6.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.0	32.4	34.8	52.5	26.2	23.0	51.9	31.5	33.0	51.9	46.9	48.2
LnGrp LOS	D	C	C	D	C	C	D	C	C	D	D	D
Approach Vol, veh/h		1590			851			571			592	
Approach Delay, s/veh		35.1			31.6			39.2			48.4	
Approach LOS		D			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.9	41.0	19.2	25.6	17.9	41.0	13.7	31.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	13.5	42.5	20.5	20.5	20.5	40.5	14.5	26.5
Max Q Clear Time (g_c+I1), s	12.3	28.3	14.4	16.1	13.2	16.0	9.5	9.5
Green Ext Time (p_c), s	0.2	8.2	0.3	1.1	0.3	4.4	0.1	1.7

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

Intersection	
Intersection Delay, s/veh	32.4
Intersection LOS	D

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations																
Traffic Vol, veh/h	0	645	57	92	0	2	57	118	0	53	151	0	0	170	104	341
Future Vol, veh/h	0	645	57	92	0	2	57	118	0	53	151	0	0	170	104	341
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	679	60	97	0	2	60	124	0	56	159	0	0	179	109	359
Number of Lanes	0	1	1	1	0	0	2	0	0	1	2	0	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	3	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	3	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	2	3
HCM Control Delay	49.4	17.6	14.9	20.6
HCM LOS	E	C	B	C

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	100%	84%	0%	7%	0%	100%	0%	0%
Vol Thru, %	0%	100%	100%	0%	16%	0%	93%	19%	0%	45%	0%
Vol Right, %	0%	0%	0%	0%	0%	100%	0%	81%	0%	55%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	53	76	76	348	354	92	31	147	170	230	215
LT Vol	53	0	0	348	297	0	2	0	170	0	0
Through Vol	0	76	76	0	57	0	29	29	0	104	0
RT Vol	0	0	0	0	0	92	0	118	0	126	215
Lane Flow Rate	56	79	79	367	372	97	32	154	179	242	226
Geometry Grp	8	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.167	0.227	0.188	0.904	0.909	0.206	0.089	0.403	0.468	0.573	0.514
Departure Headway (Hd)	10.776	10.261	8.51	8.873	8.791	7.66	10.005	9.409	9.41	8.507	8.183
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	333	350	420	411	413	469	358	382	383	424	441
Service Time	8.549	8.034	6.282	6.625	6.543	5.412	7.777	7.181	7.165	6.261	5.937
HCM Lane V/C Ratio	0.168	0.226	0.188	0.893	0.901	0.207	0.089	0.403	0.467	0.571	0.512
HCM Control Delay	15.7	16	13.3	54	54.6	12.4	13.8	18.4	20.2	22.1	19.3
HCM Lane LOS	C	C	B	F	F	B	B	C	C	C	C
HCM 95th-tile Q	0.6	0.9	0.7	9.5	9.7	0.8	0.3	1.9	2.4	3.5	2.9

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	441	4	24	936	40	6	0	14	45	1	24
Future Vol, veh/h	11	441	4	24	936	40	6	0	14	45	1	24
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	150	200	-	200	60	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	12	464	4	25	985	42	6	0	15	47	1	25

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1027	0	0	468	0	0	1557	1565	464	1533	1527	985
Stage 1	-	-	-	-	-	-	488	488	-	1035	1035	-
Stage 2	-	-	-	-	-	-	1069	1077	-	498	492	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	684	-	-	1104	-	-	93	113	602	96	119	304
Stage 1	-	-	-	-	-	-	565	553	-	282	312	-
Stage 2	-	-	-	-	-	-	270	298	-	558	551	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	684	-	-	1104	-	-	82	108	602	91	114	304
Mov Cap-2 Maneuver	-	-	-	-	-	-	82	108	-	91	114	-
Stage 1	-	-	-	-	-	-	555	543	-	277	305	-
Stage 2	-	-	-	-	-	-	241	291	-	535	541	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.2	23.5	59
HCM LOS			C	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	82	602	684	-	-	1104	-	-	91	285
HCM Lane V/C Ratio	0.077	0.024	0.017	-	-	0.023	-	-	0.521	0.092
HCM Control Delay (s)	52.5	11.1	10.4	-	-	8.3	-	-	81.3	18.9
HCM Lane LOS	F	B	B	-	-	A	-	-	F	C
HCM 95th %tile Q(veh)	0.2	0.1	0.1	-	-	0.1	-	-	2.3	0.3

Intersection	
Int Delay, s/veh	4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	105	408	857	71	31	151
Future Vol, veh/h	105	408	857	71	31	151
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	135	-	-	50	0	110
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	111	429	902	75	33	159

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	977	0	-	0	1553	902
Stage 1	-	-	-	-	902	-
Stage 2	-	-	-	-	651	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	714	-	-	-	126	339
Stage 1	-	-	-	-	399	-
Stage 2	-	-	-	-	523	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	714	-	-	-	106	339
Mov Cap-2 Maneuver	-	-	-	-	106	-
Stage 1	-	-	-	-	337	-
Stage 2	-	-	-	-	523	-

Approach	EB	WB	SB
HCM Control Delay, s	2.2	0	29.6
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	714	-	-	-	106	339
HCM Lane V/C Ratio	0.155	-	-	-	0.308	0.469
HCM Control Delay (s)	11	-	-	-	53.4	24.7
HCM Lane LOS	B	-	-	-	F	C
HCM 95th %tile Q(veh)	0.5	-	-	-	1.2	2.4

Intersection	
Int Delay, s/veh	102.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	189	5	288	17	3	7	347	417	21	4	246	180
Future Vol, veh/h	189	5	288	17	3	7	347	417	21	4	246	180
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	0	-	-	100	-	100
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	199	5	303	18	3	7	365	439	22	4	259	189

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1452	1458	259	1696	1636	450	448	0	0	461	0	0
Stage 1	267	267	-	1180	1180	-	-	-	-	-	-	-
Stage 2	1185	1191	-	516	456	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	~ 110	131	785	74	102	613	1123	-	-	1111	-	-
Stage 1	743	692	-	234	266	-	-	-	-	-	-	-
Stage 2	233	263	-	546	572	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 78	88	785	32	69	613	1123	-	-	1111	-	-
Mov Cap-2 Maneuver	~ 78	88	-	32	69	-	-	-	-	-	-	-
Stage 1	502	689	-	158	180	-	-	-	-	-	-	-
Stage 2	~ 153	178	-	331	570	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	$ 348.6	168	4.3	0.1
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1123	-	-	78	785	46	1111	-	-
HCM Lane V/C Ratio	0.325	-	-	2.618	0.386	0.618	0.004	-	-
HCM Control Delay (s)	9.7	-	-	$ 847.6	12.4	168	8.3	-	-
HCM Lane LOS	A	-	-	F	B	F	A	-	-
HCM 95th %tile Q(veh)	1.4	-	-	19.7	1.8	2.3	0	-	-

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

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	25	48	30	753	522	28
Future Vol, veh/h	25	48	30	753	522	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	25	60	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	26	51	32	793	549	29

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1010	549	578	0	-	0
Stage 1	549	-	-	-	-	-
Stage 2	461	-	-	-	-	-
Critical Hdwy	6.6	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	254	539	1006	-	-	-
Stage 1	583	-	-	-	-	-
Stage 2	607	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	240	539	1006	-	-	-
Mov Cap-2 Maneuver	240	-	-	-	-	-
Stage 1	550	-	-	-	-	-
Stage 2	607	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.6	0.5	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1006	-	240	539	-	-
HCM Lane V/C Ratio	0.031	-	0.11	0.094	-	-
HCM Control Delay (s)	8.7	0.2	21.8	12.4	-	-
HCM Lane LOS	A	A	C	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.4	0.3	-	-

Intersection	
Int Delay, s/veh	34

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	132	411	361	145	348	226
Future Vol, veh/h	132	411	361	145	348	226
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	75	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	139	433	380	153	366	238

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1427	457	0	0	533	0
Stage 1	457	-	-	-	-	-
Stage 2	970	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	150	608	-	-	1045	-
Stage 1	642	-	-	-	-	-
Stage 2	371	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 98	608	-	-	1045	-
Mov Cap-2 Maneuver	~ 98	-	-	-	-	-
Stage 1	417	-	-	-	-	-
Stage 2	371	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	95	0	6.2
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	98	608	1045	-
HCM Lane V/C Ratio	-	-	1.418	0.712	0.351	-
HCM Control Delay (s)	-	-	$ 315.4	24.2	10.3	-
HCM Lane LOS	-	-	F	C	B	-
HCM 95th %tile Q(veh)	-	-	10.2	5.8	1.6	-

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

Intersection	
Int Delay, s/veh	6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	13	232	408	49	265	201
Future Vol, veh/h	13	232	408	49	265	201
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	70	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	14	244	429	52	279	212

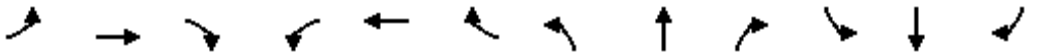
Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1225	455	0	0	481	0
Stage 1	455	-	-	-	-	-
Stage 2	770	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	199	609	-	-	1092	-
Stage 1	643	-	-	-	-	-
Stage 2	460	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	148	609	-	-	1092	-
Mov Cap-2 Maneuver	148	-	-	-	-	-
Stage 1	479	-	-	-	-	-
Stage 2	460	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	18.4	0	5.4
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	523	1092	-
HCM Lane V/C Ratio	-	-	0.493	0.255	-
HCM Control Delay (s)	-	-	18.4	9.4	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	2.7	1	-

HCM 6th Signalized Intersection Summary
1: Palos Verdes Drive West & Hawthorne Boulevard

03/29/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	39	19	357	33	188	80	307	254	221	391	6
Future Volume (veh/h)	1	39	19	357	33	188	80	307	254	221	391	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1	41	20	401	0	198	84	323	267	233	412	6
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	3	118	57	662	0	294	130	1242	554	309	1612	23
Arrive On Green	0.05	0.05	0.05	0.18	0.00	0.18	0.07	0.34	0.34	0.17	0.44	0.44
Sat Flow, veh/h	58	2377	1155	3619	0	1610	1810	3610	1610	1810	3642	53
Grp Volume(v), veh/h	33	0	29	401	0	198	84	323	267	233	204	214
Grp Sat Flow(s),veh/h/ln	1897	0	1692	1810	0	1610	1810	1805	1610	1810	1805	1890
Q Serve(g_s), s	1.2	0.0	1.2	7.2	0.0	8.2	3.2	4.6	9.3	8.7	5.1	5.1
Cycle Q Clear(g_c), s	1.2	0.0	1.2	7.2	0.0	8.2	3.2	4.6	9.3	8.7	5.1	5.1
Prop In Lane	0.03		0.68	1.00		1.00	1.00		1.00	1.00		0.03
Lane Grp Cap(c), veh/h	94	0	84	662	0	294	130	1242	554	309	799	837
V/C Ratio(X)	0.35	0.00	0.35	0.61	0.00	0.67	0.65	0.26	0.48	0.75	0.26	0.26
Avail Cap(c_a), veh/h	547	0	487	1246	0	554	394	1242	554	648	799	837
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.7	0.0	32.7	26.7	0.0	27.1	32.1	16.8	18.4	28.1	12.5	12.5
Incr Delay (d2), s/veh	2.2	0.0	2.5	0.9	0.0	2.7	5.3	0.5	3.0	3.7	0.8	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.5	3.1	0.0	3.2	1.6	1.9	3.7	3.9	2.0	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.9	0.0	35.2	27.6	0.0	29.8	37.4	17.3	21.3	31.8	13.2	13.2
LnGrp LOS	C	A	D	C	A	C	D	B	C	C	B	B
Approach Vol, veh/h		62			599			674			651	
Approach Delay, s/veh		35.0			28.3			21.4			19.9	
Approach LOS		D			C			C			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	16.6	29.0		8.0	9.6	36.0		17.5				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	25.5	21.5		20.5	15.5	31.5		24.5				
Max Q Clear Time (g_c+I1), s	11.7	12.3		4.2	6.2	8.1		11.2				
Green Ext Time (p_c), s	0.5	2.1		0.2	0.1	2.5		1.9				

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

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	27	15	14	519	750	0
Future Vol, veh/h	27	15	14	519	750	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	200	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	28	16	15	546	789	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1092	395	789	0	-	0
Stage 1	789	-	-	-	-	-
Stage 2	303	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	212	610	840	-	-	-
Stage 1	413	-	-	-	-	-
Stage 2	729	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	208	610	840	-	-	-
Mov Cap-2 Maneuver	208	-	-	-	-	-
Stage 1	406	-	-	-	-	-
Stage 2	729	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	20.8	0.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	840	-	272	-	-
HCM Lane V/C Ratio	0.018	-	0.163	-	-
HCM Control Delay (s)	9.4	-	20.8	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.6	-	-

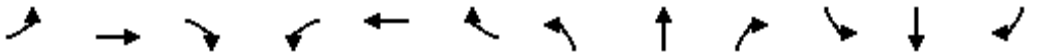
Intersection	
Int Delay, s/veh	3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	46	539	4	7	641	71	0	0	9	73	0	21
Future Vol, veh/h	46	539	4	7	641	71	0	0	9	73	0	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	110	-	-	100	-	75	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	48	567	4	7	675	75	0	0	9	77	0	22

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	750	0	0	571	0	0	1017	1429	286	1069	1356	338
Stage 1	-	-	-	-	-	-	665	665	-	689	689	-
Stage 2	-	-	-	-	-	-	352	764	-	380	667	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	868	-	-	1012	-	-	195	136	717	178	151	664
Stage 1	-	-	-	-	-	-	420	461	-	407	450	-
Stage 2	-	-	-	-	-	-	643	416	-	619	460	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	868	-	-	1012	-	-	180	128	717	167	142	664
Mov Cap-2 Maneuver	-	-	-	-	-	-	180	128	-	167	142	-
Stage 1	-	-	-	-	-	-	397	436	-	385	447	-
Stage 2	-	-	-	-	-	-	617	413	-	577	435	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	0.1	10.1	39.1
HCM LOS			B	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	717	868	-	-	1012	-	-	201
HCM Lane V/C Ratio	0.013	0.056	-	-	0.007	-	-	0.492
HCM Control Delay (s)	10.1	9.4	-	-	8.6	-	-	39.1
HCM Lane LOS	B	A	-	-	A	-	-	E
HCM 95th %tile Q(veh)	0	0.2	-	-	0	-	-	2.4



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	94	645	27	85	780	301	11	38	29	270	40	86
Future Volume (veh/h)	94	645	27	85	780	301	11	38	29	270	40	86
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	99	679	28	89	821	317	12	40	31	314	0	91
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	241	1042	43	208	1000	446	89	296	330	742	0	330
Arrive On Green	0.27	0.59	0.59	0.11	0.28	0.28	0.20	0.20	0.20	0.20	0.00	0.20
Sat Flow, veh/h	1810	3533	146	1810	3610	1610	433	1445	1610	3619	0	1610
Grp Volume(v), veh/h	99	347	360	89	821	317	52	0	31	314	0	91
Grp Sat Flow(s),veh/h/ln	1810	1805	1874	1810	1805	1610	1878	0	1610	1810	0	1610
Q Serve(g_s), s	4.5	12.8	12.8	4.6	21.3	17.7	2.3	0.0	1.6	7.6	0.0	4.8
Cycle Q Clear(g_c), s	4.5	12.8	12.8	4.6	21.3	17.7	2.3	0.0	1.6	7.6	0.0	4.8
Prop In Lane	1.00		0.08	1.00		1.00	0.23		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	241	532	553	208	1000	446	385	0	330	742	0	330
V/C Ratio(X)	0.41	0.65	0.65	0.43	0.82	0.71	0.14	0.00	0.09	0.42	0.00	0.28
Avail Cap(c_a), veh/h	241	532	553	208	1101	491	385	0	330	742	0	330
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.98	0.98	0.98	0.73	0.73	0.73	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	33.5	17.1	17.1	41.2	33.8	32.6	32.5	0.0	32.2	34.6	0.0	33.5
Incr Delay (d2), s/veh	1.1	6.0	5.8	1.0	3.5	3.1	0.7	0.0	0.6	1.8	0.0	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	4.7	4.8	2.1	9.6	7.2	1.1	0.0	0.7	3.5	0.0	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.6	23.0	22.8	42.2	37.3	35.7	33.2	0.0	32.8	36.4	0.0	35.6
LnGrp LOS	C	C	C	D	D	D	C	A	C	D	A	D
Approach Vol, veh/h		806			1227			83			405	
Approach Delay, s/veh		24.4			37.3			33.1			36.2	
Approach LOS		C			D			C			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	16.0	34.0		25.0	17.8	32.2		25.0				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	11.5	29.5		20.5	10.5	30.5		20.5				
Max Q Clear Time (g_c+I1), s	7.6	15.8		10.6	7.5	24.3		5.3				
Green Ext Time (p_c), s	0.1	3.7		1.0	0.1	3.4		0.2				

Intersection Summary		
HCM 6th Ctrl Delay		32.8
HCM 6th LOS		C

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	103	8	37	3	9	34	30	615	6	46	702	134
Future Volume (veh/h)	103	8	37	3	9	34	30	615	6	46	702	134
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	108	8	39	3	9	36	32	647	6	48	739	141
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	203	11	51	44	51	169	523	2846	26	649	2349	448
Arrive On Green	0.13	0.13	0.13	0.13	0.13	0.13	0.78	0.78	0.78	0.78	0.78	0.78
Sat Flow, veh/h	1065	79	384	42	380	1266	641	3665	34	792	3024	577
Grp Volume(v), veh/h	155	0	0	48	0	0	32	319	334	48	441	439
Grp Sat Flow(s),veh/h/ln	1528	0	0	1688	0	0	641	1805	1894	792	1805	1796
Q Serve(g_s), s	7.0	0.0	0.0	0.0	0.0	0.0	1.6	4.8	4.8	1.8	7.2	7.2
Cycle Q Clear(g_c), s	9.6	0.0	0.0	2.6	0.0	0.0	8.8	4.8	4.8	6.5	7.2	7.2
Prop In Lane	0.70		0.25	0.06		0.75	1.00		0.02	1.00		0.32
Lane Grp Cap(c), veh/h	265	0	0	263	0	0	523	1402	1471	649	1402	1395
V/C Ratio(X)	0.59	0.00	0.00	0.18	0.00	0.00	0.06	0.23	0.23	0.07	0.31	0.31
Avail Cap(c_a), veh/h	558	0	0	594	0	0	523	1402	1471	649	1402	1395
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	0.64	0.64	0.64
Uniform Delay (d), s/veh	41.5	0.0	0.0	38.7	0.0	0.0	4.6	3.0	3.0	3.9	3.3	3.3
Incr Delay (d2), s/veh	2.0	0.0	0.0	0.3	0.0	0.0	0.2	0.4	0.4	0.1	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	0.0	0.0	1.1	0.0	0.0	0.2	1.4	1.5	0.3	2.1	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.5	0.0	0.0	39.0	0.0	0.0	4.8	3.4	3.4	4.1	3.7	3.7
LnGrp LOS	D	A	A	D	A	A	A	A	A	A	A	A
Approach Vol, veh/h		155			48			685			928	
Approach Delay, s/veh		43.5			39.0			3.5			3.7	
Approach LOS		D			D			A			A	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	82.2	17.8	82.2	17.8
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	57.5	33.5	57.5	33.5
Max Q Clear Time (g_c+I1), s	11.8	12.6	10.2	5.6
Green Ext Time (p_c), s	4.9	0.8	7.4	0.2

Intersection Summary	
HCM 6th Ctrl Delay	7.9
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	136	91	20	284	82	58	19	435	207	70	508	121
Future Volume (veh/h)	136	91	20	284	82	58	19	435	207	70	508	121
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	143	96	21	299	86	61	20	458	218	74	535	127
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	210	245	52	381	336	285	42	897	424	116	1210	286
Arrive On Green	0.12	0.08	0.08	0.21	0.18	0.18	0.02	0.38	0.38	0.06	0.42	0.42
Sat Flow, veh/h	1810	2962	630	1810	1900	1610	1810	2379	1124	1810	2897	685
Grp Volume(v), veh/h	143	57	60	299	86	61	20	347	329	74	333	329
Grp Sat Flow(s),veh/h/ln	1810	1805	1787	1810	1900	1610	1810	1805	1698	1810	1805	1777
Q Serve(g_s), s	5.1	2.0	2.1	10.6	2.6	2.2	0.7	10.0	10.1	2.7	8.9	9.0
Cycle Q Clear(g_c), s	5.1	2.0	2.1	10.6	2.6	2.2	0.7	10.0	10.1	2.7	8.9	9.0
Prop In Lane	1.00		0.35	1.00		1.00	1.00		0.66	1.00		0.39
Lane Grp Cap(c), veh/h	210	149	148	381	336	285	42	681	640	116	754	742
V/C Ratio(X)	0.68	0.38	0.40	0.79	0.26	0.21	0.48	0.51	0.51	0.64	0.44	0.44
Avail Cap(c_a), veh/h	629	547	542	682	632	536	254	681	640	281	754	742
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.7	29.4	29.4	25.3	24.0	23.8	32.6	16.2	16.3	30.9	14.1	14.1
Incr Delay (d2), s/veh	3.8	1.6	1.8	3.6	0.4	0.4	8.2	2.7	2.9	5.8	1.9	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	0.9	1.0	4.7	1.2	0.8	0.4	4.3	4.1	1.3	3.7	3.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.5	31.0	31.2	28.9	24.4	24.2	40.8	19.0	19.2	36.7	15.9	16.0
LnGrp LOS	C	C	C	C	C	C	D	B	B	D	B	B
Approach Vol, veh/h		260			446			696			736	
Approach Delay, s/veh		31.9			27.4			19.7			18.0	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.8	30.0	18.7	10.1	6.1	32.8	12.4	16.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	10.5	25.5	25.5	20.5	9.5	26.5	23.5	22.5
Max Q Clear Time (g_c+I1), s	5.7	13.1	13.6	5.1	3.7	12.0	8.1	5.6
Green Ext Time (p_c), s	0.1	3.5	0.7	0.5	0.0	3.6	0.3	0.5

Intersection Summary	
HCM 6th Ctrl Delay	22.2
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	1	8	10	1	6	0	634	15	15	742	3
Future Volume (veh/h)	13	1	8	10	1	6	0	634	15	15	742	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	14	1	8	11	1	6	0	667	16	16	781	3
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	233	3	26	234	4	26	232	2384	57	683	2440	9
Arrive On Green	0.05	0.05	0.05	0.05	0.05	0.05	0.00	0.66	0.66	0.66	0.66	0.66
Sat Flow, veh/h	957	68	547	975	89	532	701	3603	86	770	3688	14
Grp Volume(v), veh/h	23	0	0	18	0	0	0	334	349	16	382	402
Grp Sat Flow(s),veh/h/ln	1572	0	0	1595	0	0	701	1805	1884	770	1805	1897
Q Serve(g_s), s	0.1	0.0	0.0	0.0	0.0	0.0	0.0	2.4	2.4	0.3	2.8	2.8
Cycle Q Clear(g_c), s	0.4	0.0	0.0	0.3	0.0	0.0	0.0	2.4	2.4	2.7	2.8	2.8
Prop In Lane	0.61		0.35	0.61		0.33	1.00		0.05	1.00		0.01
Lane Grp Cap(c), veh/h	262	0	0	264	0	0	232	1194	1247	683	1194	1255
V/C Ratio(X)	0.09	0.00	0.00	0.07	0.00	0.00	0.00	0.28	0.28	0.02	0.32	0.32
Avail Cap(c_a), veh/h	1186	0	0	1188	0	0	232	1194	1247	683	1194	1255
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.2	0.0	0.0	14.2	0.0	0.0	0.0	2.2	2.2	2.7	2.3	2.3
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.6	0.6	0.1	0.7	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.2	0.2	0.0	0.2	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.4	0.0	0.0	14.3	0.0	0.0	0.0	2.8	2.7	2.8	3.0	2.9
LnGrp LOS	B	A	A	B	A	A	A	A	A	A	A	A
Approach Vol, veh/h		23			18			683			800	
Approach Delay, s/veh		14.4			14.3			2.7			2.9	
Approach LOS		B			B			A			A	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	25.0	6.0	25.0	6.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	20.5	20.5	20.5	20.5
Max Q Clear Time (g_c+I1), s	5.4	3.4	5.8	3.3
Green Ext Time (p_c), s	3.7	0.0	4.4	0.0

Intersection Summary	
HCM 6th Ctrl Delay	3.2
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	1	5	5	0	6	15	633	5	9	717	30
Future Volume (veh/h)	18	1	5	5	0	6	15	633	5	9	717	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	19	1	5	5	0	6	16	666	5	9	755	32
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	218	3	13	172	0	37	37	2147	16	22	2080	928
Arrive On Green	0.04	0.04	0.04	0.04	0.00	0.04	0.02	0.58	0.58	0.01	0.58	0.58
Sat Flow, veh/h	1161	61	305	748	0	897	1810	3672	28	1810	3610	1610
Grp Volume(v), veh/h	25	0	0	11	0	0	16	327	344	9	755	32
Grp Sat Flow(s),veh/h/ln	1527	0	0	1645	0	0	1810	1805	1895	1810	1805	1610
Q Serve(g_s), s	0.4	0.0	0.0	0.0	0.0	0.0	0.3	3.4	3.4	0.2	4.2	0.3
Cycle Q Clear(g_c), s	0.6	0.0	0.0	0.2	0.0	0.0	0.3	3.4	3.4	0.2	4.2	0.3
Prop In Lane	0.76		0.20	0.45		0.55	1.00		0.01	1.00		1.00
Lane Grp Cap(c), veh/h	234	0	0	209	0	0	37	1055	1108	22	2080	928
V/C Ratio(X)	0.11	0.00	0.00	0.05	0.00	0.00	0.43	0.31	0.31	0.42	0.36	0.03
Avail Cap(c_a), veh/h	984	0	0	982	0	0	461	1055	1108	461	2080	928
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.4	0.0	0.0	17.2	0.0	0.0	18.1	3.9	3.9	18.3	4.2	3.4
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.1	0.0	0.0	7.7	0.8	0.7	12.3	0.5	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	0.1	0.0	0.0	0.2	0.8	0.8	0.1	0.9	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.6	0.0	0.0	17.3	0.0	0.0	25.8	4.7	4.7	30.6	4.7	3.5
LnGrp LOS	B	A	A	B	A	A	C	A	A	C	A	A
Approach Vol, veh/h		25			11			687			796	
Approach Delay, s/veh		17.6			17.3			5.2			5.0	
Approach LOS		B			B			A			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	4.9	26.3		6.1	5.3	26.0		6.1
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	9.5	21.5		20.5	9.5	21.5		20.5
Max Q Clear Time (g_c+I1), s	3.2	6.4		3.6	3.3	7.2		3.2
Green Ext Time (p_c), s	0.0	3.7		0.1	0.0	4.6		0.0

Intersection Summary		
HCM 6th Ctrl Delay		5.4
HCM 6th LOS		A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	907	21	342	1085	141	55	27	279	90	22	11
Future Volume (veh/h)	11	907	21	342	1085	141	55	27	279	90	22	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	12	955	22	360	1142	148	58	28	294	95	23	12
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	198	1112	26	407	1363	176	380	399	700	147	95	50
Arrive On Green	0.11	0.31	0.31	0.23	0.42	0.42	0.21	0.21	0.21	0.08	0.08	0.08
Sat Flow, veh/h	1810	3607	83	1810	3215	416	1810	1900	1610	1810	1176	614
Grp Volume(v), veh/h	12	478	499	360	640	650	58	28	294	95	0	35
Grp Sat Flow(s),veh/h/ln	1810	1805	1885	1810	1805	1825	1810	1900	1610	1810	0	1790
Q Serve(g_s), s	0.6	25.5	25.5	19.7	32.4	32.6	2.7	1.2	12.9	5.2	0.0	1.9
Cycle Q Clear(g_c), s	0.6	25.5	25.5	19.7	32.4	32.6	2.7	1.2	12.9	5.2	0.0	1.9
Prop In Lane	1.00		0.04	1.00		0.23	1.00		1.00	1.00		0.34
Lane Grp Cap(c), veh/h	198	556	581	407	765	774	380	399	700	147	0	145
V/C Ratio(X)	0.06	0.86	0.86	0.88	0.84	0.84	0.15	0.07	0.42	0.65	0.00	0.24
Avail Cap(c_a), veh/h	198	608	635	451	890	900	380	399	700	362	0	358
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	40.9	33.3	33.3	38.4	26.3	26.4	33.0	32.4	20.0	45.6	0.0	44.1
Incr Delay (d2), s/veh	0.1	11.1	10.7	17.3	6.2	6.3	0.9	0.3	1.8	4.7	0.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	12.6	13.1	10.6	14.7	15.0	1.3	0.6	5.1	2.5	0.0	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.0	44.5	44.0	55.7	32.6	32.7	33.9	32.8	21.8	50.4	0.0	45.0
LnGrp LOS	D	D	D	E	C	C	C	C	C	D	A	D
Approach Vol, veh/h		989			1650			380			130	
Approach Delay, s/veh		44.2			37.7			24.5			48.9	
Approach LOS		D			D			C			D	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	26.0	27.5	36.1	12.8	15.7	47.9
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	21.5	25.5	34.5	20.5	9.5	50.5
Max Q Clear Time (g_c+I1), s	15.9	22.7	28.5	8.2	3.6	35.6
Green Ext Time (p_c), s	0.7	0.3	3.1	0.3	0.0	7.8

Intersection Summary	
HCM 6th Ctrl Delay	38.6
HCM 6th LOS	D

Intersection	
Intersection Delay, s/veh	10
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations																
Traffic Vol, veh/h	0	12	199	12	0	32	223	36	0	13	8	21	0	46	9	8
Future Vol, veh/h	0	12	199	12	0	32	223	36	0	13	8	21	0	46	9	8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	13	209	13	0	34	235	38	0	14	8	22	0	48	9	8
Number of Lanes	0	1	1	0	0	1	1	1	0	0	1	0	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	3	2
HCM Control Delay	10.8	9.7	8.9	9.7
HCM LOS	B	A	A	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	31%	100%	0%	100%	0%	0%	73%
Vol Thru, %	19%	0%	94%	0%	100%	0%	14%
Vol Right, %	50%	0%	6%	0%	0%	100%	13%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	42	12	211	32	223	36	63
LT Vol	13	12	0	32	0	0	46
Through Vol	8	0	199	0	223	0	9
RT Vol	21	0	12	0	0	36	8
Lane Flow Rate	44	13	222	34	235	38	66
Geometry Grp	7	8	8	7	7	7	7
Degree of Util (X)	0.07	0.021	0.334	0.052	0.329	0.046	0.113
Departure Headway (Hd)	5.68	5.961	5.419	5.551	5.048	4.344	6.11
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	626	598	660	643	711	820	583
Service Time	3.459	3.723	3.18	3.299	2.795	2.091	3.884
HCM Lane V/C Ratio	0.07	0.022	0.336	0.053	0.331	0.046	0.113
HCM Control Delay	8.9	8.9	10.9	8.6	10.3	7.3	9.7
HCM Lane LOS	A	A	B	A	B	A	A
HCM 95th-tile Q	0.2	0.1	1.5	0.2	1.4	0.1	0.4



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	193	664	256	230	868	63	272	274	225	84	350	204
Future Volume (veh/h)	193	664	256	230	868	63	272	274	225	84	350	204
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	203	699	269	242	914	66	286	288	237	88	368	215
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	250	1039	394	292	1097	489	335	1156	776	127	454	261
Arrive On Green	0.14	0.28	0.28	0.16	0.30	0.30	0.18	0.32	0.32	0.07	0.21	0.21
Sat Flow, veh/h	1810	3701	1404	1810	3610	1610	1810	3610	1610	1810	2207	1269
Grp Volume(v), veh/h	203	652	316	242	914	66	286	288	237	88	300	283
Grp Sat Flow(s),veh/h/ln	1810	1729	1647	1810	1805	1610	1810	1805	1610	1810	1805	1672
Q Serve(g_s), s	11.7	18.0	18.4	13.9	25.4	3.2	16.5	6.3	9.6	5.1	17.0	17.4
Cycle Q Clear(g_c), s	11.7	18.0	18.4	13.9	25.4	3.2	16.5	6.3	9.6	5.1	17.0	17.4
Prop In Lane	1.00		0.85	1.00		1.00	1.00		1.00	1.00		0.76
Lane Grp Cap(c), veh/h	250	971	463	292	1097	489	335	1156	776	127	371	344
V/C Ratio(X)	0.81	0.67	0.68	0.83	0.83	0.13	0.85	0.25	0.31	0.69	0.81	0.82
Avail Cap(c_a), veh/h	311	979	466	428	1257	561	428	1156	776	193	371	344
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.1	34.3	34.5	43.7	34.9	27.2	42.5	27.0	17.0	48.9	40.7	40.9
Incr Delay (d2), s/veh	12.3	1.8	4.0	8.5	4.4	0.1	12.7	0.5	1.0	6.5	17.0	19.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.1	7.7	7.8	6.9	11.7	1.2	8.5	2.8	3.7	2.5	9.3	9.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.4	36.1	38.5	52.3	39.4	27.3	55.2	27.6	18.0	55.4	57.7	60.5
LnGrp LOS	E	D	D	D	D	C	E	C	B	E	E	E
Approach Vol, veh/h		1171			1222			811			671	
Approach Delay, s/veh		40.4			41.3			34.5			58.6	
Approach LOS		D			D			C			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.9	34.7	24.4	26.7	19.4	37.2	12.1	39.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	25.5	30.5	25.5	20.5	18.5	37.5	11.5	34.5
Max Q Clear Time (g_c+I1), s	16.9	21.4	19.5	20.4	14.7	28.4	8.1	12.6
Green Ext Time (p_c), s	0.4	4.3	0.4	0.0	0.2	4.3	0.0	2.6

Intersection Summary	
HCM 6th Ctrl Delay	42.6
HCM 6th LOS	D

Intersection	
Intersection Delay, s/veh	16.8
Intersection LOS	C

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations																
Traffic Vol, veh/h	0	337	43	40	0	2	28	108	0	42	103	6	0	130	122	492
Future Vol, veh/h	0	337	43	40	0	2	28	108	0	42	103	6	0	130	122	492
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	355	45	42	0	2	29	114	0	44	108	6	0	137	128	518
Number of Lanes	0	1	1	1	0	0	2	0	0	1	2	0	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	3	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	3	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	2	3
HCM Control Delay	16.9	13.5	12.8	18.2
HCM LOS	C	B	B	C

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	100%	78%	0%	12%	0%	100%	0%	0%
Vol Thru, %	0%	100%	85%	0%	22%	0%	88%	11%	0%	39%	0%
Vol Right, %	0%	0%	15%	0%	0%	100%	0%	89%	0%	61%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	42	69	40	189	191	40	16	122	130	314	300
LT Vol	42	0	0	189	148	0	2	0	130	0	0
Through Vol	0	69	34	0	43	0	14	14	0	122	0
RT Vol	0	0	6	0	0	40	0	108	0	192	300
Lane Flow Rate	44	72	42	199	201	42	17	128	137	330	316
Geometry Grp	8	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.112	0.172	0.1	0.454	0.454	0.082	0.04	0.28	0.295	0.626	0.574
Departure Headway (Hd)	9.087	8.577	8.47	8.236	8.123	7.03	8.539	7.857	7.758	6.817	6.542
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	394	417	422	437	443	509	419	456	464	529	550
Service Time	6.859	6.349	6.242	5.993	5.88	4.786	6.307	5.625	5.506	4.566	4.29
HCM Lane V/C Ratio	0.112	0.173	0.1	0.455	0.454	0.083	0.041	0.281	0.295	0.624	0.575
HCM Control Delay	13	13.1	12.2	17.7	17.5	10.4	11.7	13.7	13.7	20.4	17.8
HCM Lane LOS	B	B	B	C	C	B	B	B	B	C	C
HCM 95th-tile Q	0.4	0.6	0.3	2.3	2.3	0.3	0.1	1.1	1.2	4.3	3.6

Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	36	774	4	21	454	41	14	2	34	44	0	27
Future Vol, veh/h	36	774	4	21	454	41	14	2	34	44	0	27
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	150	200	-	200	60	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	38	815	4	22	478	43	15	2	36	46	0	28

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	521	0	0	819	0	0	1449	1456	815	1434	1417	478
Stage 1	-	-	-	-	-	-	891	891	-	522	522	-
Stage 2	-	-	-	-	-	-	558	565	-	912	895	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1056	-	-	818	-	-	110	131	381	113	138	591
Stage 1	-	-	-	-	-	-	340	363	-	542	534	-
Stage 2	-	-	-	-	-	-	518	511	-	331	362	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1056	-	-	818	-	-	100	123	381	96	129	591
Mov Cap-2 Maneuver	-	-	-	-	-	-	100	123	-	96	129	-
Stage 1	-	-	-	-	-	-	328	350	-	522	520	-
Stage 2	-	-	-	-	-	-	480	497	-	287	349	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0.4	25.4	49.8
HCM LOS			D	E

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	100	341	1056	-	-	818	-	-	96	591
HCM Lane V/C Ratio	0.147	0.111	0.036	-	-	0.027	-	-	0.482	0.048
HCM Control Delay (s)	47.1	16.9	8.5	-	-	9.5	-	-	73.4	11.4
HCM Lane LOS	E	C	A	-	-	A	-	-	F	B
HCM 95th %tile Q(veh)	0.5	0.4	0.1	-	-	0.1	-	-	2.1	0.2

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	86	769	452	48	41	69
Future Vol, veh/h	86	769	452	48	41	69
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	135	-	-	50	0	110
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	91	809	476	51	43	73

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	527	0	-	0	1467	476
Stage 1	-	-	-	-	476	-
Stage 2	-	-	-	-	991	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1050	-	-	-	142	593
Stage 1	-	-	-	-	629	-
Stage 2	-	-	-	-	362	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1050	-	-	-	130	593
Mov Cap-2 Maneuver	-	-	-	-	130	-
Stage 1	-	-	-	-	574	-
Stage 2	-	-	-	-	362	-

Approach	EB	WB	SB
HCM Control Delay, s	0.9	0	24.6
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1050	-	-	-	130	593
HCM Lane V/C Ratio	0.086	-	-	-	0.332	0.122
HCM Control Delay (s)	8.8	-	-	-	45.9	11.9
HCM Lane LOS	A	-	-	-	E	B
HCM 95th %tile Q(veh)	0.3	-	-	-	1.3	0.4

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	37	2	43	26	1	10	38	305	26	10	508	29
Future Vol, veh/h	37	2	43	26	1	10	38	305	26	10	508	29
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	0	-	-	100	-	100
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	39	2	45	27	1	11	40	321	27	11	535	31

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	978	985	535	1011	1003	335	566	0	0	348	0	0
Stage 1	557	557	-	415	415	-	-	-	-	-	-	-
Stage 2	421	428	-	596	588	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	232	250	549	220	244	712	1016	-	-	1222	-	-
Stage 1	518	515	-	619	596	-	-	-	-	-	-	-
Stage 2	614	588	-	494	499	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	219	238	549	193	232	712	1016	-	-	1222	-	-
Mov Cap-2 Maneuver	219	238	-	193	232	-	-	-	-	-	-	-
Stage 1	498	510	-	595	573	-	-	-	-	-	-	-
Stage 2	580	565	-	447	495	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	18.3	22.7	0.9	0.1
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1016	-	-	220	549	242	1222	-	-
HCM Lane V/C Ratio	0.039	-	-	0.187	0.082	0.161	0.009	-	-
HCM Control Delay (s)	8.7	-	-	25.1	12.1	22.7	8	-	-
HCM Lane LOS	A	-	-	D	B	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.7	0.3	0.6	0	-	-

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	16	31	37	360	552	22
Future Vol, veh/h	16	31	37	360	552	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	25	60	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	17	33	39	379	581	23

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	849	581	604	0	-	0
Stage 1	581	-	-	-	-	-
Stage 2	268	-	-	-	-	-
Critical Hdwy	6.6	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	319	517	984	-	-	-
Stage 1	563	-	-	-	-	-
Stage 2	759	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	303	517	984	-	-	-
Mov Cap-2 Maneuver	303	-	-	-	-	-
Stage 1	535	-	-	-	-	-
Stage 2	759	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.2	1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	984	-	303	517	-	-
HCM Lane V/C Ratio	0.04	-	0.056	0.063	-	-
HCM Control Delay (s)	8.8	0.2	17.6	12.4	-	-
HCM Lane LOS	A	A	C	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	0.2	-	-

Intersection	
Int Delay, s/veh	48.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	176	269	116	198	409	170
Future Vol, veh/h	176	269	116	198	409	170
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	75	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	185	283	122	208	431	179

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1267	226	0	0	330	0
Stage 1	226	-	-	-	-	-
Stage 2	1041	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	188	818	-	-	1241	-
Stage 1	816	-	-	-	-	-
Stage 2	343	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 123	818	-	-	1241	-
Mov Cap-2 Maneuver	~ 123	-	-	-	-	-
Stage 1	533	-	-	-	-	-
Stage 2	343	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	137.3	0	6.7
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	123	818	1241	-
HCM Lane V/C Ratio	-	-	1.506	0.346	0.347	-
HCM Control Delay (s)	-	-	$ 329.3	11.7	9.4	-
HCM Lane LOS	-	-	F	B	A	-
HCM 95th %tile Q(veh)	-	-	13.1	1.6	1.6	-

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

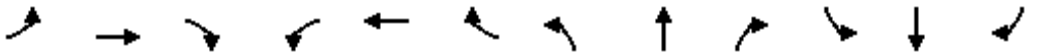
Intersection	
Int Delay, s/veh	4.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	41	146	232	35	195	358
Future Vol, veh/h	41	146	232	35	195	358
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	70	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	43	154	244	37	205	377

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1050	263	0	0	281	0
Stage 1	263	-	-	-	-	-
Stage 2	787	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	254	781	-	-	1293	-
Stage 1	786	-	-	-	-	-
Stage 2	452	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	214	781	-	-	1293	-
Mov Cap-2 Maneuver	214	-	-	-	-	-
Stage 1	661	-	-	-	-	-
Stage 2	452	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	17	0	2.9
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	494	1293	-
HCM Lane V/C Ratio	-	-	0.398	0.159	-
HCM Control Delay (s)	-	-	17	8.3	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	1.9	0.6	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	403	0	171	0	0	0	88	1582	0	0	761	216
Future Volume (veh/h)	403	0	171	0	0	0	88	1582	0	0	761	216
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	424	0	180				93	1665	0	0	801	227
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	448	0	190				272	2019	0	60	1553	440
Arrive On Green	0.37	0.00	0.37				0.74	0.74	0.00	0.00	0.56	0.56
Sat Flow, veh/h	1225	0	520				557	3705	0	303	2777	787
Grp Volume(v), veh/h	604	0	0				93	1665	0	0	521	507
Grp Sat Flow(s),veh/h/ln	1745	0	0				557	1805	0	303	1805	1758
Q Serve(g_s), s	40.3	0.0	0.0				12.7	36.7	0.0	0.0	21.4	21.4
Cycle Q Clear(g_c), s	40.3	0.0	0.0				34.2	36.7	0.0	0.0	21.4	21.4
Prop In Lane	0.70		0.30				1.00		0.00	1.00		0.45
Lane Grp Cap(c), veh/h	638	0	0				272	2019	0	60	1010	983
V/C Ratio(X)	0.95	0.00	0.00				0.34	0.82	0.00	0.00	0.52	0.52
Avail Cap(c_a), veh/h	676	0	0				272	2019	0	60	1010	983
HCM Platoon Ratio	1.00	1.00	1.00				1.33	1.33	1.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00				0.46	0.46	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	36.9	0.0	0.0				18.0	11.5	0.0	0.0	16.4	16.4
Incr Delay (d2), s/veh	21.8	0.0	0.0				1.6	1.9	0.0	0.0	1.9	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	20.7	0.0	0.0				1.6	10.6	0.0	0.0	9.2	8.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.7	0.0	0.0				19.5	13.4	0.0	0.0	18.3	18.3
LnGrp LOS	E	A	A				B	B	A	A	B	B
Approach Vol, veh/h		604						1758			1028	
Approach Delay, s/veh		58.7						13.7			18.3	
Approach LOS		E						B			B	

Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		71.6		48.4		71.6						
Change Period (Y+Rc), s		4.5		4.5		4.5						
Max Green Setting (Gmax), s		64.5		46.5		64.5						
Max Q Clear Time (g_c+I1), s		38.7		42.3		23.4						
Green Ext Time (p_c), s		16.5		1.6		8.7						

Intersection Summary												
HCM 6th Ctrl Delay			23.1									
HCM 6th LOS			C									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	110	137	112	175	191	279	116	1205	144	150	737	47
Future Volume (veh/h)	110	137	112	175	191	279	116	1205	144	150	737	47
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	116	144	118	184	201	294	122	1268	152	158	776	49
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	305	163	134	279	293	403	289	1400	167	173	1267	80
Arrive On Green	0.17	0.17	0.17	0.15	0.15	0.15	0.32	0.86	0.86	0.03	0.12	0.12
Sat Flow, veh/h	1810	966	792	1810	1900	1610	1810	3248	388	1810	3448	218
Grp Volume(v), veh/h	116	0	262	184	201	294	122	702	718	158	406	419
Grp Sat Flow(s),veh/h/ln	1810	0	1758	1810	1900	1610	1810	1805	1830	1810	1805	1861
Q Serve(g_s), s	6.8	0.0	17.5	11.5	12.0	18.5	6.4	29.0	30.0	10.4	25.6	25.6
Cycle Q Clear(g_c), s	6.8	0.0	17.5	11.5	12.0	18.5	6.4	29.0	30.0	10.4	25.6	25.6
Prop In Lane	1.00		0.45	1.00		1.00	1.00		0.21	1.00		0.12
Lane Grp Cap(c), veh/h	305	0	297	279	293	403	289	778	789	173	663	684
V/C Ratio(X)	0.38	0.00	0.88	0.66	0.69	0.73	0.42	0.90	0.91	0.91	0.61	0.61
Avail Cap(c_a), veh/h	360	0	350	279	293	403	289	778	789	173	663	684
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	0.71	0.71	0.71	0.84	0.84	0.84
Uniform Delay (d), s/veh	44.3	0.0	48.7	47.8	48.0	41.3	36.5	6.7	6.8	57.6	44.6	44.6
Incr Delay (d2), s/veh	0.8	0.0	20.1	5.6	6.5	6.6	0.7	11.9	12.4	39.0	3.5	3.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	0.0	9.3	5.6	6.2	8.7	2.7	5.6	5.8	7.0	13.1	13.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.1	0.0	68.8	53.4	54.5	47.9	37.2	18.6	19.2	96.6	48.1	48.0
LnGrp LOS	D	A	E	D	D	D	D	B	B	F	D	D
Approach Vol, veh/h		378			679			1542			983	
Approach Delay, s/veh		61.5			51.4			20.4			55.9	
Approach LOS		E			D			C			E	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	16.0	56.2		24.8	23.6	48.6		23.0
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	11.5	48.1		23.9	15.5	44.1		18.5
Max Q Clear Time (g_c+I1), s	12.4	32.0		19.5	8.4	27.6		20.5
Green Ext Time (p_c), s	0.0	9.1		0.8	0.2	4.9		0.0

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

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	79	25	283	67	50	56	194	1380	34	24	959	20
Future Volume (veh/h)	79	25	283	67	50	56	194	1380	34	24	959	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	83	26	298	71	53	59	204	1453	36	25	1009	21
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	112	41	322	134	101	92	395	1875	46	154	1401	29
Arrive On Green	0.28	0.28	0.28	0.28	0.28	0.28	0.44	1.00	1.00	0.08	0.39	0.39
Sat Flow, veh/h	271	146	1141	327	358	326	1810	3600	89	1810	3616	75
Grp Volume(v), veh/h	407	0	0	183	0	0	204	728	761	25	504	526
Grp Sat Flow(s),veh/h/ln	1558	0	0	1011	0	0	1810	1805	1884	1810	1805	1886
Q Serve(g_s), s	11.8	0.0	0.0	0.0	0.0	0.0	9.8	0.0	0.0	1.5	28.4	28.4
Cycle Q Clear(g_c), s	30.4	0.0	0.0	18.6	0.0	0.0	9.8	0.0	0.0	1.5	28.4	28.4
Prop In Lane	0.20		0.73	0.39		0.32	1.00		0.05	1.00		0.04
Lane Grp Cap(c), veh/h	475	0	0	327	0	0	395	940	981	154	699	731
V/C Ratio(X)	0.86	0.00	0.00	0.56	0.00	0.00	0.52	0.77	0.78	0.16	0.72	0.72
Avail Cap(c_a), veh/h	536	0	0	381	0	0	395	940	981	154	699	731
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.82	0.82	0.82	0.79	0.79	0.79
Uniform Delay (d), s/veh	41.7	0.0	0.0	36.6	0.0	0.0	29.2	0.0	0.0	51.0	31.2	31.2
Incr Delay (d2), s/veh	11.9	0.0	0.0	1.5	0.0	0.0	1.0	5.1	5.0	0.4	5.0	4.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.2	0.0	0.0	4.8	0.0	0.0	3.8	1.3	1.4	0.7	13.2	13.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.6	0.0	0.0	38.1	0.0	0.0	30.2	5.1	5.0	51.3	36.2	36.0
LnGrp LOS	D	A	A	D	A	A	C	A	A	D	D	D
Approach Vol, veh/h		407			183			1693			1055	
Approach Delay, s/veh		53.6			38.1			8.1			36.5	
Approach LOS		D			D			A			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	14.7	67.0		38.3	30.7	51.0		38.3
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	5.5	62.5		38.5	21.5	46.5		38.5
Max Q Clear Time (g_c+I1), s	13.5	2.0		32.4	11.8	30.4		20.6
Green Ext Time (p_c), s	0.0	17.0		1.4	0.4	6.2		1.0

Intersection Summary	
HCM 6th Ctrl Delay	24.3
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	85	0	80	4	0	12	36	1516	0	10	1224	49
Future Volume (veh/h)	85	0	80	4	0	12	36	1516	0	10	1224	49
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	89	0	84	4	0	13	38	1596	0	11	1288	52
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	142	6	97	204	0	211	54	2392	0	170	2569	104
Arrive On Green	0.13	0.00	0.13	0.13	0.00	0.13	0.03	0.66	0.00	0.19	1.00	1.00
Sat Flow, veh/h	733	49	739	1093	0	1610	1810	3705	0	1810	3537	143
Grp Volume(v), veh/h	173	0	0	4	0	13	38	1596	0	11	657	683
Grp Sat Flow(s),veh/h/ln	1521	0	0	1093	0	1610	1810	1805	0	1810	1805	1874
Q Serve(g_s), s	12.5	0.0	0.0	0.0	0.0	0.8	2.5	32.1	0.0	0.6	0.0	0.0
Cycle Q Clear(g_c), s	13.4	0.0	0.0	0.4	0.0	0.8	2.5	32.1	0.0	0.6	0.0	0.0
Prop In Lane	0.51		0.49	1.00		1.00	1.00		0.00	1.00		0.08
Lane Grp Cap(c), veh/h	245	0	0	204	0	211	54	2392	0	170	1311	1361
V/C Ratio(X)	0.71	0.00	0.00	0.02	0.00	0.06	0.70	0.67	0.00	0.06	0.50	0.50
Avail Cap(c_a), veh/h	317	0	0	267	0	288	113	2392	0	170	1311	1361
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.50	0.50	0.00	0.79	0.79	0.79
Uniform Delay (d), s/veh	51.0	0.0	0.0	45.5	0.0	45.6	57.7	12.3	0.0	44.4	0.0	0.0
Incr Delay (d2), s/veh	4.9	0.0	0.0	0.0	0.0	0.1	8.0	0.8	0.0	0.1	1.1	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.4	0.0	0.0	0.1	0.0	0.3	1.3	12.2	0.0	0.3	0.4	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.9	0.0	0.0	45.5	0.0	45.8	65.6	13.0	0.0	44.6	1.1	1.0
LnGrp LOS	E	A	A	D	A	D	E	B	A	D	A	A
Approach Vol, veh/h		173			17			1634			1351	
Approach Delay, s/veh		55.9			45.7			14.2			1.4	
Approach LOS		E			D			B			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	15.7	84.0		20.3	8.1	91.7		20.3
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	5.5	79.5		21.5	7.5	77.5		21.5
Max Q Clear Time (g_c+I1), s	2.6	34.1		15.4	4.5	2.0		2.8
Green Ext Time (p_c), s	0.0	19.4		0.4	0.0	14.1		0.0

Intersection Summary	
HCM 6th Ctrl Delay	11.2
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	182	25	108	62	13	21	82	1454	126	15	1062	127
Future Volume (veh/h)	182	25	108	62	13	21	82	1454	126	15	1062	127
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	192	26	114	65	14	22	86	1531	133	16	1118	134
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	219	30	130	106	39	61	249	1961	875	159	1961	875
Arrive On Green	0.22	0.22	0.22	0.06	0.06	0.06	0.54	0.54	0.54	0.54	0.54	0.54
Sat Flow, veh/h	1007	136	598	1810	666	1046	451	3610	1610	303	3610	1610
Grp Volume(v), veh/h	332	0	0	65	0	36	86	1531	133	16	1118	134
Grp Sat Flow(s),veh/h/ln	1742	0	0	1810	0	1712	451	1805	1610	303	1805	1610
Q Serve(g_s), s	13.7	0.0	0.0	2.6	0.0	1.5	11.6	25.1	3.1	3.3	15.3	3.1
Cycle Q Clear(g_c), s	13.7	0.0	0.0	2.6	0.0	1.5	26.9	25.1	3.1	28.4	15.3	3.1
Prop In Lane	0.58		0.34	1.00		0.61	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	378	0	0	106	0	101	249	1961	875	159	1961	875
V/C Ratio(X)	0.88	0.00	0.00	0.61	0.00	0.36	0.35	0.78	0.15	0.10	0.57	0.15
Avail Cap(c_a), veh/h	421	0	0	437	0	413	249	1961	875	159	1961	875
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.2	0.0	0.0	34.3	0.0	33.7	20.2	13.5	8.5	24.8	11.3	8.5
Incr Delay (d2), s/veh	17.5	0.0	0.0	5.6	0.0	2.1	3.8	3.2	0.4	1.3	1.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.3	0.0	0.0	1.3	0.0	0.7	1.4	9.6	1.0	0.3	5.7	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.7	0.0	0.0	39.8	0.0	35.9	23.9	16.7	8.8	26.0	12.5	8.9
LnGrp LOS	D	A	A	D	A	D	C	B	A	C	B	A
Approach Vol, veh/h		332			101			1750			1268	
Approach Delay, s/veh		45.7			38.4			16.4			12.3	
Approach LOS		D			D			B			B	

Timer - Assigned Phs	2		4		6		8	
Phs Duration (G+Y+Rc), s	45.0		20.7		45.0		8.9	
Change Period (Y+Rc), s	4.5		4.5		4.5		4.5	
Max Green Setting (Gmax), s	40.5		18.0		40.5		18.0	
Max Q Clear Time (g_c+I1), s	28.9		15.7		30.4		4.6	
Green Ext Time (p_c), s	8.7		0.4		5.9		0.2	

Intersection Summary		
HCM 6th Ctrl Delay		18.4
HCM 6th LOS		B

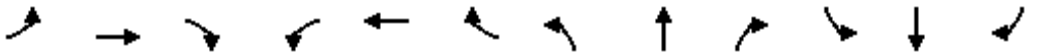
Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	395	17	21	958	8	85	0	38	0	0	0
Future Vol, veh/h	5	395	17	21	958	8	85	0	38	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	200	-	65	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	5	416	18	22	1008	8	89	0	40	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1016	0	0	434	0	0	983	1495	217	1270	1496	504
Stage 1	-	-	-	-	-	-	435	435	-	1052	1052	-
Stage 2	-	-	-	-	-	-	548	1060	-	218	444	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	691	-	-	1136	-	-	206	124	794	127	124	518
Stage 1	-	-	-	-	-	-	575	584	-	246	306	-
Stage 2	-	-	-	-	-	-	493	303	-	770	579	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	691	-	-	1136	-	-	202	121	794	118	121	518
Mov Cap-2 Maneuver	-	-	-	-	-	-	202	121	-	118	121	-
Stage 1	-	-	-	-	-	-	571	580	-	244	300	-
Stage 2	-	-	-	-	-	-	483	297	-	726	575	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.2	31.5	0
HCM LOS			D	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	262	691	-	-	1136	-	-	-
HCM Lane V/C Ratio	0.494	0.008	-	-	0.019	-	-	-
HCM Control Delay (s)	31.5	10.2	-	-	8.2	-	-	0
HCM Lane LOS	D	B	-	-	A	-	-	A
HCM 95th %tile Q(veh)	2.5	0	-	-	0.1	-	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	92	0	57	0	0	0	68	1139	0	0	1571	39
Future Volume (veh/h)	92	0	57	0	0	0	68	1139	0	0	1571	39
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	97	0	60				72	1199	0	0	1654	41
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	119	0	74				256	2882	0	72	2874	71
Arrive On Green	0.11	0.00	0.11				1.00	1.00	0.00	0.00	0.80	0.80
Sat Flow, veh/h	1067	0	660				294	3705	0	474	3600	89
Grp Volume(v), veh/h	157	0	0				72	1199	0	0	827	868
Grp Sat Flow(s),veh/h/ln	1728	0	0				294	1805	0	474	1805	1884
Q Serve(g_s), s	8.9	0.0	0.0				7.6	0.0	0.0	0.0	17.1	17.2
Cycle Q Clear(g_c), s	8.9	0.0	0.0				24.8	0.0	0.0	0.0	17.1	17.2
Prop In Lane	0.62		0.38				1.00		0.00	1.00		0.05
Lane Grp Cap(c), veh/h	193	0	0				256	2882	0	72	1441	1504
V/C Ratio(X)	0.81	0.00	0.00				0.28	0.42	0.00	0.00	0.57	0.58
Avail Cap(c_a), veh/h	313	0	0				256	2882	0	72	1441	1504
HCM Platoon Ratio	1.00	1.00	1.00				2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00				0.65	0.65	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	43.4	0.0	0.0				2.7	0.0	0.0	0.0	3.8	3.8
Incr Delay (d2), s/veh	8.2	0.0	0.0				1.8	0.3	0.0	0.0	1.7	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	0.0	0.0				0.4	0.1	0.0	0.0	4.8	5.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.6	0.0	0.0				4.4	0.3	0.0	0.0	5.4	5.4
LnGrp LOS	D	A	A				A	A	A	A	A	A
Approach Vol, veh/h		157						1271			1695	
Approach Delay, s/veh		51.6						0.5			5.4	
Approach LOS		D						A			A	

Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		84.3		15.7		84.3						
Change Period (Y+Rc), s		4.5		4.5		4.5						
Max Green Setting (Gmax), s		72.9		18.1		72.9						
Max Q Clear Time (g_c+I1), s		26.8		10.9		19.2						
Green Ext Time (p_c), s		15.4		0.4		21.5						

Intersection Summary												
HCM 6th Ctrl Delay			5.7									
HCM 6th LOS			A									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	36	32	270	49	170	61	1036	168	203	1335	29
Future Volume (veh/h)	26	36	32	270	49	170	61	1036	168	203	1335	29
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	27	38	34	321	0	179	64	1091	177	214	1405	31
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	107	55	49	496	0	220	83	1052	170	518	2088	46
Arrive On Green	0.06	0.06	0.06	0.14	0.00	0.14	0.02	0.11	0.11	0.57	1.00	1.00
Sat Flow, veh/h	1810	924	827	3619	0	1610	1810	3111	503	1810	3611	80
Grp Volume(v), veh/h	27	0	72	321	0	179	64	632	636	214	702	734
Grp Sat Flow(s),veh/h/ln	1810	0	1751	1810	0	1610	1810	1805	1809	1810	1805	1886
Q Serve(g_s), s	1.4	0.0	4.0	8.4	0.0	10.8	3.5	33.8	33.8	6.6	0.0	0.0
Cycle Q Clear(g_c), s	1.4	0.0	4.0	8.4	0.0	10.8	3.5	33.8	33.8	6.6	0.0	0.0
Prop In Lane	1.00		0.47	1.00		1.00	1.00		0.28	1.00		0.04
Lane Grp Cap(c), veh/h	107	0	103	496	0	220	83	610	612	518	1044	1090
V/C Ratio(X)	0.25	0.00	0.70	0.65	0.00	0.81	0.77	1.04	1.04	0.41	0.67	0.67
Avail Cap(c_a), veh/h	326	0	315	651	0	290	96	610	612	518	1044	1090
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.85	0.85	0.85	0.77	0.77	0.77
Uniform Delay (d), s/veh	44.9	0.0	46.2	40.9	0.0	41.9	48.7	44.4	44.4	16.7	0.0	0.0
Incr Delay (d2), s/veh	1.2	0.0	8.1	1.4	0.0	12.3	24.0	43.1	44.4	0.4	2.7	2.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	2.0	3.8	0.0	5.0	2.2	23.6	23.9	2.4	0.8	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.2	0.0	54.3	42.3	0.0	54.2	72.7	87.6	88.9	17.1	2.7	2.6
LnGrp LOS	D	A	D	D	A	D	E	F	F	B	A	A
Approach Vol, veh/h		99			500			1332			1650	
Approach Delay, s/veh		52.1			46.6			87.5			4.5	
Approach LOS		D			D			F			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	13.1	38.3		10.4	9.1	62.3		18.2
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	12.3	33.8		18.0	5.3	40.7		18.0
Max Q Clear Time (g_c+I1), s	8.6	35.8		6.0	5.5	2.0		12.8
Green Ext Time (p_c), s	0.2	0.0		0.3	0.0	14.2		0.9

Intersection Summary	
HCM 6th Ctrl Delay	42.6
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	16	63	42	10	26	71	1221	48	35	1562	35
Future Volume (veh/h)	32	16	63	42	10	26	71	1221	48	35	1562	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	34	17	66	44	11	27	75	1285	51	37	1644	37
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	81	31	85	118	32	47	350	2634	104	58	2104	47
Arrive On Green	0.09	0.09	0.09	0.09	0.09	0.09	0.39	1.00	1.00	0.06	1.00	1.00
Sat Flow, veh/h	389	353	960	713	360	527	1810	3539	140	1810	3609	81
Grp Volume(v), veh/h	117	0	0	82	0	0	75	655	681	37	820	861
Grp Sat Flow(s),veh/h/ln	1702	0	0	1599	0	0	1810	1805	1875	1810	1805	1885
Q Serve(g_s), s	1.8	0.0	0.0	0.0	0.0	0.0	2.8	0.0	0.0	2.0	0.0	0.0
Cycle Q Clear(g_c), s	6.5	0.0	0.0	4.7	0.0	0.0	2.8	0.0	0.0	2.0	0.0	0.0
Prop In Lane	0.29		0.56	0.54		0.33	1.00		0.07	1.00		0.04
Lane Grp Cap(c), veh/h	197	0	0	197	0	0	350	1343	1395	58	1052	1099
V/C Ratio(X)	0.59	0.00	0.00	0.42	0.00	0.00	0.21	0.49	0.49	0.64	0.78	0.78
Avail Cap(c_a), veh/h	346	0	0	336	0	0	350	1343	1395	118	1052	1099
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.83	0.83	0.83	0.61	0.61	0.61
Uniform Delay (d), s/veh	44.5	0.0	0.0	43.6	0.0	0.0	25.6	0.0	0.0	46.2	0.0	0.0
Incr Delay (d2), s/veh	2.8	0.0	0.0	1.4	0.0	0.0	0.3	1.1	1.0	6.9	3.6	3.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	0.0	0.0	2.0	0.0	0.0	1.2	0.4	0.4	1.0	1.0	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.3	0.0	0.0	45.0	0.0	0.0	25.8	1.1	1.0	53.1	3.6	3.5
LnGrp LOS	D	A	A	D	A	A	C	A	A	D	A	A
Approach Vol, veh/h		117			82			1411			1718	
Approach Delay, s/veh		47.3			45.0			2.4			4.6	
Approach LOS		D			D			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.7	78.9		13.4	23.8	62.8		13.4				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	6.5	61.7		18.3	9.9	58.3		18.3				
Max Q Clear Time (g_c+I1), s	4.0	2.0		8.5	4.8	2.0		6.7				
Green Ext Time (p_c), s	0.0	13.7		0.4	0.1	21.4		0.2				

Intersection Summary		
HCM 6th Ctrl Delay		6.1
HCM 6th LOS		A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	159	0	88	16	6	7	215	1219	0	58	1524	172
Future Volume (veh/h)	159	0	88	16	6	7	215	1219	0	58	1524	172
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	167	0	93	17	6	7	226	1283	0	61	1604	181
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	221	0	90	237	75	291	258	2144	0	163	1774	198
Arrive On Green	0.18	0.00	0.18	0.18	0.18	0.18	0.14	0.59	0.00	0.18	1.00	1.00
Sat Flow, veh/h	894	0	498	962	413	1610	1810	3705	0	1810	3275	365
Grp Volume(v), veh/h	260	0	0	23	0	7	226	1283	0	61	874	911
Grp Sat Flow(s),veh/h/ln	1393	0	0	1375	0	1610	1810	1805	0	1810	1805	1834
Q Serve(g_s), s	17.0	0.0	0.0	0.0	0.0	0.4	12.2	22.4	0.0	3.0	0.0	0.0
Cycle Q Clear(g_c), s	18.1	0.0	0.0	1.1	0.0	0.4	12.2	22.4	0.0	3.0	0.0	0.0
Prop In Lane	0.64		0.36	0.74		1.00	1.00		0.00	1.00		0.20
Lane Grp Cap(c), veh/h	311	0	0	311	0	291	258	2144	0	163	978	994
V/C Ratio(X)	0.84	0.00	0.00	0.07	0.00	0.02	0.88	0.60	0.00	0.37	0.89	0.92
Avail Cap(c_a), veh/h	311	0	0	311	0	291	262	2144	0	163	978	994
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.65	0.65	0.00	0.69	0.69	0.69
Uniform Delay (d), s/veh	41.8	0.0	0.0	34.0	0.0	33.7	42.0	12.8	0.0	38.5	0.0	0.0
Incr Delay (d2), s/veh	17.6	0.0	0.0	0.1	0.0	0.0	19.0	0.8	0.0	1.0	9.0	10.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.9	0.0	0.0	0.5	0.0	0.1	6.8	8.6	0.0	1.3	2.5	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.4	0.0	0.0	34.1	0.0	33.7	61.0	13.6	0.0	39.5	9.0	10.7
LnGrp LOS	E	A	A	C	A	C	E	B	A	D	A	B
Approach Vol, veh/h		260			30			1509			1846	
Approach Delay, s/veh		59.4			34.0			20.7			10.9	
Approach LOS		E			C			C			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.5	63.9		22.6	18.7	58.7		22.6				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	9.0	59.4		18.1	14.5	53.9		18.1				
Max Q Clear Time (g_c+I1), s	15.0	24.4		20.1	14.2	2.0		3.1				
Green Ext Time (p_c), s	0.0	12.6		0.0	0.0	23.9		0.1				

Intersection Summary	
HCM 6th Ctrl Delay	18.6
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	115	24	64	220	37	58	51	1178	216	35	1423	142
Future Volume (veh/h)	115	24	64	220	37	58	51	1178	216	35	1423	142
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	121	25	67	232	39	61	54	1240	227	37	1498	149
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	149	31	83	286	106	165	147	1874	836	190	1874	836
Arrive On Green	0.15	0.15	0.15	0.16	0.16	0.16	0.52	0.52	0.52	0.52	0.52	0.52
Sat Flow, veh/h	995	206	551	1810	668	1044	308	3610	1610	367	3610	1610
Grp Volume(v), veh/h	213	0	0	232	0	100	54	1240	227	37	1498	149
Grp Sat Flow(s),veh/h/ln	1751	0	0	1810	0	1712	308	1805	1610	367	1805	1610
Q Serve(g_s), s	9.2	0.0	0.0	9.7	0.0	4.1	13.6	19.6	6.2	6.4	26.6	3.8
Cycle Q Clear(g_c), s	9.2	0.0	0.0	9.7	0.0	4.1	40.2	19.6	6.2	26.0	26.6	3.8
Prop In Lane	0.57		0.31	1.00		0.61	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	262	0	0	286	0	271	147	1874	836	190	1874	836
V/C Ratio(X)	0.81	0.00	0.00	0.81	0.00	0.37	0.37	0.66	0.27	0.19	0.80	0.18
Avail Cap(c_a), veh/h	404	0	0	417	0	395	147	1874	836	190	1874	836
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.1	0.0	0.0	31.7	0.0	29.4	32.0	13.7	10.5	23.3	15.4	9.9
Incr Delay (d2), s/veh	7.1	0.0	0.0	7.5	0.0	0.8	6.9	1.9	0.8	2.3	3.7	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	0.0	0.0	4.7	0.0	1.7	1.3	7.6	2.2	0.7	10.6	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.2	0.0	0.0	39.3	0.0	30.2	38.9	15.6	11.3	25.5	19.1	10.4
LnGrp LOS	D	A	A	D	A	C	D	B	B	C	B	B
Approach Vol, veh/h		213			332			1521			1684	
Approach Delay, s/veh		39.2			36.5			15.8			18.5	
Approach LOS		D			D			B			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	45.0	16.2	45.0	16.8
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	40.5	18.0	40.5	18.0
Max Q Clear Time (g_c+I1), s	42.2	11.2	28.6	11.7
Green Ext Time (p_c), s	0.0	0.6	8.6	0.7

Intersection Summary	
HCM 6th Ctrl Delay	20.2
HCM 6th LOS	C

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	13	649	55	40	500	1	46	0	21	7	1	2
Future Vol, veh/h	13	649	55	40	500	1	46	0	21	7	1	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	200	-	65	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	14	683	58	42	526	1	48	0	22	7	1	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	527	0	0	741	0	0	1088	1351	371	980	1379	263
Stage 1	-	-	-	-	-	-	740	740	-	610	610	-
Stage 2	-	-	-	-	-	-	348	611	-	370	769	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1050	-	-	875	-	-	173	152	632	207	146	742
Stage 1	-	-	-	-	-	-	379	426	-	453	488	-
Stage 2	-	-	-	-	-	-	647	487	-	628	413	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1050	-	-	875	-	-	163	143	632	190	137	742
Mov Cap-2 Maneuver	-	-	-	-	-	-	163	143	-	190	137	-
Stage 1	-	-	-	-	-	-	374	420	-	447	465	-
Stage 2	-	-	-	-	-	-	613	464	-	598	408	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.7	30.2	22.7
HCM LOS			D	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	212	1050	-	-	875	-	-	214
HCM Lane V/C Ratio	0.333	0.013	-	-	0.048	-	-	0.049
HCM Control Delay (s)	30.2	8.5	-	-	9.3	-	-	22.7
HCM Lane LOS	D	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	1.4	0	-	-	0.2	-	-	0.2

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INTERSECTION: 9
INTERSECTION NAME: Crestmont Lane – Terranea Way/Palos Verdes Drive South
NORTH/SOUTH: Crestmont Lane – Terranea Way
EAST/WEST: Palos Verdes Drive South

Turn Mvmt.	# of Lanes	Right Turn Cond.	Lanegroup Capacity	Existing Weekday Conditions AM Peak Hour Vol.	AM Peak Hour V/C	PM Peak Hour Vol.	PM Peak Hour V/C
NBL	1.0		1,600	27	0.02	85	0.05
NBT	1.0		1,600	0	0.01	0	0.06
NBR	0.0	P	0	16	0.00	94	0.00
SBL	0.0		0	2	0.00	10	0.00
SBT	1.0		1,600	0	0.00	0	0.01
SBR	0.0	P	0	1	0.00	1	0.00
EBL	1.0		1,600	14	0.01	36	0.02
EBT	2.0		3,200	421	0.13	717	0.22
EBR	1.0	P	1,600	51	0.00	70	0.00
WBL	1.0		1,600	71	0.04	63	0.04
WBT	2.0		3,200	1,061	0.34	471	0.15
WBR	0.0	P	0	12	0.00	4	0.00
N/S Critical Movements					0.02		0.06
E/W Critical Movements					0.35		0.26
Right Turn Critical Movement					0.00		0.00
Clearance Interval					0.10		0.10
ICU					0.47		0.42
Level of Service (LOS)					A		A

Notes: ICU - Intersection Capacity Utilization
V/C - Volume to Capacity Ratio
Right Turn Conditions:
F - Free Right Turn
O - Overlap Phase
P - Permitted Right Turn
N - No Right Turn on Red

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INTERSECTION: 11
INTERSECTION NAME: Highridge Road/Crest Road
NORTH/SOUTH: Highridge Road
EAST/WEST: Crest Road

Turn Mvmt.	# of Lanes	Right Turn Cond.	Lanegroup Capacity	Existing Weekday Conditions AM Peak Hour Vol.	AM Peak Hour V/C	PM Peak Hour Vol.	PM Peak Hour V/C
NBL	1.0		1,600	16	0.01	7	0.00
NBT	1.0		1,600	13	0.02	8	0.01
NBR	0.0	P	0	20	0.00	9	0.00
SBL	1.0		1,600	117	0.07	23	0.01
SBT	1.0		1,600	3	0.08	8	0.04
SBR	0.0	P	0	130	0.00	56	0.00
EBL	1.0		1,600	112	0.07	59	0.04
EBT	2.0		3,200	573	0.18	321	0.10
EBR	0.0	P	0	6	0.00	4	0.00
WBL	1.0		1,600	15	0.01	19	0.01
WBT	2.0		3,200	274	0.10	423	0.14
WBR	0.0	P	0	39	0.00	16	0.00
N/S Critical Movements					0.09		0.04
E/W Critical Movements					0.19		0.18
Right Turn Critical Movement					0.00		0.00
Clearance Interval					0.10		0.10
ICU					0.38		0.32
Level of Service (LOS)					A		A

Notes: ICU - Intersection Capacity Utilization
V/C - Volume to Capacity Ratio
Right Turn Conditions:
F - Free Right Turn
O - Overlap Phase
P - Permitted Right Turn
N - No Right Turn on Red

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INTERSECTION: 14
INTERSECTION NAME: Crenshaw Boulevard/Crestridge Road
NORTH/SOUTH: Crenshaw Boulevard
EAST/WEST: Crestridge Road

Turn Mvmt.	# of Lanes	Right Turn Cond.	Lanegroup Capacity	Existing Weekday Conditions AM Peak Hour Vol.	AM Peak Hour V/C	PM Peak Hour Vol.	PM Peak Hour V/C
NBL	1.0		1,600	6	0.00	6	0.00
NBT	2.0		3,200	904	0.28	525	0.16
NBR	1.0	P	1,600	3	0.00	12	0.00
SBL	1.0		1,600	26	0.02	30	0.02
SBT	2.0		3,200	601	0.19	727	0.23
SBR	1.0	P	1,600	201	0.00	324	0.00
EBL	1.5		2,400	402	0.17	211	0.09
EBT	0.5		800	7	0.01	8	0.01
EBR	1.0	P	1,600	17	0.00	13	0.00
WBL	0.0		0	4	0.00	9	0.00
WBT	1.0		1,600	6	0.03	2	0.03
WBR	0.0	P	0	41	0.00	33	0.00
N/S Critical Movements					0.30		0.23
E/W Critical Movements					0.20		0.12
Right Turn Critical Movement					0.00		0.00
Clearance Interval					0.10		0.10
ICU					0.60		0.45
Level of Service (LOS)					A		A

Notes: ICU - Intersection Capacity Utilization
V/C - Volume to Capacity Ratio
Right Turn Conditions:
F - Free Right Turn
O - Overlap Phase
P - Permitted Right Turn
N - No Right Turn on Red

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INTERSECTION: 15
INTERSECTION NAME: Crenshaw Boulevard/Indian Peak Road
NORTH/SOUTH: Crenshaw Boulevard
EAST/WEST: Indian Peak Road

Turn Mvmt.	# of Lanes	Right Turn Cond.	Lanegroup Capacity	Existing Weekday Conditions AM Peak Hour Vol.	AM Peak Hour V/C	PM Peak Hour Vol.	PM Peak Hour V/C
NBL	1.0		1,600	186	0.12	126	0.08
NBT	2.0		3,200	1,151	0.36	646	0.20
NBR	0.0	P	0	0	0.00	0	0.00
SBL	0.0		0	0	0.00	2	0.00
SBT	2.0		3,200	675	0.21	878	0.28
SBR	1.0	P	1,600	135	0.00	163	0.00
EBL	1.0		1,600	168	0.11	123	0.08
EBT	0.0		0	0	0.00	0	0.00
EBR	1.0	O	1,600	147	0.09	213	0.13
WBL	0.0		0	0	0.00	0	0.00
WBT	0.0		0	0	0.00	0	0.00
WBR	0.0	P	0	0	0.00	0	0.00
N/S Critical Movements					0.36		0.36
E/W Critical Movements					0.11		0.08
Right Turn Critical Movement					0.09		0.13
Clearance Interval					0.10		0.10
ICU					0.66		0.67
Level of Service (LOS)					B		B

Notes: ICU - Intersection Capacity Utilization
V/C - Volume to Capacity Ratio
Right Turn Conditions:
F - Free Right Turn
O - Overlap Phase
P - Permitted Right Turn
N - No Right Turn on Red

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INTERSECTION: 17
INTERSECTION NAME: Hawthorne Boulevard/Blackhorse Road
NORTH/SOUTH: Hawthorne Boulevard
EAST/WEST: Blackhorse Road

Turn Mvmt.	# of Lanes	Right Turn Cond.	Lanegroup Capacity	Existing Weekday Conditions AM Peak Hour Vol.	AM Peak Hour V/C	PM Peak Hour Vol.	PM Peak Hour V/C
NBL	0.0		0	0	0.00	1	0.00
NBT	2.0		3,200	1,243	0.39	923	0.29
NBR	1.0	P	1,600	21	0.00	24	0.00
SBL	1.0		1,600	58	0.04	117	0.07
SBT	2.0		3,200	770	0.24	1,165	0.36
SBR	0.0	P	0	0	0.00	0	0.00
EBL	0.0		0	0	0.00	0	0.00
EBT	0.0		0	0	0.00	0	0.00
EBR	0.0	P	0	0	0.00	0	0.00
WBL	0.0		0	28	0.00	10	0.00
WBT	1.0		1,600	0	0.14	0	0.05
WBR	0.0	P	0	188	0.00	70	0.00
N/S Critical Movements					0.43		0.36
E/W Critical Movements					0.14		0.05
Right Turn Critical Movement					0.00		0.00
Clearance Interval					0.10		0.10
ICU					0.67		0.51
Level of Service (LOS)					B		A

Notes: ICU - Intersection Capacity Utilization
V/C - Volume to Capacity Ratio
Right Turn Conditions:
F - Free Right Turn
O - Overlap Phase
P - Permitted Right Turn
N - No Right Turn on Red

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INTERSECTION: 20
INTERSECTION NAME: Palos Verdes Drive East/Crest Road – Marymount College Driv
NORTH/SOUTH: Palos Verdes Drive East
EAST/WEST: Crest Road – Marymount College Driveway

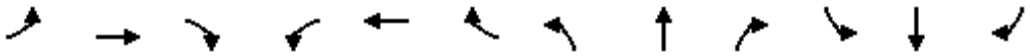
Turn Mvmt.	# of Lanes	Right Turn Cond.	Lanegroup Capacity	Existing Weekday Conditions AM Peak Hour Vol.	AM Peak Hour V/C	PM Peak Hour Vol.	PM Peak Hour V/C
NBL	1.0		1,600	75	0.05	22	0.01
NBT	2.0		3,200	132	0.05	111	0.04
NBR	0.0	P	0	32	0.00	11	0.00
SBL	1.0		1,600	92	0.06	48	0.03
SBT	2.0		3,200	102	0.03	151	0.05
SBR	1.0	P	1,600	198	0.00	82	0.00
EBL	1.0		1,594	229	0.14	46	0.03
EBT	0.0		6	1	0.17	0	0.00
EBR	1.0	P	1,600	66	0.00	16	0.00
WBL	0.0		0	8	0.00	20	0.00
WBT	1.0		1,600	0	0.01	2	0.07
WBR	0.0	P	0	9	0.00	90	0.00
N/S Critical Movements					0.11		0.07
E/W Critical Movements					0.17		0.10
Right Turn Critical Movement					0.00		0.00
Clearance Interval					0.10		0.10
ICU					0.38		0.27
Level of Service (LOS)					A		A

Notes: ICU - Intersection Capacity Utilization
V/C - Volume to Capacity Ratio
Right Turn Conditions:
F - Free Right Turn
O - Overlap Phase
P - Permitted Right Turn
N - No Right Turn on Red

Existing Saturday Conditions

HCM 6th Signalized Intersection Summary
1: Palos Verdes Drive West & Hawthorne Boulevard

03/29/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	35	12	214	24	98	30	233	221	150	189	3
Future Volume (veh/h)	4	35	12	214	24	98	30	233	221	150	189	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	4	37	13	243	0	103	32	245	233	158	199	3
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	13	122	44	465	0	207	62	1287	574	302	1781	27
Arrive On Green	0.05	0.05	0.05	0.13	0.00	0.13	0.03	0.36	0.36	0.17	0.49	0.49
Sat Flow, veh/h	266	2478	884	3619	0	1610	1810	3610	1610	1810	3640	55
Grp Volume(v), veh/h	28	0	26	243	0	103	32	245	233	158	99	103
Grp Sat Flow(s),veh/h/ln	1887	0	1741	1810	0	1610	1810	1805	1610	1810	1805	1890
Q Serve(g_s), s	0.9	0.0	0.9	3.8	0.0	3.6	1.0	2.8	6.6	4.8	1.8	1.8
Cycle Q Clear(g_c), s	0.9	0.0	0.9	3.8	0.0	3.6	1.0	2.8	6.6	4.8	1.8	1.8
Prop In Lane	0.14		0.51	1.00		1.00	1.00		1.00	1.00		0.03
Lane Grp Cap(c), veh/h	93	0	86	465	0	207	62	1287	574	302	883	925
V/C Ratio(X)	0.30	0.00	0.30	0.52	0.00	0.50	0.51	0.19	0.41	0.52	0.11	0.11
Avail Cap(c_a), veh/h	641	0	592	1230	0	547	345	1287	574	585	883	925
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.7	0.0	27.7	24.5	0.0	24.5	28.6	13.4	14.6	22.9	8.3	8.3
Incr Delay (d2), s/veh	1.8	0.0	1.9	0.9	0.0	1.8	6.4	0.3	2.1	1.4	0.3	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.4	1.6	0.0	1.4	0.5	1.1	2.5	2.0	0.7	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.5	0.0	29.6	25.5	0.0	26.3	35.0	13.7	16.7	24.3	8.6	8.6
LnGrp LOS	C	A	C	C	A	C	D	B	B	C	A	A
Approach Vol, veh/h		54			346			510			360	
Approach Delay, s/veh		29.5			25.7			16.4			15.5	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.6	26.0		7.5	6.6	34.0		12.3				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	19.5	21.5		20.5	11.5	29.5		20.5				
Max Q Clear Time (g_c+I1), s	7.8	9.6		3.9	4.0	4.8		6.8				
Green Ext Time (p_c), s	0.3	1.9		0.2	0.0	1.1		1.0				

Intersection Summary			
HCM 6th Ctrl Delay		19.2	
HCM 6th LOS		B	

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	20	10	17	460	372	1
Future Vol, veh/h	20	10	17	460	372	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	200	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	21	11	18	484	392	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	671	197	393	0	-	0
Stage 1	393	-	-	-	-	-
Stage 2	278	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	394	817	1177	-	-	-
Stage 1	657	-	-	-	-	-
Stage 2	750	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	388	817	1177	-	-	-
Mov Cap-2 Maneuver	388	-	-	-	-	-
Stage 1	647	-	-	-	-	-
Stage 2	750	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.2	0.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1177	-	470	-	-
HCM Lane V/C Ratio	0.015	-	0.067	-	-
HCM Control Delay (s)	8.1	-	13.2	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	59	251	8	48	482	41	4	1	20	37	1	18
Future Vol, veh/h	59	251	8	48	482	41	4	1	20	37	1	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	150	200	-	200	60	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	62	264	8	51	507	43	4	1	21	39	1	19

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	550	0	0	272	0	0	1029	1040	264	1012	1005	507
Stage 1	-	-	-	-	-	-	388	388	-	609	609	-
Stage 2	-	-	-	-	-	-	641	652	-	403	396	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1030	-	-	1303	-	-	214	232	780	220	243	570
Stage 1	-	-	-	-	-	-	640	612	-	486	488	-
Stage 2	-	-	-	-	-	-	466	467	-	628	607	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1030	-	-	1303	-	-	191	209	780	197	219	570
Mov Cap-2 Maneuver	-	-	-	-	-	-	191	209	-	197	219	-
Stage 1	-	-	-	-	-	-	602	575	-	457	469	-
Stage 2	-	-	-	-	-	-	432	449	-	573	571	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.6	0.7	12.6	22.4
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	191	690	1030	-	-	1303	-	-	197	526
HCM Lane V/C Ratio	0.022	0.032	0.06	-	-	0.039	-	-	0.198	0.038
HCM Control Delay (s)	24.3	10.4	8.7	-	-	7.9	-	-	27.7	12.1
HCM Lane LOS	C	B	A	-	-	A	-	-	D	B
HCM 95th %tile Q(veh)	0.1	0.1	0.2	-	-	0.1	-	-	0.7	0.1

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	26	284	491	18	23	65
Future Vol, veh/h	26	284	491	18	23	65
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	135	-	-	50	0	110
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	27	299	517	19	24	68

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	536	0	-	0	870	517
Stage 1	-	-	-	-	517	-
Stage 2	-	-	-	-	353	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1042	-	-	-	325	562
Stage 1	-	-	-	-	603	-
Stage 2	-	-	-	-	716	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1042	-	-	-	317	562
Mov Cap-2 Maneuver	-	-	-	-	317	-
Stage 1	-	-	-	-	587	-
Stage 2	-	-	-	-	716	-

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	13.6
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1042	-	-	-	317	562
HCM Lane V/C Ratio	0.026	-	-	-	0.076	0.122
HCM Control Delay (s)	8.5	-	-	-	17.3	12.3
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2	0.4

Intersection	
Int Delay, s/veh	6.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	82	200	97	102	132	46
Future Vol, veh/h	82	200	97	102	132	46
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	75	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	86	211	102	107	139	48

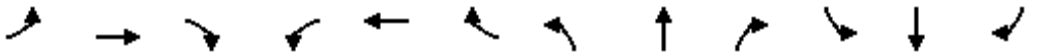
Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	482	156	0	0	209	0
Stage 1	156	-	-	-	-	-
Stage 2	326	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	547	895	-	-	1374	-
Stage 1	877	-	-	-	-	-
Stage 2	736	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	492	895	-	-	1374	-
Mov Cap-2 Maneuver	492	-	-	-	-	-
Stage 1	788	-	-	-	-	-
Stage 2	736	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.3	0	5.9
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	492	895	1374	-
HCM Lane V/C Ratio	-	-	0.175	0.235	0.101	-
HCM Control Delay (s)	-	-	13.9	10.3	7.9	-
HCM Lane LOS	-	-	B	B	A	-
HCM 95th %tile Q(veh)	-	-	0.6	0.9	0.3	-

HCM 6th Signalized Intersection Summary
1: Palos Verdes Drive West & Hawthorne Boulevard

03/29/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	20	10	361	22	181	63	320	338	240	328	8
Future Volume (veh/h)	2	20	10	361	22	181	63	320	338	240	328	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	2	21	11	396	0	191	66	337	356	253	345	8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	7	77	40	647	0	288	104	1240	553	332	1692	39
Arrive On Green	0.03	0.03	0.03	0.18	0.00	0.18	0.06	0.34	0.34	0.18	0.47	0.47
Sat Flow, veh/h	211	2216	1154	3619	0	1610	1810	3610	1610	1810	3606	83
Grp Volume(v), veh/h	18	0	16	396	0	191	66	337	356	253	172	181
Grp Sat Flow(s),veh/h/ln	1889	0	1692	1810	0	1610	1810	1805	1610	1810	1805	1885
Q Serve(g_s), s	0.6	0.0	0.6	7.0	0.0	7.7	2.5	4.7	12.9	9.2	3.9	3.9
Cycle Q Clear(g_c), s	0.6	0.0	0.6	7.0	0.0	7.7	2.5	4.7	12.9	9.2	3.9	3.9
Prop In Lane	0.11		0.68	1.00		1.00	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	65	0	59	647	0	288	104	1240	553	332	847	884
V/C Ratio(X)	0.27	0.00	0.28	0.61	0.00	0.66	0.63	0.27	0.64	0.76	0.20	0.20
Avail Cap(c_a), veh/h	559	0	501	1175	0	523	431	1240	553	666	847	884
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.6	0.0	32.6	26.2	0.0	26.5	31.9	16.5	19.2	26.9	10.8	10.8
Incr Delay (d2), s/veh	2.2	0.0	2.5	0.9	0.0	2.6	6.2	0.5	5.7	3.7	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.3	3.0	0.0	3.0	1.2	1.9	5.3	4.1	1.5	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.8	0.0	35.1	27.2	0.0	29.1	38.1	17.0	24.8	30.5	11.3	11.3
LnGrp LOS	C	A	D	C	A	C	D	B	C	C	B	B
Approach Vol, veh/h		34			587			759			606	
Approach Delay, s/veh		34.9			27.8			22.5			19.3	
Approach LOS		C			C			C			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	17.2	28.3		6.9	8.5	37.0		16.9				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	25.5	23.5		20.5	16.5	32.5		22.5				
Max Q Clear Time (g_c+I1), s	12.2	15.9		3.6	5.5	6.9		10.7				
Green Ext Time (p_c), s	0.6	2.2		0.1	0.1	2.1		1.7				

Intersection Summary			
HCM 6th Ctrl Delay		23.3	
HCM 6th LOS		C	

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	60	45	44	630	663	2
Future Vol, veh/h	60	45	44	630	663	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	200	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	63	47	46	663	698	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1123	350	700	0	-	0
Stage 1	699	-	-	-	-	-
Stage 2	424	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	203	652	906	-	-	-
Stage 1	460	-	-	-	-	-
Stage 2	634	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	193	652	906	-	-	-
Mov Cap-2 Maneuver	193	-	-	-	-	-
Stage 1	437	-	-	-	-	-
Stage 2	634	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	26.5	0.6	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	906	-	276	-	-
HCM Lane V/C Ratio	0.051	-	0.4	-	-
HCM Control Delay (s)	9.2	-	26.5	-	-
HCM Lane LOS	A	-	D	-	-
HCM 95th %tile Q(veh)	0.2	-	1.8	-	-

Intersection	
Int Delay, s/veh	4.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	47	560	36	43	517	73	26	0	49	41	1	76
Future Vol, veh/h	47	560	36	43	517	73	26	0	49	41	1	76
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	150	200	-	200	60	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	49	589	38	45	544	77	27	0	52	43	1	80

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	621	0	0	627	0	0	1400	1398	589	1366	1359	544
Stage 1	-	-	-	-	-	-	687	687	-	634	634	-
Stage 2	-	-	-	-	-	-	713	711	-	732	725	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	969	-	-	965	-	-	119	142	512	126	150	543
Stage 1	-	-	-	-	-	-	440	450	-	471	476	-
Stage 2	-	-	-	-	-	-	426	439	-	416	433	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	969	-	-	965	-	-	94	128	512	105	136	543
Mov Cap-2 Maneuver	-	-	-	-	-	-	94	128	-	105	136	-
Stage 1	-	-	-	-	-	-	418	427	-	447	454	-
Stage 2	-	-	-	-	-	-	345	418	-	355	411	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	0.6	28.6	29.9
HCM LOS			D	D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	94	512	969	-	-	965	-	-	105	523
HCM Lane V/C Ratio	0.291	0.101	0.051	-	-	0.047	-	-	0.411	0.155
HCM Control Delay (s)	58.3	12.8	8.9	-	-	8.9	-	-	61.4	13.1
HCM Lane LOS	F	B	A	-	-	A	-	-	F	B
HCM 95th %tile Q(veh)	1.1	0.3	0.2	-	-	0.1	-	-	1.7	0.5

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	66	576	572	51	41	81
Future Vol, veh/h	66	576	572	51	41	81
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	135	-	-	50	0	110
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	69	606	602	54	43	85

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	656	0	-	0	1346	602
Stage 1	-	-	-	-	602	-
Stage 2	-	-	-	-	744	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	941	-	-	-	169	503
Stage 1	-	-	-	-	551	-
Stage 2	-	-	-	-	473	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	941	-	-	-	157	503
Mov Cap-2 Maneuver	-	-	-	-	157	-
Stage 1	-	-	-	-	511	-
Stage 2	-	-	-	-	473	-

Approach	EB	WB	SB
HCM Control Delay, s	0.9	0	21.3
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	941	-	-	-	157	503
HCM Lane V/C Ratio	0.074	-	-	-	0.275	0.17
HCM Control Delay (s)	9.1	-	-	-	36.4	13.6
HCM Lane LOS	A	-	-	-	E	B
HCM 95th %tile Q(veh)	0.2	-	-	-	1.1	0.6

Intersection	
Int Delay, s/veh	7.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	104	222	132	120	238	147
Future Vol, veh/h	104	222	132	120	238	147
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	75	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	109	234	139	126	251	155

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	859	202	0	0	265	0
Stage 1	202	-	-	-	-	-
Stage 2	657	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	329	844	-	-	1311	-
Stage 1	837	-	-	-	-	-
Stage 2	519	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	266	844	-	-	1311	-
Mov Cap-2 Maneuver	266	-	-	-	-	-
Stage 1	677	-	-	-	-	-
Stage 2	519	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	16.3	0	5.2
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	266	844	1311	-
HCM Lane V/C Ratio	-	-	0.412	0.277	0.191	-
HCM Control Delay (s)	-	-	27.7	10.9	8.4	-
HCM Lane LOS	-	-	D	B	A	-
HCM 95th %tile Q(veh)	-	-	1.9	1.1	0.7	-

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INTERSECTION: 20
INTERSECTION NAME: Palos Verdes Drive East/Crest Road – Marymount College Driv
NORTH/SOUTH: Palos Verdes Drive East
EAST/WEST: Crest Road – Marymount College Driveway

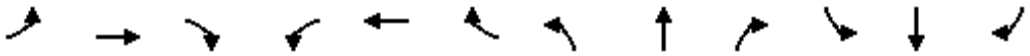
Turn Mvmt.	# of Lanes	Right Turn Cond.	Lanegroup Capacity	Existing Saturday Conditions AM Peak Hour Vol.	AM Peak Hour V/C	PM Peak Hour Vol.	PM Peak Hour V/C
NBL	1.0		1,600	4	0.00	23	0.01
NBT	2.0		3,200	78	0.03	129	0.04
NBR	0.0	P	0	2	0.00	3	0.00
SBL	1.0		1,600	4	0.00	5	0.00
SBT	2.0		3,200	64	0.02	119	0.04
SBR	1.0	P	1,600	25	0.00	45	0.00
EBL	1.0		1,594	43	0.03	61	0.04
EBT	0.0		6	0	0.00	0	0.00
EBR	1.0	P	1,600	9	0.00	19	0.00
WBL	0.0		0	1	0.00	3	0.00
WBT	1.0		1,600	0	0.00	0	0.00
WBR	0.0	P	0	2	0.00	2	0.00
N/S Critical Movements					0.03		0.05
E/W Critical Movements					0.03		0.04
Right Turn Critical Movement					0.00		0.00
Clearance Interval					0.10		0.10
ICU					0.16		0.19
Level of Service (LOS)					A		A

Notes: ICU - Intersection Capacity Utilization
V/C - Volume to Capacity Ratio
Right Turn Conditions:
F - Free Right Turn
O - Overlap Phase
P - Permitted Right Turn
N - No Right Turn on Red

General Plan Build Out Weekday Conditions

HCM 6th Signalized Intersection Summary
1: Palos Verdes Drive West & Hawthorne Boulevard

03/29/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	30	3	238	22	260	48	612	528	290	332	12
Future Volume (veh/h)	5	30	3	238	22	260	48	612	528	290	332	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	5	32	3	267	0	274	51	644	556	305	349	13
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	16	109	11	759	0	338	81	1179	526	371	1730	64
Arrive On Green	0.04	0.04	0.04	0.21	0.00	0.21	0.04	0.33	0.33	0.21	0.49	0.49
Sat Flow, veh/h	448	2986	291	3619	0	1610	1810	3610	1610	1810	3549	132
Grp Volume(v), veh/h	21	0	19	267	0	274	51	644	556	305	177	185
Grp Sat Flow(s),veh/h/ln	1878	0	1848	1810	0	1610	1810	1805	1610	1810	1805	1876
Q Serve(g_s), s	0.9	0.0	0.8	5.1	0.0	13.2	2.2	11.9	26.5	13.1	4.5	4.5
Cycle Q Clear(g_c), s	0.9	0.0	0.8	5.1	0.0	13.2	2.2	11.9	26.5	13.1	4.5	4.5
Prop In Lane	0.24		0.16	1.00		1.00	1.00		1.00	1.00		0.07
Lane Grp Cap(c), veh/h	69	0	68	759	0	338	81	1179	526	371	880	914
V/C Ratio(X)	0.30	0.00	0.28	0.35	0.00	0.81	0.63	0.55	1.06	0.82	0.20	0.20
Avail Cap(c_a), veh/h	474	0	467	914	0	407	301	1179	526	546	880	914
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.1	0.0	38.0	27.4	0.0	30.5	38.1	22.4	27.3	30.8	11.8	11.8
Incr Delay (d2), s/veh	2.5	0.0	2.2	0.3	0.0	10.0	7.9	1.8	55.3	6.3	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.4	2.2	0.0	5.9	1.2	5.1	17.7	6.2	1.8	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.5	0.0	40.3	27.6	0.0	40.6	46.0	24.2	82.6	37.2	12.3	12.3
LnGrp LOS	D	A	D	C	A	D	D	C	F	D	B	B
Approach Vol, veh/h		40			541			1251			667	
Approach Delay, s/veh		40.4			34.2			51.1			23.7	
Approach LOS		D			C			D			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	21.2	31.0		7.5	8.1	44.0		21.5				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	24.5	26.5		20.5	13.5	37.5		20.5				
Max Q Clear Time (g_c+I1), s	16.1	29.5		3.9	5.2	7.5		16.2				
Green Ext Time (p_c), s	0.6	0.0		0.1	0.0	2.2		0.9				

Intersection Summary			
HCM 6th Ctrl Delay		39.9	
HCM 6th LOS		D	

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	13	4	1	1167	499	0
Future Vol, veh/h	13	4	1	1167	499	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	200	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	14	4	1	1228	525	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1141	263	525	0	-	0
Stage 1	525	-	-	-	-	-
Stage 2	616	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	197	742	1052	-	-	-
Stage 1	564	-	-	-	-	-
Stage 2	507	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	197	742	1052	-	-	-
Mov Cap-2 Maneuver	197	-	-	-	-	-
Stage 1	563	-	-	-	-	-
Stage 2	507	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	21.4	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1052	-	238	-	-
HCM Lane V/C Ratio	0.001	-	0.075	-	-
HCM Control Delay (s)	8.4	-	21.4	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

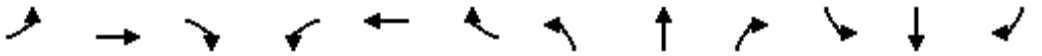
Intersection	
Int Delay, s/veh	13.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	61	839	4	33	520	142	1	0	3	114	0	78
Future Vol, veh/h	61	839	4	33	520	142	1	0	3	114	0	78
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	110	-	-	100	-	75	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	64	883	4	35	547	149	1	0	3	120	0	82

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	696	0	0	887	0	0	1357	1779	444	1187	1632	274
Stage 1	-	-	-	-	-	-	1013	1013	-	617	617	-
Stage 2	-	-	-	-	-	-	344	766	-	570	1015	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	909	-	-	772	-	-	110	83	567	146	102	730
Stage 1	-	-	-	-	-	-	260	319	-	449	484	-
Stage 2	-	-	-	-	-	-	650	415	-	479	318	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	909	-	-	772	-	-	89	74	567	133	91	730
Mov Cap-2 Maneuver	-	-	-	-	-	-	89	74	-	133	91	-
Stage 1	-	-	-	-	-	-	242	297	-	418	462	-
Stage 2	-	-	-	-	-	-	551	396	-	443	296	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	0.5	20.1	117.6
HCM LOS			C	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	242	909	-	-	772	-	-	199
HCM Lane V/C Ratio	0.017	0.071	-	-	0.045	-	-	1.016
HCM Control Delay (s)	20.1	9.3	-	-	9.9	-	-	117.6
HCM Lane LOS	C	A	-	-	A	-	-	F
HCM 95th %tile Q(veh)	0.1	0.2	-	-	0.1	-	-	8.9



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	210	937	30	62	545	277	51	64	59	391	47	96
Future Volume (veh/h)	210	937	30	62	545	277	51	64	59	391	47	96
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	221	986	32	65	574	292	54	67	62	447	0	101
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	259	1353	44	173	1198	534	142	176	275	739	0	329
Arrive On Green	0.29	0.76	0.76	0.10	0.33	0.33	0.17	0.17	0.17	0.20	0.00	0.20
Sat Flow, veh/h	1810	3568	116	1810	3610	1610	829	1029	1610	3619	0	1610
Grp Volume(v), veh/h	221	499	519	65	574	292	121	0	62	447	0	101
Grp Sat Flow(s),veh/h/ln	1810	1805	1879	1810	1805	1610	1859	0	1610	1810	0	1610
Q Serve(g_s), s	13.8	17.9	17.9	4.0	15.2	17.8	6.9	0.0	4.0	13.5	0.0	6.4
Cycle Q Clear(g_c), s	13.8	17.9	17.9	4.0	15.2	17.8	6.9	0.0	4.0	13.5	0.0	6.4
Prop In Lane	1.00		0.06	1.00		1.00	0.45		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	259	684	713	173	1198	534	317	0	275	739	0	329
V/C Ratio(X)	0.85	0.73	0.73	0.37	0.48	0.55	0.38	0.00	0.23	0.60	0.00	0.31
Avail Cap(c_a), veh/h	369	684	713	173	1198	534	317	0	275	739	0	329
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.89	0.89	0.89	0.86	0.86	0.86	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	41.6	11.2	11.2	50.9	31.9	32.7	44.1	0.0	42.9	43.4	0.0	40.5
Incr Delay (d2), s/veh	11.3	6.0	5.8	1.2	0.3	1.0	3.4	0.0	1.9	3.7	0.0	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.1	5.0	5.2	1.9	6.7	7.1	3.5	0.0	1.7	6.4	0.0	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.9	17.2	16.9	52.0	32.1	33.7	47.6	0.0	44.8	47.0	0.0	43.0
LnGrp LOS	D	B	B	D	C	C	D	A	D	D	A	D
Approach Vol, veh/h		1239			931			183			548	
Approach Delay, s/veh		23.4			34.0			46.6			46.3	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	16.0	50.0		29.0	21.7	44.3		25.0				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	11.5	45.5		24.5	24.5	32.5		20.5				
Max Q Clear Time (g_c+I1), s	7.0	20.9		16.5	16.8	20.8		9.9				
Green Ext Time (p_c), s	0.0	7.3		1.3	0.4	3.9		0.6				

Intersection Summary			
HCM 6th Ctrl Delay		32.6	
HCM 6th LOS		C	

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	224	25	67	13	29	91	80	832	4	39	489	151
Future Volume (veh/h)	224	25	67	13	29	91	80	832	4	39	489	151
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	236	26	71	14	31	96	84	876	4	41	515	159
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	394	32	88	89	130	326	485	2104	10	400	1552	477
Arrive On Green	0.28	0.28	0.28	0.28	0.28	0.28	0.57	0.57	0.57	0.57	0.57	0.57
Sat Flow, veh/h	1045	115	314	81	466	1168	777	3685	17	641	2719	835
Grp Volume(v), veh/h	333	0	0	141	0	0	84	429	451	41	341	333
Grp Sat Flow(s),veh/h/ln	1475	0	0	1715	0	0	777	1805	1897	641	1805	1750
Q Serve(g_s), s	8.3	0.0	0.0	0.0	0.0	0.0	3.9	8.0	8.0	2.3	6.0	6.1
Cycle Q Clear(g_c), s	12.2	0.0	0.0	3.9	0.0	0.0	9.9	8.0	8.0	10.3	6.0	6.1
Prop In Lane	0.71		0.21	0.10		0.68	1.00		0.01	1.00		0.48
Lane Grp Cap(c), veh/h	514	0	0	545	0	0	485	1030	1083	400	1030	999
V/C Ratio(X)	0.65	0.00	0.00	0.26	0.00	0.00	0.17	0.42	0.42	0.10	0.33	0.33
Avail Cap(c_a), veh/h	715	0	0	782	0	0	485	1030	1083	400	1030	999
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	0.85	0.85	0.85
Uniform Delay (d), s/veh	19.7	0.0	0.0	17.0	0.0	0.0	9.5	7.2	7.2	10.2	6.8	6.8
Incr Delay (d2), s/veh	1.4	0.0	0.0	0.2	0.0	0.0	0.8	1.2	1.2	0.4	0.7	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	0.0	0.0	1.4	0.0	0.0	0.7	2.8	2.9	0.3	2.0	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.0	0.0	0.0	17.3	0.0	0.0	10.2	8.5	8.4	10.6	7.5	7.6
LnGrp LOS	C	A	A	B	A	A	B	A	A	B	A	A
Approach Vol, veh/h		333			141			964			715	
Approach Delay, s/veh		21.0			17.3			8.6			7.7	
Approach LOS		C			B			A			A	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	38.7	21.3	38.7	21.3
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	25.5	25.5	25.5	25.5
Max Q Clear Time (g_c+I1), s	12.9	15.2	13.3	6.9
Green Ext Time (p_c), s	5.0	1.5	3.7	0.7

Intersection Summary	
HCM 6th Ctrl Delay	10.8
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	124	102	55	248	52	162	33	567	358	158	401	76
Future Volume (veh/h)	124	102	55	248	52	162	33	567	358	158	401	76
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	131	107	58	261	55	171	35	597	377	166	422	80
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	185	208	106	322	314	266	60	850	537	223	1487	280
Arrive On Green	0.10	0.09	0.09	0.18	0.17	0.17	0.03	0.40	0.40	0.12	0.49	0.49
Sat Flow, veh/h	1810	2314	1179	1810	1900	1610	1810	2123	1341	1810	3032	570
Grp Volume(v), veh/h	131	82	83	261	55	171	35	508	466	166	250	252
Grp Sat Flow(s),veh/h/ln	1810	1805	1688	1810	1900	1610	1810	1805	1659	1810	1805	1797
Q Serve(g_s), s	6.0	3.7	4.1	11.9	2.1	8.5	1.6	20.2	20.2	7.6	7.1	7.2
Cycle Q Clear(g_c), s	6.0	3.7	4.1	11.9	2.1	8.5	1.6	20.2	20.2	7.6	7.1	7.2
Prop In Lane	1.00		0.70	1.00		1.00	1.00		0.81	1.00		0.32
Lane Grp Cap(c), veh/h	185	162	151	322	314	266	60	723	664	223	885	882
V/C Ratio(X)	0.71	0.51	0.55	0.81	0.18	0.64	0.59	0.70	0.70	0.75	0.28	0.29
Avail Cap(c_a), veh/h	368	429	402	452	540	458	263	723	664	326	885	882
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.4	37.4	37.5	34.0	30.9	33.6	41.1	21.5	21.5	36.5	13.0	13.0
Incr Delay (d2), s/veh	4.9	2.4	3.1	7.5	0.3	2.6	8.9	5.6	6.1	5.2	0.8	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	1.7	1.8	5.8	1.0	3.5	0.9	9.2	8.6	3.6	2.9	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.3	39.8	40.6	41.5	31.2	36.2	50.0	27.2	27.7	41.7	13.8	13.8
LnGrp LOS	D	D	D	D	C	D	D	C	C	D	B	B
Approach Vol, veh/h		296			487			1009			668	
Approach Delay, s/veh		41.1			38.5			28.2			20.7	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.1	39.0	19.8	12.2	7.3	46.8	13.3	18.7
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	15.5	34.5	21.5	20.5	12.5	37.5	17.5	24.5
Max Q Clear Time (g_c+I1), s	10.6	23.2	14.9	7.1	4.6	10.2	9.0	11.5
Green Ext Time (p_c), s	0.2	4.9	0.4	0.7	0.0	3.2	0.2	0.7

Intersection Summary	
HCM 6th Ctrl Delay	29.8
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	29	0	7	0	913	19	14	673	2
Future Volume (veh/h)	0	0	0	29	0	7	0	913	19	14	673	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	0	0	0	31	0	7	0	961	20	15	708	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	70	0	117	0	10	80	3121	65	554	3187	9
Arrive On Green	0.00	0.00	0.00	0.04	0.00	0.04	0.00	0.86	0.86	0.86	0.86	0.86
Sat Flow, veh/h	0	1900	0	1198	0	271	751	3616	75	583	3693	10
Grp Volume(v), veh/h	0	0	0	38	0	0	0	480	501	15	346	364
Grp Sat Flow(s),veh/h/ln	0	1900	0	1469	0	0	751	1805	1886	583	1805	1898
Q Serve(g_s), s	0.0	0.0	0.0	2.3	0.0	0.0	0.0	4.5	4.5	0.4	2.9	2.9
Cycle Q Clear(g_c), s	0.0	0.0	0.0	2.3	0.0	0.0	0.0	4.5	4.5	4.9	2.9	2.9
Prop In Lane	0.00		0.00	0.82		0.18	1.00		0.04	1.00		0.01
Lane Grp Cap(c), veh/h	0	70	0	127	0	0	80	1558	1628	554	1558	1638
V/C Ratio(X)	0.00	0.00	0.00	0.30	0.00	0.00	0.00	0.31	0.31	0.03	0.22	0.22
Avail Cap(c_a), veh/h	0	517	0	472	0	0	80	1558	1628	554	1558	1638
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	42.9	0.0	0.0	0.0	1.1	1.1	1.6	1.0	1.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	1.3	0.0	0.0	0.0	0.5	0.5	0.1	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.9	0.0	0.0	0.0	0.6	0.6	0.0	0.4	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	44.2	0.0	0.0	0.0	1.7	1.6	1.7	1.4	1.4
LnGrp LOS	A	A	A	D	A	A	A	A	A	A	A	A
Approach Vol, veh/h		0			38			981			725	
Approach Delay, s/veh		0.0			44.2			1.6			1.4	
Approach LOS					D			A			A	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	82.2	7.8	82.2	7.8
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	56.5	24.5	56.5	24.5
Max Q Clear Time (g_c+I1), s	7.5	0.0	7.9	5.3
Green Ext Time (p_c), s	8.0	0.0	5.3	0.1

Intersection Summary	
HCM 6th Ctrl Delay	2.5
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	0	24	13	0	5	17	889	12	7	678	17
Future Volume (veh/h)	29	0	24	13	0	5	17	889	12	7	678	17
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	31	0	25	14	0	5	18	936	13	7	714	18
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	113	0	41	136	6	26	497	1883	26	497	1865	832
Arrive On Green	0.06	0.00	0.06	0.06	0.00	0.06	0.27	0.52	0.52	0.27	0.52	0.52
Sat Flow, veh/h	866	0	699	1137	96	440	1810	3645	51	1810	3610	1610
Grp Volume(v), veh/h	56	0	0	19	0	0	18	463	486	7	714	18
Grp Sat Flow(s),veh/h/ln	1565	0	0	1673	0	0	1810	1805	1891	1810	1805	1610
Q Serve(g_s), s	2.2	0.0	0.0	0.0	0.0	0.0	0.7	15.0	15.0	0.3	10.7	0.5
Cycle Q Clear(g_c), s	3.1	0.0	0.0	0.9	0.0	0.0	0.7	15.0	15.0	0.3	10.7	0.5
Prop In Lane	0.55		0.45	0.74		0.26	1.00		0.03	1.00		1.00
Lane Grp Cap(c), veh/h	154	0	0	167	0	0	497	933	977	497	1865	832
V/C Ratio(X)	0.36	0.00	0.00	0.11	0.00	0.00	0.04	0.50	0.50	0.01	0.38	0.02
Avail Cap(c_a), veh/h	409	0	0	414	0	0	497	933	977	497	1865	832
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.3	0.0	0.0	40.3	0.0	0.0	23.9	14.1	14.1	23.8	13.1	10.6
Incr Delay (d2), s/veh	1.4	0.0	0.0	0.3	0.0	0.0	0.0	1.9	1.8	0.0	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	0.0	0.4	0.0	0.0	0.3	6.2	6.5	0.1	4.2	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.7	0.0	0.0	40.6	0.0	0.0	23.9	16.0	16.0	23.8	13.7	10.7
LnGrp LOS	D	A	A	D	A	A	C	B	B	C	B	B
Approach Vol, veh/h		56			19			967			739	
Approach Delay, s/veh		42.7			40.6			16.1			13.7	
Approach LOS		D			D			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	39.2	51.0		9.8	29.2	51.0		9.8
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	9.5	46.5		20.5	9.5	46.5		20.5
Max Q Clear Time (g_c+I1), s	13.3	18.0		6.1	3.7	13.7		3.9
Green Ext Time (p_c), s	0.0	7.0		0.2	0.0	5.7		0.0

Intersection Summary		
HCM 6th Ctrl Delay		16.2
HCM 6th LOS		B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	1350	16	200	755	135	69	124	549	168	37	7
Future Volume (veh/h)	34	1350	16	200	755	135	69	124	549	168	37	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	36	1421	17	211	795	142	73	131	578	177	39	7
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	57	1294	15	251	1413	252	423	444	600	223	193	35
Arrive On Green	0.04	0.47	0.47	0.14	0.46	0.46	0.23	0.23	0.23	0.12	0.12	0.12
Sat Flow, veh/h	1810	3653	44	1810	3060	547	1810	1900	1610	1810	1568	281
Grp Volume(v), veh/h	36	702	736	211	469	468	73	131	578	177	0	46
Grp Sat Flow(s),veh/h/ln	1810	1805	1892	1810	1805	1802	1810	1900	1610	1810	0	1849
Q Serve(g_s), s	2.4	42.5	42.5	13.6	22.7	22.7	3.9	6.8	28.1	11.4	0.0	2.7
Cycle Q Clear(g_c), s	2.4	42.5	42.5	13.6	22.7	22.7	3.9	6.8	28.1	11.4	0.0	2.7
Prop In Lane	1.00		0.02	1.00		0.30	1.00		1.00	1.00		0.15
Lane Grp Cap(c), veh/h	57	639	670	251	834	832	423	444	600	223	0	228
V/C Ratio(X)	0.64	1.10	1.10	0.84	0.56	0.56	0.17	0.29	0.96	0.80	0.00	0.20
Avail Cap(c_a), veh/h	158	639	670	264	834	832	423	444	600	309	0	316
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	56.8	31.7	31.7	50.4	23.5	23.5	36.7	37.8	36.8	51.1	0.0	47.3
Incr Delay (d2), s/veh	7.7	59.6	59.4	20.0	0.9	0.9	0.9	1.7	28.7	9.4	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	27.2	28.5	7.6	9.7	9.7	1.8	3.4	21.0	5.7	0.0	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.5	91.3	91.1	70.4	24.3	24.3	37.6	39.5	65.5	60.5	0.0	47.8
LnGrp LOS	E	F	F	E	C	C	D	D	E	E	A	D
Approach Vol, veh/h		1474			1148			782			223	
Approach Delay, s/veh		90.6			32.8			58.5			57.9	
Approach LOS		F			C			E			E	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	32.6	21.2	47.0	19.3	8.3	59.9
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	21.5	17.5	42.5	20.5	10.5	49.5
Max Q Clear Time (g_c+I1), s	31.1	16.6	45.5	14.4	5.4	25.7
Green Ext Time (p_c), s	0.0	0.1	0.0	0.4	0.0	6.6

Intersection Summary	
HCM 6th Ctrl Delay	63.4
HCM 6th LOS	E

Intersection	
Intersection Delay, s/veh	17.7
Intersection LOS	C

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations																
Traffic Vol, veh/h	0	70	384	6	0	27	246	66	0	20	69	38	0	130	45	28
Future Vol, veh/h	0	70	384	6	0	27	246	66	0	20	69	38	0	130	45	28
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	74	404	6	0	28	259	69	0	21	73	40	0	137	47	29
Number of Lanes	0	1	1	1	0	1	1	1	0	0	1	0	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	3	3
HCM Control Delay	22.6	14	12.8	15.8
HCM LOS	C	B	B	C

Lane	NBLn1	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	16%	100%	0%	0%	100%	0%	0%	64%
Vol Thru, %	54%	0%	100%	0%	0%	100%	0%	22%
Vol Right, %	30%	0%	0%	100%	0%	0%	100%	14%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	127	70	384	6	27	246	66	203
LT Vol	20	70	0	0	27	0	0	130
Through Vol	69	0	384	0	0	246	0	45
RT Vol	38	0	0	6	0	0	66	28
Lane Flow Rate	134	74	404	6	28	259	69	214
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.271	0.144	0.731	0.01	0.057	0.482	0.115	0.439
Departure Headway (Hd)	7.302	7.021	6.508	5.791	7.212	6.699	5.98	7.397
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	492	514	558	622	497	539	599	487
Service Time	5.056	4.721	4.208	3.491	4.957	4.444	3.725	5.145
HCM Lane V/C Ratio	0.272	0.144	0.724	0.01	0.056	0.481	0.115	0.439
HCM Control Delay	12.8	10.9	24.9	8.5	10.4	15.6	9.5	15.8
HCM Lane LOS	B	B	C	A	B	C	A	C
HCM 95th-tile Q	1.1	0.5	6.1	0	0.2	2.6	0.4	2.2



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	187	1087	337	187	595	81	209	243	126	117	337	145
Future Volume (veh/h)	187	1087	337	187	595	81	209	243	126	117	337	145
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	197	1144	355	197	626	85	220	256	133	123	355	153
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	246	1387	430	244	1273	568	267	914	625	168	489	207
Arrive On Green	0.14	0.35	0.35	0.13	0.35	0.35	0.15	0.25	0.25	0.09	0.20	0.20
Sat Flow, veh/h	1810	3922	1217	1810	3610	1610	1810	3610	1610	1810	2470	1047
Grp Volume(v), veh/h	197	1009	490	197	626	85	220	256	133	123	258	250
Grp Sat Flow(s),veh/h/ln	1810	1729	1681	1810	1805	1610	1810	1805	1610	1810	1805	1712
Q Serve(g_s), s	11.5	28.9	28.9	11.5	14.7	3.9	12.8	6.2	6.0	7.2	14.5	14.9
Cycle Q Clear(g_c), s	11.5	28.9	28.9	11.5	14.7	3.9	12.8	6.2	6.0	7.2	14.5	14.9
Prop In Lane	1.00		0.72	1.00		1.00	1.00		1.00	1.00		0.61
Lane Grp Cap(c), veh/h	246	1223	595	244	1273	568	267	914	625	168	357	339
V/C Ratio(X)	0.80	0.82	0.82	0.81	0.49	0.15	0.82	0.28	0.21	0.73	0.72	0.74
Avail Cap(c_a), veh/h	375	1322	642	308	1273	568	342	914	625	258	357	339
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.5	32.0	32.0	45.6	27.5	24.0	44.9	32.6	22.2	48.0	40.7	40.9
Incr Delay (d2), s/veh	7.0	4.1	8.1	11.8	0.3	0.1	12.0	0.8	0.8	6.1	11.9	13.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.6	12.5	12.8	5.9	6.3	1.5	6.6	2.8	2.4	3.5	7.6	7.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.5	36.2	40.1	57.5	27.8	24.1	56.9	33.4	23.0	54.1	52.7	54.3
LnGrp LOS	D	D	D	E	C	C	E	C	C	D	D	D
Approach Vol, veh/h		1696			908			609			631	
Approach Delay, s/veh		39.2			33.9			39.6			53.6	
Approach LOS		D			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.1	42.9	20.5	26.0	19.2	42.8	14.6	32.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	18.5	41.5	20.5	21.5	22.5	37.5	15.5	26.5
Max Q Clear Time (g_c+I1), s	14.5	31.9	15.8	17.9	14.5	17.7	10.2	9.2
Green Ext Time (p_c), s	0.2	6.5	0.3	1.1	0.3	4.5	0.1	1.9

Intersection Summary	
HCM 6th Ctrl Delay	40.4
HCM 6th LOS	D

Intersection	
Intersection Delay, s/veh	44
Intersection LOS	E

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations																
Traffic Vol, veh/h	0	688	61	98	0	2	60	126	0	57	161	0	0	181	114	364
Future Vol, veh/h	0	688	61	98	0	2	60	126	0	57	161	0	0	181	114	364
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	724	64	103	0	2	63	133	0	60	169	0	0	191	120	383
Number of Lanes	0	1	1	1	0	0	2	0	0	1	2	0	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	3	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	3	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	2	3
HCM Control Delay	71.9	20.2	16.1	24.2
HCM LOS	F	C	C	C

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	100%	84%	0%	6%	0%	100%	0%	0%
Vol Thru, %	0%	100%	100%	0%	16%	0%	94%	19%	0%	46%	0%
Vol Right, %	0%	0%	0%	0%	0%	100%	0%	81%	0%	54%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	57	81	81	372	377	98	32	156	181	249	229
LT Vol	57	0	0	372	316	0	2	0	181	0	0
Through Vol	0	81	81	0	61	0	30	30	0	114	0
RT Vol	0	0	0	0	0	98	0	126	0	135	229
Lane Flow Rate	60	85	85	391	397	103	34	164	191	262	241
Geometry Grp	8	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.189	0.255	0.214	1.007	1.014	0.231	0.102	0.469	0.519	0.648	0.575
Departure Headway (Hd)	11.489	10.973	9.217	9.267	9.185	8.051	10.669	10.072	9.808	8.908	8.579
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	314	330	391	391	393	444	338	360	366	403	418
Service Time	9.189	8.673	6.917	7.063	6.981	5.846	8.369	7.772	7.607	6.706	6.377
HCM Lane V/C Ratio	0.191	0.258	0.217	1	1.01	0.232	0.101	0.456	0.522	0.65	0.577
HCM Control Delay	16.8	17.4	14.4	78.8	80.3	13.3	14.6	21.4	22.8	26.8	22.5
HCM Lane LOS	C	C	B	F	F	B	B	C	C	D	C
HCM 95th-tile Q	0.7	1	0.8	12.2	12.5	0.9	0.3	2.4	2.9	4.4	3.5

Intersection	
Int Delay, s/veh	4.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	470	4	25	999	42	6	0	15	48	1	26
Future Vol, veh/h	12	470	4	25	999	42	6	0	15	48	1	26
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	150	200	-	200	60	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	13	495	4	26	1052	44	6	0	16	51	1	27

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1096	0	0	499	0	0	1661	1669	495	1635	1629	1052
Stage 1	-	-	-	-	-	-	521	521	-	1104	1104	-
Stage 2	-	-	-	-	-	-	1140	1148	-	531	525	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	644	-	-	1075	-	-	78	97	579	82	103	278
Stage 1	-	-	-	-	-	-	542	535	-	258	289	-
Stage 2	-	-	-	-	-	-	247	276	-	536	533	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	644	-	-	1075	-	-	67	93	579	77	98	278
Mov Cap-2 Maneuver	-	-	-	-	-	-	67	93	-	77	98	-
Stage 1	-	-	-	-	-	-	531	524	-	253	282	-
Stage 2	-	-	-	-	-	-	216	269	-	511	522	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0.2	26.5	81
HCM LOS			D	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	67	579	644	-	-	1075	-	-	77	260
HCM Lane V/C Ratio	0.094	0.027	0.02	-	-	0.024	-	-	0.656	0.109
HCM Control Delay (s)	64.2	11.4	10.7	-	-	8.4	-	-	115.1	20.5
HCM Lane LOS	F	B	B	-	-	A	-	-	F	C
HCM 95th %tile Q(veh)	0.3	0.1	0.1	-	-	0.1	-	-	3	0.4

Intersection	
Int Delay, s/veh	4.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	112	435	914	76	33	160
Future Vol, veh/h	112	435	914	76	33	160
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	135	-	-	50	0	110
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	118	458	962	80	35	168

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1042	0	-	0	1656	962
Stage 1	-	-	-	-	962	-
Stage 2	-	-	-	-	694	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	675	-	-	-	109	313
Stage 1	-	-	-	-	374	-
Stage 2	-	-	-	-	499	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	675	-	-	-	90	313
Mov Cap-2 Maneuver	-	-	-	-	90	-
Stage 1	-	-	-	-	309	-
Stage 2	-	-	-	-	499	-

Approach	EB	WB	SB
HCM Control Delay, s	2.3	0	35.8
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	675	-	-	-	90	313
HCM Lane V/C Ratio	0.175	-	-	-	0.386	0.538
HCM Control Delay (s)	11.5	-	-	-	68.2	29.1
HCM Lane LOS	B	-	-	-	F	D
HCM 95th %tile Q(veh)	0.6	-	-	-	1.5	3

Intersection	
Int Delay, s/veh	144

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	201	5	307	18	3	7	370	445	22	4	262	192
Future Vol, veh/h	201	5	307	18	3	7	370	445	22	4	262	192
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	0	-	-	100	-	100
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	212	5	323	19	3	7	389	468	23	4	276	202

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1547	1553	276	1807	1744	480	478	0	0	491	0	0
Stage 1	284	284	-	1258	1258	-	-	-	-	-	-	-
Stage 2	1263	1269	-	549	486	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	~ 94	114	768	62	87	590	1095	-	-	1083	-	-
Stage 1	727	680	-	212	245	-	-	-	-	-	-	-
Stage 2	~ 210	242	-	524	554	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 64	73	768	25	56	590	1095	-	-	1083	-	-
Mov Cap-2 Maneuver	~ 64	73	-	25	56	-	-	-	-	-	-	-
Stage 1	469	677	-	137	158	-	-	-	-	-	-	-
Stage 2	~ 131	156	-	300	552	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	$ 493.9	260.4	4.5	0.1
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1095	-	-	64	768	36	1083	-	-
HCM Lane V/C Ratio	0.356	-	-	3.388	0.421	0.819	0.004	-	-
HCM Control Delay (s)	10.1	-	-	$ 1210.5	13	260.4	8.3	-	-
HCM Lane LOS	B	-	-	F	B	F	A	-	-
HCM 95th %tile Q(veh)	1.6	-	-	22.7	2.1	2.9	0	-	-

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

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	27	51	32	804	558	29
Future Vol, veh/h	27	51	32	804	558	29
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	25	60	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	28	54	34	846	587	31

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1078	587	618	0	-	0
Stage 1	587	-	-	-	-	-
Stage 2	491	-	-	-	-	-
Critical Hdwy	6.6	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	230	513	972	-	-	-
Stage 1	560	-	-	-	-	-
Stage 2	586	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	215	513	972	-	-	-
Mov Cap-2 Maneuver	215	-	-	-	-	-
Stage 1	523	-	-	-	-	-
Stage 2	586	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	16.8	0.6	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	972	-	215	513	-	-
HCM Lane V/C Ratio	0.035	-	0.132	0.105	-	-
HCM Control Delay (s)	8.8	0.3	24.3	12.8	-	-
HCM Lane LOS	A	A	C	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.4	0.3	-	-

Intersection	
Int Delay, s/veh	51.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	141	438	385	155	371	241
Future Vol, veh/h	141	438	385	155	371	241
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	75	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	148	461	405	163	391	254

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1523	487	0	0	568	0
Stage 1	487	-	-	-	-	-
Stage 2	1036	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	~ 131	585	-	-	1014	-
Stage 1	622	-	-	-	-	-
Stage 2	345	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 80	585	-	-	1014	-
Mov Cap-2 Maneuver	~ 80	-	-	-	-	-
Stage 1	382	-	-	-	-	-
Stage 2	345	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	148.4	0	6.5
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	80	585	1014	-
HCM Lane V/C Ratio	-	-	1.855	0.788	0.385	-
HCM Control Delay (s)	-	-	$ 515.6	30.2	10.8	-
HCM Lane LOS	-	-	F	D	B	-
HCM 95th %tile Q(veh)	-	-	12.9	7.5	1.8	-

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

Intersection	
Int Delay, s/veh	6.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	14	247	435	52	282	214
Future Vol, veh/h	14	247	435	52	282	214
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	70	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	15	260	458	55	297	225

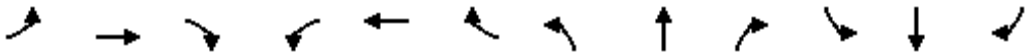
Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1305	486	0	0	513	0
Stage 1	486	-	-	-	-	-
Stage 2	819	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	178	585	-	-	1063	-
Stage 1	623	-	-	-	-	-
Stage 2	437	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	128	585	-	-	1063	-
Mov Cap-2 Maneuver	128	-	-	-	-	-
Stage 1	449	-	-	-	-	-
Stage 2	437	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	21.2	0	5.5
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	491	1063	-
HCM Lane V/C Ratio	-	-	0.56	0.279	-
HCM Control Delay (s)	-	-	21.2	9.7	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	3.4	1.1	-

HCM 6th Signalized Intersection Summary
1: Palos Verdes Drive West & Hawthorne Boulevard

03/29/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	42	20	380	35	200	85	327	270	235	417	7
Future Volume (veh/h)	1	42	20	380	35	200	85	327	270	235	417	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1	44	21	426	0	211	89	344	284	247	439	7
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	3	122	58	689	0	307	137	1200	535	322	1581	25
Arrive On Green	0.05	0.05	0.05	0.19	0.00	0.19	0.08	0.33	0.33	0.18	0.43	0.43
Sat Flow, veh/h	55	2396	1141	3619	0	1610	1810	3610	1610	1810	3637	58
Grp Volume(v), veh/h	35	0	31	426	0	211	89	344	284	247	218	228
Grp Sat Flow(s),veh/h/ln	1897	0	1695	1810	0	1610	1810	1805	1610	1810	1805	1890
Q Serve(g_s), s	1.3	0.0	1.3	7.8	0.0	8.8	3.5	5.1	10.4	9.4	5.6	5.6
Cycle Q Clear(g_c), s	1.3	0.0	1.3	7.8	0.0	8.8	3.5	5.1	10.4	9.4	5.6	5.6
Prop In Lane	0.03		0.67	1.00		1.00	1.00		1.00	1.00		0.03
Lane Grp Cap(c), veh/h	96	0	86	689	0	307	137	1200	535	322	785	822
V/C Ratio(X)	0.36	0.00	0.36	0.62	0.00	0.69	0.65	0.29	0.53	0.77	0.28	0.28
Avail Cap(c_a), veh/h	537	0	479	1224	0	544	387	1200	535	637	785	822
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.3	0.0	33.3	26.9	0.0	27.3	32.6	17.8	19.6	28.3	13.2	13.2
Incr Delay (d2), s/veh	2.3	0.0	2.6	0.9	0.0	2.7	5.1	0.6	3.7	3.8	0.9	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.6	3.3	0.0	3.5	1.7	2.1	4.2	4.2	2.3	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.5	0.0	35.8	27.8	0.0	30.1	37.7	18.4	23.3	32.2	14.0	14.0
LnGrp LOS	D	A	D	C	A	C	D	B	C	C	B	B
Approach Vol, veh/h		66			637			717			693	
Approach Delay, s/veh		35.7			28.6			22.8			20.5	
Approach LOS		D			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	17.4	28.6		8.2	10.0	36.0		18.3				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	25.5	21.5		20.5	15.5	31.5		24.5				
Max Q Clear Time (g_c+I1), s	12.4	13.4		4.3	6.5	8.6		11.8				
Green Ext Time (p_c), s	0.6	2.1		0.2	0.1	2.6		2.0				

Intersection Summary			
HCM 6th Ctrl Delay		24.2	
HCM 6th LOS		C	

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	29	16	15	553	801	0
Future Vol, veh/h	29	16	15	553	801	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	200	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	31	17	16	582	843	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1166	422	843	0	-	0
Stage 1	843	-	-	-	-	-
Stage 2	323	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	190	586	802	-	-	-
Stage 1	388	-	-	-	-	-
Stage 2	712	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	186	586	802	-	-	-
Mov Cap-2 Maneuver	186	-	-	-	-	-
Stage 1	380	-	-	-	-	-
Stage 2	712	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	23.1	0.3	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	802	-	246	-	-
HCM Lane V/C Ratio	0.02	-	0.193	-	-
HCM Control Delay (s)	9.6	-	23.1	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.7	-	-

Intersection	
Int Delay, s/veh	3.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	49	575	4	7	683	76	0	0	10	78	0	22
Future Vol, veh/h	49	575	4	7	683	76	0	0	10	78	0	22
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	110	-	-	100	-	75	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	52	605	4	7	719	80	0	0	11	82	0	23

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	799	0	0	609	0	0	1085	1524	305	1140	1446	360
Stage 1	-	-	-	-	-	-	711	711	-	733	733	-
Stage 2	-	-	-	-	-	-	374	813	-	407	713	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	833	-	-	979	-	-	174	119	697	158	133	642
Stage 1	-	-	-	-	-	-	395	439	-	383	429	-
Stage 2	-	-	-	-	-	-	624	395	-	597	438	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	833	-	-	979	-	-	159	111	697	147	124	642
Mov Cap-2 Maneuver	-	-	-	-	-	-	159	111	-	147	124	-
Stage 1	-	-	-	-	-	-	371	412	-	359	426	-
Stage 2	-	-	-	-	-	-	597	392	-	551	411	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	0.1	10.2	51.4
HCM LOS			B	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	697	833	-	-	979	-	-	177
HCM Lane V/C Ratio	0.015	0.062	-	-	0.008	-	-	0.595
HCM Control Delay (s)	10.2	9.6	-	-	8.7	-	-	51.4
HCM Lane LOS	B	A	-	-	A	-	-	F
HCM 95th %tile Q(veh)	0	0.2	-	-	0	-	-	3.2



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	690	29	91	832	321	12	40	31	288	43	92
Future Volume (veh/h)	100	690	29	91	832	321	12	40	31	288	43	92
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	105	726	31	96	876	338	13	42	33	335	0	97
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	223	1041	44	208	1036	462	91	294	330	742	0	330
Arrive On Green	0.25	0.59	0.59	0.12	0.29	0.29	0.20	0.20	0.20	0.20	0.00	0.20
Sat Flow, veh/h	1810	3527	151	1810	3610	1610	444	1434	1610	3619	0	1610
Grp Volume(v), veh/h	105	371	386	96	876	338	55	0	33	335	0	97
Grp Sat Flow(s),veh/h/ln	1810	1805	1873	1810	1805	1610	1878	0	1610	1810	0	1610
Q Serve(g_s), s	4.9	14.3	14.4	5.0	22.8	18.9	2.4	0.0	1.7	8.1	0.0	5.1
Cycle Q Clear(g_c), s	4.9	14.3	14.4	5.0	22.8	18.9	2.4	0.0	1.7	8.1	0.0	5.1
Prop In Lane	1.00		0.08	1.00		1.00	0.24		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	223	532	553	208	1036	462	385	0	330	742	0	330
V/C Ratio(X)	0.47	0.70	0.70	0.46	0.85	0.73	0.14	0.00	0.10	0.45	0.00	0.29
Avail Cap(c_a), veh/h	223	532	553	208	1101	491	385	0	330	742	0	330
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.98	0.98	0.98	0.69	0.69	0.69	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	34.9	17.4	17.4	41.4	33.6	32.2	32.6	0.0	32.3	34.8	0.0	33.6
Incr Delay (d2), s/veh	1.5	7.3	7.0	1.1	4.2	3.6	0.8	0.0	0.6	2.0	0.0	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	5.2	5.3	2.3	10.4	7.7	1.2	0.0	0.7	3.7	0.0	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.4	24.6	24.4	42.5	37.8	35.8	33.3	0.0	32.9	36.8	0.0	35.9
LnGrp LOS	D	C	C	D	D	D	C	A	C	D	A	D
Approach Vol, veh/h		862			1310			88			432	
Approach Delay, s/veh		26.0			37.6			33.2			36.6	
Approach LOS		C			D			C			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	16.0	34.0		25.0	16.8	33.2		25.0
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	11.5	29.5		20.5	10.5	30.5		20.5
Max Q Clear Time (g_c+I1), s	9.0	17.4		11.1	7.9	25.8		5.4
Green Ext Time (p_c), s	0.1	3.8		1.1	0.1	2.8		0.3

Intersection Summary	
HCM 6th Ctrl Delay	33.6
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	110	9	39	3	10	36	32	656	6	49	749	143
Future Volume (veh/h)	110	9	39	3	10	36	32	656	6	49	749	143
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	116	9	41	3	11	38	34	691	6	52	788	151
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	212	12	53	43	59	175	489	2820	24	616	2324	445
Arrive On Green	0.14	0.14	0.14	0.14	0.14	0.14	0.77	0.77	0.77	0.77	0.77	0.77
Sat Flow, veh/h	1066	83	377	37	418	1237	606	3667	32	760	3022	579
Grp Volume(v), veh/h	166	0	0	52	0	0	34	340	357	52	471	468
Grp Sat Flow(s),veh/h/ln	1526	0	0	1693	0	0	606	1805	1894	760	1805	1796
Q Serve(g_s), s	7.5	0.0	0.0	0.0	0.0	0.0	1.9	5.4	5.4	2.1	8.2	8.2
Cycle Q Clear(g_c), s	10.3	0.0	0.0	2.7	0.0	0.0	10.0	5.4	5.4	7.5	8.2	8.2
Prop In Lane	0.70		0.25	0.06		0.73	1.00		0.02	1.00		0.32
Lane Grp Cap(c), veh/h	276	0	0	277	0	0	489	1388	1457	616	1388	1381
V/C Ratio(X)	0.60	0.00	0.00	0.19	0.00	0.00	0.07	0.25	0.25	0.08	0.34	0.34
Avail Cap(c_a), veh/h	558	0	0	596	0	0	489	1388	1457	616	1388	1381
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	0.59	0.59	0.59
Uniform Delay (d), s/veh	41.1	0.0	0.0	38.1	0.0	0.0	5.2	3.3	3.3	4.4	3.6	3.6
Incr Delay (d2), s/veh	2.1	0.0	0.0	0.3	0.0	0.0	0.3	0.4	0.4	0.2	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	0.0	0.0	1.2	0.0	0.0	0.2	1.6	1.7	0.3	2.4	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.2	0.0	0.0	38.4	0.0	0.0	5.5	3.7	3.7	4.5	4.0	4.0
LnGrp LOS	D	A	A	D	A	A	A	A	A	A	A	A
Approach Vol, veh/h		166			52			731			991	
Approach Delay, s/veh		43.2			38.4			3.8			4.0	
Approach LOS		D			D			A			A	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	81.4	18.6	81.4	18.6
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	57.5	33.5	57.5	33.5
Max Q Clear Time (g_c+I1), s	13.0	13.3	11.2	5.7
Green Ext Time (p_c), s	5.4	0.9	8.2	0.2

Intersection Summary	
HCM 6th Ctrl Delay	8.2
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	145	97	21	303	88	62	20	464	220	75	541	129
Future Volume (veh/h)	145	97	21	303	88	62	20	464	220	75	541	129
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	153	102	22	319	93	65	21	488	232	79	569	136
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	221	249	52	399	345	293	43	876	414	123	1191	284
Arrive On Green	0.12	0.08	0.08	0.22	0.18	0.18	0.02	0.37	0.37	0.07	0.41	0.41
Sat Flow, veh/h	1810	2970	623	1810	1900	1610	1810	2378	1124	1810	2892	689
Grp Volume(v), veh/h	153	61	63	319	93	65	21	370	350	79	354	351
Grp Sat Flow(s),veh/h/ln	1810	1805	1788	1810	1900	1610	1810	1805	1698	1810	1805	1776
Q Serve(g_s), s	5.6	2.2	2.3	11.6	2.9	2.4	0.8	11.3	11.4	2.9	10.0	10.0
Cycle Q Clear(g_c), s	5.6	2.2	2.3	11.6	2.9	2.4	0.8	11.3	11.4	2.9	10.0	10.0
Prop In Lane	1.00		0.35	1.00		1.00	1.00		0.66	1.00		0.39
Lane Grp Cap(c), veh/h	221	151	150	399	345	293	43	665	625	123	744	732
V/C Ratio(X)	0.69	0.40	0.42	0.80	0.27	0.22	0.48	0.56	0.56	0.64	0.48	0.48
Avail Cap(c_a), veh/h	614	534	529	666	617	523	248	665	625	274	744	732
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.1	30.1	30.1	25.6	24.4	24.2	33.4	17.4	17.4	31.5	14.9	14.9
Incr Delay (d2), s/veh	3.8	1.7	1.9	3.8	0.4	0.4	8.1	3.3	3.6	5.6	2.2	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	1.0	1.0	5.1	1.3	0.9	0.4	4.9	4.7	1.4	4.2	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.0	31.8	32.0	29.3	24.8	24.5	41.5	20.7	21.0	37.0	17.1	17.2
LnGrp LOS	C	C	C	C	C	C	D	C	C	D	B	B
Approach Vol, veh/h		277			477			741			784	
Approach Delay, s/veh		32.5			27.8			21.4			19.1	
Approach LOS		C			C			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.2	30.0	19.8	10.3	6.2	33.0	13.0	17.1
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	10.5	25.5	25.5	20.5	9.5	26.5	23.5	22.5
Max Q Clear Time (g_c+I1), s	5.9	14.4	14.6	5.3	3.8	13.0	8.6	5.9
Green Ext Time (p_c), s	0.1	3.5	0.7	0.5	0.0	3.7	0.3	0.6

Intersection Summary	
HCM 6th Ctrl Delay	23.3
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	1	9	11	1	6	0	677	16	16	793	3
Future Volume (veh/h)	14	1	9	11	1	6	0	677	16	16	793	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	15	1	9	12	1	6	0	713	17	17	835	3
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	233	3	29	240	4	26	232	2377	57	656	2433	9
Arrive On Green	0.05	0.05	0.05	0.05	0.05	0.05	0.00	0.66	0.66	0.66	0.66	0.66
Sat Flow, veh/h	943	63	566	1006	84	503	666	3604	86	737	3689	13
Grp Volume(v), veh/h	25	0	0	19	0	0	0	357	373	17	409	429
Grp Sat Flow(s),veh/h/ln	1572	0	0	1593	0	0	666	1805	1885	737	1805	1898
Q Serve(g_s), s	0.1	0.0	0.0	0.0	0.0	0.0	0.0	2.6	2.6	0.3	3.1	3.1
Cycle Q Clear(g_c), s	0.4	0.0	0.0	0.3	0.0	0.0	0.0	2.6	2.6	2.9	3.1	3.1
Prop In Lane	0.60		0.36	0.63		0.32	1.00		0.05	1.00		0.01
Lane Grp Cap(c), veh/h	265	0	0	270	0	0	232	1191	1243	656	1191	1252
V/C Ratio(X)	0.09	0.00	0.00	0.07	0.00	0.00	0.00	0.30	0.30	0.03	0.34	0.34
Avail Cap(c_a), veh/h	1182	0	0	1183	0	0	232	1191	1243	656	1191	1252
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.2	0.0	0.0	14.1	0.0	0.0	0.0	2.2	2.2	2.9	2.3	2.3
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.1	0.0	0.0	0.0	0.6	0.6	0.1	0.8	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.2	0.2	0.0	0.3	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.3	0.0	0.0	14.3	0.0	0.0	0.0	2.9	2.9	2.9	3.1	3.1
LnGrp LOS	B	A	A	B	A	A	A	A	A	A	A	A
Approach Vol, veh/h		25			19			730			855	
Approach Delay, s/veh		14.3			14.3			2.9			3.1	
Approach LOS		B			B			A			A	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	25.0	6.1	25.0	6.1
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	20.5	20.5	20.5	20.5
Max Q Clear Time (g_c+I1), s	5.6	3.4	6.1	3.3
Green Ext Time (p_c), s	4.0	0.1	4.7	0.0

Intersection Summary	
HCM 6th Ctrl Delay	3.3
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	1	5	5	0	6	16	675	5	10	765	32
Future Volume (veh/h)	19	1	5	5	0	6	16	675	5	10	765	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	20	1	5	5	0	6	17	711	5	11	805	34
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	220	3	13	172	0	38	39	2139	15	26	2075	925
Arrive On Green	0.04	0.04	0.04	0.04	0.00	0.04	0.02	0.58	0.58	0.01	0.57	0.57
Sat Flow, veh/h	1173	59	293	749	0	899	1810	3675	26	1810	3610	1610
Grp Volume(v), veh/h	26	0	0	11	0	0	17	349	367	11	805	34
Grp Sat Flow(s),veh/h/ln	1525	0	0	1647	0	0	1810	1805	1895	1810	1805	1610
Q Serve(g_s), s	0.4	0.0	0.0	0.0	0.0	0.0	0.3	3.8	3.8	0.2	4.6	0.3
Cycle Q Clear(g_c), s	0.6	0.0	0.0	0.2	0.0	0.0	0.3	3.8	3.8	0.2	4.6	0.3
Prop In Lane	0.77		0.19	0.45		0.55	1.00		0.01	1.00		1.00
Lane Grp Cap(c), veh/h	235	0	0	210	0	0	39	1050	1103	26	2075	925
V/C Ratio(X)	0.11	0.00	0.00	0.05	0.00	0.00	0.43	0.33	0.33	0.42	0.39	0.04
Avail Cap(c_a), veh/h	982	0	0	981	0	0	460	1050	1103	460	2075	925
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.4	0.0	0.0	17.2	0.0	0.0	18.1	4.1	4.1	18.3	4.4	3.5
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.1	0.0	0.0	7.4	0.9	0.8	10.4	0.5	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	0.1	0.0	0.0	0.2	0.9	0.9	0.2	1.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.6	0.0	0.0	17.3	0.0	0.0	25.5	4.9	4.9	28.7	4.9	3.5
LnGrp LOS	B	A	A	B	A	A	C	A	A	C	A	A
Approach Vol, veh/h		26			11			733			850	
Approach Delay, s/veh		17.6			17.3			5.4			5.2	
Approach LOS		B			B			A			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	5.0	26.3		6.1	5.3	26.0		6.1
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	9.5	21.5		20.5	9.5	21.5		20.5
Max Q Clear Time (g_c+I1), s	3.2	6.8		3.6	3.3	7.6		3.2
Green Ext Time (p_c), s	0.0	3.9		0.1	0.0	4.9		0.0

Intersection Summary	
HCM 6th Ctrl Delay	5.5
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	967	22	365	1159	150	59	29	297	96	23	12
Future Volume (veh/h)	12	967	22	365	1159	150	59	29	297	96	23	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	13	1018	23	384	1220	158	62	31	313	101	24	13
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	203	1129	26	425	1401	181	363	381	701	151	97	53
Arrive On Green	0.11	0.31	0.31	0.23	0.44	0.44	0.20	0.20	0.20	0.08	0.08	0.08
Sat Flow, veh/h	1810	3609	82	1810	3215	415	1810	1900	1610	1810	1159	628
Grp Volume(v), veh/h	13	509	532	384	683	695	62	31	313	101	0	37
Grp Sat Flow(s),veh/h/ln	1810	1805	1885	1810	1805	1825	1810	1900	1610	1810	0	1787
Q Serve(g_s), s	0.7	28.9	28.9	22.1	36.8	37.2	3.0	1.4	14.6	5.8	0.0	2.1
Cycle Q Clear(g_c), s	0.7	28.9	28.9	22.1	36.8	37.2	3.0	1.4	14.6	5.8	0.0	2.1
Prop In Lane	1.00		0.04	1.00		0.23	1.00		1.00	1.00		0.35
Lane Grp Cap(c), veh/h	203	565	590	425	786	795	363	381	701	151	0	149
V/C Ratio(X)	0.06	0.90	0.90	0.90	0.87	0.87	0.17	0.08	0.45	0.67	0.00	0.25
Avail Cap(c_a), veh/h	203	581	607	431	851	861	363	381	701	346	0	342
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	42.5	35.2	35.2	39.8	27.4	27.6	35.4	34.8	21.2	47.6	0.0	45.9
Incr Delay (d2), s/veh	0.1	17.0	16.4	21.9	9.0	9.4	1.0	0.4	2.1	5.0	0.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	15.1	15.7	12.3	17.2	17.7	1.4	0.7	5.8	2.8	0.0	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.7	52.2	51.7	61.8	36.5	37.0	36.4	35.2	23.2	52.6	0.0	46.8
LnGrp LOS	D	D	D	E	D	D	D	D	C	D	A	D
Approach Vol, veh/h		1054			1762			406			138	
Approach Delay, s/veh		51.8			42.2			26.2			51.0	
Approach LOS		D			D			C			D	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	26.0	29.6	38.0	13.5	16.5	51.1
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	21.5	25.5	34.5	20.5	9.5	50.5
Max Q Clear Time (g_c+I1), s	17.6	25.1	31.9	8.8	3.7	40.2
Green Ext Time (p_c), s	0.6	0.1	1.6	0.3	0.0	6.5

Intersection Summary	
HCM 6th Ctrl Delay	43.6
HCM 6th LOS	D

Intersection	
Intersection Delay, s/veh	10.4
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations																
Traffic Vol, veh/h	0	13	212	13	0	34	238	38	0	14	9	22	0	49	10	9
Future Vol, veh/h	0	13	212	13	0	34	238	38	0	14	9	22	0	49	10	9
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	14	223	14	0	36	251	40	0	15	9	23	0	52	11	9
Number of Lanes	0	1	1	0	0	1	1	1	0	0	1	0	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	3	2
HCM Control Delay	11.3	10.1	9.1	9.9
HCM LOS	B	B	A	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	31%	100%	0%	100%	0%	0%	72%
Vol Thru, %	20%	0%	94%	0%	100%	0%	15%
Vol Right, %	49%	0%	6%	0%	0%	100%	13%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	45	13	225	34	238	38	68
LT Vol	14	13	0	34	0	0	49
Through Vol	9	0	212	0	238	0	10
RT Vol	22	0	13	0	0	38	9
Lane Flow Rate	47	14	237	36	251	40	72
Geometry Grp	7	8	8	7	7	7	7
Degree of Util (X)	0.076	0.023	0.361	0.056	0.355	0.049	0.123
Departure Headway (Hd)	5.788	6.033	5.489	5.599	5.096	4.392	6.195
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	613	590	651	637	704	810	574
Service Time	3.579	3.804	3.26	3.354	2.85	2.146	3.981
HCM Lane V/C Ratio	0.077	0.024	0.364	0.057	0.357	0.049	0.125
HCM Control Delay	9.1	8.9	11.4	8.7	10.7	7.4	9.9
HCM Lane LOS	A	A	B	A	B	A	A
HCM 95th-tile Q	0.2	0.1	1.6	0.2	1.6	0.2	0.4



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	206	710	273	245	926	70	290	292	240	91	373	217
Future Volume (veh/h)	206	710	273	245	926	70	290	292	240	91	373	217
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	217	747	287	258	975	74	305	307	253	96	393	228
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	261	1048	399	302	1105	493	349	1141	777	136	439	251
Arrive On Green	0.14	0.28	0.28	0.17	0.31	0.31	0.19	0.32	0.32	0.07	0.20	0.20
Sat Flow, veh/h	1810	3699	1406	1810	3610	1610	1810	3610	1610	1810	2211	1266
Grp Volume(v), veh/h	217	698	336	258	975	74	305	307	253	96	320	301
Grp Sat Flow(s),veh/h/ln	1810	1729	1647	1810	1805	1610	1810	1805	1610	1810	1805	1672
Q Serve(g_s), s	13.2	20.5	20.8	15.7	29.1	3.8	18.6	7.2	10.9	5.9	19.6	20.0
Cycle Q Clear(g_c), s	13.2	20.5	20.8	15.7	29.1	3.8	18.6	7.2	10.9	5.9	19.6	20.0
Prop In Lane	1.00		0.85	1.00		1.00	1.00		1.00	1.00		0.76
Lane Grp Cap(c), veh/h	261	980	467	302	1105	493	349	1141	777	136	358	332
V/C Ratio(X)	0.83	0.71	0.72	0.85	0.88	0.15	0.88	0.27	0.33	0.71	0.89	0.91
Avail Cap(c_a), veh/h	295	1022	487	343	1162	518	391	1141	777	199	358	332
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.2	36.5	36.6	45.9	37.4	28.6	44.5	29.0	18.0	51.2	44.3	44.4
Incr Delay (d2), s/veh	16.4	2.2	4.9	17.0	7.9	0.1	18.0	0.6	1.1	6.6	26.9	30.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.1	8.9	8.9	8.4	13.9	1.5	10.0	3.2	4.3	2.9	11.4	11.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.6	38.7	41.5	62.9	45.3	28.8	62.4	29.6	19.1	57.8	71.2	75.1
LnGrp LOS	E	D	D	E	D	C	E	C	B	E	E	E
Approach Vol, veh/h		1251			1307			865			717	
Approach Delay, s/veh		43.8			47.9			38.1			71.1	
Approach LOS		D			D			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.4	36.6	26.3	27.0	20.8	39.2	13.0	40.3
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	21.5	33.5	24.5	22.5	18.5	36.5	12.5	34.5
Max Q Clear Time (g_c+I1), s	18.9	23.8	21.6	23.0	16.2	32.1	8.9	13.9
Green Ext Time (p_c), s	0.2	4.8	0.3	0.0	0.1	2.6	0.1	2.8

Intersection Summary	
HCM 6th Ctrl Delay	48.6
HCM 6th LOS	D

Intersection	
Intersection Delay, s/veh	21.3
Intersection LOS	C

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations																
Traffic Vol, veh/h	0	392	46	43	0	2	30	115	0	45	137	6	0	138	144	525
Future Vol, veh/h	0	392	46	43	0	2	30	115	0	45	137	6	0	138	144	525
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	413	48	45	0	2	32	121	0	47	144	6	0	145	152	553
Number of Lanes	0	1	1	1	0	0	2	0	0	1	2	0	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	3	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	3	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	2	3
HCM Control Delay	21.2	15.2	14.4	24.1
HCM LOS	C	C	B	C

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	100%	79%	0%	12%	0%	100%	0%	0%
Vol Thru, %	0%	100%	88%	0%	21%	0%	88%	12%	0%	42%	0%
Vol Right, %	0%	0%	12%	0%	0%	100%	0%	88%	0%	58%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	45	91	52	220	218	43	17	130	138	344	326
LT Vol	45	0	0	220	172	0	2	0	138	0	0
Through Vol	0	91	46	0	46	0	15	15	0	144	0
RT Vol	0	0	6	0	0	43	0	115	0	200	326
Lane Flow Rate	47	96	54	231	230	45	18	137	145	362	343
Geometry Grp	8	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.129	0.249	0.14	0.567	0.558	0.096	0.046	0.328	0.334	0.738	0.671
Departure Headway (Hd)	9.838	9.325	9.242	8.836	8.73	7.626	9.318	8.64	8.382	7.459	7.161
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	366	386	389	411	416	473	386	417	431	488	507
Service Time	7.567	7.054	6.971	6.536	6.43	5.326	7.044	6.366	6.082	5.159	4.861
HCM Lane V/C Ratio	0.128	0.249	0.139	0.562	0.553	0.095	0.047	0.329	0.336	0.742	0.677
HCM Control Delay	14	15.1	13.5	22.5	21.9	11.1	12.5	15.5	15.2	28.4	23.3
HCM Lane LOS	B	C	B	C	C	B	B	C	C	D	C
HCM 95th-tile Q	0.4	1	0.5	3.4	3.3	0.3	0.1	1.4	1.4	6.1	4.9

Intersection	
Int Delay, s/veh	4.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	38	827	4	22	484	44	15	2	36	47	0	29
Future Vol, veh/h	38	827	4	22	484	44	15	2	36	47	0	29
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	150	200	-	200	60	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	40	871	4	23	509	46	16	2	38	49	0	31

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	555	0	0	875	0	0	1545	1552	871	1528	1510	509
Stage 1	-	-	-	-	-	-	951	951	-	555	555	-
Stage 2	-	-	-	-	-	-	594	601	-	973	955	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1026	-	-	780	-	-	94	115	353	97	122	568
Stage 1	-	-	-	-	-	-	315	341	-	520	516	-
Stage 2	-	-	-	-	-	-	495	493	-	306	339	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1026	-	-	780	-	-	84	107	353	81	114	568
Mov Cap-2 Maneuver	-	-	-	-	-	-	84	107	-	81	114	-
Stage 1	-	-	-	-	-	-	303	328	-	500	501	-
Stage 2	-	-	-	-	-	-	455	479	-	261	326	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0.4	29.3	68.1
HCM LOS			D	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	84	315	1026	-	-	780	-	-	81	568
HCM Lane V/C Ratio	0.188	0.127	0.039	-	-	0.03	-	-	0.611	0.054
HCM Control Delay (s)	57.5	18.1	8.7	-	-	9.8	-	-	102.9	11.7
HCM Lane LOS	F	C	A	-	-	A	-	-	F	B
HCM 95th %tile Q(veh)	0.6	0.4	0.1	-	-	0.1	-	-	2.8	0.2

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	92	821	482	51	44	73
Future Vol, veh/h	92	821	482	51	44	73
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	135	-	-	50	0	110
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	97	864	507	54	46	77

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	561	0	-	0	1565	507
Stage 1	-	-	-	-	507	-
Stage 2	-	-	-	-	1058	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1020	-	-	-	124	570
Stage 1	-	-	-	-	609	-
Stage 2	-	-	-	-	337	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1020	-	-	-	112	570
Mov Cap-2 Maneuver	-	-	-	-	112	-
Stage 1	-	-	-	-	551	-
Stage 2	-	-	-	-	337	-

Approach	EB	WB	SB
HCM Control Delay, s	0.9	0	29.5
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1020	-	-	-	112	570
HCM Lane V/C Ratio	0.095	-	-	-	0.414	0.135
HCM Control Delay (s)	8.9	-	-	-	58.1	12.3
HCM Lane LOS	A	-	-	-	F	B
HCM 95th %tile Q(veh)	0.3	-	-	-	1.7	0.5

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	39	2	46	28	1	11	40	325	28	11	542	31
Future Vol, veh/h	39	2	46	28	1	11	40	325	28	11	542	31
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	0	-	-	100	-	100
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	41	2	48	29	1	12	42	342	29	12	571	33

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1042	1050	571	1078	1069	357	604	0	0	371	0	0
Stage 1	595	595	-	441	441	-	-	-	-	-	-	-
Stage 2	447	455	-	637	628	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	210	229	524	198	223	692	984	-	-	1199	-	-
Stage 1	494	496	-	599	580	-	-	-	-	-	-	-
Stage 2	595	572	-	469	479	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	197	217	524	171	211	692	984	-	-	1199	-	-
Mov Cap-2 Maneuver	197	217	-	171	211	-	-	-	-	-	-	-
Stage 1	473	491	-	573	555	-	-	-	-	-	-	-
Stage 2	559	547	-	420	474	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	20	25.5	0.9	0.2
HCM LOS	C	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	984	-	-	198	524	217	1199	-	-
HCM Lane V/C Ratio	0.043	-	-	0.218	0.092	0.194	0.01	-	-
HCM Control Delay (s)	8.8	-	-	28.2	12.6	25.5	8	-	-
HCM Lane LOS	A	-	-	D	B	D	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.8	0.3	0.7	0	-	-

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	17	33	39	384	588	23
Future Vol, veh/h	17	33	39	384	588	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	25	60	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	18	35	41	404	619	24

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	903	619	643	0	-	0
Stage 1	619	-	-	-	-	-
Stage 2	284	-	-	-	-	-
Critical Hdwy	6.6	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	295	492	951	-	-	-
Stage 1	541	-	-	-	-	-
Stage 2	745	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	278	492	951	-	-	-
Mov Cap-2 Maneuver	278	-	-	-	-	-
Stage 1	511	-	-	-	-	-
Stage 2	745	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.9	1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	951	-	278	492	-	-
HCM Lane V/C Ratio	0.043	-	0.064	0.071	-	-
HCM Control Delay (s)	9	0.2	18.8	12.9	-	-
HCM Lane LOS	A	A	C	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	0.2	-	-

Intersection	
Int Delay, s/veh	70.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	187	287	123	211	436	181
Future Vol, veh/h	187	287	123	211	436	181
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	75	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	197	302	129	222	459	191

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1349	240	0	0	351	0
Stage 1	240	-	-	-	-	-
Stage 2	1109	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	~ 168	804	-	-	1219	-
Stage 1	805	-	-	-	-	-
Stage 2	318	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 105	804	-	-	1219	-
Mov Cap-2 Maneuver	~ 105	-	-	-	-	-
Stage 1	502	-	-	-	-	-
Stage 2	318	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	203.1	0	6.9
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	105	804	1219	-
HCM Lane V/C Ratio	-	-	1.875	0.376	0.376	-
HCM Control Delay (s)	-	-	$ 496.2	12.1	9.7	-
HCM Lane LOS	-	-	F	B	A	-
HCM 95th %tile Q(veh)	-	-	16.1	1.8	1.8	-

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

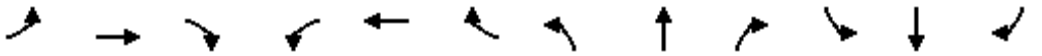
Intersection	
Int Delay, s/veh	5.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	44	155	247	37	207	382
Future Vol, veh/h	44	155	247	37	207	382
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	70	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	46	163	260	39	218	402

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1118	280	0	0	299	0
Stage 1	280	-	-	-	-	-
Stage 2	838	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	231	764	-	-	1274	-
Stage 1	772	-	-	-	-	-
Stage 2	428	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	191	764	-	-	1274	-
Mov Cap-2 Maneuver	191	-	-	-	-	-
Stage 1	640	-	-	-	-	-
Stage 2	428	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	19.3	0	3
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	459	1274	-
HCM Lane V/C Ratio	-	-	0.456	0.171	-
HCM Control Delay (s)	-	-	19.3	8.4	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	2.3	0.6	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	429	2	182	60	9	101	94	1831	177	148	873	232
Future Volume (veh/h)	429	2	182	60	9	101	94	1831	177	148	873	232
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	452	2	192	63	9	106	99	1927	186	156	919	244
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	341	2	145	134	19	136	113	2001	192	128	1197	317
Arrive On Green	0.28	0.28	0.28	0.08	0.08	0.08	0.06	0.42	0.42	0.07	0.42	0.42
Sat Flow, veh/h	1221	5	519	1593	228	1610	1810	4813	462	1810	2822	748
Grp Volume(v), veh/h	646	0	0	72	0	106	99	1381	732	156	587	576
Grp Sat Flow(s),veh/h/ln	1746	0	0	1820	0	1610	1810	1729	1817	1810	1805	1765
Q Serve(g_s), s	33.5	0.0	0.0	4.5	0.0	7.7	6.5	46.6	47.3	8.5	33.3	33.5
Cycle Q Clear(g_c), s	33.5	0.0	0.0	4.5	0.0	7.7	6.5	46.6	47.3	8.5	33.3	33.5
Prop In Lane	0.70		0.30	0.87		1.00	1.00		0.25	1.00		0.42
Lane Grp Cap(c), veh/h	487	0	0	153	0	136	113	1437	755	128	765	749
V/C Ratio(X)	1.33	0.00	0.00	0.47	0.00	0.78	0.88	0.96	0.97	1.22	0.77	0.77
Avail Cap(c_a), veh/h	487	0	0	273	0	242	113	1437	755	128	765	749
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.29	0.29	0.29	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.3	0.0	0.0	52.4	0.0	53.9	55.8	34.1	34.3	55.8	29.5	29.5
Incr Delay (d2), s/veh	160.3	0.0	0.0	2.2	0.0	9.3	19.4	6.5	11.8	149.2	7.2	7.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	36.0	0.0	0.0	2.2	0.0	3.5	3.6	20.4	22.8	9.2	15.7	15.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	203.6	0.0	0.0	54.6	0.0	63.2	75.2	40.6	46.1	205.0	36.8	37.0
LnGrp LOS	F	A	A	D	A	E	E	D	D	F	D	D
Approach Vol, veh/h		646			178			2212			1319	
Approach Delay, s/veh		203.6			59.7			44.0			56.8	
Approach LOS		F			E			D			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.0	54.4		38.0	12.0	55.4		14.6				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	8.5	42.0		33.5	7.5	43.0		18.0				
Max Q Clear Time (g_c+I1), s	10.5	49.3		35.5	8.5	35.5		9.7				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	4.4		0.4				

Intersection Summary			
HCM 6th Ctrl Delay		72.2	
HCM 6th LOS		E	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	117	146	119	186	203	297	125	1307	154	210	847	50
Future Volume (veh/h)	117	146	119	186	203	297	125	1307	154	210	847	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	123	154	125	196	214	313	132	1376	162	221	892	53
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	271	146	118	279	293	456	244	1357	159	234	1422	85
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.27	0.83	0.83	0.04	0.14	0.14
Sat Flow, veh/h	1810	970	788	1810	1900	1610	1810	3256	381	1810	3462	206
Grp Volume(v), veh/h	123	0	279	196	214	313	132	759	779	221	465	480
Grp Sat Flow(s),veh/h/ln	1810	0	1758	1810	1900	1610	1810	1805	1831	1810	1805	1863
Q Serve(g_s), s	7.4	0.0	18.0	12.3	12.9	18.5	7.5	50.0	50.0	14.6	29.2	29.2
Cycle Q Clear(g_c), s	7.4	0.0	18.0	12.3	12.9	18.5	7.5	50.0	50.0	14.6	29.2	29.2
Prop In Lane	1.00		0.45	1.00		1.00	1.00		0.21	1.00		0.11
Lane Grp Cap(c), veh/h	271	0	264	279	293	456	244	752	763	234	742	765
V/C Ratio(X)	0.45	0.00	1.06	0.70	0.73	0.69	0.54	1.01	1.02	0.95	0.63	0.63
Avail Cap(c_a), veh/h	271	0	264	279	293	456	244	752	763	234	742	765
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	0.63	0.63	0.63	0.41	0.41	0.41
Uniform Delay (d), s/veh	46.5	0.0	51.0	48.1	48.4	38.3	40.6	10.0	10.0	57.0	43.2	43.2
Incr Delay (d2), s/veh	1.2	0.0	71.5	7.7	9.0	4.3	1.5	28.2	31.3	24.9	1.7	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	0.0	13.1	6.2	6.8	8.7	3.2	9.9	10.7	8.7	14.5	15.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.7	0.0	122.5	55.8	57.3	42.5	42.1	38.2	41.3	81.9	44.8	44.8
LnGrp LOS	D	A	F	E	E	D	D	F	F	F	D	D
Approach Vol, veh/h		402			723			1670			1166	
Approach Delay, s/veh		99.6			50.5			40.0			51.8	
Approach LOS		F			D			D			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	30.0	54.5		22.5	20.7	53.8		23.0
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	15.5	50.0		18.0	16.2	49.3		18.5
Max Q Clear Time (g_c+I1), s	16.6	52.0		20.0	9.5	31.2		20.5
Green Ext Time (p_c), s	0.0	0.0		0.0	0.2	6.0		0.0

Intersection Summary	
HCM 6th Ctrl Delay	51.4
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	84	27	301	72	53	60	207	1491	36	26	1078	21
Future Volume (veh/h)	84	27	301	72	53	60	207	1491	36	26	1078	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	88	28	317	76	56	63	218	1569	38	27	1135	22
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	116	43	336	136	101	93	338	1912	46	109	1464	28
Arrive On Green	0.30	0.30	0.30	0.30	0.30	0.30	0.37	1.00	1.00	0.08	0.54	0.54
Sat Flow, veh/h	271	144	1132	318	342	315	1810	3602	87	1810	3622	70
Grp Volume(v), veh/h	433	0	0	195	0	0	218	785	822	27	566	591
Grp Sat Flow(s),veh/h/ln	1546	0	0	975	0	0	1810	1805	1884	1810	1805	1887
Q Serve(g_s), s	12.2	0.0	0.0	0.0	0.0	0.0	11.9	0.0	0.0	1.7	29.8	29.8
Cycle Q Clear(g_c), s	32.8	0.0	0.0	20.6	0.0	0.0	11.9	0.0	0.0	1.7	29.8	29.8
Prop In Lane	0.20		0.73	0.39		0.32	1.00		0.05	1.00		0.04
Lane Grp Cap(c), veh/h	495	0	0	331	0	0	338	958	1000	109	730	763
V/C Ratio(X)	0.88	0.00	0.00	0.59	0.00	0.00	0.64	0.82	0.82	0.25	0.78	0.78
Avail Cap(c_a), veh/h	519	0	0	353	0	0	338	958	1000	109	730	763
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.77	0.77	0.77	0.72	0.72	0.72
Uniform Delay (d), s/veh	41.1	0.0	0.0	35.8	0.0	0.0	34.3	0.0	0.0	52.7	23.4	23.4
Incr Delay (d2), s/veh	14.9	0.0	0.0	2.3	0.0	0.0	3.2	6.1	6.0	0.8	5.8	5.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.4	0.0	0.0	5.2	0.0	0.0	4.8	1.6	1.7	0.8	12.4	12.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.0	0.0	0.0	38.1	0.0	0.0	37.5	6.1	6.0	53.5	29.2	29.0
LnGrp LOS	E	A	A	D	A	A	D	A	A	D	C	C
Approach Vol, veh/h		433			195			1825			1184	
Approach Delay, s/veh		56.0			38.1			9.8			29.7	
Approach LOS		E			D			A			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	11.7	68.2		40.1	26.9	53.0		40.1
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	5.3	63.7		37.5	20.5	48.5		37.5
Max Q Clear Time (g_c+I1), s	13.7	2.0		34.8	13.9	31.8		22.6
Green Ext Time (p_c), s	0.0	20.0		0.8	0.3	7.3		1.0

Intersection Summary		
HCM 6th Ctrl Delay	23.3	
HCM 6th LOS	C	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	93	0	85	4	0	13	38	1618	0	11	1355	57
Future Volume (veh/h)	93	0	85	4	0	13	38	1618	0	11	1355	57
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	98	0	89	4	0	14	40	1703	0	12	1426	60
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	152	6	102	214	0	227	56	2362	0	167	2527	106
Arrive On Green	0.14	0.00	0.14	0.14	0.00	0.14	0.03	0.65	0.00	0.18	1.00	1.00
Sat Flow, veh/h	753	42	722	1089	0	1610	1810	3705	0	1810	3530	148
Grp Volume(v), veh/h	187	0	0	4	0	14	40	1703	0	12	728	758
Grp Sat Flow(s),veh/h/ln	1517	0	0	1089	0	1610	1810	1805	0	1810	1805	1873
Q Serve(g_s), s	13.7	0.0	0.0	0.0	0.0	0.9	2.6	37.1	0.0	0.7	0.0	0.0
Cycle Q Clear(g_c), s	14.5	0.0	0.0	0.4	0.0	0.9	2.6	37.1	0.0	0.7	0.0	0.0
Prop In Lane	0.52		0.48	1.00		1.00	1.00		0.00	1.00		0.08
Lane Grp Cap(c), veh/h	260	0	0	214	0	227	56	2362	0	167	1292	1341
V/C Ratio(X)	0.72	0.00	0.00	0.02	0.00	0.06	0.72	0.72	0.00	0.07	0.56	0.57
Avail Cap(c_a), veh/h	330	0	0	275	0	302	113	2362	0	167	1292	1341
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.51	0.51	0.00	0.69	0.69	0.69
Uniform Delay (d), s/veh	50.4	0.0	0.0	44.4	0.0	44.7	57.6	13.6	0.0	44.7	0.0	0.0
Incr Delay (d2), s/veh	5.5	0.0	0.0	0.0	0.0	0.1	8.6	1.0	0.0	0.1	1.2	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.9	0.0	0.0	0.1	0.0	0.4	1.3	14.2	0.0	0.3	0.4	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.9	0.0	0.0	44.5	0.0	44.8	66.3	14.6	0.0	44.8	1.2	1.2
LnGrp LOS	E	A	A	D	A	D	E	B	A	D	A	A
Approach Vol, veh/h		187			18			1743			1498	
Approach Delay, s/veh		55.9			44.7			15.8			1.6	
Approach LOS		E			D			B			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	15.6	83.0		21.4	8.2	90.4		21.4
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	5.5	78.5		22.5	7.5	76.5		22.5
Max Q Clear Time (g_c+I1), s	2.7	39.1		16.5	4.6	2.0		2.9
Green Ext Time (p_c), s	0.0	20.2		0.5	0.0	17.4		0.0

Intersection Summary	
HCM 6th Ctrl Delay	11.9
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	195	27	115	68	14	24	87	1563	134	16	1162	136
Future Volume (veh/h)	195	27	115	68	14	24	87	1563	134	16	1162	136
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	205	28	121	72	15	25	92	1645	141	17	1223	143
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	224	31	132	107	38	63	221	2090	932	136	2090	932
Arrive On Green	0.22	0.22	0.22	0.06	0.06	0.06	0.58	0.58	0.58	0.58	0.58	0.58
Sat Flow, veh/h	1009	138	596	1810	640	1067	404	3610	1610	270	3610	1610
Grp Volume(v), veh/h	354	0	0	72	0	40	92	1645	141	17	1223	143
Grp Sat Flow(s),veh/h/ln	1742	0	0	1810	0	1708	404	1805	1610	270	1805	1610
Q Serve(g_s), s	19.2	0.0	0.0	3.8	0.0	2.2	18.1	34.1	3.9	5.0	20.9	4.0
Cycle Q Clear(g_c), s	19.2	0.0	0.0	3.8	0.0	2.2	39.0	34.1	3.9	39.1	20.9	4.0
Prop In Lane	0.58		0.34	1.00		0.63	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	387	0	0	107	0	101	221	2090	932	136	2090	932
V/C Ratio(X)	0.91	0.00	0.00	0.67	0.00	0.40	0.42	0.79	0.15	0.13	0.59	0.15
Avail Cap(c_a), veh/h	405	0	0	337	0	318	221	2090	932	136	2090	932
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.7	0.0	0.0	44.6	0.0	43.8	25.4	15.7	9.4	30.9	13.0	9.4
Incr Delay (d2), s/veh	24.5	0.0	0.0	7.1	0.0	2.5	5.7	3.1	0.3	1.9	1.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.6	0.0	0.0	1.9	0.0	1.0	2.0	13.6	1.4	0.4	8.1	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.2	0.0	0.0	51.6	0.0	46.3	31.0	18.8	9.7	32.8	14.2	9.8
LnGrp LOS	E	A	A	D	A	D	C	B	A	C	B	A
Approach Vol, veh/h		354			112			1878			1383	
Approach Delay, s/veh		61.2			49.7			18.7			13.9	
Approach LOS		E			D			B			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	60.5	26.0	60.5	10.2
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	56.0	22.5	56.0	18.0
Max Q Clear Time (g_c+I1), s	41.0	21.2	41.1	5.8
Green Ext Time (p_c), s	11.5	0.3	8.5	0.3

Intersection Summary	
HCM 6th Ctrl Delay	21.9
HCM 6th LOS	C

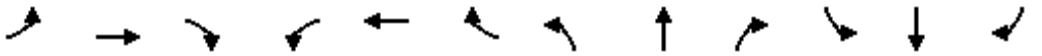
Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	422	18	23	1022	8	90	0	41	0	0	0
Future Vol, veh/h	5	422	18	23	1022	8	90	0	41	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	200	-	65	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	5	444	19	24	1076	8	95	0	43	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1084	0	0	463	0	0	1050	1596	232	1356	1597	538
Stage 1	-	-	-	-	-	-	464	464	-	1124	1124	-
Stage 2	-	-	-	-	-	-	586	1132	-	232	473	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	651	-	-	1109	-	-	184	108	776	110	108	493
Stage 1	-	-	-	-	-	-	553	567	-	222	283	-
Stage 2	-	-	-	-	-	-	468	281	-	756	562	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	651	-	-	1109	-	-	180	105	776	102	105	493
Mov Cap-2 Maneuver	-	-	-	-	-	-	180	105	-	102	105	-
Stage 1	-	-	-	-	-	-	549	562	-	220	277	-
Stage 2	-	-	-	-	-	-	458	275	-	708	558	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.2	39.4	0
HCM LOS			E	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	237	651	-	-	1109	-	-	-
HCM Lane V/C Ratio	0.582	0.008	-	-	0.022	-	-	-
HCM Control Delay (s)	39.4	10.6	-	-	8.3	-	-	0
HCM Lane LOS	E	B	-	-	A	-	-	A
HCM 95th %tile Q(veh)	3.3	0	-	-	0.1	-	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	98	9	61	31	5	53	73	1261	96	98	1709	41
Future Volume (veh/h)	98	9	61	31	5	53	73	1261	96	98	1709	41
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	103	9	64	33	5	56	77	1327	101	103	1799	43
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	120	11	75	80	12	81	97	2999	228	129	2262	54
Arrive On Green	0.12	0.12	0.12	0.05	0.05	0.05	0.05	0.61	0.61	0.07	0.63	0.63
Sat Flow, veh/h	1016	89	631	1581	240	1610	1810	4916	374	1810	3604	86
Grp Volume(v), veh/h	176	0	0	38	0	56	77	933	495	103	898	944
Grp Sat Flow(s),veh/h/ln	1736	0	0	1821	0	1610	1810	1729	1833	1810	1805	1885
Q Serve(g_s), s	11.9	0.0	0.0	2.4	0.0	4.1	5.0	17.3	17.3	6.7	44.2	44.8
Cycle Q Clear(g_c), s	11.9	0.0	0.0	2.4	0.0	4.1	5.0	17.3	17.3	6.7	44.2	44.8
Prop In Lane	0.59		0.36	0.87		1.00	1.00		0.20	1.00		0.05
Lane Grp Cap(c), veh/h	206	0	0	92	0	81	97	2110	1118	129	1133	1183
V/C Ratio(X)	0.86	0.00	0.00	0.41	0.00	0.69	0.80	0.44	0.44	0.80	0.79	0.80
Avail Cap(c_a), veh/h	262	0	0	275	0	243	97	2110	1118	204	1133	1183
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.9	0.0	0.0	55.3	0.0	56.1	56.2	12.5	12.5	54.9	16.5	16.7
Incr Delay (d2), s/veh	19.4	0.0	0.0	3.0	0.0	10.0	36.0	0.7	1.3	11.3	5.7	5.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.3	0.0	0.0	1.2	0.0	1.9	3.3	6.7	7.2	3.5	18.8	19.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	71.3	0.0	0.0	58.2	0.0	66.0	92.2	13.2	13.8	66.2	22.3	22.3
LnGrp LOS	E	A	A	E	A	E	F	B	B	E	C	C
Approach Vol, veh/h		176			94			1505			1945	
Approach Delay, s/veh		71.3			62.9			17.4			24.6	
Approach LOS		E			E			B			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.0	77.7		18.7	10.9	79.8		10.5				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	13.5	52.3		18.1	6.4	59.4		18.1				
Max Q Clear Time (g_c+I1), s	8.7	19.3		13.9	7.0	46.8		6.1				
Green Ext Time (p_c), s	0.1	12.9		0.3	0.0	9.8		0.2				

Intersection Summary			
HCM 6th Ctrl Delay		24.9	
HCM 6th LOS		C	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	39	36	288	52	231	65	1188	179	244	1457	31
Future Volume (veh/h)	28	39	36	288	52	231	65	1188	179	244	1457	31
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	29	41	38	342	0	243	68	1251	188	257	1534	33
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	112	56	52	524	0	473	281	1557	233	270	1765	38
Arrive On Green	0.06	0.06	0.06	0.14	0.00	0.14	0.31	0.99	0.99	0.15	0.49	0.49
Sat Flow, veh/h	1810	908	841	3619	0	1610	1810	3150	471	1810	3613	78
Grp Volume(v), veh/h	29	0	79	342	0	243	68	714	725	257	765	802
Grp Sat Flow(s),veh/h/ln	1810	0	1749	1810	0	1610	1810	1805	1815	1810	1805	1886
Q Serve(g_s), s	1.8	0.0	5.3	10.7	0.0	15.1	3.4	2.6	2.7	16.9	45.2	45.4
Cycle Q Clear(g_c), s	1.8	0.0	5.3	10.7	0.0	15.1	3.4	2.6	2.7	16.9	45.2	45.4
Prop In Lane	1.00		0.48	1.00		1.00	1.00		0.26	1.00		0.04
Lane Grp Cap(c), veh/h	112	0	108	524	0	473	281	892	897	270	881	921
V/C Ratio(X)	0.26	0.00	0.73	0.65	0.00	0.51	0.24	0.80	0.81	0.95	0.87	0.87
Avail Cap(c_a), veh/h	271	0	262	552	0	486	281	892	897	270	881	921
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.82	0.82	0.82	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.7	0.0	55.3	48.5	0.0	35.2	36.1	0.4	0.4	50.6	27.3	27.3
Incr Delay (d2), s/veh	1.2	0.0	9.2	2.6	0.0	0.9	0.4	6.2	6.5	41.8	11.3	11.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	2.6	5.0	0.0	6.0	1.5	1.8	1.8	10.8	21.6	22.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.9	0.0	64.5	51.0	0.0	36.1	36.5	6.6	6.8	92.4	38.6	38.4
LnGrp LOS	D	A	E	D	A	D	D	A	A	F	D	D
Approach Vol, veh/h		108			585			1507			1824	
Approach Delay, s/veh		61.9			44.8			8.0			46.1	
Approach LOS		E			D			A			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.4	63.8		11.9	23.1	63.1		21.9
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	7.9	47.8		18.0	7.1	58.6		18.3
Max Q Clear Time (g_c+I1), s	19.1	4.7		7.3	5.4	47.4		17.1
Green Ext Time (p_c), s	0.0	14.9		0.3	0.0	7.7		0.3

Intersection Summary	
HCM 6th Ctrl Delay	32.1
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	17	67	45	11	28	76	1376	51	37	1696	37
Future Volume (veh/h)	34	17	67	45	11	28	76	1376	51	37	1696	37
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	36	18	71	47	12	29	80	1448	54	39	1785	39
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	74	31	87	105	30	43	305	2393	89	223	2273	50
Arrive On Green	0.09	0.09	0.09	0.09	0.09	0.09	0.34	1.00	1.00	0.12	0.63	0.63
Sat Flow, veh/h	393	342	967	654	328	483	1810	3549	132	1810	3612	79
Grp Volume(v), veh/h	125	0	0	88	0	0	80	735	767	39	889	935
Grp Sat Flow(s),veh/h/ln	1702	0	0	1465	0	0	1810	1805	1876	1810	1805	1886
Q Serve(g_s), s	1.5	0.0	0.0	0.0	0.0	0.0	3.9	0.0	0.0	2.3	43.2	43.7
Cycle Q Clear(g_c), s	8.5	0.0	0.0	6.9	0.0	0.0	3.9	0.0	0.0	2.3	43.2	43.7
Prop In Lane	0.29		0.57	0.53		0.33	1.00		0.07	1.00		0.04
Lane Grp Cap(c), veh/h	192	0	0	178	0	0	305	1217	1265	223	1136	1187
V/C Ratio(X)	0.65	0.00	0.00	0.49	0.00	0.00	0.26	0.60	0.61	0.17	0.78	0.79
Avail Cap(c_a), veh/h	293	0	0	272	0	0	305	1217	1265	223	1136	1187
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.78	0.78	0.78	0.63	0.63	0.63
Uniform Delay (d), s/veh	53.5	0.0	0.0	52.7	0.0	0.0	34.4	0.0	0.0	47.1	16.3	16.4
Incr Delay (d2), s/veh	3.7	0.0	0.0	2.1	0.0	0.0	0.4	1.7	1.7	0.2	3.5	3.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	0.0	0.0	2.7	0.0	0.0	1.7	0.6	0.6	1.1	17.7	18.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.2	0.0	0.0	54.8	0.0	0.0	34.7	1.7	1.7	47.4	19.7	19.8
LnGrp LOS	E	A	A	D	A	A	C	A	A	D	B	B
Approach Vol, veh/h		125			88			1582			1863	
Approach Delay, s/veh		57.2			54.8			3.4			20.3	
Approach LOS		E			D			A			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	9.3	85.4		15.3	24.7	80.0		15.3
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	7.1	80.9		18.5	12.5	75.5		18.5
Max Q Clear Time (g_c+I1), s	4.3	2.0		10.5	5.9	45.7		8.9
Green Ext Time (p_c), s	0.0	17.9		0.3	0.1	18.3		0.2

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	179	0	94	17	6	7	229	1365	0	62	1654	186
Future Volume (veh/h)	179	0	94	17	6	7	229	1365	0	62	1654	186
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	188	0	99	18	6	7	241	1437	0	65	1741	196
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	195	0	77	213	64	262	268	2319	0	149	1891	209
Arrive On Green	0.16	0.00	0.16	0.16	0.16	0.16	0.15	0.64	0.00	0.17	1.00	1.00
Sat Flow, veh/h	895	0	471	990	395	1610	1810	3705	0	1810	3278	362
Grp Volume(v), veh/h	287	0	0	24	0	7	241	1437	0	65	944	993
Grp Sat Flow(s),veh/h/ln	1366	0	0	1385	0	1610	1810	1805	0	1810	1805	1835
Q Serve(g_s), s	18.0	0.0	0.0	0.0	0.0	0.4	15.7	28.4	0.0	3.9	0.0	0.0
Cycle Q Clear(g_c), s	19.5	0.0	0.0	1.5	0.0	0.4	15.7	28.4	0.0	3.9	0.0	0.0
Prop In Lane	0.66		0.34	0.75		1.00	1.00		0.00	1.00		0.20
Lane Grp Cap(c), veh/h	272	0	0	277	0	262	268	2319	0	149	1041	1059
V/C Ratio(X)	1.06	0.00	0.00	0.09	0.00	0.03	0.90	0.62	0.00	0.44	0.91	0.94
Avail Cap(c_a), veh/h	272	0	0	277	0	262	279	2319	0	149	1041	1059
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.72	0.72	0.00	0.64	0.64	0.64
Uniform Delay (d), s/veh	52.7	0.0	0.0	42.7	0.0	42.3	50.2	12.7	0.0	47.6	0.0	0.0
Incr Delay (d2), s/veh	70.3	0.0	0.0	0.1	0.0	0.0	22.7	0.9	0.0	1.3	8.9	11.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	18.6	0.0	0.0	0.6	0.0	0.2	8.8	11.0	0.0	1.7	2.6	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	122.9	0.0	0.0	42.8	0.0	42.3	73.0	13.6	0.0	48.9	8.9	11.6
LnGrp LOS	F	A	A	D	A	D	E	B	A	D	A	B
Approach Vol, veh/h		287			31			1678			2002	
Approach Delay, s/veh		122.9			42.7			22.2			11.5	
Approach LOS		F			D			C			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	14.4	81.6		24.0	22.3	73.7		24.0
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	9.9	77.1		19.5	18.5	68.5		19.5
Max Q Clear Time (g_c+I1), s	15.9	30.4		21.5	17.7	2.0		3.5
Green Ext Time (p_c), s	0.0	16.4		0.0	0.1	31.5		0.1

Intersection Summary	
HCM 6th Ctrl Delay	24.2
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	123	26	68	235	39	62	54	1308	230	37	1533	153
Future Volume (veh/h)	123	26	68	235	39	62	54	1308	230	37	1533	153
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	129	27	72	247	41	65	57	1377	242	39	1614	161
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	144	30	80	274	100	159	131	2127	949	167	2127	949
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.59	0.59	0.59	0.59	0.59	0.59
Sat Flow, veh/h	991	207	553	1810	662	1049	272	3610	1610	317	3610	1610
Grp Volume(v), veh/h	228	0	0	247	0	106	57	1377	242	39	1614	161
Grp Sat Flow(s),veh/h/ln	1751	0	0	1810	0	1711	272	1805	1610	317	1805	1610
Q Serve(g_s), s	15.2	0.0	0.0	15.9	0.0	6.7	23.4	30.1	8.6	11.1	39.5	5.4
Cycle Q Clear(g_c), s	15.2	0.0	0.0	15.9	0.0	6.7	62.8	30.1	8.6	41.2	39.5	5.4
Prop In Lane	0.57		0.32	1.00		0.61	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	255	0	0	274	0	260	131	2127	949	167	2127	949
V/C Ratio(X)	0.89	0.00	0.00	0.90	0.00	0.41	0.44	0.65	0.26	0.23	0.76	0.17
Avail Cap(c_a), veh/h	265	0	0	282	0	266	131	2127	949	167	2127	949
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.9	0.0	0.0	49.5	0.0	45.6	41.5	16.2	11.8	29.9	18.1	11.1
Incr Delay (d2), s/veh	29.0	0.0	0.0	28.9	0.0	1.0	10.3	1.5	0.6	3.3	2.6	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.7	0.0	0.0	9.4	0.0	2.9	1.9	12.4	3.2	1.0	16.4	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	78.9	0.0	0.0	78.5	0.0	46.6	51.7	17.7	12.4	33.1	20.7	11.5
LnGrp LOS	E	A	A	E	A	D	D	B	B	C	C	B
Approach Vol, veh/h		228			353			1676			1814	
Approach Delay, s/veh		78.9			68.9			18.1			20.2	
Approach LOS		E			E			B			C	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	74.5	21.8	74.5	22.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	70.0	18.0	70.0	18.5
Max Q Clear Time (g_c+I1), s	64.8	17.2	43.2	17.9
Green Ext Time (p_c), s	4.2	0.1	16.8	0.1

Intersection Summary	
HCM 6th Ctrl Delay	26.9
HCM 6th LOS	C

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	14	694	59	43	535	1	50	0	23	8	1	2
Future Vol, veh/h	14	694	59	43	535	1	50	0	23	8	1	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	200	-	65	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	15	731	62	45	563	1	53	0	24	8	1	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	564	0	0	793	0	0	1164	1446	397	1049	1476	282
Stage 1	-	-	-	-	-	-	792	792	-	653	653	-
Stage 2	-	-	-	-	-	-	372	654	-	396	823	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1018	-	-	837	-	-	152	133	608	184	127	721
Stage 1	-	-	-	-	-	-	353	404	-	427	467	-
Stage 2	-	-	-	-	-	-	626	466	-	606	391	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1018	-	-	837	-	-	143	124	608	167	118	721
Mov Cap-2 Maneuver	-	-	-	-	-	-	143	124	-	167	118	-
Stage 1	-	-	-	-	-	-	348	398	-	421	442	-
Stage 2	-	-	-	-	-	-	589	441	-	573	385	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.7	36.8	25.6
HCM LOS			E	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	188	1018	-	-	837	-	-	186
HCM Lane V/C Ratio	0.409	0.014	-	-	0.054	-	-	0.062
HCM Control Delay (s)	36.8	8.6	-	-	9.5	-	-	25.6
HCM Lane LOS	E	A	-	-	A	-	-	D
HCM 95th %tile Q(veh)	1.8	0	-	-	0.2	-	-	0.2

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INTERSECTION: 9
INTERSECTION NAME: Crestmont Lane – Terranea Way/Palos Verdes Drive South
NORTH/SOUTH: Crestmont Lane – Terranea Way
EAST/WEST: Palos Verdes Drive South

Turn Mvmt.	# of Lanes	Right Turn Cond.	Lanegroup Capacity	Year 2040 Weekday Conditions AM Peak Hour Vol.	AM Peak Hour V/C	PM Peak Hour Vol.	PM Peak Hour V/C
NBL	1.0		1,600	29	0.02	91	0.06
NBT	1.0		1,600	0	0.01	0	0.06
NBR	0.0	P	0	17	0.00	100	0.00
SBL	0.0		0	2	0.00	11	0.00
SBT	1.0		1,600	0	0.00	0	0.01
SBR	0.0	P	0	1	0.00	1	0.00
EBL	1.0		1,600	15	0.01	38	0.02
EBT	2.0		3,200	449	0.14	765	0.24
EBR	1.0	P	1,600	54	0.00	75	0.00
WBL	1.0		1,600	75	0.05	67	0.04
WBT	2.0		3,200	1,132	0.36	502	0.16
WBR	0.0	P	0	13	0.00	4	0.00
N/S Critical Movements					0.02		0.07
E/W Critical Movements					0.37		0.28
Right Turn Critical Movement					0.00		0.00
Clearance Interval					0.10		0.10
ICU					0.49		0.45
Level of Service (LOS)					A		A

Notes: ICU - Intersection Capacity Utilization
V/C - Volume to Capacity Ratio
Right Turn Conditions:
F - Free Right Turn
O - Overlap Phase
P - Permitted Right Turn
N - No Right Turn on Red

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INTERSECTION: 11
INTERSECTION NAME: Highridge Road/Crest Road
NORTH/SOUTH: Highridge Road
EAST/WEST: Crest Road

Turn Mvmt.	# of Lanes	Right Turn Cond.	Lanegroup Capacity	Year 2040 Weekday Conditions AM Peak Hour Vol.	AM Peak Hour V/C	PM Peak Hour Vol.	PM Peak Hour V/C
NBL	1.0		1,600	22	0.01	8	0.01
NBT	1.0		1,600	14	0.02	9	0.01
NBR	0.0	P	0	21	0.00	10	0.00
SBL	1.0		1,600	125	0.08	24	0.02
SBT	1.0		1,600	3	0.09	9	0.04
SBR	0.0	P	0	139	0.00	60	0.00
EBL	1.0		1,600	119	0.07	63	0.04
EBT	2.0		3,200	611	0.19	342	0.11
EBR	0.0	P	0	9	0.00	5	0.00
WBL	1.0		1,600	16	0.01	20	0.01
WBT	2.0		3,200	292	0.10	451	0.15
WBR	0.0	P	0	41	0.00	17	0.00
N/S Critical Movements					0.10		0.05
E/W Critical Movements					0.20		0.19
Right Turn Critical Movement					0.00		0.00
Clearance Interval					0.10		0.10
ICU					0.40		0.34
Level of Service (LOS)					A		A

Notes: ICU - Intersection Capacity Utilization
V/C - Volume to Capacity Ratio
Right Turn Conditions:
F - Free Right Turn
O - Overlap Phase
P - Permitted Right Turn
N - No Right Turn on Red

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INTERSECTION: 14
INTERSECTION NAME: Crenshaw Boulevard/Crestridge Road
NORTH/SOUTH: Crenshaw Boulevard
EAST/WEST: Crestridge Road

Turn Mvmt.	# of Lanes	Right Turn Cond.	Lanegroup Capacity	Year 2040 Weekday Conditions AM Peak Hour Vol.	AM Peak Hour V/C	PM Peak Hour Vol.	PM Peak Hour V/C
NBL	1.0		1,600	6	0.00	7	0.00
NBT	2.0		3,200	964	0.30	571	0.18
NBR	1.0	P	1,600	3	0.00	13	0.00
SBL	1.0		1,600	28	0.02	32	0.02
SBT	2.0		3,200	641	0.20	775	0.24
SBR	1.0	P	1,600	214	0.00	346	0.00
EBL	1.5		2,400	429	0.18	225	0.09
EBT	0.5		800	7	0.01	9	0.01
EBR	1.0	P	1,600	18	0.00	14	0.00
WBL	0.0		0	4	0.00	9	0.00
WBT	1.0		1,600	6	0.03	2	0.03
WBR	0.0	P	0	44	0.00	35	0.00
N/S Critical Movements					0.32		0.24
E/W Critical Movements					0.21		0.12
Right Turn Critical Movement					0.00		0.00
Clearance Interval					0.10		0.10
ICU					0.63		0.46
Level of Service (LOS)					B		A

Notes: ICU - Intersection Capacity Utilization
V/C - Volume to Capacity Ratio
Right Turn Conditions:
F - Free Right Turn
O - Overlap Phase
P - Permitted Right Turn
N - No Right Turn on Red

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INTERSECTION: 15
INTERSECTION NAME: Crenshaw Boulevard/Indian Peak Road
NORTH/SOUTH: Crenshaw Boulevard
EAST/WEST: Indian Peak Road

Turn Mvmt.	# of Lanes	Right Turn Cond.	Lanegroup Capacity	Year 2040 Weekday Conditions AM Peak Hour Vol.	AM Peak Hour V/C	PM Peak Hour Vol.	PM Peak Hour V/C
NBL	1.0		1,600	198	0.12	136	0.09
NBT	2.0		3,200	1,228	0.38	690	0.22
NBR	0.0	P	0	0	0.00	0	0.00
SBL	0.0		0	0	0.00	2	0.00
SBT	2.0		3,200	720	0.23	936	0.29
SBR	1.0	P	1,600	144	0.00	174	0.00
EBL	1.0		1,600	179	0.11	131	0.08
EBT	0.0		0	0	0.00	0	0.00
EBR	1.0	O	1,600	157	0.10	227	0.14
WBL	0.0		0	0	0.00	0	0.00
WBT	0.0		0	0	0.00	0	0.00
WBR	0.0	P	0	0	0.00	0	0.00
N/S Critical Movements					0.38		0.38
E/W Critical Movements					0.11		0.08
Right Turn Critical Movement					0.10		0.14
Clearance Interval					0.10		0.10
ICU					0.69		0.70
Level of Service (LOS)					B		B

Notes: ICU - Intersection Capacity Utilization
V/C - Volume to Capacity Ratio
Right Turn Conditions:
F - Free Right Turn
O - Overlap Phase
P - Permitted Right Turn
N - No Right Turn on Red

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INTERSECTION: 17
INTERSECTION NAME: Hawthorne Boulevard/Blackhorse Road
NORTH/SOUTH: Hawthorne Boulevard
EAST/WEST: Blackhorse Road

Turn Mvmt.	# of Lanes	Right Turn Cond.	Lanegroup Capacity	Year 2040 Weekday Conditions AM Peak Hour Vol.	AM Peak Hour V/C	PM Peak Hour Vol.	PM Peak Hour V/C
NBL	0.0		0	0	0.00	1	0.00
NBT	2.0		3,200	1,326	0.41	985	0.31
NBR	1.0	P	1,600	33	0.00	25	0.00
SBL	1.0		1,600	115	0.07	125	0.08
SBT	2.0		3,200	822	0.26	1,243	0.39
SBR	0.0	P	0	0	0.00	0	0.00
EBL	0.0		0	0	0.00	0	0.00
EBT	0.0		0	0	0.00	0	0.00
EBR	0.0	P	0	0	0.00	0	0.00
WBL	0.0		0	30	0.00	11	0.00
WBT	1.0		1,600	0	0.14	0	0.06
WBR	0.0	P	0	200	0.00	81	0.00
N/S Critical Movements					0.48		0.39
E/W Critical Movements					0.14		0.06
Right Turn Critical Movement					0.00		0.00
Clearance Interval					0.10		0.10
ICU					0.72		0.55
Level of Service (LOS)					C		A

Notes: ICU - Intersection Capacity Utilization
V/C - Volume to Capacity Ratio
Right Turn Conditions:
F - Free Right Turn
O - Overlap Phase
P - Permitted Right Turn
N - No Right Turn on Red

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INTERSECTION: 20
INTERSECTION NAME: Palos Verdes Drive East/Crest Road – Marymount College Driv
NORTH/SOUTH: Palos Verdes Drive East
EAST/WEST: Crest Road – Marymount College Driveway

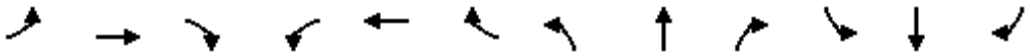
Turn Mvmt.	# of Lanes	Right Turn Cond.	Lanegroup Capacity	Year 2040 Weekday Conditions AM Peak Hour Vol.	AM Peak Hour V/C	PM Peak Hour Vol.	PM Peak Hour V/C
NBL	1.0		1,600	80	0.05	23	0.01
NBT	2.0		3,200	141	0.05	118	0.04
NBR	0.0	P	0	34	0.00	12	0.00
SBL	1.0		1,600	98	0.06	51	0.03
SBT	2.0		3,200	109	0.03	161	0.05
SBR	1.0	P	1,600	211	0.00	88	0.00
EBL	1.0		1,594	244	0.15	49	0.03
EBT	0.0		6	1	0.17	0	0.00
EBR	1.0	P	1,600	70	0.00	17	0.00
WBL	0.0		0	8	0.00	21	0.00
WBT	1.0		1,600	0	0.01	2	0.07
WBR	0.0	P	0	10	0.00	96	0.00
N/S Critical Movements					0.11		0.07
E/W Critical Movements					0.17		0.10
Right Turn Critical Movement					0.00		0.00
Clearance Interval					0.10		0.10
ICU					0.38		0.27
Level of Service (LOS)					A		A

Notes: ICU - Intersection Capacity Utilization
V/C - Volume to Capacity Ratio
Right Turn Conditions:
F - Free Right Turn
O - Overlap Phase
P - Permitted Right Turn
N - No Right Turn on Red

General Plan Build Out Saturday Conditions

HCM 6th Signalized Intersection Summary
1: Palos Verdes Drive West & Hawthorne Boulevard

03/30/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	37	13	228	26	105	32	249	235	160	202	3
Future Volume (veh/h)	4	37	13	228	26	105	32	249	235	160	202	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	4	39	14	259	0	111	34	262	247	168	213	3
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	13	126	46	483	0	215	65	1274	568	303	1765	25
Arrive On Green	0.05	0.05	0.05	0.13	0.00	0.13	0.04	0.35	0.35	0.17	0.48	0.48
Sat Flow, veh/h	252	2473	901	3619	0	1610	1810	3610	1610	1810	3645	51
Grp Volume(v), veh/h	30	0	27	259	0	111	34	262	247	168	105	111
Grp Sat Flow(s),veh/h/ln	1887	0	1738	1810	0	1610	1810	1805	1610	1810	1805	1891
Q Serve(g_s), s	0.9	0.0	0.9	4.1	0.0	3.9	1.1	3.1	7.1	5.2	1.9	2.0
Cycle Q Clear(g_c), s	0.9	0.0	0.9	4.1	0.0	3.9	1.1	3.1	7.1	5.2	1.9	2.0
Prop In Lane	0.13		0.52	1.00		1.00	1.00		1.00	1.00		0.03
Lane Grp Cap(c), veh/h	96	0	88	483	0	215	65	1274	568	303	874	916
V/C Ratio(X)	0.31	0.00	0.31	0.54	0.00	0.52	0.52	0.21	0.43	0.56	0.12	0.12
Avail Cap(c_a), veh/h	635	0	585	1218	0	542	342	1274	568	579	874	916
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.9	0.0	27.9	24.6	0.0	24.6	28.8	13.7	15.1	23.3	8.6	8.6
Incr Delay (d2), s/veh	1.8	0.0	1.9	0.9	0.0	1.9	6.4	0.4	2.4	1.6	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.4	1.7	0.0	1.5	0.6	1.2	2.7	2.2	0.7	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.7	0.0	29.8	25.6	0.0	26.5	35.2	14.1	17.5	24.9	8.9	8.9
LnGrp LOS	C	A	C	C	A	C	D	B	B	C	A	A
Approach Vol, veh/h		57			370			543			384	
Approach Delay, s/veh		29.8			25.8			17.0			15.9	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.7	26.0		7.6	6.7	34.0		12.6				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	19.5	21.5		20.5	11.5	29.5		20.5				
Max Q Clear Time (g_c+I1), s	8.2	10.1		3.9	4.1	5.0		7.1				
Green Ext Time (p_c), s	0.3	2.0		0.2	0.0	1.2		1.1				

Intersection Summary			
HCM 6th Ctrl Delay		19.6	
HCM 6th LOS		B	

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	21	11	18	490	397	1
Future Vol, veh/h	21	11	18	490	397	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	200	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	22	12	19	516	418	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	715	210	419	0	-	0
Stage 1	419	-	-	-	-	-
Stage 2	296	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	370	802	1151	-	-	-
Stage 1	638	-	-	-	-	-
Stage 2	735	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	364	802	1151	-	-	-
Mov Cap-2 Maneuver	364	-	-	-	-	-
Stage 1	627	-	-	-	-	-
Stage 2	735	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.7	0.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1151	-	448	-	-
HCM Lane V/C Ratio	0.016	-	0.075	-	-
HCM Control Delay (s)	8.2	-	13.7	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	63	268	9	51	514	44	4	1	21	39	1	19
Future Vol, veh/h	63	268	9	51	514	44	4	1	21	39	1	19
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	150	200	-	200	60	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	66	282	9	54	541	46	4	1	22	41	1	20

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	587	0	0	291	0	0	1097	1109	282	1079	1072	541
Stage 1	-	-	-	-	-	-	414	414	-	649	649	-
Stage 2	-	-	-	-	-	-	683	695	-	430	423	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	998	-	-	1282	-	-	192	211	762	198	222	545
Stage 1	-	-	-	-	-	-	620	597	-	462	469	-
Stage 2	-	-	-	-	-	-	442	447	-	607	591	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	998	-	-	1282	-	-	169	189	762	176	199	545
Mov Cap-2 Maneuver	-	-	-	-	-	-	169	189	-	176	199	-
Stage 1	-	-	-	-	-	-	579	558	-	432	449	-
Stage 2	-	-	-	-	-	-	407	428	-	549	552	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.6	0.7	13.1	25.1
HCM LOS			B	D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	169	670	998	-	-	1282	-	-	176	501
HCM Lane V/C Ratio	0.025	0.035	0.066	-	-	0.042	-	-	0.233	0.042
HCM Control Delay (s)	26.8	10.6	8.9	-	-	7.9	-	-	31.6	12.5
HCM Lane LOS	D	B	A	-	-	A	-	-	D	B
HCM 95th %tile Q(veh)	0.1	0.1	0.2	-	-	0.1	-	-	0.9	0.1

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	28	303	523	19	24	69
Future Vol, veh/h	28	303	523	19	24	69
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	135	-	-	50	0	110
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	29	319	551	20	25	73

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	571	0	-	0	928	551
Stage 1	-	-	-	-	551	-
Stage 2	-	-	-	-	377	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1012	-	-	-	300	538
Stage 1	-	-	-	-	581	-
Stage 2	-	-	-	-	698	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1012	-	-	-	291	538
Mov Cap-2 Maneuver	-	-	-	-	291	-
Stage 1	-	-	-	-	564	-
Stage 2	-	-	-	-	698	-

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	14.2
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1012	-	-	-	291	538
HCM Lane V/C Ratio	0.029	-	-	-	0.087	0.135
HCM Control Delay (s)	8.7	-	-	-	18.5	12.7
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.3	0.5

Intersection	
Int Delay, s/veh	6.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	87	213	103	109	141	49
Future Vol, veh/h	87	213	103	109	141	49
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	75	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	92	224	108	115	148	52

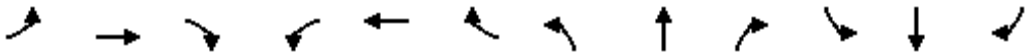
Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	514	166	0	0	223	0
Stage 1	166	-	-	-	-	-
Stage 2	348	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	524	884	-	-	1358	-
Stage 1	868	-	-	-	-	-
Stage 2	719	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	467	884	-	-	1358	-
Mov Cap-2 Maneuver	467	-	-	-	-	-
Stage 1	773	-	-	-	-	-
Stage 2	719	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.7	0	5.9
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	467	884	1358	-
HCM Lane V/C Ratio	-	-	0.196	0.254	0.109	-
HCM Control Delay (s)	-	-	14.6	10.5	8	-
HCM Lane LOS	-	-	B	B	A	-
HCM 95th %tile Q(veh)	-	-	0.7	1	0.4	-

HCM 6th Signalized Intersection Summary
1: Palos Verdes Drive West & Hawthorne Boulevard

03/29/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	21	11	385	23	193	67	342	360	256	350	9
Future Volume (veh/h)	2	21	11	385	23	193	67	342	360	256	350	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	2	22	12	422	0	203	71	360	379	269	368	9
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	7	79	42	672	0	299	112	1200	535	347	1665	41
Arrive On Green	0.04	0.04	0.04	0.19	0.00	0.19	0.06	0.33	0.33	0.19	0.46	0.46
Sat Flow, veh/h	200	2191	1185	3619	0	1610	1810	3610	1610	1810	3601	88
Grp Volume(v), veh/h	19	0	17	422	0	203	71	360	379	269	184	193
Grp Sat Flow(s),veh/h/ln	1890	0	1687	1810	0	1610	1810	1805	1610	1810	1805	1884
Q Serve(g_s), s	0.7	0.0	0.7	7.6	0.0	8.3	2.7	5.2	14.5	10.0	4.3	4.3
Cycle Q Clear(g_c), s	0.7	0.0	0.7	7.6	0.0	8.3	2.7	5.2	14.5	10.0	4.3	4.3
Prop In Lane	0.11		0.70	1.00		1.00	1.00		1.00	1.00		0.05
Lane Grp Cap(c), veh/h	68	0	60	672	0	299	112	1200	535	347	834	871
V/C Ratio(X)	0.28	0.00	0.28	0.63	0.00	0.68	0.64	0.30	0.71	0.78	0.22	0.22
Avail Cap(c_a), veh/h	548	0	489	1152	0	512	422	1200	535	653	834	871
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.2	0.0	33.2	26.5	0.0	26.8	32.4	17.5	20.6	27.1	11.4	11.4
Incr Delay (d2), s/veh	2.2	0.0	2.5	1.0	0.0	2.7	5.9	0.6	7.7	3.8	0.6	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.3	3.2	0.0	3.3	1.3	2.1	6.2	4.5	1.7	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.4	0.0	35.7	27.5	0.0	29.5	38.3	18.1	28.3	30.9	12.0	12.0
LnGrp LOS	D	A	D	C	A	C	D	B	C	C	B	B
Approach Vol, veh/h		36			625			810			646	
Approach Delay, s/veh		35.5			28.2			24.7			19.9	
Approach LOS		D			C			C			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	18.0	28.0		7.0	8.9	37.2		17.6				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	25.5	23.5		20.5	16.5	32.5		22.5				
Max Q Clear Time (g_c+I1), s	13.0	17.5		3.7	5.7	7.3		11.3				
Green Ext Time (p_c), s	0.6	2.0		0.1	0.1	2.2		1.8				

Intersection Summary			
HCM 6th Ctrl Delay		24.4	
HCM 6th LOS		C	

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	64	48	47	672	709	2
Future Vol, veh/h	64	48	47	672	709	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	200	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	67	51	49	707	746	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1199	374	748	0	-	0
Stage 1	747	-	-	-	-	-
Stage 2	452	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	181	629	870	-	-	-
Stage 1	434	-	-	-	-	-
Stage 2	614	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	171	629	870	-	-	-
Mov Cap-2 Maneuver	171	-	-	-	-	-
Stage 1	410	-	-	-	-	-
Stage 2	614	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	31.8	0.6	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	870	-	249	-	-
HCM Lane V/C Ratio	0.057	-	0.473	-	-
HCM Control Delay (s)	9.4	-	31.8	-	-
HCM Lane LOS	A	-	D	-	-
HCM 95th %tile Q(veh)	0.2	-	2.4	-	-

Intersection	
Int Delay, s/veh	5.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	50	597	38	46	551	78	28	0	52	44	1	81
Future Vol, veh/h	50	597	38	46	551	78	28	0	52	44	1	81
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	150	200	-	200	60	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	53	628	40	48	580	82	29	0	55	46	1	85

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	662	0	0	668	0	0	1494	1492	628	1458	1450	580
Stage 1	-	-	-	-	-	-	734	734	-	676	676	-
Stage 2	-	-	-	-	-	-	760	758	-	782	774	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	936	-	-	931	-	-	102	125	487	109	132	518
Stage 1	-	-	-	-	-	-	415	429	-	446	456	-
Stage 2	-	-	-	-	-	-	401	418	-	390	411	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	936	-	-	931	-	-	78	112	487	89	118	518
Mov Cap-2 Maneuver	-	-	-	-	-	-	78	112	-	89	118	-
Stage 1	-	-	-	-	-	-	391	405	-	421	432	-
Stage 2	-	-	-	-	-	-	317	396	-	327	388	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	0.6	35.5	37.9
HCM LOS			E	E

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	78	487	936	-	-	931	-	-	89	497
HCM Lane V/C Ratio	0.378	0.112	0.056	-	-	0.052	-	-	0.52	0.174
HCM Control Delay (s)	76.8	13.3	9.1	-	-	9.1	-	-	82.9	13.8
HCM Lane LOS	F	B	A	-	-	A	-	-	F	B
HCM 95th %tile Q(veh)	1.5	0.4	0.2	-	-	0.2	-	-	2.3	0.6

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	70	615	610	54	44	86
Future Vol, veh/h	70	615	610	54	44	86
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	135	-	-	50	0	110
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	74	647	642	57	46	91

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	699	0	-	0	1437	642
Stage 1	-	-	-	-	642	-
Stage 2	-	-	-	-	795	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	907	-	-	-	148	478
Stage 1	-	-	-	-	528	-
Stage 2	-	-	-	-	448	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	907	-	-	-	136	478
Mov Cap-2 Maneuver	-	-	-	-	136	-
Stage 1	-	-	-	-	485	-
Stage 2	-	-	-	-	448	-

Approach	EB	WB	SB
HCM Control Delay, s	1	0	24.6
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	907	-	-	-	136	478
HCM Lane V/C Ratio	0.081	-	-	-	0.341	0.189
HCM Control Delay (s)	9.3	-	-	-	44.6	14.3
HCM Lane LOS	A	-	-	-	E	B
HCM 95th %tile Q(veh)	0.3	-	-	-	1.4	0.7

Intersection	
Int Delay, s/veh	8.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	111	237	141	128	254	157
Future Vol, veh/h	111	237	141	128	254	157
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	75	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	117	249	148	135	267	165

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	915	216	0	0	283	0
Stage 1	216	-	-	-	-	-
Stage 2	699	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	305	829	-	-	1291	-
Stage 1	825	-	-	-	-	-
Stage 2	497	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	242	829	-	-	1291	-
Mov Cap-2 Maneuver	242	-	-	-	-	-
Stage 1	654	-	-	-	-	-
Stage 2	497	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	18.2	0	5.3
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	242	829	1291	-
HCM Lane V/C Ratio	-	-	0.483	0.301	0.207	-
HCM Control Delay (s)	-	-	33	11.2	8.5	-
HCM Lane LOS	-	-	D	B	A	-
HCM 95th %tile Q(veh)	-	-	2.4	1.3	0.8	-

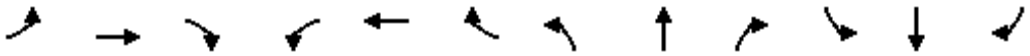
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INTERSECTION: 20
INTERSECTION NAME: Palos Verdes Drive East/Crest Road – Marymount College Driv
NORTH/SOUTH: Palos Verdes Drive East
EAST/WEST: Crest Road – Marymount College Driveway

Turn Mvmt.	# of Lanes	Right Turn Cond.	Lanegroup Capacity	Year 2040 Saturday Conditions AM Peak Hour Vol.	AM Peak Hour V/C	PM Peak Hour Vol.	PM Peak Hour V/C
NBL	1.0		1,600	4	0.00	25	0.02
NBT	2.0		3,200	83	0.03	138	0.04
NBR	0.0	P	0	2	0.00	3	0.00
SBL	1.0		1,600	4	0.00	5	0.00
SBT	2.0		3,200	68	0.02	127	0.04
SBR	1.0	P	1,600	27	0.00	48	0.00
EBL	1.0		1,594	46	0.03	65	0.04
EBT	0.0		6	0	0.00	0	0.00
EBR	1.0	P	1,600	10	0.00	20	0.00
WBL	0.0		0	1	0.00	3	0.00
WBT	1.0		1,600	0	0.00	0	0.00
WBR	0.0	P	0	2	0.00	2	0.00
N/S Critical Movements					0.03		0.06
E/W Critical Movements					0.03		0.04
Right Turn Critical Movement					0.00		0.00
Clearance Interval					0.10		0.10
ICU					0.16		0.20
Level of Service (LOS)					A		A

Notes: ICU - Intersection Capacity Utilization
V/C - Volume to Capacity Ratio
Right Turn Conditions:
F - Free Right Turn
O - Overlap Phase
P - Permitted Right Turn
N - No Right Turn on Red

General Plan Build Out Weekday With Improvements Conditions



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	61	839	4	33	520	142	1	0	3	114	0	78
Future Volume (veh/h)	61	839	4	33	520	142	1	0	3	114	0	78
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	64	883	4	35	547	149	1	0	3	120	0	82
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	98	1088	5	56	983	438	128	0	383	189	0	129
Arrive On Green	0.05	0.30	0.30	0.03	0.27	0.27	0.31	0.00	0.31	0.19	0.00	0.19
Sat Flow, veh/h	1810	3685	17	1810	3610	1610	414	0	1242	1024	0	699
Grp Volume(v), veh/h	64	432	455	35	547	149	4	0	0	202	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1897	1810	1805	1610	1656	0	0	1723	0	0
Q Serve(g_s), s	3.5	22.2	22.2	1.9	13.0	7.4	0.2	0.0	0.0	10.8	0.0	0.0
Cycle Q Clear(g_c), s	3.5	22.2	22.2	1.9	13.0	7.4	0.2	0.0	0.0	10.8	0.0	0.0
Prop In Lane	1.00		0.01	1.00		1.00	0.25		0.75	0.59		0.41
Lane Grp Cap(c), veh/h	98	533	560	56	983	438	511	0	0	319	0	0
V/C Ratio(X)	0.66	0.81	0.81	0.62	0.56	0.34	0.01	0.00	0.00	0.63	0.00	0.00
Avail Cap(c_a), veh/h	172	659	692	118	1209	539	511	0	0	319	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.75	0.75	0.75	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	46.4	32.7	32.7	47.9	31.2	29.2	24.0	0.0	0.0	37.6	0.0	0.0
Incr Delay (d2), s/veh	5.5	4.8	4.6	10.7	0.5	0.5	0.0	0.0	0.0	9.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	10.2	10.7	1.0	5.7	2.9	0.1	0.0	0.0	5.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.9	37.4	37.2	58.6	31.7	29.6	24.0	0.0	0.0	46.9	0.0	0.0
LnGrp LOS	D	D	D	E	C	C	C	A	A	D	A	A
Approach Vol, veh/h		951			731			4			202	
Approach Delay, s/veh		38.3			32.6			24.0			46.9	
Approach LOS		D			C			C			D	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		35.4	7.6	34.0		23.0	9.9	31.7				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		20.5	6.5	36.5		18.5	9.5	33.5				
Max Q Clear Time (g_c+I1), s		3.2	4.9	25.2		13.8	6.5	16.0				
Green Ext Time (p_c), s		0.0	0.0	4.3		0.4	0.0	3.9				

Intersection Summary												
HCM 6th Ctrl Delay			37.0									
HCM 6th LOS			D									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	1350	16	200	755	135	69	124	549	168	37	7
Future Volume (veh/h)	34	1350	16	200	755	135	69	124	549	168	37	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	36	1421	17	211	795	142	73	131	578	177	39	7
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	56	1339	597	249	1460	261	396	415	573	223	193	35
Arrive On Green	0.06	0.74	0.74	0.14	0.48	0.48	0.22	0.22	0.22	0.12	0.12	0.12
Sat Flow, veh/h	1810	3610	1610	1810	3060	547	1810	1900	1610	1810	1568	281
Grp Volume(v), veh/h	36	1421	17	211	469	468	73	131	578	177	0	46
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1802	1810	1900	1610	1810	0	1849
Q Serve(g_s), s	2.3	44.5	0.3	13.7	22.0	22.0	3.9	6.9	26.2	11.4	0.0	2.7
Cycle Q Clear(g_c), s	2.3	44.5	0.3	13.7	22.0	22.0	3.9	6.9	26.2	11.4	0.0	2.7
Prop In Lane	1.00		1.00	1.00		0.30	1.00		1.00	1.00		0.15
Lane Grp Cap(c), veh/h	56	1339	597	249	861	860	396	415	573	223	0	228
V/C Ratio(X)	0.64	1.06	0.03	0.85	0.54	0.54	0.18	0.32	1.01	0.80	0.00	0.20
Avail Cap(c_a), veh/h	143	1339	597	249	861	860	396	415	573	309	0	316
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	55.6	15.5	9.8	50.5	22.2	22.2	38.2	39.3	38.6	51.1	0.0	47.3
Incr Delay (d2), s/veh	7.8	38.8	0.0	23.0	0.7	0.7	1.0	2.0	39.6	9.4	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	14.5	0.1	7.8	9.4	9.4	1.9	3.5	22.8	5.7	0.0	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.4	54.3	9.8	73.5	22.9	22.9	39.2	41.3	78.2	60.5	0.0	47.8
LnGrp LOS	E	F	A	E	C	C	D	D	F	E	A	D
Approach Vol, veh/h		1474			1148			782			223	
Approach Delay, s/veh		54.0			32.2			68.4			57.9	
Approach LOS		D			C			E			E	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	30.7	21.0	49.0	19.3	8.2	61.8
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	20.5	16.5	44.5	20.5	9.5	51.5
Max Q Clear Time (g_c+I1), s	29.2	16.7	47.5	14.4	5.3	25.0
Green Ext Time (p_c), s	0.0	0.0	0.0	0.4	0.0	6.8

Intersection Summary	
HCM 6th Ctrl Delay	50.4
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	688	61	98	2	60	126	57	161	0	181	114	364
Future Volume (veh/h)	688	61	98	2	60	126	57	161	0	181	114	364
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	770	0	0	2	63	133	60	169	0	191	120	383
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	889	0		7	218	191	93	1111	0	231	730	1237
Arrive On Green	0.25	0.00	0.00	0.12	0.12	0.12	0.05	0.31	0.00	0.13	0.38	0.38
Sat Flow, veh/h	3619	0	1610	58	1839	1610	1810	3705	0	1810	1900	3220
Grp Volume(v), veh/h	770	0	0	65	0	133	60	169	0	191	120	383
Grp Sat Flow(s),veh/h/ln	1810	0	1610	1897	0	1610	1810	1805	0	1810	1900	1610
Q Serve(g_s), s	18.3	0.0	0.0	2.8	0.0	7.1	2.9	3.1	0.0	9.3	3.7	7.5
Cycle Q Clear(g_c), s	18.3	0.0	0.0	2.8	0.0	7.1	2.9	3.1	0.0	9.3	3.7	7.5
Prop In Lane	1.00		1.00	0.03		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	889	0		225	0	191	93	1111	0	231	730	1237
V/C Ratio(X)	0.87	0.00		0.29	0.00	0.70	0.65	0.15	0.00	0.83	0.16	0.31
Avail Cap(c_a), veh/h	945	0		379	0	322	171	1111	0	231	730	1237
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.5	0.0	0.0	36.2	0.0	38.1	41.9	22.6	0.0	38.3	18.2	19.4
Incr Delay (d2), s/veh	8.2	0.0	0.0	0.7	0.0	4.5	7.3	0.3	0.0	21.2	0.5	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.8	0.0	0.0	1.3	0.0	3.0	1.5	1.3	0.0	5.4	1.7	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.7	0.0	0.0	36.9	0.0	42.6	49.2	22.9	0.0	59.4	18.7	20.0
LnGrp LOS	D	A		D	A	D	D	C	A	E	B	C
Approach Vol, veh/h		770	A		198			229			694	
Approach Delay, s/veh		40.7			40.7			29.8			30.6	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	16.0	32.2		26.6	9.1	39.1		15.2
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	11.5	19.0		23.5	8.5	22.0		18.0
Max Q Clear Time (g_c+I1), s	12.3	6.1		21.3	5.9	10.5		10.1
Green Ext Time (p_c), s	0.0	0.7		0.8	0.0	1.8		0.6

Intersection Summary	
HCM 6th Ctrl Delay	35.7
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

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

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	470	4	25	999	42	6	0	15	48	1	26
Future Vol, veh/h	12	470	4	25	999	42	6	0	15	48	1	26
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	150	200	-	200	60	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	2	-	-	2	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	13	495	4	26	1052	44	6	0	16	51	1	27

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1096	0	0	499	0	0	1661	1669	495	1635	1629	1052
Stage 1	-	-	-	-	-	-	521	521	-	1104	1104	-
Stage 2	-	-	-	-	-	-	1140	1148	-	531	525	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	644	-	-	1075	-	-	78	97	579	82	103	278
Stage 1	-	-	-	-	-	-	542	535	-	258	289	-
Stage 2	-	-	-	-	-	-	247	276	-	536	533	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	644	-	-	1075	-	-	68	93	579	77	98	278
Mov Cap-2 Maneuver	-	-	-	-	-	-	185	228	-	221	245	-
Stage 1	-	-	-	-	-	-	531	524	-	253	282	-
Stage 2	-	-	-	-	-	-	216	269	-	511	522	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0.2	15.3	23.7
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	185	579	644	-	-	1075	-	-	221	277
HCM Lane V/C Ratio	0.034	0.027	0.02	-	-	0.024	-	-	0.229	0.103
HCM Control Delay (s)	25.1	11.4	10.7	-	-	8.4	-	-	26.1	19.5
HCM Lane LOS	D	B	B	-	-	A	-	-	D	C
HCM 95th %tile Q(veh)	0.1	0.1	0.1	-	-	0.1	-	-	0.9	0.3

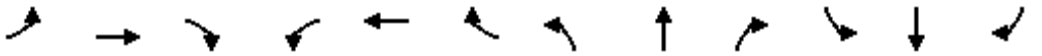
Intersection	
Int Delay, s/veh	3.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	112	435	914	76	33	160
Future Vol, veh/h	112	435	914	76	33	160
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	135	-	-	50	0	110
Veh in Median Storage, #	-	0	0	-	2	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	118	458	962	80	35	168

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1042	0	-	0	1656	962
Stage 1	-	-	-	-	962	-
Stage 2	-	-	-	-	694	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	675	-	-	-	109	313
Stage 1	-	-	-	-	374	-
Stage 2	-	-	-	-	499	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	675	-	-	-	90	313
Mov Cap-2 Maneuver	-	-	-	-	243	-
Stage 1	-	-	-	-	309	-
Stage 2	-	-	-	-	499	-

Approach	EB	WB	SB
HCM Control Delay, s	2.3	0	27.9
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	675	-	-	-	243	313
HCM Lane V/C Ratio	0.175	-	-	-	0.143	0.538
HCM Control Delay (s)	11.5	-	-	-	22.3	29.1
HCM Lane LOS	B	-	-	-	C	D
HCM 95th %tile Q(veh)	0.6	-	-	-	0.5	3



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	201	5	307	18	3	7	370	445	22	4	262	192
Future Volume (veh/h)	201	5	307	18	3	7	370	445	22	4	262	192
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	212	5	323	19	3	7	389	468	23	4	276	202
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	354	8	322	33	5	12	352	1017	50	10	716	607
Arrive On Green	0.20	0.20	0.20	0.03	0.03	0.03	0.19	0.57	0.57	0.01	0.38	0.38
Sat Flow, veh/h	1770	42	1610	1157	183	426	1810	1796	88	1810	1900	1610
Grp Volume(v), veh/h	217	0	323	29	0	0	389	0	491	4	276	202
Grp Sat Flow(s),veh/h/ln	1812	0	1610	1765	0	0	1810	0	1884	1810	1900	1610
Q Serve(g_s), s	9.8	0.0	18.0	1.5	0.0	0.0	17.5	0.0	13.8	0.2	9.5	8.0
Cycle Q Clear(g_c), s	9.8	0.0	18.0	1.5	0.0	0.0	17.5	0.0	13.8	0.2	9.5	8.0
Prop In Lane	0.98		1.00	0.66		0.24	1.00		0.05	1.00		1.00
Lane Grp Cap(c), veh/h	362	0	322	51	0	0	352	0	1067	10	716	607
V/C Ratio(X)	0.60	0.00	1.00	0.57	0.00	0.00	1.11	0.00	0.46	0.42	0.39	0.33
Avail Cap(c_a), veh/h	362	0	322	353	0	0	352	0	1067	101	716	607
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.7	0.0	36.0	43.2	0.0	0.0	36.3	0.0	11.5	44.6	20.4	20.0
Incr Delay (d2), s/veh	2.7	0.0	50.9	9.8	0.0	0.0	79.5	0.0	1.4	26.5	1.6	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	0.0	11.4	0.8	0.0	0.0	15.3	0.0	5.7	0.2	4.4	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.4	0.0	86.9	53.0	0.0	0.0	115.8	0.0	12.9	71.1	22.0	21.4
LnGrp LOS	D	A	F	D	A	A	F	A	B	E	C	C
Approach Vol, veh/h		540			29			880			482	
Approach Delay, s/veh		66.2			53.0			58.4			22.2	
Approach LOS		E			D			E			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.0	55.4		22.5	22.0	38.4		7.1				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	31.0		18.0	17.5	18.5		18.0				
Max Q Clear Time (g_c+I1), s	3.2	16.8		21.0	20.5	12.5		4.5				
Green Ext Time (p_c), s	0.0	2.7		0.0	0.0	1.2		0.1				

Intersection Summary												
HCM 6th Ctrl Delay			51.5									
HCM 6th LOS			D									

Intersection	
Int Delay, s/veh	2.3

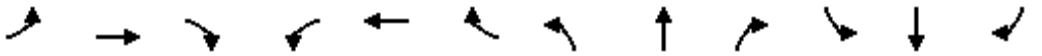
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	141	438	385	155	371	241
Future Vol, veh/h	141	438	385	155	371	241
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	75	-	-	100	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	148	461	405	163	391	254

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1523	487	0	0	568	0
Stage 1	487	-	-	-	-	-
Stage 2	1036	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	~ 131	585	-	-	1014	-
Stage 1	622	-	-	-	-	-
Stage 2	345	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 80	585	-	-	1014	-
Mov Cap-2 Maneuver	~ -16	-	-	-	-	-
Stage 1	382	-	-	-	-	-
Stage 2	345	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s		0	6.5
HCM LOS	-		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	+ 585	1014	-	
HCM Lane V/C Ratio	-	-	- 0.788	0.385	-	
HCM Control Delay (s)	-	-	- 30.2	10.8	-	
HCM Lane LOS	-	-	- D	B	-	
HCM 95th %tile Q(veh)	-	-	- 7.5	1.8	-	

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	429	2	182	60	9	101	94	1831	177	148	873	232
Future Volume (veh/h)	429	2	182	60	9	101	94	1831	177	148	873	232
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	452	2	192	63	9	106	99	1927	186	156	919	244
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	433	4	382	134	19	136	123	2109	202	160	1293	343
Arrive On Green	0.24	0.24	0.24	0.08	0.08	0.08	0.07	0.44	0.44	0.09	0.46	0.46
Sat Flow, veh/h	1810	17	1596	1593	228	1610	1810	4813	462	1810	2822	748
Grp Volume(v), veh/h	452	0	194	72	0	106	99	1381	732	156	587	576
Grp Sat Flow(s),veh/h/ln	1810	0	1613	1820	0	1610	1810	1729	1817	1810	1805	1765
Q Serve(g_s), s	28.7	0.0	12.5	4.5	0.0	7.7	6.5	44.8	45.5	10.3	31.3	31.5
Cycle Q Clear(g_c), s	28.7	0.0	12.5	4.5	0.0	7.7	6.5	44.8	45.5	10.3	31.3	31.5
Prop In Lane	1.00		0.99	0.87		1.00	1.00		0.25	1.00		0.42
Lane Grp Cap(c), veh/h	433	0	386	153	0	136	123	1515	796	160	827	809
V/C Ratio(X)	1.04	0.00	0.50	0.47	0.00	0.78	0.80	0.91	0.92	0.98	0.71	0.71
Avail Cap(c_a), veh/h	433	0	386	273	0	242	149	1515	796	160	827	809
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.7	0.0	39.5	52.4	0.0	53.9	55.1	31.5	31.7	54.6	26.1	26.1
Incr Delay (d2), s/veh	55.3	0.0	1.0	2.2	0.0	9.3	22.3	9.8	17.4	63.8	5.1	5.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	19.4	0.0	5.1	2.2	0.0	3.5	3.7	20.3	23.3	7.5	14.4	14.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	101.0	0.0	40.5	54.6	0.0	63.2	77.4	41.3	49.1	118.4	31.2	31.4
LnGrp LOS	F	A	D	D	A	E	E	D	D	F	C	C
Approach Vol, veh/h		646			178			2212			1319	
Approach Delay, s/veh		82.8			59.7			45.5			41.6	
Approach LOS		F			E			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.1	57.1		33.2	12.7	59.5		14.6				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	10.6	44.7		28.7	9.9	45.4		18.0				
Max Q Clear Time (g_c+I1), s	12.3	47.5		30.7	8.5	33.5		9.7				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	6.1		0.4				

Intersection Summary			
HCM 6th Ctrl Delay		50.5	
HCM 6th LOS		D	

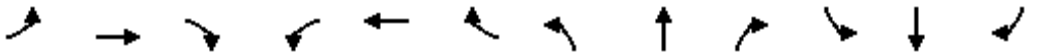
Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	422	18	23	1022	8	90	0	41	0	0	0
Future Vol, veh/h	5	422	18	23	1022	8	90	0	41	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	200	-	65	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	2	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	5	444	19	24	1076	8	95	0	43	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1084	0	0	463	0	0	1050	1596	232	1356	1597	538
Stage 1	-	-	-	-	-	-	464	464	-	1124	1124	-
Stage 2	-	-	-	-	-	-	586	1132	-	232	473	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	651	-	-	1109	-	-	184	108	776	110	108	493
Stage 1	-	-	-	-	-	-	553	567	-	222	283	-
Stage 2	-	-	-	-	-	-	468	281	-	756	562	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	651	-	-	1109	-	-	180	105	776	102	105	493
Mov Cap-2 Maneuver	-	-	-	-	-	-	368	243	-	102	105	-
Stage 1	-	-	-	-	-	-	549	562	-	220	277	-
Stage 2	-	-	-	-	-	-	458	275	-	708	558	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.2	16.9	0
HCM LOS			C	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	440	651	-	-	1109	-	-	-
HCM Lane V/C Ratio	0.313	0.008	-	-	0.022	-	-	-
HCM Control Delay (s)	16.9	10.6	-	-	8.3	-	-	0
HCM Lane LOS	C	B	-	-	A	-	-	A
HCM 95th %tile Q(veh)	1.3	0	-	-	0.1	-	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	49	575	4	7	683	76	0	0	10	78	0	22
Future Volume (veh/h)	49	575	4	7	683	76	0	0	10	78	0	22
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	52	605	4	7	719	80	0	0	11	82	0	23
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	81	1073	7	16	925	412	0	0	522	268	0	75
Arrive On Green	0.04	0.29	0.29	0.01	0.26	0.26	0.00	0.00	0.32	0.19	0.00	0.19
Sat Flow, veh/h	1810	3676	24	1810	3610	1610	0	0	1610	1376	0	386
Grp Volume(v), veh/h	52	297	312	7	719	80	0	0	11	105	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1896	1810	1805	1610	0	0	1610	1762	0	0
Q Serve(g_s), s	2.8	13.9	14.0	0.4	18.5	3.9	0.0	0.0	0.5	5.1	0.0	0.0
Cycle Q Clear(g_c), s	2.8	13.9	14.0	0.4	18.5	3.9	0.0	0.0	0.5	5.1	0.0	0.0
Prop In Lane	1.00		0.01	1.00		1.00	0.00		1.00	0.78		0.22
Lane Grp Cap(c), veh/h	81	527	553	16	925	412	0	0	522	344	0	0
V/C Ratio(X)	0.64	0.56	0.56	0.44	0.78	0.19	0.00	0.00	0.02	0.31	0.00	0.00
Avail Cap(c_a), veh/h	154	659	692	100	1209	539	0	0	522	344	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.86	0.86	0.86	1.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	47.0	30.0	30.0	49.3	34.5	29.1	0.0	0.0	23.0	34.5	0.0	0.0
Incr Delay (d2), s/veh	7.2	0.8	0.8	17.7	2.4	0.2	0.0	0.0	0.1	2.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	6.1	6.4	0.3	8.3	1.5	0.0	0.0	0.2	2.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.1	30.8	30.8	67.0	37.0	29.3	0.0	0.0	23.1	36.7	0.0	0.0
LnGrp LOS	D	C	C	E	D	C	A	A	C	D	A	A
Approach Vol, veh/h		661			806			11			105	
Approach Delay, s/veh		32.6			36.5			23.1			36.7	
Approach LOS		C			D			C			D	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		36.9	5.4	33.7		24.0	9.0	30.1				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		20.5	5.5	36.5		19.5	8.5	33.5				
Max Q Clear Time (g_c+I1), s		3.5	3.4	17.0		8.1	5.8	21.5				
Green Ext Time (p_c), s		0.0	0.0	3.6		0.3	0.0	4.1				

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	967	22	365	1159	150	59	29	297	96	23	12
Future Volume (veh/h)	12	967	22	365	1159	150	59	29	297	96	23	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	13	1018	23	384	1220	158	62	31	313	101	24	13
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	200	1139	508	428	1418	183	351	368	693	152	97	53
Arrive On Green	0.11	0.32	0.32	0.24	0.44	0.44	0.19	0.19	0.19	0.08	0.08	0.08
Sat Flow, veh/h	1810	3610	1610	1810	3215	415	1810	1900	1610	1810	1159	628
Grp Volume(v), veh/h	13	1018	23	384	683	695	62	31	313	101	0	37
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1825	1810	1900	1610	1810	0	1787
Q Serve(g_s), s	0.7	28.4	1.0	21.7	35.9	36.3	3.0	1.4	14.5	5.7	0.0	2.0
Cycle Q Clear(g_c), s	0.7	28.4	1.0	21.7	35.9	36.3	3.0	1.4	14.5	5.7	0.0	2.0
Prop In Lane	1.00		1.00	1.00		0.23	1.00		1.00	1.00		0.35
Lane Grp Cap(c), veh/h	200	1139	508	428	796	805	351	368	693	152	0	150
V/C Ratio(X)	0.06	0.89	0.05	0.90	0.86	0.86	0.18	0.08	0.45	0.66	0.00	0.25
Avail Cap(c_a), veh/h	200	1178	525	454	879	889	351	368	693	351	0	347
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	42.1	34.5	25.1	39.1	26.6	26.7	35.6	34.9	21.3	47.0	0.0	45.3
Incr Delay (d2), s/veh	0.1	8.8	0.0	19.6	7.9	8.2	1.1	0.4	2.1	4.9	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	13.6	0.4	11.9	16.6	17.0	1.4	0.7	5.8	2.8	0.0	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.2	43.3	25.2	58.8	34.4	34.9	36.7	35.4	23.4	51.9	0.0	46.1
LnGrp LOS	D	D	C	E	C	C	D	D	C	D	A	D
Approach Vol, veh/h		1054			1762			406			138	
Approach Delay, s/veh		42.9			39.9			26.4			50.4	
Approach LOS		D			D			C			D	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	25.0	29.5	37.9	13.4	16.2	51.1
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	20.5	26.5	34.5	20.5	9.5	51.5
Max Q Clear Time (g_c+I1), s	17.5	24.7	31.4	8.7	3.7	39.3
Green Ext Time (p_c), s	0.5	0.2	1.9	0.3	0.0	7.3

Intersection Summary	
HCM 6th Ctrl Delay	39.6
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	392	46	43	2	30	115	45	137	6	138	144	525
Future Volume (veh/h)	392	46	43	2	30	115	45	137	6	138	144	525
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	447	0	0	2	32	121	47	144	6	145	453	352
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	600	0		13	200	181	74	1424	59	170	867	734
Arrive On Green	0.17	0.00	0.00	0.11	0.11	0.11	0.04	0.40	0.40	0.09	0.46	0.46
Sat Flow, veh/h	3619	0	1610	111	1783	1610	1810	3532	146	1810	1900	1610
Grp Volume(v), veh/h	447	0	0	34	0	121	47	73	77	145	453	352
Grp Sat Flow(s),veh/h/ln	1810	0	1610	1894	0	1610	1810	1805	1874	1810	1900	1610
Q Serve(g_s), s	9.4	0.0	0.0	1.3	0.0	5.8	2.0	2.0	2.0	6.3	13.6	12.2
Cycle Q Clear(g_c), s	9.4	0.0	0.0	1.3	0.0	5.8	2.0	2.0	2.0	6.3	13.6	12.2
Prop In Lane	1.00		1.00	0.06		1.00	1.00		0.08	1.00		1.00
Lane Grp Cap(c), veh/h	600	0		213	0	181	74	728	755	170	867	734
V/C Ratio(X)	0.75	0.00		0.16	0.00	0.67	0.64	0.10	0.10	0.85	0.52	0.48
Avail Cap(c_a), veh/h	814	0		426	0	362	115	728	755	170	867	734
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.8	0.0	0.0	32.1	0.0	34.1	37.8	14.8	14.9	35.7	15.5	15.1
Incr Delay (d2), s/veh	2.5	0.0	0.0	0.3	0.0	4.2	8.7	0.3	0.3	32.3	2.3	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	0.0	0.0	0.6	0.0	2.4	1.1	0.8	0.9	4.2	6.0	4.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.3	0.0	0.0	32.4	0.0	38.3	46.5	15.1	15.1	68.0	17.8	17.4
LnGrp LOS	C	A		C	A	D	D	B	B	E	B	B
Approach Vol, veh/h		447	A		155			197			950	
Approach Delay, s/veh		34.3			37.0			22.6			25.3	
Approach LOS		C			D			C			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.0	36.8		17.8	7.8	41.0		13.5
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	7.5	18.5		18.0	5.1	20.9		18.0
Max Q Clear Time (g_c+I1), s	9.3	5.0		12.4	5.0	16.6		8.8
Green Ext Time (p_c), s	0.0	0.6		0.9	0.0	1.7		0.5

Intersection Summary	
HCM 6th Ctrl Delay	28.3
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

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

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	38	827	4	22	484	44	15	2	36	47	0	29
Future Vol, veh/h	38	827	4	22	484	44	15	2	36	47	0	29
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	150	200	-	200	60	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	2	-	-	2	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	40	871	4	23	509	46	16	2	38	49	0	31

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	555	0	0	875	0	0	1545	1552	871	1528	1510	509
Stage 1	-	-	-	-	-	-	951	951	-	555	555	-
Stage 2	-	-	-	-	-	-	594	601	-	973	955	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1026	-	-	780	-	-	94	115	353	97	122	568
Stage 1	-	-	-	-	-	-	315	341	-	520	516	-
Stage 2	-	-	-	-	-	-	495	493	-	306	339	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1026	-	-	780	-	-	84	107	353	82	114	568
Mov Cap-2 Maneuver	-	-	-	-	-	-	244	267	-	212	263	-
Stage 1	-	-	-	-	-	-	303	328	-	500	501	-
Stage 2	-	-	-	-	-	-	455	479	-	261	326	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0.4	17.9	21.2
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	244	347	1026	-	-	780	-	-	212	568
HCM Lane V/C Ratio	0.065	0.115	0.039	-	-	0.03	-	-	0.233	0.054
HCM Control Delay (s)	20.8	16.7	8.7	-	-	9.8	-	-	27.1	11.7
HCM Lane LOS	C	C	A	-	-	A	-	-	D	B
HCM 95th %tile Q(veh)	0.2	0.4	0.1	-	-	0.1	-	-	0.9	0.2

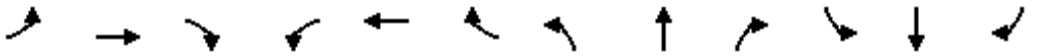
Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	92	821	482	51	44	73
Future Vol, veh/h	92	821	482	51	44	73
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	135	-	-	50	0	110
Veh in Median Storage, #	-	0	0	-	2	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	97	864	507	54	46	77

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	561	0	-	0	1565	507
Stage 1	-	-	-	-	507	-
Stage 2	-	-	-	-	1058	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1020	-	-	-	124	570
Stage 1	-	-	-	-	609	-
Stage 2	-	-	-	-	337	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1020	-	-	-	112	570
Mov Cap-2 Maneuver	-	-	-	-	220	-
Stage 1	-	-	-	-	551	-
Stage 2	-	-	-	-	337	-

Approach	EB	WB	SB
HCM Control Delay, s	0.9	0	17.3
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1020	-	-	-	220	570
HCM Lane V/C Ratio	0.095	-	-	-	0.211	0.135
HCM Control Delay (s)	8.9	-	-	-	25.7	12.3
HCM Lane LOS	A	-	-	-	D	B
HCM 95th %tile Q(veh)	0.3	-	-	-	0.8	0.5



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	2	46	28	1	11	40	325	28	11	542	31
Future Volume (veh/h)	39	2	46	28	1	11	40	325	28	11	542	31
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	41	2	48	29	1	12	42	342	29	12	571	33
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	97	5	91	45	2	19	326	1230	104	26	1038	879
Arrive On Green	0.06	0.06	0.06	0.04	0.04	0.04	0.18	0.71	0.71	0.01	0.55	0.55
Sat Flow, veh/h	1729	84	1610	1208	42	500	1810	1727	146	1810	1900	1610
Grp Volume(v), veh/h	43	0	48	42	0	0	42	0	371	12	571	33
Grp Sat Flow(s),veh/h/ln	1814	0	1610	1750	0	0	1810	0	1874	1810	1900	1610
Q Serve(g_s), s	2.3	0.0	2.9	2.4	0.0	0.0	1.9	0.0	7.1	0.7	19.5	0.9
Cycle Q Clear(g_c), s	2.3	0.0	2.9	2.4	0.0	0.0	1.9	0.0	7.1	0.7	19.5	0.9
Prop In Lane	0.95		1.00	0.69		0.29	1.00		0.08	1.00		1.00
Lane Grp Cap(c), veh/h	102	0	91	66	0	0	326	0	1334	26	1038	879
V/C Ratio(X)	0.42	0.00	0.53	0.64	0.00	0.00	0.13	0.00	0.28	0.47	0.55	0.04
Avail Cap(c_a), veh/h	326	0	290	315	0	0	326	0	1334	90	1038	879
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.6	0.0	45.9	47.4	0.0	0.0	34.4	0.0	5.2	48.9	14.7	10.5
Incr Delay (d2), s/veh	2.7	0.0	4.7	9.8	0.0	0.0	0.8	0.0	0.5	12.7	2.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	1.3	1.2	0.0	0.0	0.9	0.0	2.6	0.4	8.5	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.4	0.0	50.6	57.3	0.0	0.0	35.2	0.0	5.7	61.6	16.8	10.6
LnGrp LOS	D	A	D	E	A	A	D	A	A	E	B	B
Approach Vol, veh/h		91			42			413			616	
Approach Delay, s/veh		49.6			57.3			8.7			17.4	
Approach LOS		D			E			A			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.9	75.7		10.1	22.5	59.1		8.3				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	41.0		18.0	18.0	28.0		18.0				
Max Q Clear Time (g_c+I1), s	3.7	10.1		5.9	4.9	22.5		5.4				
Green Ext Time (p_c), s	0.0	2.4		0.2	0.0	1.8		0.1				

Intersection Summary												
HCM 6th Ctrl Delay			18.2									
HCM 6th LOS			B									

Intersection	
Int Delay, s/veh	3

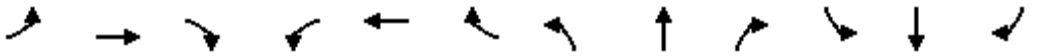
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	187	287	123	211	436	181
Future Vol, veh/h	187	287	123	211	436	181
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	75	-	-	100	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	197	302	129	222	459	191

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1349	240	0	0	351	0
Stage 1	240	-	-	-	-	-
Stage 2	1109	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	~ 168	804	-	-	1219	-
Stage 1	805	-	-	-	-	-
Stage 2	318	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 105	804	-	-	1219	-
Mov Cap-2 Maneuver	~ -17	-	-	-	-	-
Stage 1	502	-	-	-	-	-
Stage 2	318	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s		0	6.9
HCM LOS	-		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	+ 804	1219	-	
HCM Lane V/C Ratio	-	-	- 0.376	0.376	-	
HCM Control Delay (s)	-	-	- 12.1	9.7	-	
HCM Lane LOS	-	-	- B	A	-	
HCM 95th %tile Q(veh)	-	-	- 1.8	1.8	-	

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	98	9	61	31	5	53	73	1261	96	98	1709	41
Future Volume (veh/h)	98	9	61	31	5	53	73	1261	96	98	1709	41
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	103	9	64	33	5	56	77	1327	101	103	1799	43
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	137	15	109	80	12	81	97	2143	163	521	2416	58
Arrive On Green	0.08	0.08	0.08	0.05	0.05	0.05	0.05	0.44	0.44	0.29	0.67	0.67
Sat Flow, veh/h	1810	202	1439	1581	240	1610	1810	4916	374	1810	3604	86
Grp Volume(v), veh/h	103	0	73	38	0	56	77	933	495	103	898	944
Grp Sat Flow(s),veh/h/ln	1810	0	1641	1821	0	1610	1810	1729	1833	1810	1805	1885
Q Serve(g_s), s	6.7	0.0	5.2	2.4	0.0	4.1	5.0	25.0	25.0	5.2	39.2	39.7
Cycle Q Clear(g_c), s	6.7	0.0	5.2	2.4	0.0	4.1	5.0	25.0	25.0	5.2	39.2	39.7
Prop In Lane	1.00		0.88	0.87		1.00	1.00		0.20	1.00		0.05
Lane Grp Cap(c), veh/h	137	0	124	92	0	81	97	1507	799	521	1210	1264
V/C Ratio(X)	0.75	0.00	0.59	0.41	0.00	0.69	0.80	0.62	0.62	0.20	0.74	0.75
Avail Cap(c_a), veh/h	273	0	248	275	0	243	97	1507	799	521	1210	1264
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.3	0.0	53.6	55.3	0.0	56.1	56.2	26.2	26.2	32.3	13.0	13.0
Incr Delay (d2), s/veh	8.0	0.0	4.3	3.0	0.0	10.0	36.0	1.9	3.6	0.2	4.1	4.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	0.0	2.3	1.2	0.0	1.9	3.3	10.6	11.6	2.3	15.9	16.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.3	0.0	58.0	58.2	0.0	66.0	92.2	28.1	29.7	32.4	17.1	17.1
LnGrp LOS	E	A	E	E	A	E	F	C	C	C	B	B
Approach Vol, veh/h		176			94			1505			1945	
Approach Delay, s/veh		60.5			62.9			31.9			17.9	
Approach LOS		E			E			C			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	39.1	56.8		13.6	10.9	85.0		10.5				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	13.5	52.3		18.1	6.4	59.4		18.1				
Max Q Clear Time (g_c+I1), s	7.2	27.0		8.7	7.0	41.7		6.1				
Green Ext Time (p_c), s	0.1	11.5		0.4	0.0	12.9		0.2				

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

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	14	694	59	43	535	1	50	0	23	8	1	2
Future Vol, veh/h	14	694	59	43	535	1	50	0	23	8	1	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	200	-	65	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	2	-	-	2	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	15	731	62	45	563	1	53	0	24	8	1	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	564	0	0	793	0	0	1164	1446	397	1049	1476	282
Stage 1	-	-	-	-	-	-	792	792	-	653	653	-
Stage 2	-	-	-	-	-	-	372	654	-	396	823	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1018	-	-	837	-	-	152	133	608	184	127	721
Stage 1	-	-	-	-	-	-	353	404	-	427	467	-
Stage 2	-	-	-	-	-	-	626	466	-	606	391	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1018	-	-	837	-	-	143	124	608	167	118	721
Mov Cap-2 Maneuver	-	-	-	-	-	-	304	299	-	345	277	-
Stage 1	-	-	-	-	-	-	348	398	-	421	442	-
Stage 2	-	-	-	-	-	-	589	441	-	573	385	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.7	17.6	15
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	361	1018	-	-	837	-	-	372
HCM Lane V/C Ratio	0.213	0.014	-	-	0.054	-	-	0.031
HCM Control Delay (s)	17.6	8.6	-	-	9.5	-	-	15
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.8	0	-	-	0.2	-	-	0.1

General Plan Build Out Saturday With Improvements Conditions



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	63	268	9	51	514	44	4	1	21	39	1	19
Future Volume (veh/h)	63	268	9	51	514	44	4	1	21	39	1	19
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	66	282	9	54	541	46	4	1	22	41	1	20
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	102	665	563	85	646	548	694	31	674	691	34	671
Arrive On Green	0.06	0.35	0.35	0.05	0.34	0.34	0.43	0.43	0.43	0.43	0.43	0.43
Sat Flow, veh/h	1810	1900	1610	1810	1900	1610	1413	70	1550	1410	77	1545
Grp Volume(v), veh/h	66	282	9	54	541	46	4	0	23	41	0	21
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1610	1413	0	1621	1410	0	1622
Q Serve(g_s), s	2.9	9.1	0.3	2.3	21.0	1.6	0.1	0.0	0.7	1.4	0.0	0.6
Cycle Q Clear(g_c), s	2.9	9.1	0.3	2.3	21.0	1.6	0.7	0.0	0.7	2.0	0.0	0.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.96	1.00		0.95
Lane Grp Cap(c), veh/h	102	665	563	85	646	548	694	0	704	691	0	705
V/C Ratio(X)	0.65	0.42	0.02	0.64	0.84	0.08	0.01	0.00	0.03	0.06	0.00	0.03
Avail Cap(c_a), veh/h	170	914	775	170	914	775	694	0	704	691	0	705
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	37.0	19.9	17.0	37.5	24.3	17.9	13.2	0.0	13.0	13.6	0.0	13.0
Incr Delay (d2), s/veh	6.7	0.4	0.0	7.7	4.8	0.1	0.0	0.0	0.1	0.2	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	3.9	0.1	1.2	9.8	0.6	0.0	0.0	0.2	0.4	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.6	20.3	17.0	45.2	29.2	18.0	13.2	0.0	13.1	13.7	0.0	13.0
LnGrp LOS	D	C	B	D	C	B	B	A	B	B	A	B
Approach Vol, veh/h		357			641			27			62	
Approach Delay, s/veh		24.5			29.7			13.1			13.5	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	39.3	8.2	32.5	39.3	9.0	31.7
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	20.5	7.5	38.5	20.5	7.5	38.5
Max Q Clear Time (g_c+I1), s	3.7	5.3	12.1	5.0	5.9	24.0
Green Ext Time (p_c), s	0.1	0.0	1.7	0.1	0.0	3.2

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

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	28	303	523	19	24	69
Future Vol, veh/h	28	303	523	19	24	69
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	135	-	-	50	0	110
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	29	319	551	20	25	73

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	571	0	-	0	928	551
Stage 1	-	-	-	-	551	-
Stage 2	-	-	-	-	377	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1012	-	-	-	300	538
Stage 1	-	-	-	-	581	-
Stage 2	-	-	-	-	698	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1012	-	-	-	291	538
Mov Cap-2 Maneuver	-	-	-	-	291	-
Stage 1	-	-	-	-	564	-
Stage 2	-	-	-	-	698	-

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	14.2
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1012	-	-	-	291	538
HCM Lane V/C Ratio	0.029	-	-	-	0.087	0.135
HCM Control Delay (s)	8.7	-	-	-	18.5	12.7
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.3	0.5



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	597	38	46	551	78	28	0	52	44	1	81
Future Volume (veh/h)	50	597	38	46	551	78	28	0	52	44	1	81
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	53	628	40	48	580	82	29	0	55	46	1	85
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	83	734	622	76	726	615	582	0	649	614	8	643
Arrive On Green	0.05	0.39	0.39	0.04	0.38	0.38	0.40	0.00	0.40	0.40	0.40	0.40
Sat Flow, veh/h	1810	1900	1610	1810	1900	1610	1332	0	1610	1370	19	1594
Grp Volume(v), veh/h	53	628	40	48	580	82	29	0	55	46	0	86
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1610	1332	0	1610	1370	0	1613
Q Serve(g_s), s	2.3	24.2	1.3	2.1	21.7	2.7	1.1	0.0	1.7	1.7	0.0	2.7
Cycle Q Clear(g_c), s	2.3	24.2	1.3	2.1	21.7	2.7	3.8	0.0	1.7	3.4	0.0	2.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Lane Grp Cap(c), veh/h	83	734	622	76	726	615	582	0	649	614	0	650
V/C Ratio(X)	0.64	0.86	0.06	0.63	0.80	0.13	0.05	0.00	0.08	0.07	0.00	0.13
Avail Cap(c_a), veh/h	147	962	815	147	962	815	582	0	649	614	0	650
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	37.5	22.5	15.4	37.7	22.0	16.1	16.3	0.0	14.8	15.8	0.0	15.1
Incr Delay (d2), s/veh	7.8	6.1	0.0	8.5	3.6	0.1	0.2	0.0	0.3	0.2	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	11.3	0.4	1.1	9.8	1.0	0.4	0.0	0.6	0.6	0.0	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.4	28.6	15.5	46.2	25.6	16.2	16.4	0.0	15.0	16.0	0.0	15.5
LnGrp LOS	D	C	B	D	C	B	B	A	B	B	A	B
Approach Vol, veh/h		721			710			84			132	
Approach Delay, s/veh		29.1			25.9			15.5			15.7	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	36.8	7.8	35.4	36.8	8.2	35.1
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	19.5	6.5	40.5	19.5	6.5	40.5
Max Q Clear Time (g_c+I1), s	6.8	5.1	27.2	6.4	5.3	24.7
Green Ext Time (p_c), s	0.2	0.0	3.7	0.4	0.0	3.7

Intersection Summary	
HCM 6th Ctrl Delay	25.9
HCM 6th LOS	C

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	70	615	610	54	44	86
Future Vol, veh/h	70	615	610	54	44	86
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	135	-	-	50	0	110
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	74	647	642	57	46	91

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	699	0	-	0	1437	642
Stage 1	-	-	-	-	642	-
Stage 2	-	-	-	-	795	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	907	-	-	-	148	478
Stage 1	-	-	-	-	528	-
Stage 2	-	-	-	-	448	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	907	-	-	-	136	478
Mov Cap-2 Maneuver	-	-	-	-	136	-
Stage 1	-	-	-	-	485	-
Stage 2	-	-	-	-	448	-

Approach	EB	WB	SB
HCM Control Delay, s	1	0	24.6
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	907	-	-	-	136	478
HCM Lane V/C Ratio	0.081	-	-	-	0.341	0.189
HCM Control Delay (s)	9.3	-	-	-	44.6	14.3
HCM Lane LOS	A	-	-	-	E	B
HCM 95th %tile Q(veh)	0.3	-	-	-	1.4	0.7

APPENDIX E:
VEHICLE AND PEDESTRIAN COLLISION DATA



2015 City of Rancho Palos Verdes Accident Location Log

Updated: 3/15/16

Location	Date	Time	Main Street	Location	Severity	DOT's	Description	Weather	Lighting	Pavement	Collision	H & R	DUI	21-	65+	Private?
2	2/24/15	7:30 PM	Hawthorne Blvd	at Grayslake/Highridge Rd	PDO	NB Left turn vs SB Thru	Unable to determine	Cloudy	Daylight	Dry	Head-On	No	No	No	No	Car
2	3/16/15	7:00 PM	Hawthorne Blvd	at Grayslake/Highridge Rd	PDO	SB Thru vs EB Left turn	Failed to stop at red signal	Clear	Dusk	Dry	Broadside	No	No	Yes	No	Car
3	2/8/15	3:20 PM	Hawthorne Blvd	at Ridgegate/Granvia Altamira	Injury - 2	NB Thru vs EB Left turn	Failed to stop at red signal	Clear	Daylight	Dry	Broadside	No	No	No	No	Car
4	2/18/15	5:40 PM	Hawthorne Blvd	at Eddinghill/Seamount Dr	Injury - 1	SB U turn vs NB Thru	Failed to yield to oncoming traffic	Clear	Daylight	Dry	Broadside	No	No	No	No	Car
4	2/20/15	6:37 PM	Hawthorne Blvd	at Eddinghill/Seamount Dr	Injury - 4	SB Left turn vs NB Thru	Failed to yield to oncoming traffic	Clear	Dusk	Dry	Broadside	No	No	No	No	Car
4	10/23/15	11:30 AM	Hawthorne Blvd	at Eddinghill/Seamount Dr	PDO	NB Thru vs EB Left turn	Unable to determine	Clear	Daylight	Dry	Broadside	No	No	No	No	Car
8	11/5/15	6:40 AM	Hawthorne Blvd	at Via Rivera	PDO	EB Left turn vs SB Thru	Failed to yield to oncoming traffic from a stop sign	Clear	Dawn	Dry	Hit Object	Yes	?	?	?	Wall
9	2/25/15	5:24 PM	Crenshaw Blvd	at Crestridge Rd	PDO	SB Thru vs EB Left turn	Failed to stop at red signal	Clear	Daylight	Dry	Broadside	No	No	Yes	No	Car
10	2/28/15	4:05 PM	Crenshaw Blvd	at Crest Rd	PDO	SB Right turn vs SB Right turn	Unable to determine	Clear	Daylight	Dry	Sideswipe	No	No	Yes	No	Car
11	5/16/15	2:20 PM	Crest Rd	at HighridgeRd	Injury - 3	EB Left turn vs WB Thru	Failed to yield to oncoming traffic	Clear	Daylight	Dry	Head-On	No	No	Yes	No	Car
12	5/28/15	5:55 PM	PV Drive East	at Ganado Dr	Injury - 1	SB Thru vs EB Left turn	Unsafe speed/Crossing over double yellow lines	Clear	Daylight	Dry	Broadside	No	No	No	No	Car
17	1/16/15	6:05 PM	Hawthorne Blvd	at Shorewood Rd	PDO	NB Thru	Following too Close	Clear	Dark	Dry	Rear End	No	No	No	No	Multiple Cars
17	2/5/15	2:50 PM	Hawthorne Blvd	at Ravenspur Dr	PDO	SB Left turn vs NB Thru	Failed to yield to oncoming traffic	Clear	Daylight	Dry	Broadside	No	No	No	Yes	Car
17	4/2/15	11:15 AM	Hawthorne Blvd	at Shorewood Rd	PDO	SB U turn vs SB Thru	Unsafe turning movement	Clear	Daylight	Dry	Broadside	Yes	?	?	?	Car
17	9/21/15	15;30	Hawthorne Blvd	at Ravenspur Dr	Injury - 1	EB Left turn vs SB Thru	Failed to yield to oncoming traffic from a stop sign	Clear	Daylight	Dry	Broadside	No	No	No	Yes	Car
18	1/30/15	6:40 PM	Hawthorne Blvd	at Ravenspur Dr	Injury - 1	SB Left turn vs Pedestrian	Failure to yield to Pedestrian	Clear	Dark	Wet	Pedestrian	No	No	No	No	Pedestrian
18	2/27/15	7:00 PM	Hawthorne Blvd	at Woodbrook Rd	PDO	WB Left turn vs SB Thru	Failed to yield to oncoming traffic	Clear	Dark	Dry	Sideswipe	No	No	No	No	Car
18	4/27/15	8:35 AM	Hawthorne Blvd	at Ravenspur Dr	PDO	WB Left turn vs NB Thru	Failed to yield to oncoming traffic	Clear	Daylight	Dry	Broadside	No	No	No	No	Car
18	5/31/15	2:15 PM	Hawthorne Blvd	at Ravenspur Dr	Injury - 1	SB Left turn vs NB Thru	Proceeding thru right turn only lane/Unsafe left turn	Clear	Daylight	Dry	Broadside	No	No	No	No	Bicycle
21	3/31/15	8:15 PM	Hawthorne Blvd	18' s/o Blackhorse Rd	PDO	NB Thru vs Stopped	Unsafe speed	Clear	Daylight	Dry	Rear End	No	No	No	No	Car
21	10/13/15	11:45 AM	Hawthorne Blvd	.03 n/o Blackhorse Rd	PDO	NB Thru	Following too Close	Clear	Daylight	Dry	Rear End	No	No	No	Yes	Car
21	12/17/15	10:30 AM	Hawthorne Blvd	45' s/o Blackhorse Rd	Injury - 2	NB Thru vs Stopped	Unsafe speed	Clear	Daylight	Dry	Rear End	No	No	No	No	Multiple Cars
21	1/28/15	1:14 PM	Hawthorne Blvd	984' n/o Blackhorse Rd	PDO	NB Thru	Unsafe speed	Cloudy	Daylight	Dry	Hit Object	No	No	No	No	Curb
22	1/5/15	2:45 PM	Hawthorne Blvd	42' s/o Highridge Rd	PDO	NB Thru	Unsafe starting	Clear	Daylight	Dry	Rear End	No	No	No	No	Multiple Cars
22	1/8/15	8:15 PM	Hawthorne Blvd	470' w/o Silver Spur Rd	PDO	SB Left turn vs NB Thru	Unsafe turning movement	Clear	Daylight	Dry	Head-On	No	No	No	No	Car
22	1/17/15	8:15 PM	Hawthorne Blvd	40' e/o Ridgegate Dr	PDO	EB Left turn vs WB Thru	Unsafe turning movement	Clear	Dark	Dry	Sideswipe	No	No	Yes	No	Car
22	3/7/15	1:54 PM	Hawthorne Blvd	50' w/o Highridge Rd	PDO	NB Thru	Unsafe speed	Clear	Daylight	Dry	Rear End	Yes	?	?	?	Car
22	3/23/15	7:50 AM	Hawthorne Blvd	200' w/o Highridge Rd	Injury - 1	NB Thru vs Stopped	Unsafe speed	Clear	Daylight	Dry	Rear End	No	No	Yes	No	Car
22	4/17/15	2:41 PM	Hawthorne Blvd	221' e/o Woodbrook Dr	PDO	SB Thru	Following too Close	Clear	Daylight	Dry	Rear End	No	No	Yes	No	Multiple Cars
22	4/18/15	7:15 PM	Hawthorne Blvd	80' w/o Highridge Rd	PDO	NB Thru	Unsafe speed	Clear	Dusk	Dry	Rear End	No	No	No	Yes	Car
22	10/10/15	3:00 PM	Hawthorne Blvd	36' w/o Indian Peak Rd	Injury - 1	NB Thru vs Stopped	Unsafe starting	Clear	Daylight	Dry	Rear End	No	No	No	No	Car
22	11/9/15	2:20 PM	Hawthorne Blvd	23' w/o Highridge Rd	Injury - 1	NB Thru vs Stopped	Following too Close	Clear	Daylight	Dry	Rear End	No	No	No	No	Motorcycle
22	12/15/15	8:15 PM	Hawthorne Blvd	125' e/o Granvia Altamira	PDO	Right turn vs SB Thru	Failed to yield to oncoming traffic from a driveway	Clear	Daylight	Dry	Broadside	No	No	No	Yes	Car
23	2/27/15	5:18 PM	Hawthorne Blvd	78' n/o Crest Rd	Injury - 3	SB Thru	Unsafe speed	Clear	Daylight	Dry	Sideswipe	No	No	No	No	Multiple Cars
23	4/3/15	12:09 PM	Hawthorne Blvd	250' s/o Ridgegate Dr	PDO	NB Thru	Unsafe starting	Clear	Daylight	Dry	Rear End	No	No	No	No	Car
23	8/3/15	1:20 PM	Hawthorne Blvd	at Verde Ridge Rd	Injury - 3	EB Left turn vs NB Thru	Unsafe turning movement	Clear	Daylight	Dry	Broadside	No	No	No	No	Car
23	10/27/15	12:15 PM	Hawthorne Blvd	at San Nicolas Dr	Injury - 1	EB Left turn vs SB Thru	Failed to yield to oncoming traffic	Clear	Daylight	Dry	Broadside	No	No	No	Yes	Car
23	12/2/15	12:15 PM	Hawthorne Blvd	10' w/o Granvia Altamira	Injury - 1	NB Thru	Unsafe starting movement	Clear	Daylight	Dry	Rear End	No	No	No	No	Car
23	12/21/15	4:05 PM	Hawthorne Blvd	at Ocean Crest Dr	Injury - 2	NB Left turn vs SB Thru	Failed to yield to oncoming traffic	Raining/Fog	Daylight	Wet	Broadside	No	No	No	No	Car
23	12/28/15	4:30 PM	Hawthorne Blvd	30' w/o Ridgegate Dr	PDO	NB Thru vs Stopped	Following too Close	Clear	Daylight	Dry	Rear End	No	No	No	No	Car
24	1/12/15	9:42 AM	Hawthorne Blvd	60' s/o Crest Rd	Injury - 1	SB Right turn vs SB Thru	Unsafe turning movement	Cloudy	Daylight	Dry	Non-Contact	No	?	?	?	Bicycle
24	2/14/15	2:50 PM	Hawthorne Blvd	at Los Verdes	Injury - 1	EB Left turn vs SB Thru	Failed to yield to oncoming traffic	Clear	Daylight	Dry	Broadside	No	No	No	No	Car
24	3/25/15	7:00 AM	Hawthorne Blvd	206' n/o Alta Vista Dr	Injury - 1	EB Right turn vs Pedestrian	Unsafe speed	Clear	Daylight	Dry	Pedestrian	No	No	Yes	No	Pedestrian
24	5/9/15	4:48 PM	Hawthorne Blvd	435' s/o Crest Rd	PDO	NB Left turn	Unsafe turning movement	Cloudy	Daylight	Dry	Hit Object	No	No	Yes	No	Fire Hydrant, Water Vent
24	8/30/15	10:40 PM	Hawthorne Blvd	18' s/o Alta Vista Dr	Injury - 1	SB Thru	Sleepy Fatiqued/Unsafe turning movement	Clear	Dark	Dry	Hit Object	No	No	No	Yes	Trees, Signs, Brick Wall
24	9/30/15	12:25 PM	Hawthorne Blvd	at Los Verdes	Injury - 1	EB Left turn vs SB Thru	Failed to yield to oncoming traffic from a stop sign	Clear	Daylight	Dry	Broadside	No	No	No	No	Car
24	12/5/15	10:45 AM	Hawthorne Blvd	at Alta Vista Dr	Injury - 1	EB Left turn vs SB Thru	Failed to yield to oncoming traffic (Bicycle) from a stop sign	Clear	Daylight	Dry	Non-Contact	No	No	No	No	Car
25	2/22/15	4:54 PM	Hawthorne Blvd	287' n/o Vallon Dr	Injury - 1	SB Thru	Unsafe speed	Raining	Daylight	Wet	Hit Object	No	No	No	No	Private Broken wall bricks/stucco
25	4/5/15	2:05 PM	Hawthorne Blvd	1044' n/o Vallon Dr	PDO	EB Left turn vs SB Thru	Failed to yield to oncoming traffic	Clear	Daylight	Dry	Broadside	No	No	No	No	Car
25	7/22/15	10:59 PM	Hawthorne Blvd	769' n/o Vallon Dr	PDO	NB Thru	Unsafe speed	Clear	Dark	Dry	Hit Object	No	No	Yes	No	Curb, Private Retaining Wall
25	12/11/15	3:22 PM	Hawthorne Blvd	200' s/o Dupre Dr	PDO	SB Thru vs Stopped	Following too Close	Clear	Daylight	Dry	Rear End	No	No	No	No	Car

2015 City of Rancho Palos Verdes Accident Location Log

26	2/12/15	7:30 PM	Hawthorne Blvd	480' w/o Crestmont Ln	Injury - 1	SB Left turn vs NB Thru	Failed to yield to oncoming traffic	Clear	Dark	Dry	Broadside	No	No	No	Yes	Car
26	4/2/15	1:10 PM	Hawthorne Blvd	380' w/o Crestmont Ln	Injury - 1	WB Left turn vs NB Thru	Failed to yield to oncoming traffic from a stop sign	Clear	Daylight	Dry	Broadside	No	No	No	Yes	Car, City sign in median
26	4/14/15	7:08 PM	Hawthorne Blvd	165' w/o Crestmont Ln	PDO	NB Thru	Unsafe speed	Clear	Daylight	Dry	Broadside	No	No	Yes	No	Car
26	4/18/15	7:00 PM	Hawthorne Blvd	333' w/o Crestmont Ln	Injury - 1	NB Thru	Unsafe turning movement	Clear	Dusk	Dry	Hit Object	No	No	No	Yes	Raised Control Median
26	5/9/15	:03	Hawthorne Blvd	766' n/o Via Capri	PDO	SB Thru	Unsafe speed	Clear	Dark	Dry	Hit Object	No	No	Yes	No	Raised Concrete Center Median
26	8/17/15	3:00 PM	Hawthorne Blvd	20' s/o Vallon Dr	PDO	SB Thru	Unsafe turning movement	Clear	Daylight	Dry	Hit Object	No	No	No	Yes	City No Stopping any Time sign
27	1/10/15	8:40 AM	Crest Rd	60' e/o Hawthorne Blvd	PDO	WB Thru vs Stopped	Fell Asleep/Unsafe speed	Raining	Daylight	Wet	Rear End	No	No	No	No	Car
27	1/14/15	7:45 AM	Crest Rd	235' w/o Mela Ln	PDO	EB Thru	Following too Close	Clear	Daylight	Dry	Rear End	No	No	No	No	Multiple Cars
27	3/27/15	9:07 PM	Crest Rd	413' e/o La Croix Dr	PDO	WB Thru	Unsafe speed	Clear	Dark	Dry	Hit Object	No	No	Yes	No	City Irrigation station
27	4/20/15	:32	Crest Rd	3' w/o Country Meadow Rd	PDO	WB Thru	DUI/Unsafe turning movement	Clear	Dark	Dry	Hit Object	No	Yes	No	No	Curb, Center Median
27	6/18/15	3:30 PM	Crest Rd	30' w/o Crenshaw Blvd	PDO	SB Right turns	Unsafe turning movement	Clear	Daylight	Dry	Sideswipe	No	No	No	No	Car
27	7/22/15	7:00 AM	Crest Rd	at Whitley Collins Dr	Injury - 2	SB Left turn vs WB Thru	Failed to yield to oncoming traffic from a stop sign	Cloudy	Daylight	Dry	Broadside	No	No	No	No	Car
27	8/15/15	6:20 PM	Crest Rd	15' w/o Crenshaw Blvd	PDO	NB Left turn	Driving over the raised center median	Clear	Daylight	Dry	Hit Object	No	No	No	Yes	City Stop sign
27	9/21/15	7:30 AM	Crest Rd	20' e/o La Croix Rd	PDO	NB Left turn vs EB Thru	Unsafe turning movement	Clear	Daylight	Dry	Broadside	No	No	No	No	Car
27	10/20/15	1:45 PM	Crest Rd	642' w/o Crenshaw Blvd	PDO	Changing lanes vs WB Thru	Unsafe turning movement	Clear	Daylight	Dry	Sideswipe	No	No	No	Yes	Car
27	10/27/15	4:00 PM	Crest Rd	400' e/o Whitley Collins Dr	PDO	Changing lanes vs WB Thru	Unsafe turning movement	Clear	Daylight	Dry	Sideswipe	No	No	No	No	Car
27	11/10/15	4:11 PM	Crest Rd	467' e/o La Croix Dr	Injury - 1	WB Thru	Unsafe speed	Clear	Daylight	Dry	Hit Object	No	No	Yes	No	Chainlink Fence, Palm Tree
27	11/17/15	7:50 AM	Crest Rd	75' w/o Whitley Collins Dr	Injury - 1	EB Thru	Following too Close	Clear	Daylight	Dry	Rear End	No	No	Yes	No	Car
28	1/7/15	3:50 PM	Crenshaw Blvd	138' s/o Crestridge Rd	PDO	SB Thru vs Parked	Unsafe turning movement	Clear	Dark	Dry	Rear End	No	No	No	Yes	Parked Car
28	1/11/15	7:50 AM	Crenshaw Blvd	900' e/o Indian Peak Rd	Injury - 1	NB Thru	Unsafe speed	Fog/Cloudy	Daylight	Wet	Hit Object	No	No	No	No	Large Rock
28	2/7/15	8:38 PM	Crenshaw Blvd	122' n/o Crest Rd	PDO	NB Changing Lanes	Unsafe speed	Raining	Dark	Wet	Hit Object	No	No	No	No	City Guard Rail
28	3/13/15	1:14 AM	Crenshaw Blvd	350' s/o Crestridge Rd	Injury - 3	NB Thru	DUI/Unsafe turning movement	Clear	Dark	Dry	Overturned	No	Yes	No	No	Curb
28	9/6/15	9:00 PM	Crenshaw Blvd	57' s/o Crest Rd	PDO	EB Thru	Unsafe speed	Clear	Dark	Dry	Hit Object	No	No	No	No	Fire Hydrant
28	10/23/15	10:30 AM	Crenshaw Blvd	at Seacrest Dr	Injury - 5	SB Left turn	Unsafe speed	Clear	Daylight	Dry	Hit Object	No	No	Yes	No	Curb, City signs, wall
29	5/3/15	:10	Crest Rd	252' w/o Avenida Refinida	PDO	WB Thru	Impairment Unknown	Cloudy	Dark	Dry	Hit Object	Yes	?	?	?	Plants, Parked Car
29	9/1/15	2:33 PM	Crest Rd	111 e/o Avenida Magnifica	Injury - 1	WB Thru	Fell Asleep/Unsafe speed	Cloudy	Daylight	Dry	Hit Object	No	No	No	Yes	Curb, Tree
29	10/5/15	11:34 AM	Crest Rd	210' e/o Avenida Classica	Injury - 1	WB Thru	Unsafe turning movement	Cloudy	Daylight	Dry	Hit Object	No	No	No	Yes	Water pressure relief valve

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30	10/1/15	8:20 AM	Crest Rd	14' e/o Crenshaw Blvd	Injury - 1	SB Left turn vs Pedestrian	Failed to yield to pedestrian	Clear	Daylight	Dry	Pedestrian	No	No	No	Yes	Pedestrian
31	5/1/15	7:30 AM	Crest Rd	470' s/o Avenida De Rosa	Injury - 1	Bicycle Traveling Wrong way vs NB Thru	Bicycle on wrong side of roadway	Clear	Daylight	Dry	Head-On	No	No	No	No	Car
32	12/25/15	9:35 AM	Crest Rd	42' e/o Deluna Dr	PDO	EB Thru	Unsafe speed	Clear	Daylight	Dry	Hit Object	No	No	Yes	No	Curb, Chain link Fence
33	3/25/15	8:00 AM	PV Dr West	2366' s/o Hawthorne Blvd	Injury - 1	EB Left turn vs NB Thru	Failed to yield to oncoming traffic from a stop sign	Clear	Daylight	Dry	Overturned	No	No	No	No	City Guard Rail, Curb, Car
33	5/2/15	6:35 PM	PV Dr West	2366' s/o Via Vicente	Injury - 2	EB Left turn vs NB Thru	Failed to yield to oncoming traffic from driveway	Clear	Daylight	Dry	Broadside	No	No	No	No	Car
33	7/11/15	4:35 PM	PV Dr West	2366' s/o Via Vicente	PDO	EB Left turn vs SB Thru	Failed to yield to oncoming traffic from a stop sign	Clear	Daylight	Dry	Broadside	No	No	No	No	Car
33	7/19/15	6:00 PM	PV Dr West	19' s/o Hawthorne Blvd	PDO	SB Left turn	Unsafe speed	Raining	Daylight	Wet	Hit Object	No	No	No	No	Curb
33	10/26/15	5:20 AM	PV Dr West	04 mi s/o Hawthorne Blvd	Injury - 1	WB Thru	Unsafe speed	Clear	Dark	Dry	Hit Object	No	No	Yes	No	City Guardrail
33	12/6/15	8:55 AM	PV Dr West	2550' w/o Hawthorne Blvd	Injury - 1	EB Left turn vs SB Thru	Failed to yield to oncoming traffic from driveway	Clear	Daylight	Dry	Broadside	No	No	No	Yes	Bicycle
34	1/14/15	12:25 PM	PV Dr South	at Seahill Dr	PDO	WB Left turn vs EB Thru vs Stopped	Failed to yield to oncoming traffic	Clear	Daylight	Dry	Broadside	No	No	No	Yes	Multiple Cars
34	3/10/15	8:05 AM	PV Dr South	437 w/o Barkentine Rd	Injury - 1	WB Thru	Unsafe turning movement	Cloudy	Daylight	Dry	Hit Object	No	No	No	No	Curb, Pole, Wall/Fence
34	3/14/15	11:23 PM	PV Dr South	500' w/o Narcissa Dr	PDO	EB Thru	Unsafe speed	Clear	Dark	Dry	Head-On	No	No	Yes	No	Car
34	3/30/15	4:29 PM	PV Dr South	835' w/o Narcissa Dr	PDO	WB Thru	Unsafe turning movement	Clear	Daylight	Dry	Hit Object	No	No	No	No	Curb
34	4/28/15	3:02 PM	PV Dr South	480' e/o Seahill Dr	Injury - 1	WB Left turn vs EB Thru	Failed to yield to oncoming traffic	Clear	Daylight	Dry	Broadside	No	No	No	No	Motorcycle
34	7/28/15	5:50 PM	PV Dr South	485' w/o Narcissa Dr	PDO	WB Changing Lanes vs WB Thru	Unsafe turning movement	Clear	Daylight	Dry	Sideswipe	No	No	Yes	No	Car
34	12/2/15	?	PV Dr South	at Seacove Dr	PDO	EB Thru	Driving on raised median on highway	Clear	Dark	Dry	Hit Object	No	No	Yes	No	City signs, curb
36	1/22/15	6:45 PM	PV Dr South	at Schooner Dr	PDO	WB Thru vs SB Thru	Failed to yield at stop sign	Cloudy	Dusk	Dry	Broadside	No	No	Yes	No	Car
36	3/29/15	7:35 AM	PV Dr South	at Conqueror Dr	Injury - 1	WB Left turn vs NB Thru	Failed to yield at stop sign	Cloudy	Daylight	Dry	Non-Contact	No	No	No	Yes	Bicycle
36	9/26/15	8:15 PM	PV Dr South	4702	PDO	Private Property	Unsafe Backing	Clear	Daylight	Dry	Rear End	No	No	No	No	Car
36	12/7/15	1:30 PM	PV Dr South	200' w/o Schooner Dr	Injury - 1	EB thru vs Bicycle	Unsafe turning movement	Clear	Daylight	Dry	Sideswipe	No	No	No	No	Bicycle
38	3/16/15	:35	PV Dr East	1588 e/o Vista Del Mar	PDO	NB Thru	Unsafe speed	Clear	Dark	Dry	Hit Object	Yes	?	?	?	Retaining Wall, Curb
38	4/21/15	1:05 AM	PV Dr East	192' s/o Vista Del Mar	Injury - 1	SB Thru	DUI/Unsafe turning movement	Clear	Dark	Dry	Overturned	No	Yes	Yes	No	Curb
38	5/31/15	3:15 AM	PV Dr East	24' n/o Crest Rd	PDO	WB Changing Lanes	Sleepy/Fatiqued, Unsafe turning movement	Fog/Cloudy	Dark	Dry	Hit Object	No	No	No	No	Pedestrian pole, tree
38	10/22/15	7:45 AM	PV Dr East	9' n/o Ganado Dr	PDO	EB Left turn vs NB Thru	Unsafe turning movement	Clear	Daylight	Dry	Hit Object	No	No	No	Yes	Car

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40	1/11/15	3:13 PM	PV Dr East	874' s/o Miraleste dr	PDO	NB Thru	Unsafe speed	Cloudy	Daylight	Wet	Hit Object/Overturned	No	No	Yes	No	Curb
40	9/10/15	9:26 AM	PV Dr East	21' n/o Via Colinita	Injury - 1	SB thru (Motorcycle) vs SB Left turn	Following too Close	Clear	Daylight	Dry	Rear End	No	No	No	No	Car
41	2/17/15	:56	PV Dr East	167' n/o Coach Rd	Injury - 1	Xing into opposing lane vs SB Thru	Unsafe turning movement	Clear	Dark	Dry	Head-On	No	No	No	No	Car
41	3/5/15	8:10 AM	PV Dr East	at Via Canada	PDO	SB Thru vs EB Left turn	Failed to obey direction by Traffic Control Officer	Clear	Daylight	Dry	Broadside	No	No	Yes	No	Car
41	5/12/15	8:15 PM	PV Dr East	2' n/o Crownview Dr	PDO	NB Left turn vs NB Thru	Unsafe turning movement	Clear	Daylight	Dry	Broadside	No	No	No	No	Car
41	6/13/15	2:17 PM	PV Dr East	at Via Canada	Injury - 2	Xing into opposing lane vs SB Thru	Medical Condition	Clear	Daylight	Dry	Sideswipe	No	No	No	No	Car, SCE pole
41	9/23/15	11:20 AM	PV Dr East	12' s/o Picardie Rd	Injury - 1	SB Xing over line (Motorcycle) vs NB Thru	Unsafe speed	Clear	Daylight	Dry	Sideswipe	No	?	No	No	Car
42	1/15/15	8:00 AM	PV Dr East	898' n/o Sunnyside Ridge Rd	Injury - 1	Driveway Exit Left turn vs SB Thru	Failed to yield to oncoming traffic	Clear	Daylight	Dry	Broadside	No	No	No	No	Car
42	2/1/15	10:15 AM	PV Dr East	723' s/o Sunnyside Ridge Rd	Injury - 2	SB Thru vs SB Slowing	Following too Close	Clear	Daylight	Dry	Rear End	No	?	Yes	No	Car
42	8/17/15	9:45 PM	PV Dr East	60' n/o Colt Rd	PDO	NB Thru	Unsafe speed	Cloudy	Dark	Dry	Hit Object	No	No	Yes	No	City Metal Guardrail
42	8/24/15	1:53 PM	PV Dr East	93' s/o Sunnyside Ridge Rd	PDO	NB Right turn vs NB Thru	Following too Close	Clear	Daylight	Dry	Rear End	No	No	Yes	No	Car
42	10/30/15	8:15 PM	PV Dr East	60' n/o Sunnyside Ridge Rd	PDO	Stopped vs SB Thru	Following too Close	Clear	Daylight	Dry	Rear End	No	?	No	No	Car
43	1/30/15	9:01 AM	PV Dr West	150' n/o Calle Entradero	PDO	SB Thru	Unsafe turning movement	Raining	Daylight	Wet	Hit Object	No	No	Yes	No	Private Metal Fence, Pilar
43	3/19/15	11:00 PM	PV Dr South	2381' e/o Via Vicente	PDO	SB Thru	DUI/Unsafe turning movement	Clear	Dark	Dry	Sideswipe	No	Yes	No	No	Car
43	5/6/15	1:20 AM	PV Dr West	31550	Injury - 1	Private Property	Unsafe speed	Clear	Dark	Dry	Hit Object	No	?	No	No	Coast Guard Metal pole, wooden post
43	9/11/15	12:28 PM	PV Dr West	712' n/o Hawthorne Blvd	PDO	SB Thru vs Stopped	Unsafe speed	Clear	Daylight	Dry	Rear End	No	No	Yes	No	Multiple Cars
43	11/26/15	12:38 PM	PV Dr West	60' n/o Rue Beaupre	Injury - 1	SB Thru (Motorcycle)	Unsafe speed	Clear	Daylight	Dry	Overturned	No	No	No	No	Car
44	12/19/15	9:05 PM	Silver Spur Rd	68' s/o Montemalaga Dr	PDO	EB Left turn vs SB Thru	Unsafe turning movement	Clear	Dark	Dry	Sideswipe	Yes	?	?	?	Car
45	2/10/15	3:20 PM	Miraleste Dr	at Via Colinita	PDO	WB thru vs SB Thru	Failed to yield to oncoming traffic from a stop sign	Clear	Daylight	Dry	Broadside	No	No	No	Yes	Car
45	3/15/15	7:30 PM	Miraleste Dr	84' s/o Via Colinita	PDO	Xing into opposing lane	Unsafe turning movement	Clear	Dark	Dry	Hit Object	No	No	No	No	Flower Bed, Curb
45	6/5/15	2:05 PM	Miraleste Dr	165' s/o Via Colinita	Injury - 1	Entering Traffic vs SB Thru	Unsafe turning movement	Clear	Daylight	Dry	Sideswipe	No	No	No	No	Car, Wooden Fence
45	10/14/15	7:50 PM	Miraleste Dr	5' e/o PVDE	Injury - 1	WB Thru vs Stopped	Unsafe Starting	Clear	Daylight	Dry	Rear End	No	No	No	Yes	Car
45	11/22/15	6:38 PM	Miraleste Dr	5' s/o Village Way	PDO	SB Thru	Unsafe turning movement	Clear	Dark	Dry	Sideswipe	No	No	No	No	Multiple Cars
46	10/6/15	2:11 PM	Highridge Rd	350' n/o Peacock Ridge Rd	Injury - 1	NB Thru vs SB Stopped	Unsafe turning movement	Cloudy	Daylight	Dry	Hit Object	No	No	No	Yes	Skid Steer Constrcution Equipment
47	10/9/15	7:04 PM	PV Dr South	141' e/o PVDE	PDO	EB Thru	Unsafe turning movement	Clear	Dark	Dry	Hit Object	No	No	No	No	Curb
47	12/30/15	3:05 AM	PV Dr South	.1 mi e/o PVDE	PDO	EB Thru	Unsafe speed	Clear	Dark	Dry	Hit Object	Yes	No	No	No	Center Median, Bushes
48	1/4/15	10:05 AM	Western Ave	22' s/o Trudie Dr	Injury - 1	SB Thru vs NB U turn	Failed to stop at red signal	Clear	Daylight	Dry	Broadside	No	No	No	Yes	Car
48	3/27/15	10:20 PM	Western Ave	104' s/o Crestwood St	PDO	SB Thru vs SB Thru	Unsafe speed	Clear	Dark	Dry	Sideswipe	Yes	?	?	?	Car
48	3/30/15	11:40 AM	Western Ave	473' s/o Toscanini Dr	PDO	EB Left turn vs NB Thru	Failed to yield to oncoming traffic	Clear	Daylight	Dry	Broadside	No	No	No	Yes	Car
48	4/4/15	8:15 PM	Western Ave	445' n/o Caddington Dr	Injury - 1	Entering Traffic vs SB Thru	Failed to yield to oncoming traffic	Clear	Dark	Dry	Broadside	No	No	No	No	Car
48	5/20/15	5:15 PM	Western Ave	369' s/o Crestwood St	Injury - 1	SB Thru	Inattention/Unsafe speed	Clear	Daylight	Dry	Rear End	No	No	No	No	Car
48	5/28/15	3:30 PM	Western Ave	486' s/o Toscanini Dr	PDO	NB Left turn vs NB Left turn	Unsafe speed	Clear	Daylight	Dry	Rear End	Yes	?	?	?	Car
48	6/5/15	5:53 PM	Western Ave	488' n/o Trudie Dr	Injury - 1	NB Left turn vs SB Thru	Failed to yield to oncoming traffic	Clear	Daylight	Dry	Broadside	No	No	No	No	Car
48	7/7/15	7:27 PM	Western Ave	97' n/o Summerland St	Injury - 2	SB Thru	Unsafe speed	Cloudy	Daylight	Dry	Rear End	No	No	Yes	No	Car
48	7/26/15	12:00 PM	Western Ave	29057	PDO	Private Property	Unsafe Backing	Clear	Daylight	Dry	Sideswipe	Yes	?	?	?	Car
48	7/30/15	11:15 AM	Western Ave	486' s/o Toscanini Dr	PDO	EB Left turn vs SB Thru	Unsafe turning movement	Clear	Daylight	Dry	Broadside	No	No	No	Yes	Car
48	9/4/15	12:15 PM	Western Ave	420' n/o Trudie Dr	PDO	SB Thru vs EB Right turn	Impairment Unknown - Counter Report	Clear	Daylight	Dry	Sideswipe	No	?	No	Yes	Car
48	10/3/15	10:01 PM	Western Ave	13' s/o Park Western	Injury - 1	SB Thru	Unsafe turning movement	Clear	Dark	Dry	Sideswipe	Yes	No	No	No	Bicycle
48	11/19/15	8:37 PM	Western Ave	47' n/o Caddington Dr	Injury - 1	EB Right turn vs NB Thru vs SB Thru	Unsafe turning movement	Clear	Dark	Dry	Sideswipe	No	No	Yes	No	Multiple Cars, City tree
48	11/21/15	6:02 AM	Western Ave	333' n/o Caddington Dr	PDO	NB Thru	Unsafe turning movement	Clear	Dawn	Dry	Hit Object	No	No	Yes	No	Cement Block Wall
49	1/23/15	1:15 PM	Western Ave	283' n/o Toscanini Dr	PDO	NB Thru vs Stopped	Unsafe speed	Clear	Daylight	Dry	Rear End	No	No	No	No	Multiple Cars
49	2/17/15	7:05 PM	Western Ave	195' s/o Westmont Dr	PDO	Entering Traffic vs NB Thru	Failed to yield to oncoming traffic	Clear	Dark	Dry	Broadside	No	No	No	No	Car
49	2/19/15	3:30 PM	Western Ave	403' s/o Avenida Aprenda	Injury - 1	SB Thru	Following too Close	Clear	Dusk	Dry	Rear End	No	No	No	No	Car
49	3/3/15	5:30 PM	Western Ave	274' n/o Toscanini Dr	PDO	SB Thru vs Stopped	Unsafe speed	Clear	Dusk	Dry	Rear End	No	No	Yes	No	Multiple Cars
49	3/4/15	1:40 PM	Western Ave	36' s/o Westmont Dr	PDO	NB Thru vs Stopped	Following too Close	Clear	Daylight	Dry	Rear End	Yes	?	?	?	Multiple Cars
49	3/15/15	1:03 PM	Western Ave	35' s/o Westmont Ave	PDO	NB Thru vs Stopped	Unsafe speed	Clear	Daylight	Dry	Rear End	Yes	?	?	?	Multiple Cars
49	4/25/15	11:08 PM	Western Ave	960' n/o John Montgomery Dr	Injury - 1	Xing into opposing lane vs NB Thru	Unsafe speed	Clear	Dark	Dry	Head-On	No	No	No	No	Car
49	5/29/15	11:45 AM	Western Ave	192' s/o Westmont Dr	Injury - 2	NB Thru	Unsafe speed	Clear	Daylight	Dry	Rear End	No	No	Yes	No	Multiple Cars
49	5/29/15	13:05	Western Ave	27' s/o Avenida Aprenda	PDO	SB Thru	Unsafe speed	Clear	Daylight	Dry	Rear End	No	No	No	No	Car
49	6/22/15	8:10	Western Ave	214' s/o Peninsula Verde Dr	PDO	NB Changing lanes vs NB Thru	Unsafe turning movement	Clear	Daylight	Dry	Rear End	No	No	Yes	No	Multiple Cars
49	10/10/15	6:00	Western Ave	280' n/o Peninsula Verde Dr	PDO	SB Thru	Unsafe turning movement	Clear	Dusk	Dry	Hit Object	No	No	Yes	No	City Street sign
49	11/27/15	19:45	Western Ave	13' Avenida Aprenda	Injury - 3	Changing lanes vs Stopped	Unsafe speed	Clear	Dark	Dry	Rear End	No	No	No	No	Multiple Cars
49	11/15/15	17:50	Western Ave	90' s/o Westmont Dr	Injury - 1	NB Thru	Unsafe speed	Clear	Dark	Dry	Rear End	No	No	No	No	Car
49	11/27/15	5:35	Western Ave	81' s/o Green Hills Dr	PDO	SB Thru	Unsafe turning movement	Raining/Cloudy	Dark	Wet	Hit Object	No	No	Yes	No	SCE Pole
49	12/22/15	18:40	Western Ave	570' n/o Delasonde Dr	PDO	SB Thru vs Stopped	Unsafe speed	Clear	Dark	Wet	Rear End	No	No	No	Yes	Car
49	12/26/15	20:00	Western Ave	46' s/o Delasonde Dr	PDO	SB Backing vs Parked	Failed to set brake	Clear	Dark	Dry	Other	Yes	?	?	?	Parked Car

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50	2/1/15	?	Peacock Ridge Dr	28125	PDO	Private Property	Unsafe Backing	Clear	Daylight	Dry	Broadside	Yes	?	?	?	Parked Car
50	3/7/15	9:53 AM	Peacock Ridge Dr	28125	PDO	Private Property	Unsafe turning movement	Clear	Daylight	Dry	Sideswipe	No	No	No	No	Parked Car
50	4/7/15	1:00 PM	Ridgegate Dr	518' s/o Hawthorne Blvd	PDO	SB Thru vs Parked	Unsafe turning movement	Clear	Daylight	Dry	Sideswipe	No	No	No	Yes	Parked Car
50	6/22/15	?	Ravenspur Dr	593' e/o Hawthorne Blvd	PDO	NB Thru vs Parked	Unsafe turning movement	Clear	Dusk	Dry	Rear End	Yes	?	?	?	Parked Car
50	6/25/15	10:48 AM	Hawthorne Blvd	27774	PDO	Private Property	Unsafe Backing	Clear	Daylight	Dry	Rear End	No	No	No	Yes	Parked Car
50	9/6/15	7:52 PM	Indian Valley Rd	574.5 ' s/o Armaga Springs Rd	Injury - 1	SB Thru	Unsafe turning movement	Clear	Dark	Dry	Hit Object	Yes	No	No	Yes	Curb, Tree
50	10/6/15	3:40 PM	Hawthorne Blvd	27774	PDO	Private Property	Unsafe open car door	Cloudy	Daylight	Dry	Sideswipe	No	No	No	No	Car
50	10/15/15	9:17 AM	Quailhill Dr	249' n/o Moongate Dr	PDO	NB End of cul de sac	Unsafe speed	Cloudy	Daylight	Dry	Hit Object	No	No	No	No	Roadway edge, Garage
50	10/18/15	?	Ridgebrook Ct	27919	PDO	Private Property	Unsafe turning movement	Clear	Daylight	Dry	Sideswipe	Yes	?	?	?	Parked Car
51	1/12/15	10:50 AM	Elkmont Dr	150' e/o Whitehorn Dr	PDO	EB Left turn vs WB Thru	Unsafe turning movement	Fog/Cloudy	Daylight	Wet	Broadside	No	No	No	No	Car
51	1/19/15	:22	Springcreek Rd	418' n/o Flambeau Rd	Injury - 1	SB Thru vs Parked	DUI/Unsafe turning movement	Clear	Dark	Dry	Hit Object	No	Yes	No	No	Trash Cans, Parked Car
51	3/21/15	11:05 PM	Flambeau Rd	18' w/o Whitestone Rd	Injury - 1	EB Thru vs Parked	DUI/Unsafe turning movement	Clear	Dark	Dry	Sideswipe	No	Yes	No	Yes	Parked Car
51	5/20/15	3:45 PM	Eau Claire Dr	171' e/o Indian Peak Rd	PDO	EB Thru vs Street Light pole vs Parked Car	Sleepy/Fatigued/Unsafe turning movement	Clear	Daylight	Dry	Hit Object	No	No	No	No	(2) SCE poles, Parked Car
51	7/28/15	9:58 PM	Shadowwood Dr	256' s/o Elkmont Dr	Injury - 1	SB Thru vs Parked	Unsafe turning movement/Disoriented Impairment	Clear	Dark	Dry	Sideswipe	No	No	No	Yes	Multiple Cars
51	7/29/15	5:26 PM	Basswood Ave	130' s/o Diversey Dr	PDO	NB U turn vs NB Thru	Unsafe turning movement	Clear	Daylight	Dry	Sideswipe	No	No	Yes	No	Car
51	9/19/15	?	Lightfoot Pl	26661	PDO	Private Property	Unsafe turning movement	Clear	Dark	Dry	Hit Object	Yes	?	?	?	Mailbox
51	12/1/15	10:39 AM	Woodbrook Rd	407' n/o Hawthorne Blvd	Injury - 1	EB Backing vs Pedestrian	Unsafe Backing	Clear	Daylight	Dry	Pedestrian	No	No	No	No	Pedestrian
52	7/6/15	8:30 PM	Cedarbluff Dr	528' s/o Rothrock Dr	PDO	EB Backing vs WB Backing	Unsafe Backing	Clear	Dark	Dry	Rear End	No	No	No	Yes	Car
52	8/26/15	12:33 PM	Verde Ridge Rd	at Locklenna Ln	Injury - 1	NB Thru	Unsafe speed	Clear	Daylight	Dry	Hit Object	No	No	No	Yes	Curb, SCE Light pole
52	12/9/15	8:05 AM	Abbottswood Dr	626' e/o Trailriders Dr	Injury - 1	EB Thru vs Parked	Unsafe turning movement	Clear	Daylight	Dry	Rear End	No	No	Yes	No	Car
52	12/13/15	12:15 PM	Hawthorne Blvd	31186	PDO	Private Property	Unsafe Backing	Clear	Daylight	Dry	Other	No	No	No	No	Parked Car
52	12/25/15	2:27 PM	Abbottswood Dr	200' e/o Trailriders Dr	Injury - 1	WB thru vs Parked	Sleepy/Fatigued/Unsafe turning movement	Clear	Daylight	Dry	Head-On	No	No	No	Yes	Parked Car
53	2/10/15	9:56 AM	Silver Spur Rd	at Silver Arrow Dr	Injury - 1	SB Thru vs WB Left turn vs Parked	Failed to stop at red signal	Clear	Daylight	Dry	Sideswipe	No	No	No	Yes	Multiple Cars
53	7/30/15	11:30 AM	Longhill Dr	36' w/o Hales Corner Dr	Injury - 1	WB Thru vs Parked	Unsafe turning movement	Clear	Daylight	Dry	Sideswipe	No	No	No	No	Parked Car
53	8/2/15	1:42 PM	Silver Spur Rd	at Roxcove Dr	Injury - 3	NB Left turn vs EB Thru vs Parked	Unsafe turning movement	Clear	Daylight	Dry	Broadside	No	No	No	Yes	Multiple Cars
53	9/3/15	8:15 PM	Deepbrook Dr	4' s/o Rockvalley Rd	PDO	WB Left turn	Unsafe speed	Clear	Daylight	Dry	Hit Object	No	No	No	No	City street sign, tree
53	9/17/15	3:10 PM	Longhill Dr	120' w/o Elkridge Dr	PDO	Entering Traffic vs EB Thru	(Bicycle) Failed to yield to oncoming traffic	Clear	Daylight	Dry	Broadside	No	No	Yes	No	Car
53	12/29/15	?	Browndeer Ln	100' e/o Flaming Arrow Dr	PDO	EB Thru vs Parked Cars	Unsafe turning movement	Clear	Dark	Dry	Rear End	Yes	?	?	?	Parked Car
54	1/31/15	12:25 PM	Crestrdige Rd	50' w/o Crenshaw Blvd	PDO	EB Changing Lanes vs EB Slowing	Unsafe turning movement	Clear	Daylight	Dry	Sideswipe	No	No	No	Yes	Car
55	2/18/15	:03	Los Verdes Dr	120' n/o Avenida Esplendida	PDO	SB Backing	Unsafe Backing	Clear	Dark	Dry	Sideswipe	No	No	No	No	Parked Car
55	3/12/15	11:35 AM	Avenida Altisima	1050' w/o Crest Rd	PDO	NB Backing vs Parked	Unsafe Backing	Clear	Daylight	Dry	Rear End	No	No	No	No	Parked Car
55	3/13/15	8:15 PM	Berry Hill Dr	250' w/o Via Victoria	PDO	EB Thru vs Parked	Unsafe turning movement	Clear	Daylight	Dry	Sideswipe	Yes	?	?	?	Parked Car
55	3/20/15	7:30 PM	Hawthorne Blvd	30359	PDO	Private Property	Unsafe Backing	Clear	Dark	Dry	Hit Object	No	No	Yes	No	City Fire Hydrant
55	7/28/15	6:00 AM	Los Verdes Dr	100' w/o Avenida Classica	PDO	EB Thru vs Parked	Unsafe turning movement	?	Daylight	Dry	Sideswipe	Yes	?	?	?	Parked Car
55	10/9/15	6:20 PM	Rue de la Pierre	580' w/o Via Rivera	Injury - 1	U turn vs NB Thru	Unsafe turning movement	Clear	Dusk	Dry	Broadside	No	No	No	Yes	Motorcycle
55	10/10/15	?	Los Verdes Dr	6736	PDO	Private Property	Unsafe turning movement	Clear	Daylight	Dry	Sideswipe	Yes	?	?	?	Parked Car
55	10/29/15	2:00 PM	Hawthorne Blvd	31176	PDO	Private Property	Unsafe Backing	Clear	Daylight	Dry	Rear End	No	No	No	Yes	Car
56	2/21/15	10:15 PM	Vigilance Dr	1008' e/o Phantom Dr	PDO	EB Thru vs Parked	Unsafe turning movement	Clear	Dark	Dry	Rear End	No	Yes	Yes	No	Parked Car
56	5/11/15	6:10 PM	Forrestal Dr	16' s/o Pirate Dr	PDO	NB Backing	Unsafe Backing	Clear	Daylight	Dry	Hit Object	No	No	No	Yes	Curb, Fire Hydrant
56	5/15/15	?	Exultant Dr	219' w/o Schooner Dr	PDO	WB Thru vs Parked	Unsafe turning movement	Cloudy	Dark	Dry	Rear End	Yes	?	?	?	Parked Car
56	6/4/15	:06	Phantom Dr	10' s/o Pirate Dr	PDO	EB Curve vs Parked	DUI/Unsafe speed	Clear	Dark	Dry	Head-On	No	Yes	Yes	No	Parked Car
56	6/24/15	11:55 PM	Terrenea Way	100	PDO	Private Property	Unsafe turning movement	Clear	Dark	Dry	Sideswipe	No	No	No	No	Parked Car
56	7/14/15	?	PV Dr South	31300	PDO	Private Property	Unsafe turning movement	Clear	Daylight	Dry	Sideswipe	Yes	?	?	?	Parked Car
56	10/9/15	?	Seagate Dr	23709	PDO	Private Property	Unsafe turning movement	Clear	Daylight	Dry	Sideswipe	Yes	?	?	?	Parked Motorcycle
57	1/9/15	8:15 PM	Chandeleur Dr	2085	PDO	Private Property	Unsafe turning movement	?	?	Dry	Hit Object	Yes	?	?	?	Sprinkler, Tree
57	2/28/15	10:25 PM	Tarapaca Rd	at Private Property	PDO	Private Property	Unsafe speed	Clear	Dark	Dry	Overturned	No	No	Yes	No	Dirt Road
57	9/19/15	2:00 PM	Casilina Dr	2' s/o Narino Dr	PDO	SB Thru	Unsafe speed	Clear	Daylight	Dry	Hit Object	Yes	?	?	?	City Street sign
57	12/15/15	9:00 AM	Ganado Dr	320' w/o Abrazo Dr	PDO	NB thru vs Parked Car	Unsafe turning movement	Clear	Daylight	Dry	Sideswipe	No	No	No	No	Parked Car
58	1/13/15	8:15 PM	Bronco Dr	at Mustang Rd	PDO	NB Thru vs Dead End	Unsafe speed	Clear	Daylight	Dry	Hit Object	No	No	No	No	Private Fence
58	2/24/15	8:15 PM	Mustang Rd	11	PDO	Private Property	Unsafe Backing	Clear	Dark	Dry	Hit Object	No	No	Yes	No	Garage support Pilar
58	3/15/15	3:12 AM	First Street	30' e/o Miraleste Dr	PDO	NB Right turn	Unsafe speed	Clear	Dark	Dry	Hit Object	No	No	Yes	No	Curb
58	4/1/15	11:10 AM	Sunnyside Ridge Rd	2605	PDO	Private Property	Unsafe Backing	Clear	Daylight	Dry	Hit Object	No	No	No	Yes	Fence
58	12/9/15	4:00 PM	PV Drive East	29089	Injury - 2	Private Property	Unsafe Backing	Clear	Daylight	Dry	Backing	No	No	No	No	Parked Car
58	12/17/15	11:08 AM	PV Drive East	27841	Injury - 1	Private Property	Unsafe speed	Clear	Daylight	Dry	Hit Object	No	No	No	No	Private Stone pilar
58	12/27/15	7:32 PM	Via Colinita	283' s/o Via La Paloma	PDO	NB Thru	Unsafe turning movement	Clear	Dark	Dry	Hit Object	Yes	?	?	?	Private Embankment, Curb, Mailbox
58	12/27/15	?	Via Frascati	292' w/o PVDE	PDO	WB Left turn	Unsafe turning movement	Clear	Daylight	Dry	Hit Object	Yes	?	?	?	Private entry gate & motor
59	5/20/15	?	Western Ave	28623	PDO	Private Property	Unsafe Start/Unsafe Backing	Clear	Dark	Dry	Hit Object	Yes	?	?	?	Building Window
59	9/7/15	12:00 AM	Mt Shasta Dr	45' n/o Bloomwood Rd	PDO	NB Thru vs Parked	Unsafe turning movement	Clear	Dark	Dry	Broadside	Yes	?	?	?	Parked Car

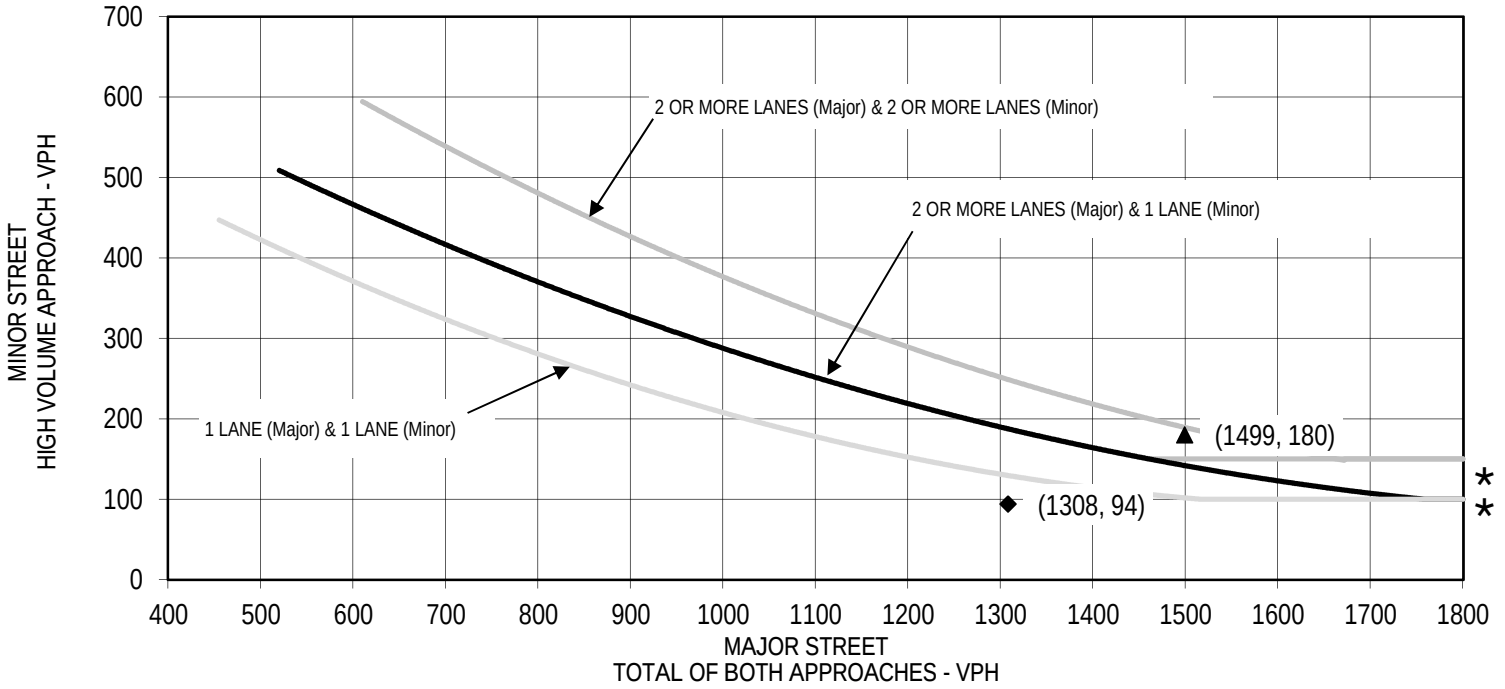
2015 City of Rancho Palos Verdes Accident Location Log

60	1/6/15	7:45 AM	Homeworth Dr	257' n/o Trudie Dr	PDO	SB Thru vs NB Stopped	Unsafe turning movement	Clear	Daylight	Dry	Sideswipe	Yes	?	?	?	Parked Car
60	2/11/15	10:30 AM	Western Ave	28901	PDO	Private Property	Unsafe Backing	Clear	Daylight	Dry	Broadside	No	No	No	No	Car
60	2/11/15	9:45 PM	Western Ave	29111	PDO	Private Property	Unsafe turning movement	Clear	Dark	Dry	Sideswipe	Yes	?	?	?	Car
60	2/23/15	8:15 PM	Western Ave	29601	PDO	Private Property	Unsafe turning movement	Clear	Daylight	Dry	Rear End	Yes	?	?	?	Parked Car
60	2/28/15	8:15 PM	Western Ave	28901	PDO	Private Property	Unsafe turning movement	Clear	Daylight	Dry	Sideswipe	No	No	No	Yes	Parked Car
60	3/23/15	3:03 PM	Western Ave	28633	Injury - 1	Private Property	Unsafe turning movement	Clear	Daylight	Dry	Pedestrian	No	No	No	No	Pedestrian
60	3/29/15	6:40 PM	Western Ave	29113	PDO	Private Property	Unsafe Backing	Clear	Daylight	Dry	Sideswipe	No	?	Yes	No	Parked Car
60	4/1/15	8:30 AM	Western Ave	28633	PDO	Private Property	Unable to determine	Clear	Daylight	Dry	Sideswipe	No	No	No	No	Car
60	4/8/15	12:15 PM	Gunter Rd	50' w/o Dorado Dr	Injury - 1	Scooter on Sidewalk vs SB Backing	Operating motorized scooter on sidewalk	Clear	Daylight	Dry	Broadside	No	No	Yes	No	Car
60	6/13/15	:42	Western Ave	29317	PDO	Private Property	Unsafe Backing	Clear	Dark	Dry	Rear End	Yes	?	?	?	Parked Car
60	7/6/15	?	Western Ave	28901	PDO	Private Property	Unsafe turning movement	Clear	Daylight	Dry	Sideswipe	Yes	?	?	?	Parked Car
60	7/25/15	9:15 PM	Mendon Dr	89' w/o Gunter Rd	Injury - 1	EB Thru vs Parked Cars	DUI/Unsafe turning movement	Clear	Dark	Dry	Rear End	No	Yes	Yes	No	Multiple Cars
60	8/17/15	2:11 PM	Western Ave	29019	PDO	NB Backing vs EB Thru	Unsafe Backing	Clear	Daylight	Dry	Broadside	No	No	No	No	Car
60	9/22/15	10:14 PM	Caddington Dr	348' w/o Western Ave	PDO	WB Thru vs Parked	Unsafe turning movement	Clear	Dark	Dry	Rear End	No	No	Yes	No	Parked Car
60	10/7/15	10:00 AM	Western Ave	28901	PDO	Private Property	Unsafe turning movement	Clear	Daylight	Dry	Sideswipe	No	No	No	Yes	Parked Car
60	10/16/15	1:00 PM	Toscanini Dr	20' w/o Western Ave	PDO	EB Thru vs Stopped	Leaving motor vehicle unattended	Cloudy	Daylight	Dry	Rear End	No	No	Yes	No	Car
60	10/20/15	8:30 PM	Western Ave	29421	PDO	Private Property	Unsafe Backing	Clear	Dark	Dry	Hit Object	Yes	?	?	?	Gas Pump
60	10/23/15	8:26 PM	Trudie Dr	at Bayend Dr	PDO	NB right turn vs Parked Car	Unsafe turning movement	Clear	Dark	Dry	Sideswipe	No	No	Yes	No	Parked Car
60	10/24/15	9:29 AM	Western Ave	28901	PDO	Private Property	Unsafe speed	Clear	Daylight	Dry	Hit Object	Yes	?	?	?	Video Surveillance Camera
60	11/16/15	15;15	Crestwood St	228' e/o Bayend Dr	PDO	WB Xing lane vs EB Thru	Unsafe turning movement	Clear	Daylight	Dry	Head-On	No	No	No	No	Car
60	11/22/15	3:55 PM	Western Ave	28901	PDO	Private Property	Unable to determine	Clear	Daylight	Dry	Sideswipe	No	No	No	No	Car
60	11/28/15	6:00 PM	Western Ave	29641	PDO	Private Property	Unsafe Backing	Clear	Dark	Dry	Sideswipe	No	?	No	No	Car
60	12/18/15	12:56 PM	MacArthur St	374' w/o Bayend Dr	Injury - 1	EB thru vs Parked	Unsafe turning movement	Clear	Daylight	Dry	Rear End	No	No	No	Yes	Parked Car
61	2/23/15	8:24 AM	Pontevedra Dr	at Delasonde Dr	Injury - 2	SB Thru vs EB Thru	Failed to yield to oncoming traffic	Clear	Daylight	Dry	Sideswipe	No	No	No	No	Car
61	3/29/15	?	Redondela Dr	650' e/o Bandra Pl	PDO	EB Thru vs Parked	Unsafe turning movement	?	?	Dry	Sideswipe	Yes	?	?	?	Parked Car
61	7/18/15	5:58 AM	Velez Dr	2113	Injury - 1	Private Property	Unsafe speed	Cloudy	Daylight	Wet	Rear End	No	No	No	Yes	Parked Car, House Wall
61	8/10/15	7:16 PM	Avenida Aprenda	308.8' w/o Palmeras Pl	Injury - 1	WB Thru	Unsafe turning movement	Clear	Dusk	Dry	Hit Object	No	No	No	No	Tree, Curb
61	9/21/15	3:07 PM	Delasonde Dr	184 e/o Montereina Dr	PDO	WB U turn	Unsafe speed	Clear	Daylight	Dry	Hit Object	No	No	No	No	Brick Light Post
61	10/31/15	9:30 PM	Montereina Dr	25' n/o Toscanini Dr	PDO	NB Thru vs Parked	Unsafe turning movement	Clear	Dark	Dry	Rear End	Yes	?	?	?	Parked Car
61	11/9/15	8:05 AM	Palmeras PL	186' s/o Avenida Aprenda	Injury - 1	NB Backing vs Pedestrian	Unsafe Backing	Clear	Daylight	Dry	Pedestrian	No	No	No	No	Pedestrian
70	1/25/15	4:59 AM	Western Ave	at Summerland St	Injury - 1	WB Thru vs End	Failed to stop at red signal	Clear	Dark	Dry	Hit Object	No	?	No	No	Curb, Private Brick Wall
71	5/3/15	3:00 PM	Western Ave	at Crestwood St	Injury - 1	NB Left turn vs SB Thru	Unable to determine	Clear	Daylight	Dry	Broadside	No	No	No	No	Car
74	1/18/15	10:39 AM	Western Ave	at Toscanini Dr	Injury - 1	NB Thru vs WB Thru	Failed to stop at red signal	Clear	Daylight	Dry	Broadside	No	No	No	No	Car
74	3/6/15	4:29 PM	Western Ave	at Toscanini Dr	Injury - 2	WB Left turn vs 2 Pedestrians	Failure to yield to Pedestrians	Clear	Daylight	Dry	Pedestrian	No	No	No	No	Pedestrians
75	10/8/15	11:30 AM	Western Ave	at Westmont Dr	PDO	WB Thru	Following too Close	Clear	Daylight	Dry	Rear End	No	No	No	No	Car
78	8/4/15	10:55 AM	Miraleste Dr	at Via Colinita	Injury - 1	SB Thru	Unsafe speed	Clear	Daylight	Dry	Hit Object	No	No	No	Yes	Rock
80	8/11/15	2:57 PM	Miraleste Dr	at 1st St	PDO	WB Left turn vs SB Thru	Failed to yield to oncoming traffic	Clear	Daylight	Dry	Broadside	No	No	No	No	Car
84	6/9/15	9:20 PM	Hawthorne Blvd	at Vallon Dr	Injury - 3	SB Thru vs NB Left turn	Unable to determine	Clear	Dark	Dry	Head-On	No	No	No	Yes	Car

APPENDIX F:
PEAK HOUR SIGNAL WARRANTS



WARRANT 3, PEAK HOUR



* 150 VPH applies as the lower threshold volume for a minor street approach with two or more lanes and 100 VPH applies as the lower threshold volume for a minor street approaching with one lane.

FIGURE D - 1

▲ AM Peak Hour

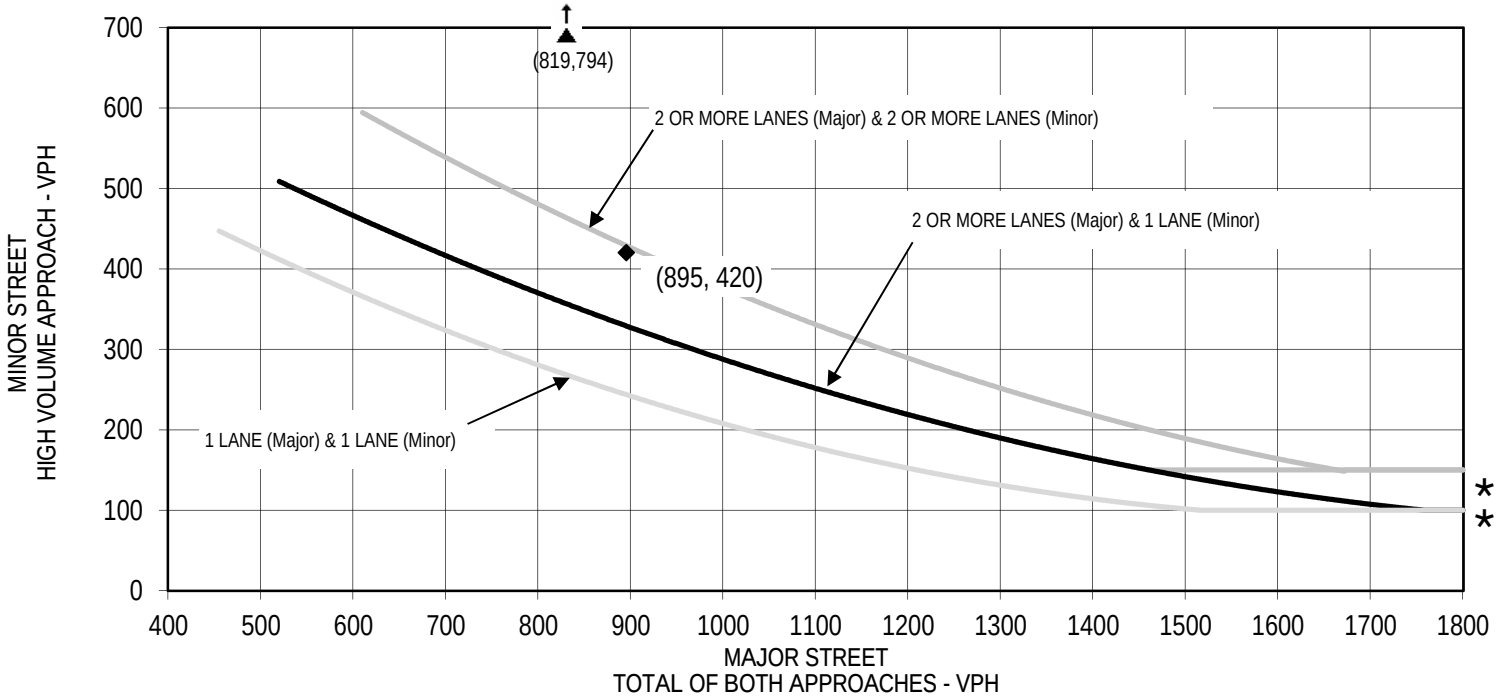
◆ PM Peak Hour

SOURCE: MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, FIGURE 4C-3

Rancho Palos Verdes General Plan Update
Signal Warrant for Via Rivera/Hawthorne Boulevard
Existing Weekday Peak Hour Signal Warrant

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WARRANT 3, PEAK HOUR



* 150 VPH applies as the lower threshold volume for a minor street approach with two or more lanes and 100 VPH applies as the lower threshold volume for a minor street approaching with one lane.

FIGURE D - 2

▲ AM Peak Hour

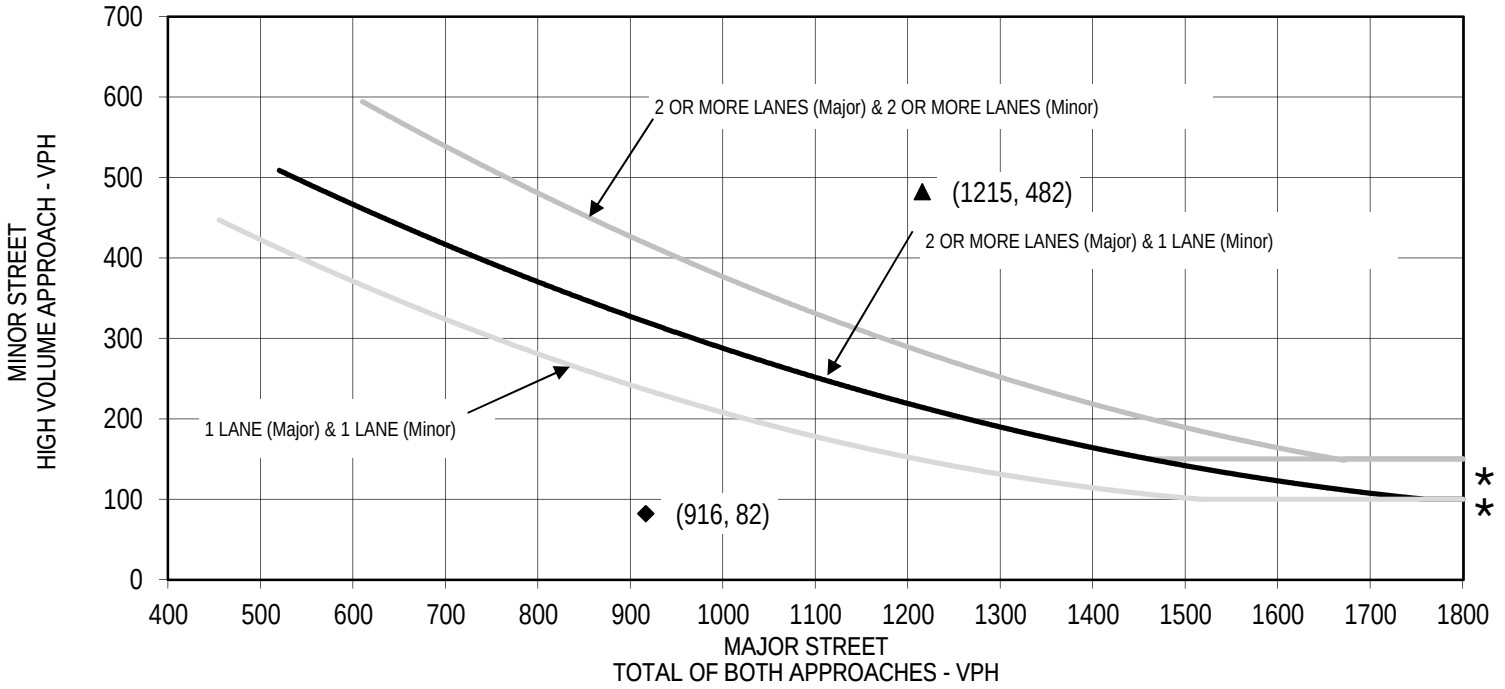
◆ PM Peak Hour

SOURCE: MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, FIGURE 4C-3

Rancho Palos Verdes General Plan Update
Signal Warrant for Crenshaw Boulevard/Crest Road
Existing Weekday Peak Hour Signal Warrant

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WARRANT 3, PEAK HOUR



* 150 VPH applies as the lower threshold volume for a minor street approach with two or more lanes and 100 VPH applies as the lower threshold volume for a minor street approaching with one lane.

FIGURE D - **3**

▲ AM Peak Hour

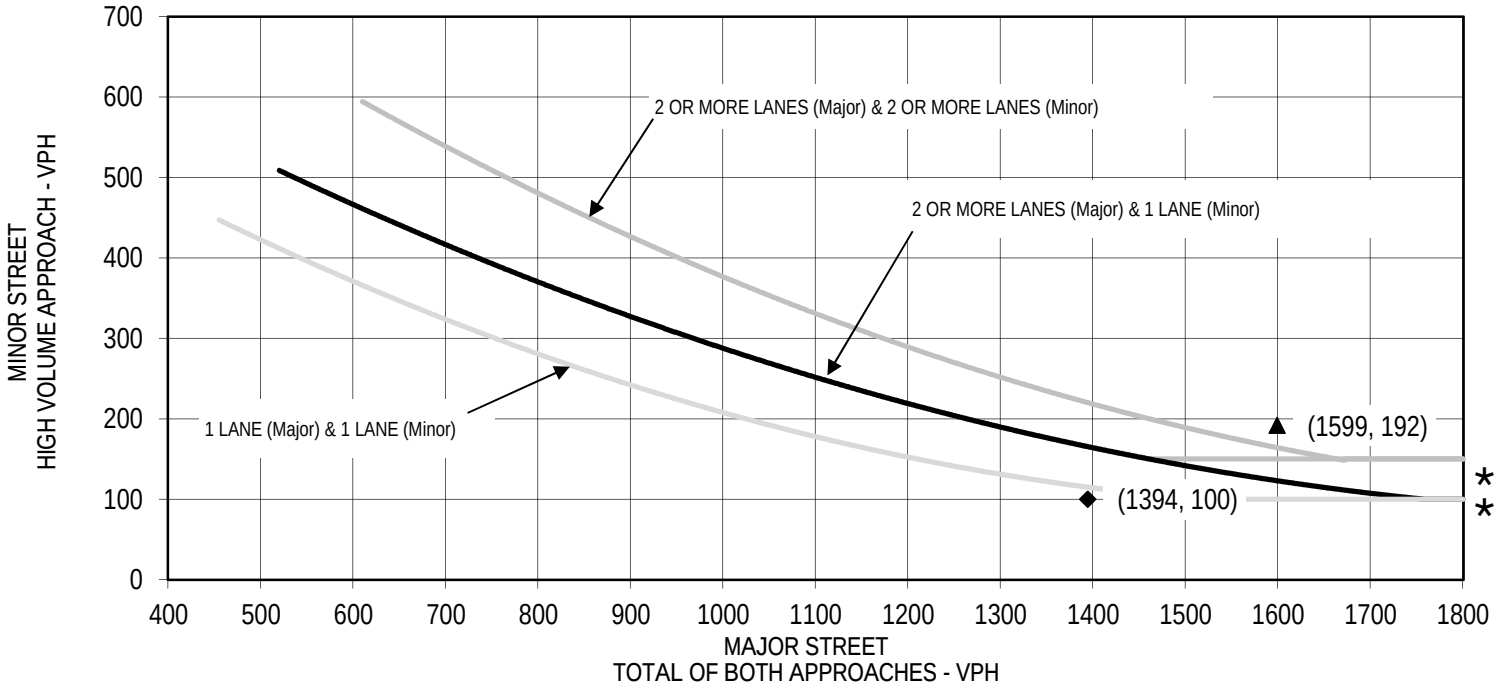
◆ PM Peak Hour

SOURCE: MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, FIGURE 4C-3

Rancho Palos Verdes General Plan Update
Signal Warrant for Palos Verdes Drive East/Via Canada
Existing Weekday Peak Hour Signal Warrant

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WARRANT 3, PEAK HOUR



* 150 VPH applies as the lower threshold volume for a minor street approach with two or more lanes and 100 VPH applies as the lower threshold volume for a minor street approaching with one lane.

FIGURE D - **4**

▲ AM Peak Hour

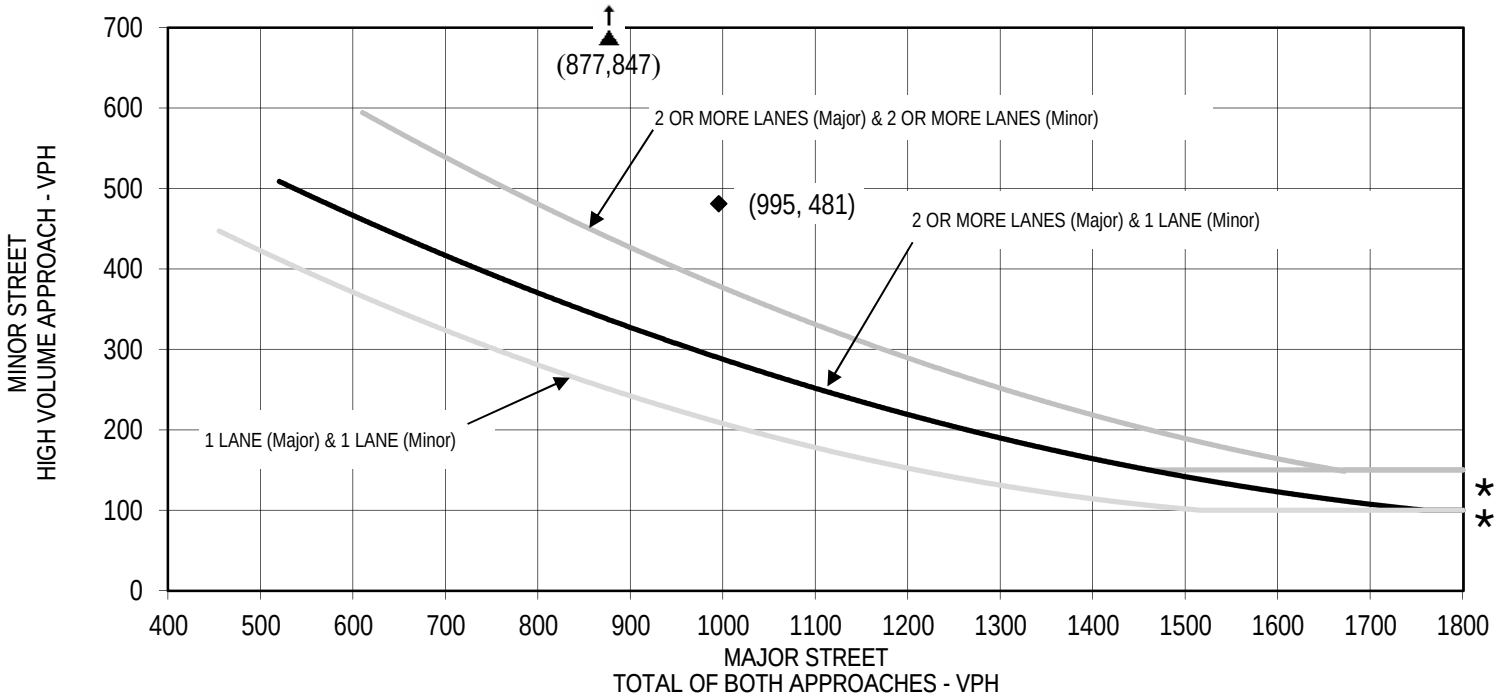
◆ PM Peak Hour

SOURCE: MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, FIGURE 4C-3

Rancho Palos Verdes General Plan Update
Signal Warrant for Via Rivera/Hawthorne Boulevard
General Plan Build Out Weekday Peak Hour Signal Warrant

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WARRANT 3, PEAK HOUR



* 150 VPH applies as the lower threshold volume for a minor street approach with two or more lanes and 100 VPH applies as the lower threshold volume for a minor street approaching with one lane.

FIGURE D - **5**

▲ AM Peak Hour

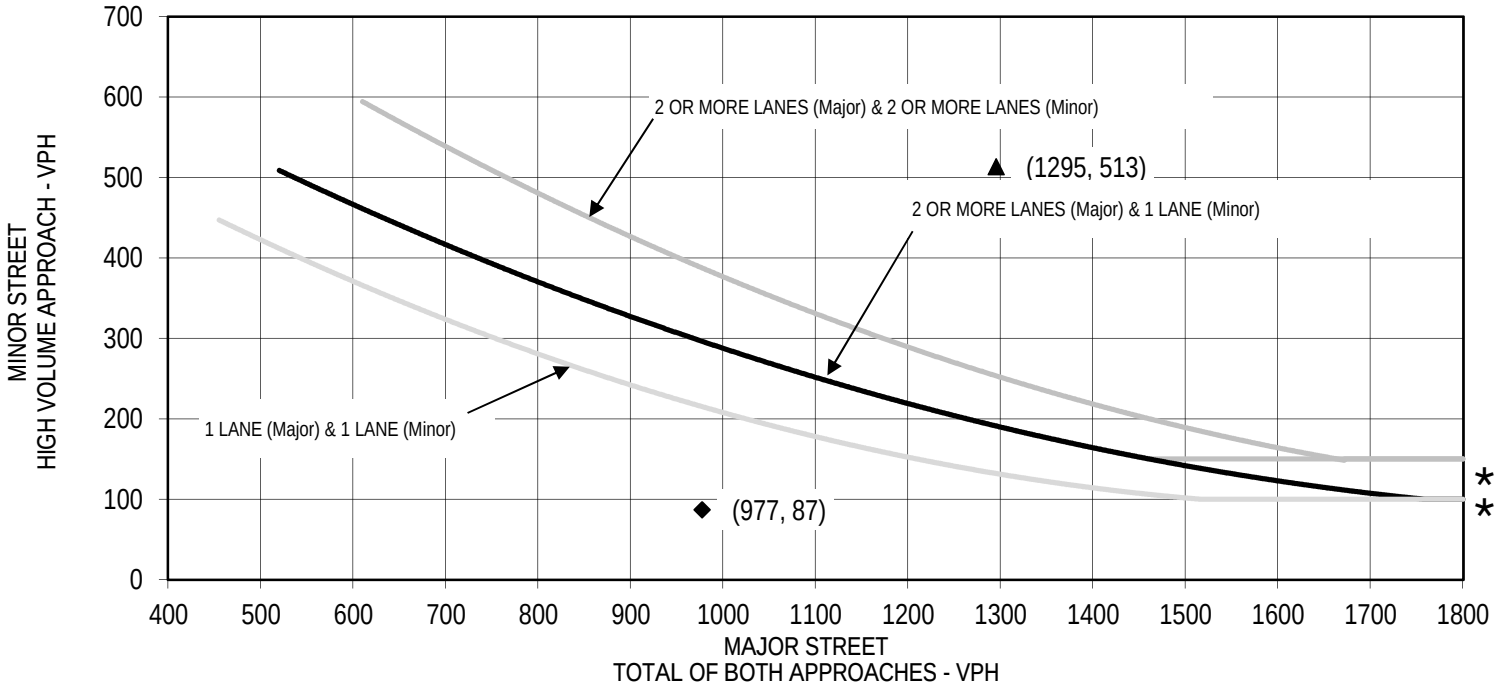
◆ PM Peak Hour

SOURCE: MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, FIGURE 4C-3

Rancho Palos Verdes General Plan Update
Signal Warrant for Crenshaw Boulevard/Crest Road
General Plan Build Out Weekday Peak Hour Signal Warrant

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WARRANT 3, PEAK HOUR



* 150 VPH applies as the lower threshold volume for a minor street approach with two or more lanes and 100 VPH applies as the lower threshold volume for a minor street approaching with one lane.

FIGURE D - **6**

▲ AM Peak Hour

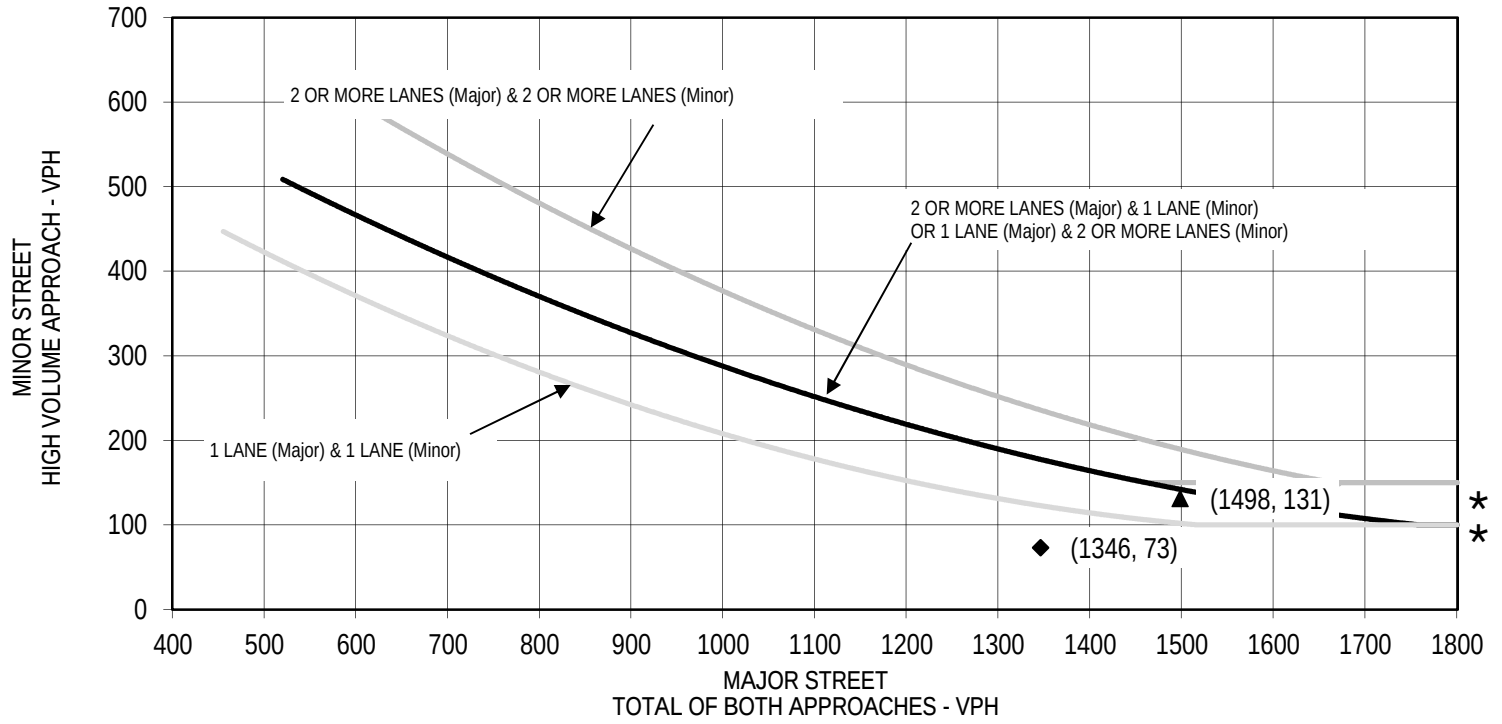
◆ PM Peak Hour

SOURCE: MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, FIGURE 4C-3

Rancho Palos Verdes General Plan Update
Signal Warrant for Palos Verdes Drive East/Via Canada
General Plan Build Out Weekday Peak Hour Signal Warrant

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WARRANT 3, PEAK HOUR



* 150 VPH applies as the lower threshold volume for a minor street approach with two or more lanes and 100 VPH applies as the lower threshold volume for a minor street approaching with one lane.

FIGURE D - 7

▲ AM Peak Hour

◆ PM Peak Hour

SOURCE: MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, FIGURE 4C-3

Rancho Palos Verdes General Plan Update

Signal Warrant for Seahill Drive-Tramonto Drive/Palos Verdes Drive South

General Plan Build Out Weekday Peak Hour Signal Warrant

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