LSB / LIT Road Network and Resilience
Stage 0 Feasibility Study
H.015428

Appendix D
Existing and No Build Analysis

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URBAN SYSTEMS inc.

LSB / LIT Road Network and Resilience
Stage 0 Feasibility Study
H.015428

Appendix D
Existing and No Build Analysis

Appendix D.1 Intersection Descriptions

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LA 39 at Palmisano Blvd.....**D-9**
LA 46 at Palmisano Blvd.....**D-10**
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LA 39 / E Christie St at LA 46.....**D-16**
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URBAN SYSTEMS inc.

LEGEND:

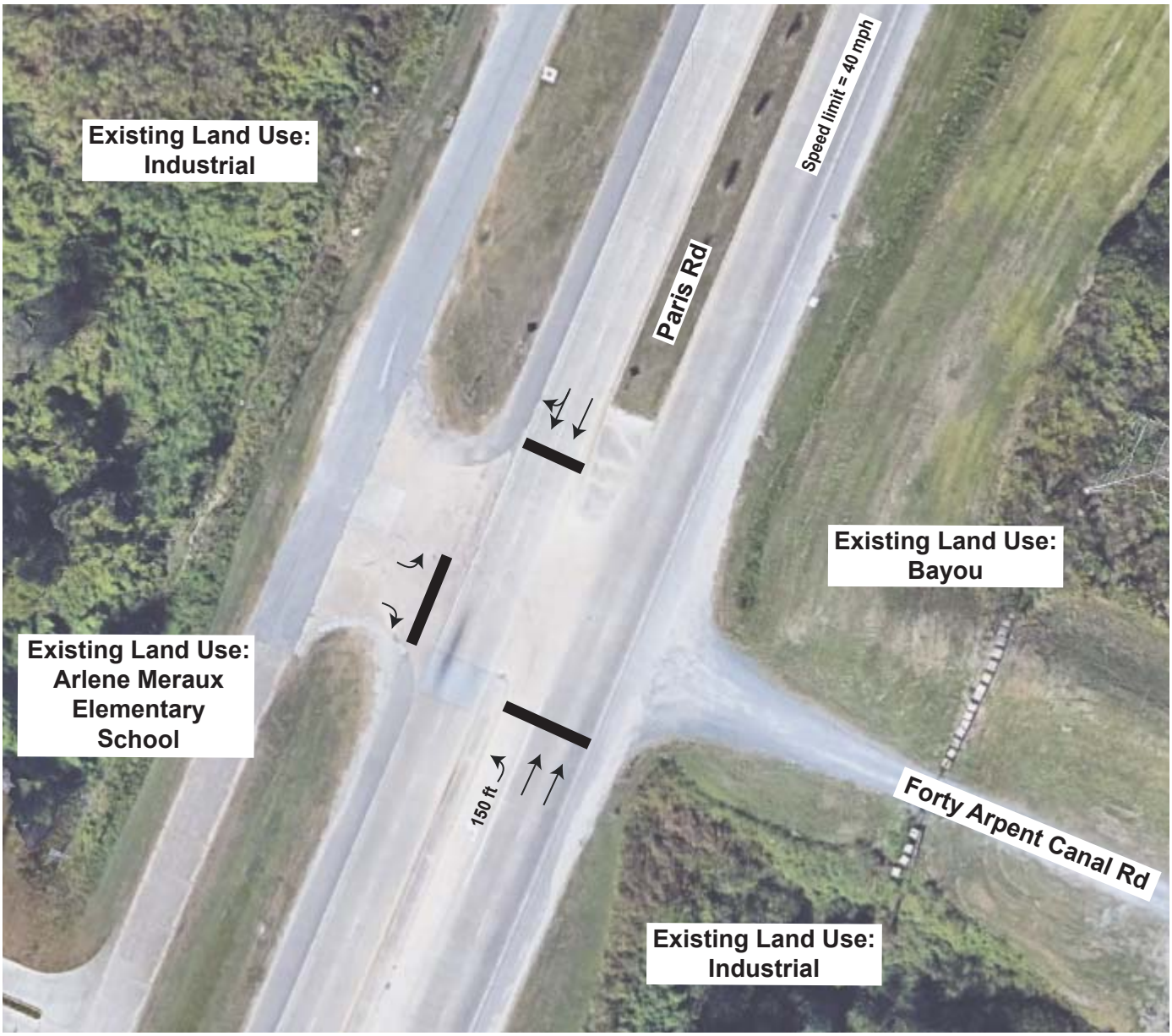
Existing Lane

Existing Storage Length

Control Type:

- ☒ Signalized
- ☐ Unsignalized
- ☐ Roundabout
- ☐ Other: _____

N W E S



Paris Rd at Forty Arpent Canal Rd

Known Safety Issue: NONE

Figure D-1
Intersection Descriptions

LIT Road Network Study RPC
St Bernard Parish, LA

NOT TO SCALE
FOR PLANNING PURPOSES ONLY

URBAN SYSTEMS inc.

LEGEND:

Existing Lane

Existing Storage Length

Control Type:

- ☒ Signalized
- ☐ Unsignalized
- ☐ Roundabout
- ☐ Other: _____

N W E S



Paris Rd at E Virtue St

Known Safety Issue: None

Figure D-2
Intersection Descriptions

LIT Road Network Study RPC
St Bernard Parish, LA

NOT TO SCALE
FOR PLANNING PURPOSES ONLY

URBAN SYSTEMS inc.

LEGEND:

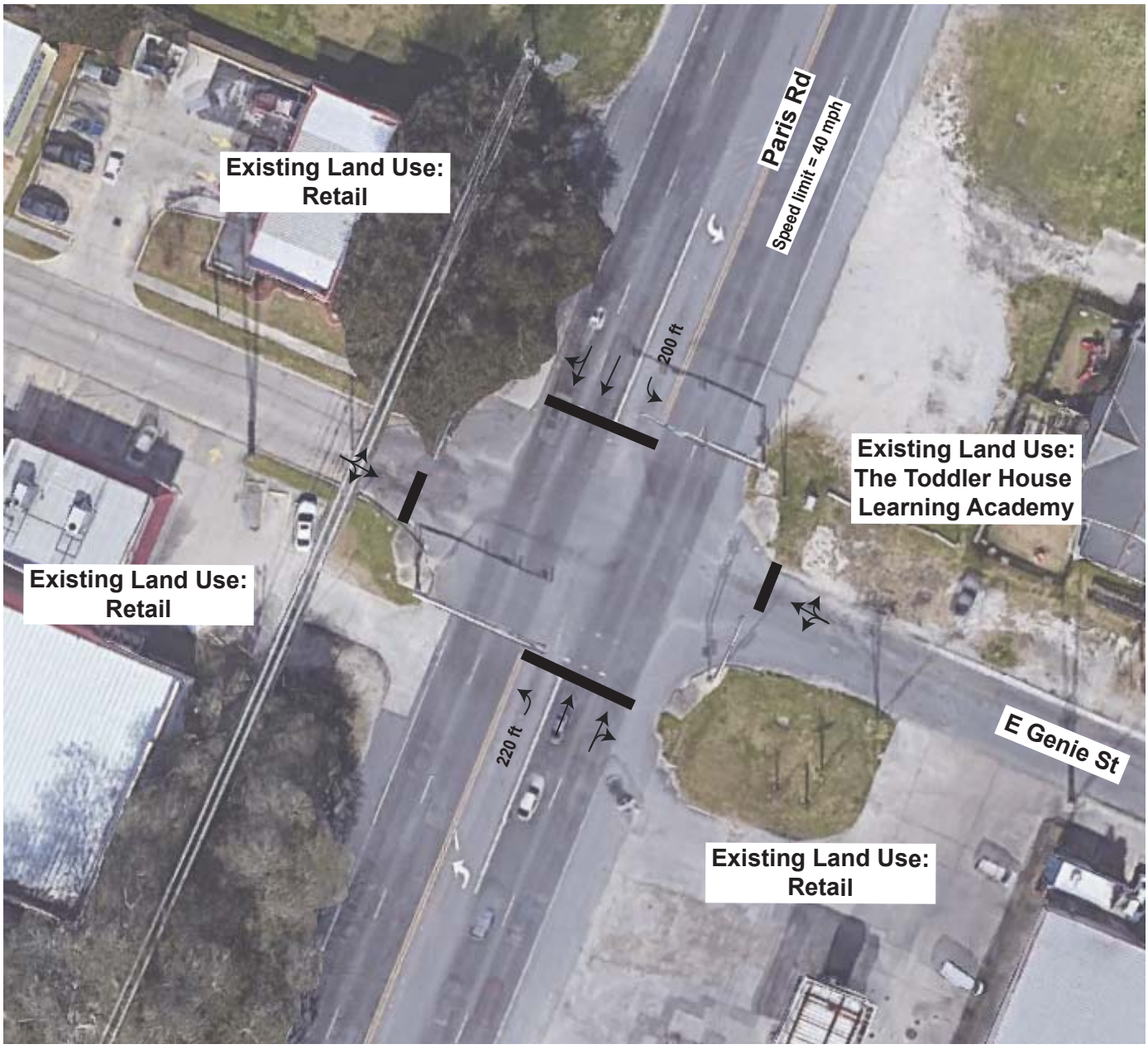
Existing Lane

Existing Storage Length

Control Type:

- ☒ Signalized
- ☐ Unsignalized
- ☐ Roundabout
- ☐ Other: _____

N
W E
S



Paris Rd at E Genie St

Known Safety Issue:

Fifty (50) crashes occurred at the intersection of LA 47 and Genie St. No crashes resulted in fatalities or serious injuries. One (1) crash involved a pedestrian and no crashes involved bicyclists. Crashes involving rear ends and collision manner of "other" were identified to be over-represented. The intersection operated with a LOSS 2 for all severity crashes and LOSS 3 for injury crashes.

Figure D-3
Intersection Descriptions

LIT Road Network Study RPC
St Bernard Parish, LA

NOT TO SCALE
FOR PLANNING PURPOSES ONLY

URBAN SYSTEMS inc.

LEGEND:

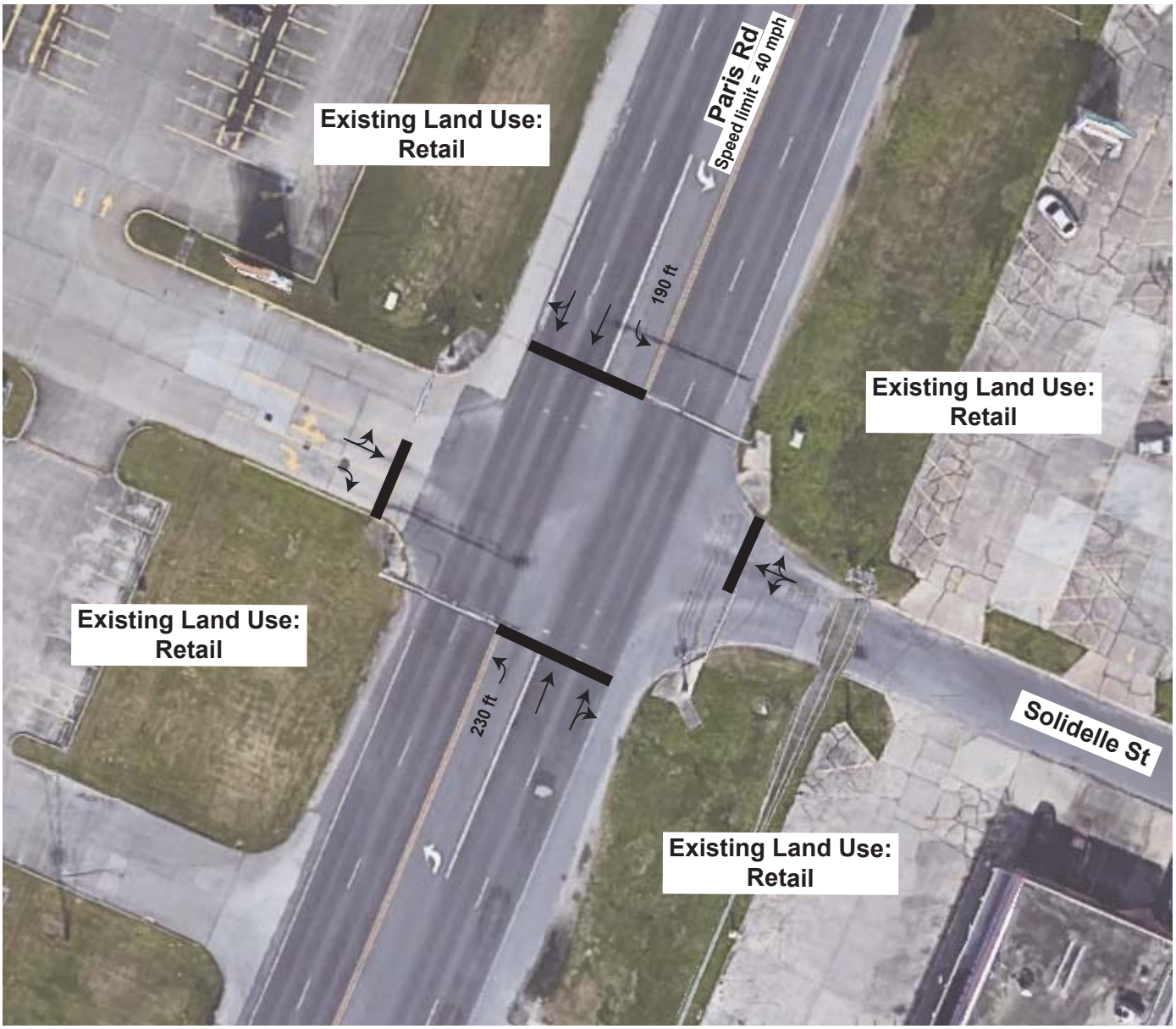
Existing Lane

Existing Storage Length

Control Type:

- ☒ Signalized
- ☐ Unsignalized
- ☐ Roundabout
- ☐ Other: _____

N W E S



Paris Rd at Solidelle St

Known Safety Issue:

Seventeen (17) crashes occurred at the intersection of LA 47 and Solidelle St. One (1) fatal crash occurred between three (3) vehicles and was identified as a left turn-f (across flow) crash. No crashes involved pedestrians or bicyclists. Crashes involving right-angles, left turn-f, and collision manner of "other" were identified to be over-represented. The intersection operated with a LOSS 2 for all severity and injury crashes.

Figure D-4
Intersection Descriptions

LIT Road Network Study RPC
St Bernard Parish, LA

NOT TO SCALE
FOR PLANNING PURPOSES ONLY

URBAN SYSTEMS inc.

LEGEND:

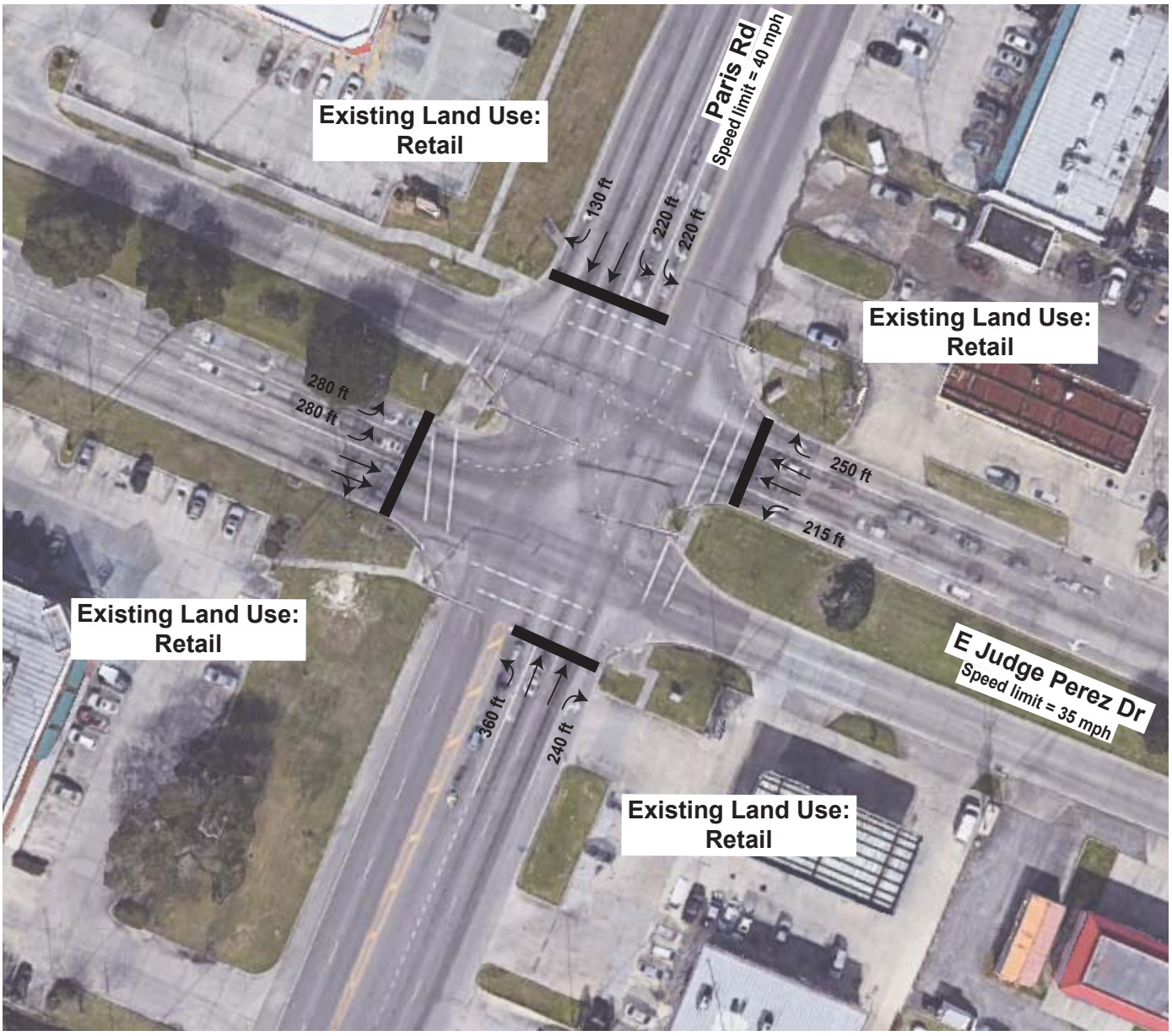
Existing Lane

Existing Storage Length

Control Type:

- ☒ Signalized
- ☐ Unsignalized
- ☐ Roundabout
- ☐ Other: _____

N W E S



Paris Rd at E Judge Perez Dr

Known Safety Issue:

One hundred and eighty-five (185) crashes occurred at the intersection of LA 39 and LA 47. No crashes resulted in fatalities and one (1) crash resulted in serious injuries. Three (3) crashes involved bicyclists; none of the crashes involved pedestrians. Crashes involving pedal cycles, other vehicles, and right turn-h (right turn with flow) crashes were identified to be over-represented. The intersection operated with a LOSS 3 for both all severity and injury crashes.

Figure D-5
Intersection Descriptions

LIT Road Network Study RPC
St Bernard Parish, LA

NOT TO SCALE
FOR PLANNING PURPOSES ONLY

URBAN SYSTEMS inc.

LEGEND:

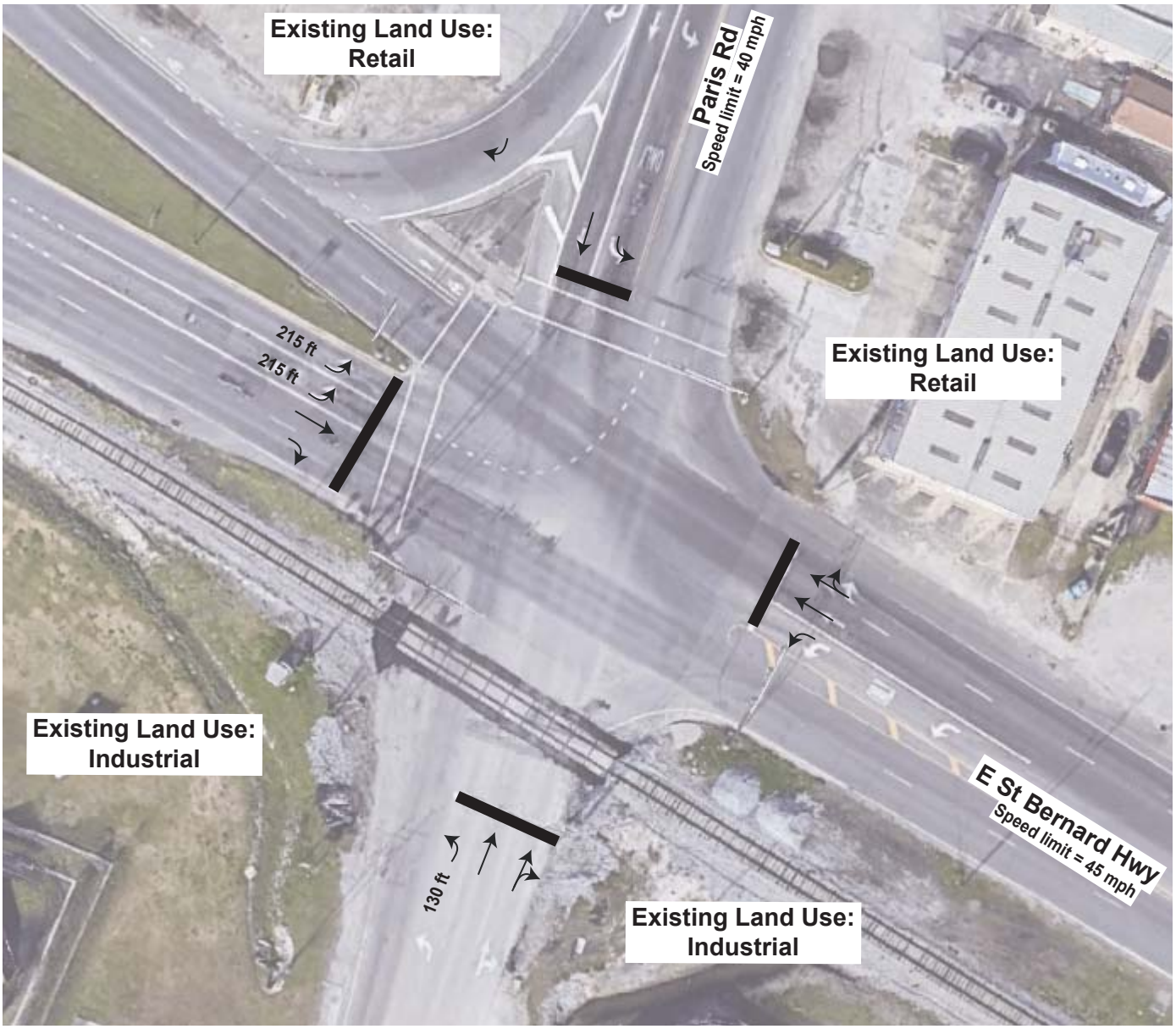
Existing Lane

Existing Storage Length

Control Type:

- ☒ Signalized
- ☐ Unsignalized
- ☐ Roundabout
- ☐ Other: _____

N W E S



Paris Rd at E St Bernard Hwy

Known Safety Issue:

Ninety-one (91) crashes occurred at the intersection of LA 46 and LA 47. No crashes resulted in fatalities and one (1) crash resulted in serious injuries. No crashes involved pedestrians or bicyclists. Crashes involving vertically fixed objects, other vehicles (atypical roadway vehicles), Transport vehicles, alcohol, and rear ends were identified to be over-represented. The intersection operated with a LOSS 4 for all severity crashes and LOSS 2 for injury crashes.

Figure D-6
Intersection Descriptions

LIT Road Network Study RPC
St Bernard Parish, LA

NOT TO SCALE
FOR PLANNING PURPOSES ONLY

URBAN SYSTEMS inc.

LEGEND:

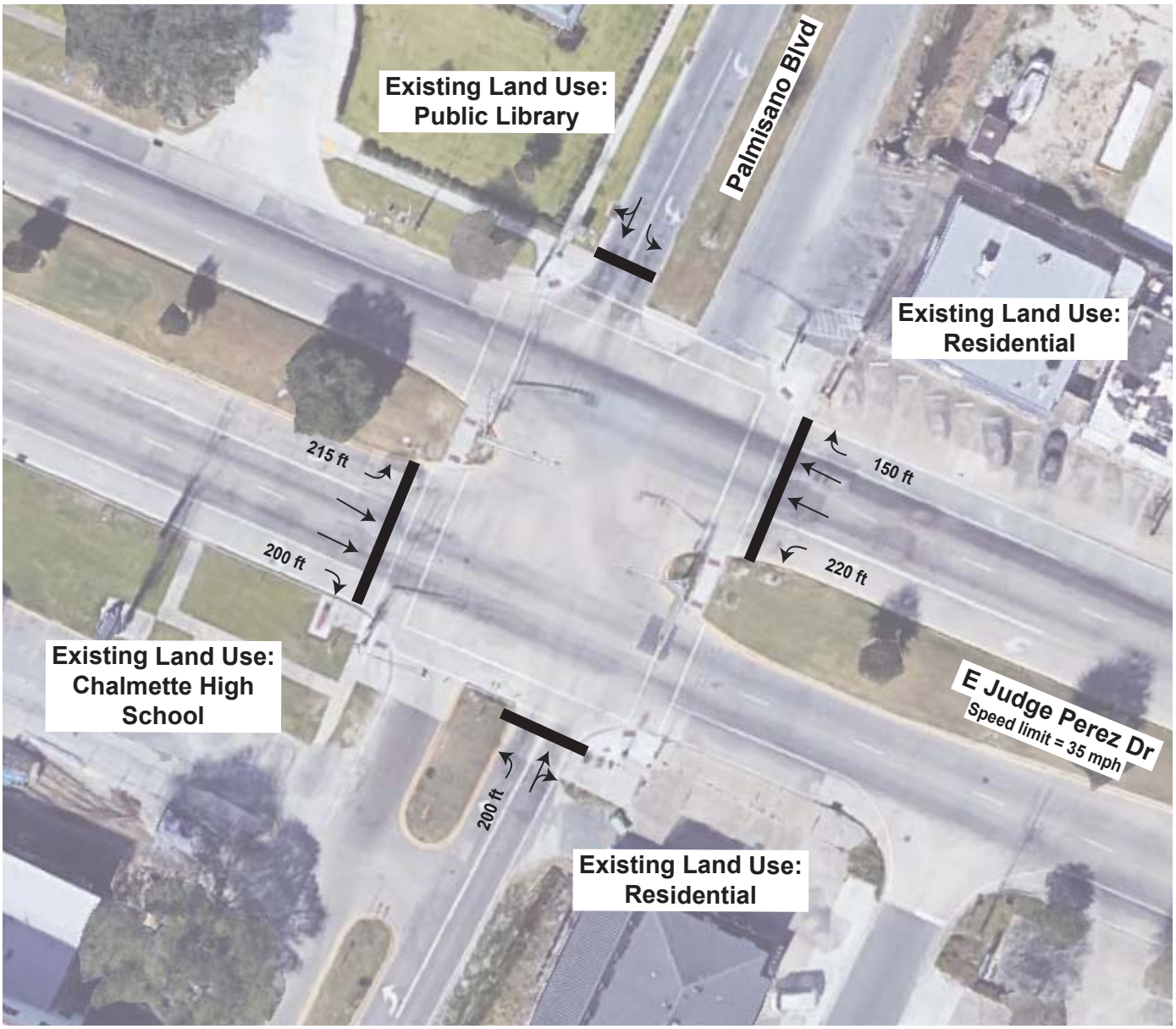
Existing Lane

Existing Storage Length

Control Type:

- ☒ Signalized
- ☐ Unsignalized
- ☐ Roundabout
- ☐ Other: _____

N W E S



E Judge Perez Dr at Palmisano Blvd

Known Safety Issue:

Thirty-seven (37) crashes occurred at the intersection of LA 39 and Palmisano Dr. No crashes resulted in fatalities and one (1) crash resulted in serious injuries. Two (2) crashes involved pedestrians. Crashes involving pedestrians and non-collisions were identified to be over-represented. The intersection operated with a LOSS 2 for all severity and injury crashes.

Figure D-7
Intersection Descriptions

LIT Road Network Study RPC
St Bernard Parish, LA

NOT TO SCALE
FOR PLANNING PURPOSES ONLY

URBAN SYSTEMS inc.

LEGEND:

Existing Lane

Existing Storage Length

Control Type:

- ☐ Signalized
- ☒ Unsignalized
- ☐ Roundabout
- ☐ Other: _____

N W E S



St Bernard Hwy at Palmisano Blvd

Known Safety Issue: None

Figure D-8
Intersection Descriptions

LIT Road Network Study RPC
St Bernard Parish, LA

NOT TO SCALE
FOR PLANNING PURPOSES ONLY

URBAN SYSTEMS inc.

LEGEND:

Existing Lane

Existing Storage Length

Control Type:

- ☒ Signalized
- ☐ Unsignalized
- ☐ Roundabout
- ☐ Other: _____

N W E S



E Judge Perez Dr at Campagna Dr

Known Safety Issue:

Thirty-two (32) crashes occurred at the intersection of LA 39 and Campagna Dr. None of the crashes resulted in fatalities or serious injuries or involved pedestrians or bicyclists. Crashes involving rear-ends were identified to be over-represented. The intersection operated with a LOSS 2 for all severity and injury crashes.

URBAN SYSTEMS inc.

Figure D-9
Intersection Descriptions

LIT Road Network Study RPC
St Bernard Parish, LA

NOT TO SCALE
FOR PLANNING PURPOSES ONLY

LEGEND:

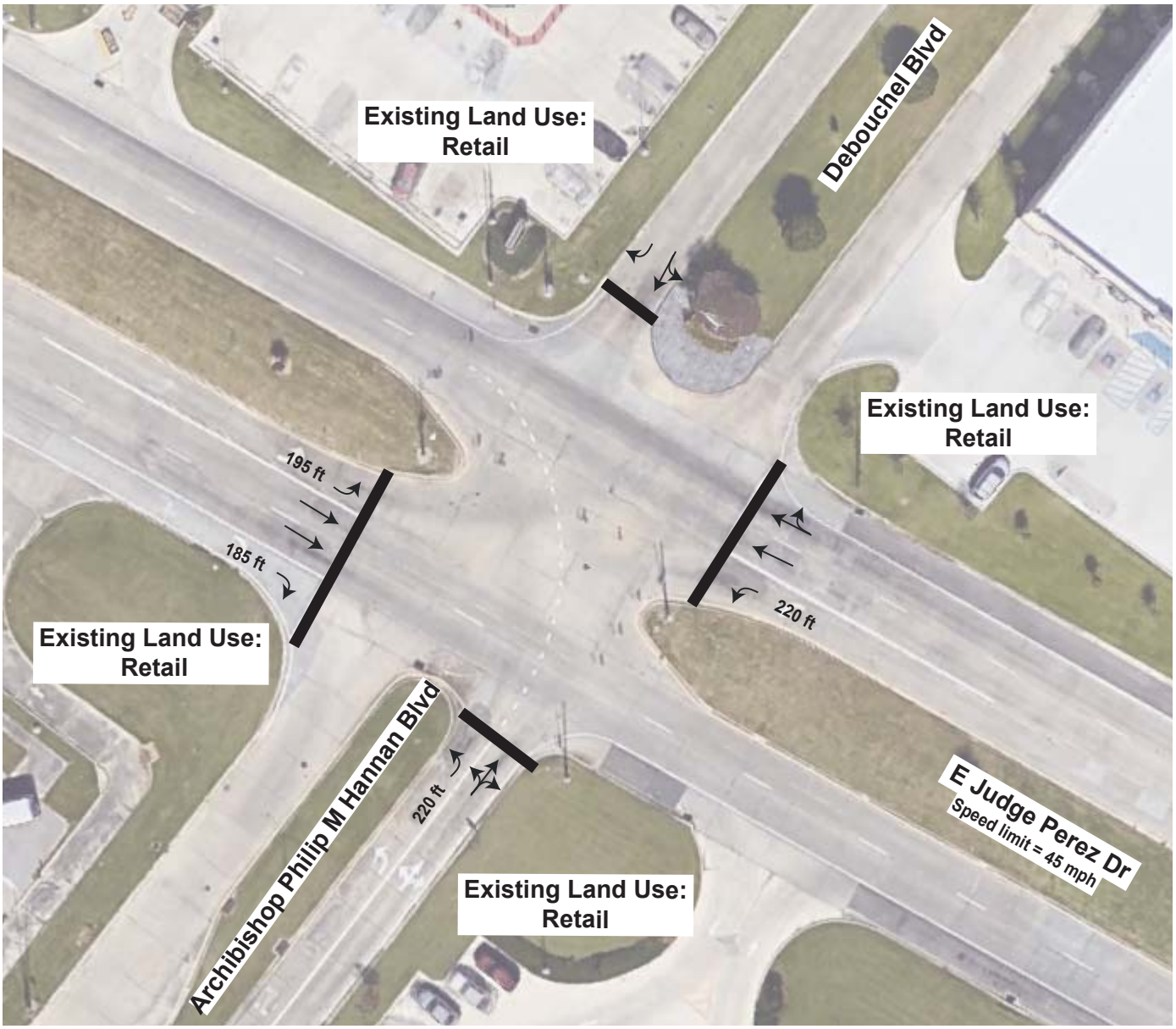
Existing Lane

Existing Storage Length

Control Type:

- ☒ Signalized
- ☐ Unsignalized
- ☐ Roundabout
- ☐ Other: _____

N
W E
S



E Judge Perez Dr at Archbishop Hannan Blvd

Known Safety Issue:

Sixty-five (65) crashes occurred at the intersection of LA 39 and Debouchel Blvd / Archbishop Hannan Blvd. None of the crashes resulted in fatalities or serious injuries or involved pedestrians or bicyclists. Crashes involving wet surfaces, right-angles and left turn-g (with flow) were identified to be over-represented. The intersection operated with a LOSS 2 for all severity and injury crashes.

Figure D-10
Intersection Descriptions

LIT Road Network Study RPC
St Bernard Parish, LA

NOT TO SCALE
FOR PLANNING PURPOSES ONLY

URBAN SYSTEMS inc.

LEGEND:

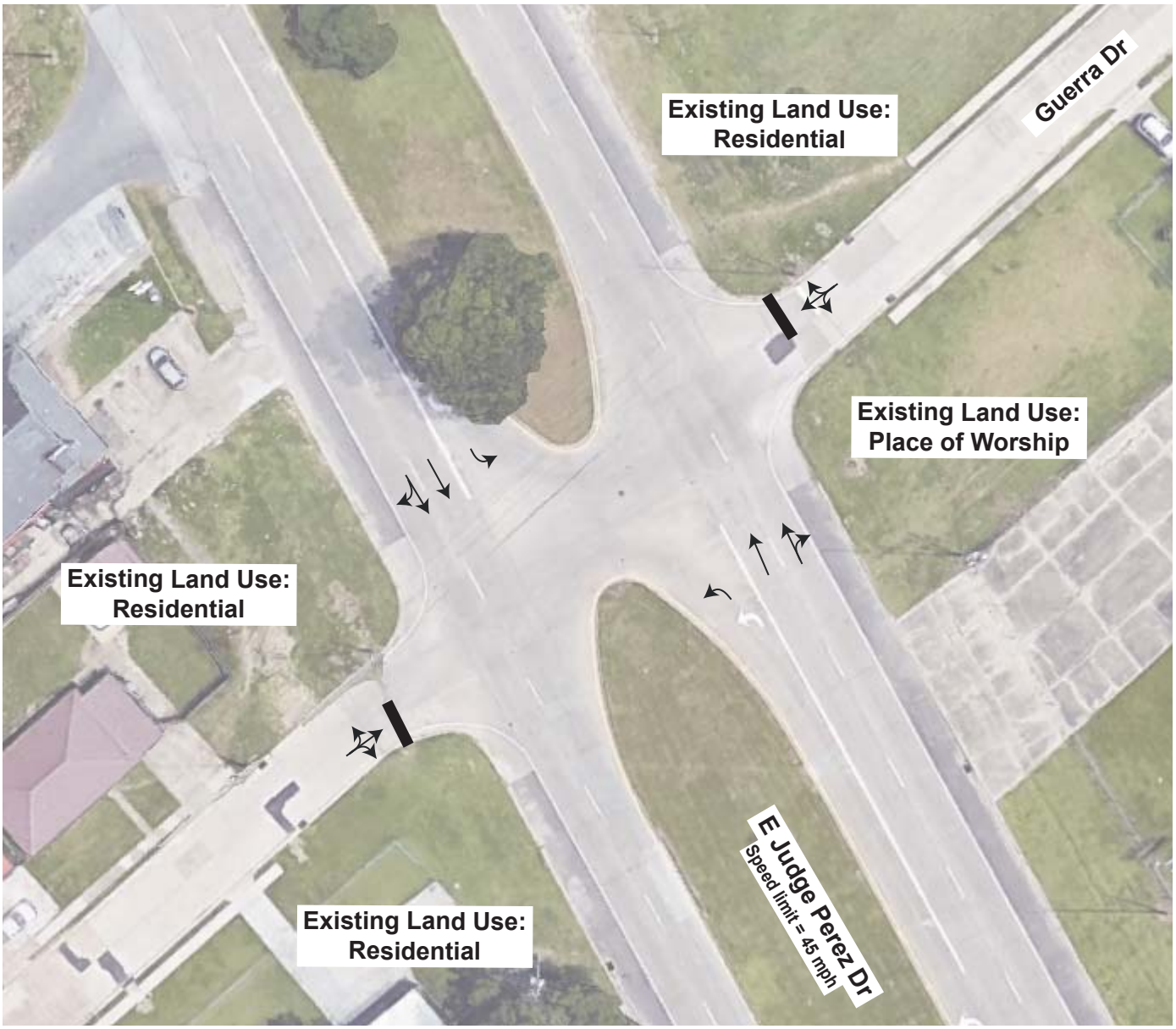
Existing Lane

Existing Storage Length

Control Type:

- ☐ Signalized
- ☒ Unsignalized
- ☐ Roundabout
- ☐ Other: _____

N
W E
S



E Judge Perez Dr at Guerra Dr

Known Safety Issue: None

Figure D-11
Intersection Descriptions

LIT Road Network Study RPC
St Bernard Parish, LA

NOT TO SCALE
FOR PLANNING PURPOSES ONLY

URBAN SYSTEMS inc.

LEGEND:

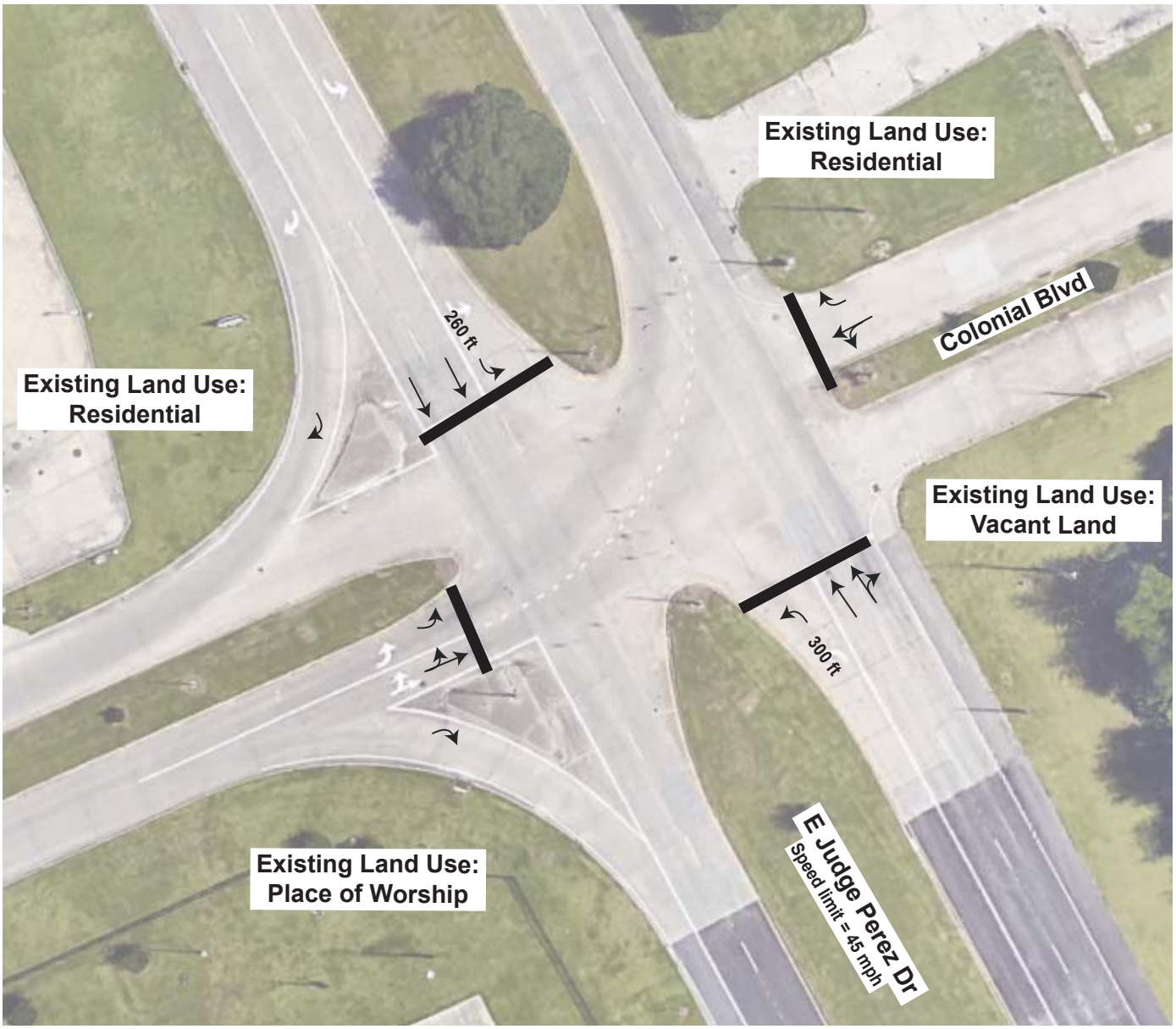
Existing Lane

Existing Storage Length

Control Type:

- ☒ Signalized
- ☐ Unsignalized
- ☐ Roundabout
- ☐ Other: _____

N
W E
S



E Judge Perez Dr at Colonial Blvd

Known Safety Issue: None

Figure D-12
Intersection Descriptions

LIT Road Network Study RPC
St Bernard Parish, LA

NOT TO SCALE
FOR PLANNING PURPOSES ONLY

URBAN SYSTEMS inc.

LEGEND:

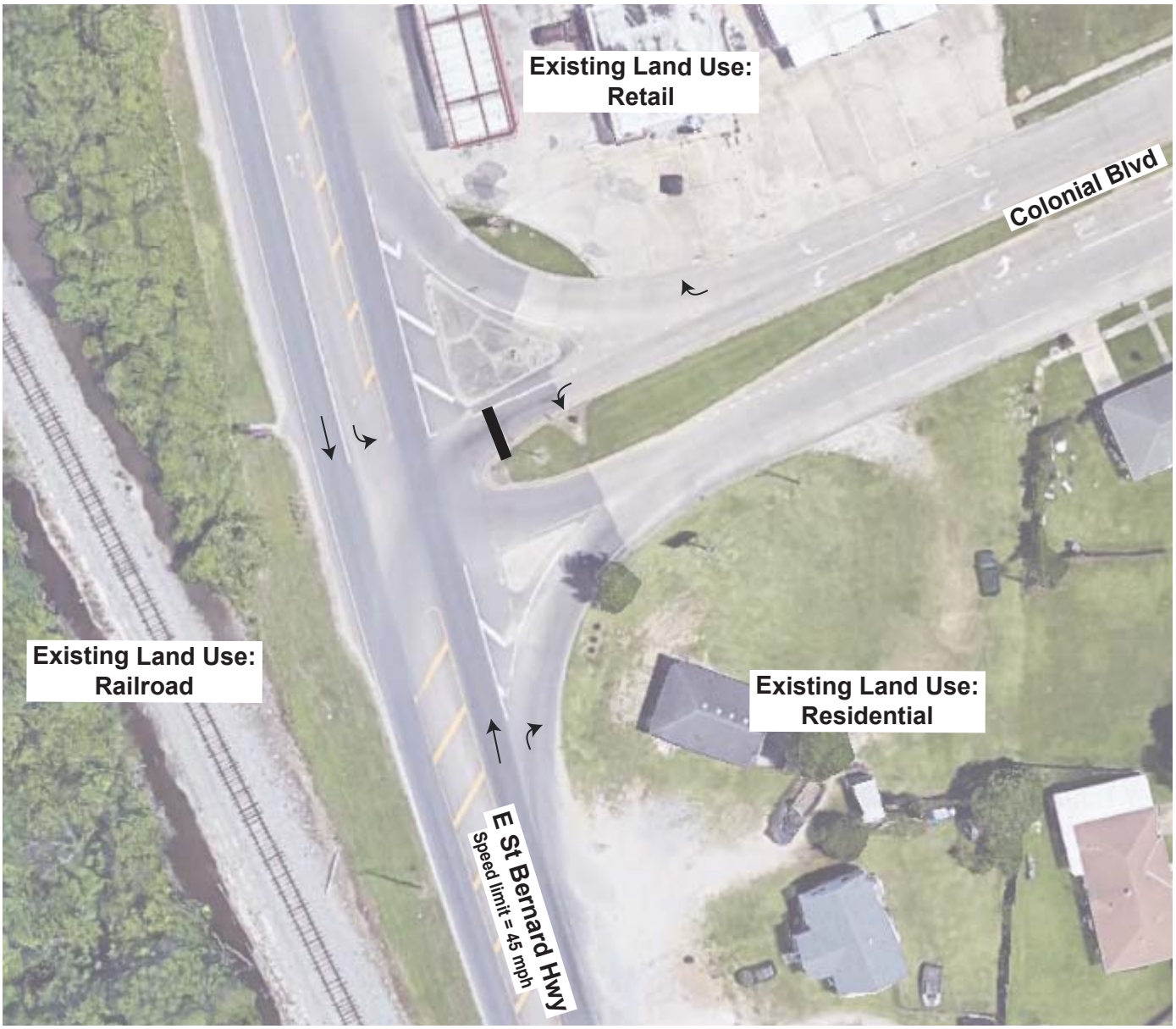
Existing Lane

Existing Storage Length

Control Type:

- ☒ Signalized
- ☒ Unsignalized
- ☐ Roundabout
- ☐ Other: _____

N
W E
S



E St Bernard at Colonial Blvd

Known Safety Issue: None

Figure D-13
Intersection Descriptions

LIT Road Network Study RPC
St Bernard Parish, LA

NOT TO SCALE
FOR PLANNING PURPOSES ONLY

URBAN SYSTEMS inc.

LEGEND:

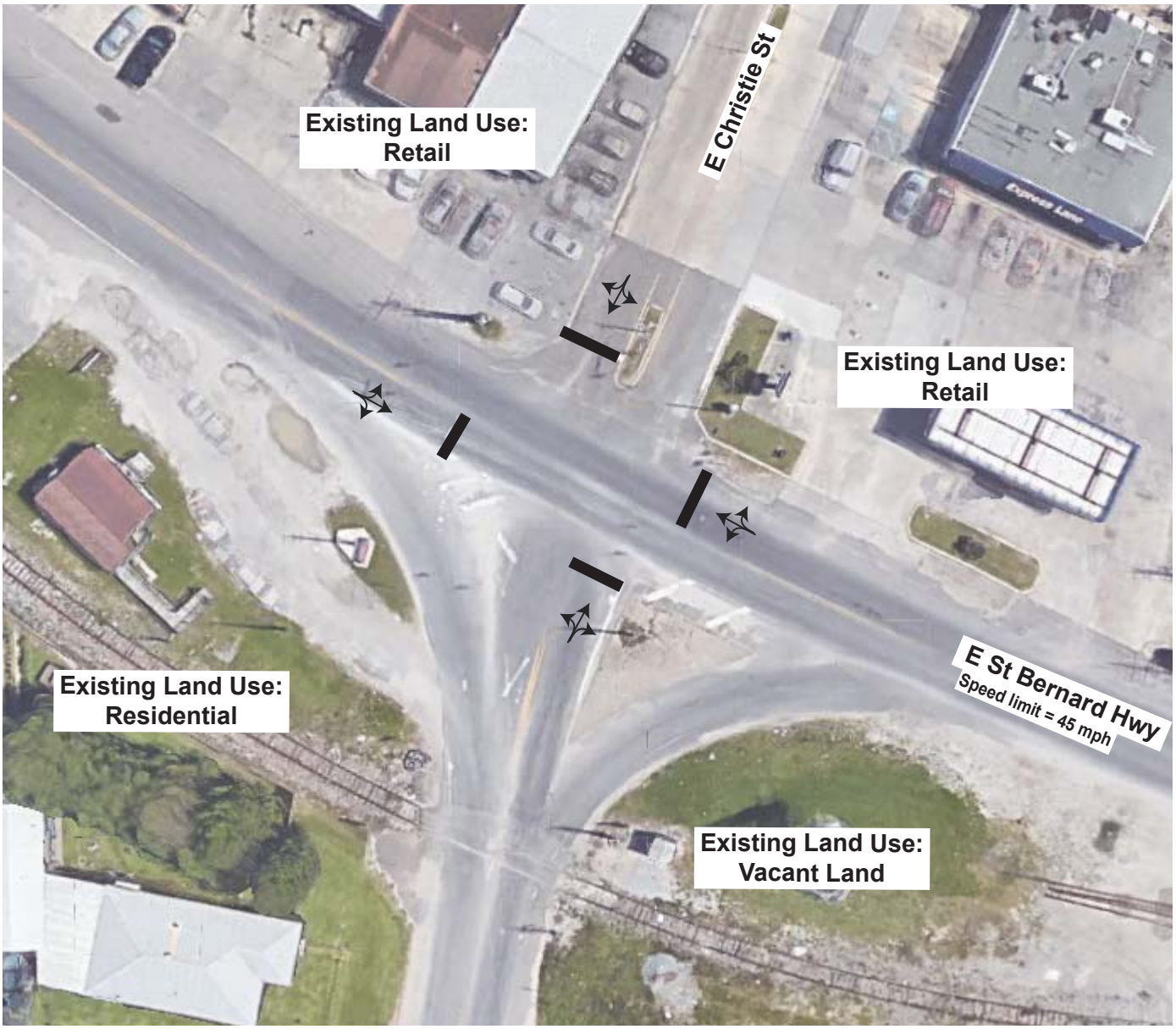
Existing Lane

Existing Storage Length

Control Type:

- ☒ Signalized
- ☐ Unsignalized
- ☐ Roundabout
- ☐ Other: _____

N W E S



E St Bernard Hwy at E Christie St

Known Safety Issue: None

Figure D-14
Intersection Descriptions

LIT Road Network Study RPC
St Bernard Parish, LA

NOT TO SCALE
FOR PLANNING PURPOSES ONLY

URBAN SYSTEMS inc.

LEGEND:

Existing Lane

Existing Storage Length

Control Type:

- ☒ Signalized
- ☐ Unsignalized
- ☐ Roundabout
- ☐ Other: _____

N
W E
S



E Judge Perez Dr at Bayou Rd

Known Safety Issue: None

Figure D-15
Intersection Descriptions

LIT Road Network Study RPC
St Bernard Parish, LA

NOT TO SCALE
FOR PLANNING PURPOSES ONLY

URBAN SYSTEMS inc.

Appendix D
Existing and No Build Analysis

Appendix D.2 Existing and No Build Analysis Results

Existing and No Build Analysis Results Without Port.....D-19
2030 No Build Analysis Results With Port.....D-24
2050 No Build Analysis Results With Port.....D-29

URBAN SYSTEMS inc.

EXISTING AND NO BUILD ANALYSIS RESULTS WITHOUT PORT

Table D-1
AM Existing and No Build Capacity Analysis Without Port Intersection Results Comparison

Intersection	Approach	2023 Existing			2030 No Build			2050 No Build		
		Delay (sec/veh)	95th%ile (ft/ln)	V/C Ratio	Delay (sec/veh)	95th%ile (ft/ln)	V/C Ratio	Delay (sec/veh)	95th%ile (ft/ln)	V/C Ratio
Paris Rd at Forty Arpent Canal Rd	**Overall**	**4.8**	-	-	**4.9**	-	-	**5.3**	-	-
	Forty Arpent Canal Rd EB	43.6	19	0.35	43.6	19	0.35	43.5	22	0.36
	Paris Rd NB	3.6	33	0.58	3.6	33	0.58	3.8	42	0.60
	Paris Rd SB	5.3	120	0.37	5.4	124	0.38	6.0	155	0.43
Paris Rd at E Virtue St	**Overall**	**2.6**	-	-	**2.6**	-	-	**2.8**	-	-
	E Virtue St EB	61.6	48	0.36	61.6	48	0.36	61.4	56	0.39
	E Virtue St WB	58.1	16	0.11	58.1	16	0.11	57.5	17	0.11
	Paris Rd NB	1.2	10	0.28	1.3	10	0.29	1.5	17	0.33
	Paris Rd SB	1.3	10	0.29	1.3	11	0.30	1.5	19	0.34
Paris Rd at E Genie St	**Overall**	**23.3**	-	-	**23.4**	-	-	**24.8**	-	-
	E Genie St EB	49.7	145	0.45	49.5	145	0.45	47.9	161	0.47
	E Genie St WB	54.3	239	0.68	54.2	241	0.68	53.1	265	0.71
	Paris Rd NB	8.6	167	0.31	8.7	174	0.32	10.2	216	0.37
	Paris Rd SB	27.2	366	0.73	27.6	377	0.73	29.8	437	0.75
Paris Rd at E Solidelle St	**Overall**	**4.5**	-	-	**4.5**	-	-	**4.8**	-	-
	E Solidelle EB	67.0	52	0.58	67.0	52	0.58	66.8	59	0.60
	E Solidelle WB	58.5	35	0.23	58.5	35	0.23	58.2	38	0.24
	Paris Rd NB	2.2	55	0.28	2.3	57	0.29	2.5	72	0.33
	Paris Rd SB	2.7	76	0.33	2.7	78	0.33	3.1	101	0.38
Paris Rd at E Judge Perez Dr	**Overall**	**44.6**	-	-	**45.1**	-	-	**48.7**	-	-
	E Judge Perez Dr EB	40.1	279	0.80	40.7	290	0.81	44.7	349	0.83
	E Judge Perez Dr WB	35.8	477	0.86	36.8	498	0.86	43.1	619	0.88
	Paris Rd NB	57.2	270	0.80	57.0	276	0.80	57.1	307	0.82
	Paris Rd SB	53.9	467	0.86	53.9	480	0.87	55.1	556	0.91
Paris Rd at E St Bernard Hwy	**Overall**	**27.3**	-	-	**27.7**	-	-	**29.9**	-	-
	E St Bernard Hwy EB	28.5	149	0.68	28.7	153	0.69	29.6	177	0.73
	E St Bernard Hwy WB	29.0	557	0.73	29.4	580	0.74	32.1	708	0.79
	Paris Rd NB	50.4	41	0.47	51.9	42	0.47	58.5	51	0.51
	Paris Rd SB	20.3	248	0.85	20.7	257	0.86	22.4	302	0.88
E Judge Perez Dr at Palmisano Blvd	**Overall**	**25.6**	-	-	**25.8**	-	-	**27.3**	-	-
	E Judge Perez Dr EB	19.2	203	0.79	19.2	208	0.79	19.2	235	0.79
	E Judge Perez Dr WB	22.3	449	0.77	22.8	466	0.77	26.3	568	0.85
	Palmisano Blvd NB	47.3	161	0.79	47.3	161	0.79	47.3	161	0.79
	Palmisano Blvd SB	52.2	164	0.79	52.2	164	0.79	52.2	164	0.79

- HCS does not report result for overall intersection

Table D-1
AM Existing and No Build Capacity Analysis Without Port Intersection Results Comparison *(Continued)*

Intersection	Approach	2023 Existing			2030 No Build			2050 No Build		
		Delay (sec/veh)	95th%ile (ft/ln)	V/C Ratio	Delay (sec/veh)	95th%ile (ft/ln)	V/C Ratio	Delay (sec/veh)	95th%ile (ft/ln)	V/C Ratio
E St Bernard Hwy at Palmisano Blvd*	E St Bernard Hwy EB	13.7	15	0.18	14.0	18	0.18	15.8	20	0.21
	Palmisano Blvd SB	75.3	125	0.77	84.9	133	0.81	160.2	183	1.04
E Judge Perez Dr at Campagna Dr	**Overall**	**10.5**	-	-	**10.6**	-	-	**11.5**	-	-
	E Judge Perez Dr EB	8.3	121	0.48	8.3	125	0.48	8.7	148	0.51
	E Judge Perez Dr WB	9.4	244	0.48	9.6	251	0.49	10.7	298	0.56
	Campagna Dr NB	41.8	29	0.13	41.8	29	0.13	41.8	34	0.16
	Campagna Dr SB	43.3	76	0.36	43.3	76	0.36	43.4	88	0.40
E Judge Perez Dr at Archbishop Philip M Hannan Blvd	**Overall**	**25.4**	-	-	**25.6**	-	-	**27.3**	-	-
	E Judge Perez Dr EB	14.4	147	0.55	14.6	154	0.55	16.2	191	0.57
	E Judge Perez Dr WB	16.7	242	0.77	17.0	251	0.77	18.9	300	0.78
	Archbishop Hannan Blvd NB	63.0	141	0.76	62.8	144	0.77	62.4	160	0.79
	Archbishop Hannan Blvd SB	68.9	223	0.85	69.7	229	0.85	73.4	263	0.87
E Judge Perez Dr at Guerra Dr*	Guerra Dr EB	15.0	5	0.06	15.2	5	0.06	16.9	8	0.08
	Guerra Dr WB	13.2	5	0.07	13.4	5	0.07	14.3	8	0.09
	E Judge Perez Dr NB	8.1	3	0.03	8.1	3	0.03	8.3	3	0.03
	E Judge Perez Dr SB	8.7	5	0.05	8.8	5	0.05	9.1	5	0.06
E Judge Perez Dr at Colonial Blvd	**Overall**	**12.1**	-	-	**12.2**	-	-	**12.5**	-	-
	Colonial Blvd EB	16.1	57	0.32	16.3	60	0.33	16.5	69	0.37
	Colonial Blvd WB	29.8	11	0.24	29.9	11	0.24	30.0	12	0.26
	E Judge Perez Dr NB	13.9	67	0.33	14.0	69	0.33	14.4	81	0.34
	E Judge Perez Dr SB	7.9	41	0.25	8.0	42	0.25	8.3	49	0.25
E St. Bernard Hwy at Colonial Blvd*	Colonial Blvd WB	22.8	55	0.44	24.1	60	0.47	33.7	93	0.61
	E St. Bernard Hwy SB	8.7	3	0.04	8.7	3	0.04	9.0	3	0.04
E St. Bernard Hwy/Bayou Rd at E Christie St./LA 39	**Overall**	**10.1**	-	-	**10.2**	-	-	**10.4**	-	-
	E St Bernard Hwy EB	5.9	27	0.16	5.9	27	0.16	6.2	31	0.19
	Bayou Rd WB	6.0	32	0.17	6.0	33	0.18	6.2	38	0.20
	LA 39 NB	17.0	67	0.38	17.0	68	0.39	17.3	79	0.43
	E Christie St SB	15.3	18	0.11	15.3	18	0.11	15.2	20	0.12
LA 39 at Bayou Rd*	Bayou Rd EB	7.5	5	0.05	7.5	5	0.05	7.6	5	0.06
	Bayou Rd WB	7.3	0	0.00	7.3	0	0.00	7.3	0	0.00
	LA 39 NB	11.4	5	0.06	11.4	5	0.06	11.9	5	0.08
	LA 39 SB	10.9	5	0.07	10.9	5	0.07	11.3	5	0.08

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

Table D-2
PM Existing and No Build Capacity Analysis Without Port Intersection Results Comparison

Intersection	Approach	2023 Existing			2030 No Build			2050 No Build		
		Delay (sec/veh)	95th%ile (ft/ln)	V/C Ratio	Delay (sec/veh)	95th%ile (ft/ln)	V/C Ratio	Delay (sec/veh)	95th%ile (ft/ln)	V/C Ratio
Paris Rd at Forty Arpent Canal Rd	**Overall**	**3.8**	-	-	**3.8**	-	-	**4.2**	-	-
	Forty Arpent Canal Rd EB	43.0	7	0.21	43.0	7	0.21	43.1	7	0.21
	Paris Rd NB	2.8	34	0.48	2.8	36	0.48	3.1	43	0.51
	Paris Rd SB	4.7	111	0.39	4.7	115	0.40	5.2	140	0.46
Paris Rd at E Virtue St	**Overall**	**5.2**	-	-	**5.2**	-	-	**5.7**	-	-
	E Virtue St EB	57.2	43	0.26	57.2	43	0.26	56.8	49	0.27
	E Virtue St WB	60.2	78	0.44	60.2	78	0.44	59.9	86	0.46
	Paris Rd NB	3.7	129	0.52	3.8	135	0.52	4.4	176	0.52
	Paris Rd SB	3.2	84	0.55	3.2	87	0.55	3.6	113	0.55
Paris Rd at E Genie St	**Overall**	**24.3**	-	-	**24.5**	-	-	**27.2**	-	-
	E Genie St EB	54.3	308	0.75	54.4	313	0.76	55.8	352	0.79
	E Genie St WB	46.5	192	0.52	46.2	192	0.51	44.4	208	0.53
	Paris Rd NB	15.0	357	0.54	15.5	372	0.55	19.6	475	0.65
	Paris Rd SB	25.5	390	0.77	25.8	402	0.77	27.7	468	0.78
Paris Rd at E Solidelle St	**Overall**	**8.8**	-	-	**8.8**	-	-	**9.6**	-	-
	E Solidelle EB	55.6	89	0.46	55.7	89	0.47	55.0	102	0.48
	E Solidelle WB	57.5	130	0.53	57.5	130	0.53	57.2	146	0.56
	Paris Rd NB	4.8	185	0.45	4.9	192	0.46	5.9	240	0.53
	Paris Rd SB	4.8	156	0.38	4.9	163	0.39	5.7	203	0.45
Paris Rd at E Judge Perez Dr	**Overall**	**51.5**	-	-	**53.0**	-	-	**62.7**	-	-
	E Judge Perez Dr EB	47.3	607	0.84	49.2	639	0.86	57.0	770	0.92
	E Judge Perez Dr WB	35.8	363	0.83	37.5	377	0.83	46.6	440	0.99
	Paris Rd NB	62.8	432	0.88	64.2	447	0.89	74.5	536	0.97
	Paris Rd SB	64.9	450	0.89	65.7	462	0.90	78.2	545	1.01
Paris Rd at E St Bernard Hwy	**Overall**	**27.8**	-	-	**28.8**	-	-	**37.7**	-	-
	E St Bernard Hwy EB	29.0	293	0.82	30.2	307	0.84	44.1	394	1.00
	E St Bernard Hwy WB	26.3	255	0.49	26.9	268	0.50	30.0	336	0.53
	Paris Rd NB	44.4	67	0.59	46.0	71	0.61	54.3	98	0.74
	Paris Rd SB	22.4	281	0.87	23.0	296	0.88	28.8	393	0.91
E Judge Perez Dr at Palmisano Blvd	**Overall**	**19.0**	-	-	**19.0**	-	-	**19.6**	-	-
	E Judge Perez Dr EB	14.4	423	0.77	14.6	439	0.77	16.1	531	0.77
	E Judge Perez Dr WB	11.4	290	0.43	11.4	295	0.43	12.9	385	0.54
	Palmisano Blvd NB	65.8	181	0.81	65.8	181	0.81	65.8	181	0.81
	Palmisano Blvd SB	67.6	134	0.75	67.6	134	0.75	67.6	134	0.75

- HCS does not report result for overall intersection

Table D-2
PM Existing and No Build Capacity Analysis Without Port Intersection Results Comparison *(Continued)*

Intersection	Approach	2023 Existing			2030 No Build			2050 No Build		
		Delay (sec/veh)	95th%ile (ft/ln)	V/C Ratio	Delay (sec/veh)	95th%ile (ft/ln)	V/C Ratio	Delay (sec/veh)	95th%ile (ft/ln)	V/C Ratio
E St Bernard Hwy at Palmisano Blvd*	E St Bernard Hwy EB	9.3	8	0.09	9.4	8	0.10	9.8	8	0.10
	Palmisano Blvd SB	34.6	55	0.45	37.1	58	0.47	57.4	83	0.61
E Judge Perez Dr at Campagna Dr	**Overall**	**10.7**	-	-	**10.8**	-	-	**11.5**	-	-
	E Judge Perez Dr EB	9.9	271	0.78	9.9	280	0.78	10.7	334	0.79
	E Judge Perez Dr WB	7.4	199	0.37	7.5	205	0.37	8.2	241	0.39
	Campagna Dr NB	62.3	57	0.24	62.3	57	0.24	62.4	64	0.27
	Campagna Dr SB	63.1	81	0.35	63.1	81	0.35	63.3	93	0.39
E Judge Perez Dr at Archbishop Philip M Hannan Blvd	**Overall**	**31.2**	-	-	**31.5**	-	-	**34.2**	-	-
	E Judge Perez Dr EB	21.7	301	0.80	22.1	312	0.80	25.2	381	0.82
	E Judge Perez Dr WB	23.1	196	0.79	23.4	202	0.79	25.8	241	0.80
	Archbishop Hannan Blvd NB	64.3	310	0.89	64.9	317	0.89	68.2	364	0.91
	Archbishop Hannan Blvd SB	61.9	138	0.78	61.8	142	0.79	61.3	158	0.81
E Judge Perez Dr at Guerra Dr*	Guerra Dr EB	19.6	13	0.14	20.1	13	0.15	23.7	18	0.20
	Guerra Dr WB	16.1	8	0.10	16.4	8	0.10	18.5	10	0.12
	E Judge Perez Dr NB	9.1	3	0.03	9.1	3	0.03	9.5	3	0.04
	E Judge Perez Dr SB	8.6	10	0.12	8.7	10	0.12	9.0	13	0.14
E Judge Perez Dr at Colonial Blvd	**Overall**	**12.8**	-	-	**12.9**	-	-	**13.2**	-	-
	Colonial Blvd EB	16.3	61	0.34	16.4	63	0.35	16.7	72	0.38
	Colonial Blvd WB	30.1	7	0.21	30.1	7	0.21	30.4	7	0.21
	E Judge Perez Dr NB	14.5	46	0.34	14.5	47	0.34	14.8	54	0.35
	E Judge Perez Dr SB	10.5	76	0.33	10.6	78	0.34	11.0	92	0.39
E St. Bernard Hwy at Colonial Blvd*	Colonial Blvd WB	25.6	48	0.4	27.2	50	0.43	39.4	80	0.57
	E St. Bernard Hwy SB	8.3	5	0.07	8.4	8	0.08	8.6	8	0.09
E St. Bernard Hwy/Bayou Rd at E Christie St./LA 39	**Overall**	**11.0**	-	-	**11.1**	-	-	**11.3**	-	-
	E St Bernard Hwy EB	5.9	57	0.28	5.9	59	0.28	6.2	69	0.32
	Bayou Rd WB	5.1	30	0.15	5.1	31	0.15	5.2	35	0.18
	LA 39 NB	22.5	99	0.48	22.5	102	0.49	23.1	116	0.55
	E Christie St SB	20.1	28	0.15	20.1	28	0.15	20.1	31	0.16
LA 39 at Bayou Rd*	Bayou Rd EB	7.5	5	0.07	7.5	5	0.07	7.6	8	0.08
	Bayou Rd WB	7.3	0	0.00	7.3	0	0.00	7.3	0	0.00
	LA 39 NB	12.5	3	0.05	12.6	3	0.05	13.5	5	0.06
	LA 39 SB	12.3	10	0.13	12.4	10	0.13	13.3	15	0.16

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

2030 NO BUILD ANALYSIS RESULTS WITH PORT

Table D-3
2030 AM No Build Capacity Analysis With Port Intersection Results Comparison

Intersection	Approach	2023 Existing			2030 No Build Without Port			2030 No Build With Port		
		Delay (sec/veh)	95th%ile (ft/ln)	V/C Ratio	Delay (sec/veh)	95th%ile (ft/ln)	V/C Ratio	Delay (sec/veh)	95th%ile (ft/ln)	V/C Ratio
Paris Rd at Forty Arpent Canal Rd	**Overall**	**4.8**	-	-	**4.9**	-	-	**5.3**	-	-
	Forty Arpent Canal Rd EB	43.6	19	0.35	43.6	19	0.35	43.6	20	0.35
	Paris Rd NB	3.6	33	0.58	3.6	33	0.58	3.7	43	0.59
	Paris Rd SB	5.3	120	0.37	5.4	124	0.38	6.1	161	0.45
Paris Rd at E Virtue St	**Overall**	**2.6**	-	-	**2.6**	-	-	**2.7**	-	-
	E Virtue St EB	61.6	48	0.36	61.6	48	0.36	61.6	48	0.36
	E Virtue St WB	58.1	16	0.11	58.1	16	0.11	58.1	16	0.11
	Paris Rd NB	1.2	10	0.28	1.3	10	0.29	1.5	13	0.34
	Paris Rd SB	1.3	10	0.29	1.3	11	0.30	1.5	14	0.35
Paris Rd at E Genie St	**Overall**	**23.3**	-	-	**23.4**	-	-	**25.1**	-	-
	E Genie St EB	49.7	145	0.45	49.5	145	0.45	49.0	147	0.45
	E Genie St WB	54.3	239	0.68	54.2	241	0.68	53.9	248	0.69
	Paris Rd NB	8.6	167	0.31	8.7	174	0.32	9.6	224	0.39
	Paris Rd SB	27.2	366	0.73	27.6	377	0.73	31.4	474	0.73
Paris Rd at E Solidelle St	**Overall**	**4.5**	-	-	**4.5**	-	-	**4.6**	-	-
	E Solidelle EB	67.0	52	0.58	67.0	52	0.58	67.0	52	0.58
	E Solidelle WB	58.5	35	0.23	58.5	35	0.23	58.5	35	0.23
	Paris Rd NB	2.2	55	0.28	2.3	57	0.29	2.5	72	0.34
	Paris Rd SB	2.7	76	0.33	2.7	78	0.33	3.1	99	0.39
Paris Rd at E Judge Perez Dr	**Overall**	**44.6**	-	-	**45.1**	-	-	**46.9**	-	-
	E Judge Perez Dr EB	40.1	279	0.80	40.7	290	0.81	42.0	314	0.81
	E Judge Perez Dr WB	35.8	477	0.86	36.8	498	0.86	39.7	529	0.87
	Paris Rd NB	57.2	270	0.80	57.0	276	0.80	56.6	280	0.80
	Paris Rd SB	53.9	467	0.86	53.9	480	0.87	55.3	489	0.87
Paris Rd at E St Bernard Hwy	**Overall**	**27.3**	-	-	**27.7**	-	-	**28.0**	-	-
	E St Bernard Hwy EB	28.5	149	0.68	28.7	153	0.69	29.3	156	0.71
	E St Bernard Hwy WB	29.0	557	0.73	29.4	580	0.74	29.8	593	0.74
	Paris Rd NB	50.4	41	0.47	51.9	42	0.47	52.8	43	0.47
	Paris Rd SB	20.3	248	0.85	20.7	257	0.86	20.8	261	0.86
E Judge Perez Dr at Palmisano Blvd	**Overall**	**25.6**	-	-	**25.8**	-	-	**28.7**	-	-
	E Judge Perez Dr EB	19.2	203	0.79	19.2	208	0.79	19.9	284	0.79
	E Judge Perez Dr WB	22.3	449	0.77	22.8	466	0.77	28.7	622	0.89
	Palmisano Blvd NB	47.3	161	0.79	47.3	161	0.79	47.1	157	0.79
	Palmisano Blvd SB	52.2	164	0.79	52.2	164	0.79	52.2	164	0.79

- HCS does not report result for overall intersection

Table D-3
2030 AM No Build Capacity Analysis With Port Intersection Results Comparison *(Continued)*

Intersection	Approach	2023 Existing			2030 No Build Without Port			2030 No Build With Port		
		Delay (sec/veh)	95th%ile (ft/ln)	V/C Ratio	Delay (sec/veh)	95th%ile (ft/ln)	V/C Ratio	Delay (sec/veh)	95th%ile (ft/ln)	V/C Ratio
E St Bernard Hwy at Palmisano Blvd*	E St Bernard Hwy EB	13.7	15	0.18	14.0	18	0.18	14.3	18	0.19
	Palmisano Blvd SB	75.3	125	0.77	84.9	133	0.81	93.1	140	0.84
E Judge Perez Dr at Campagna Dr	**Overall**	**10.5**	-	-	**10.6**	-	-	**11.4**	-	-
	E Judge Perez Dr EB	8.3	121	0.48	8.3	125	0.48	8.7	173	0.48
	E Judge Perez Dr WB	9.4	244	0.48	9.6	251	0.49	11.0	315	0.58
	Campagna Dr NB	41.8	29	0.13	41.8	29	0.13	41.8	29	0.13
	Campagna Dr SB	43.3	76	0.36	43.3	76	0.36	43.3	79	0.37
E Judge Perez Dr at Archbishop Philip M Hannan Blvd	**Overall**	**25.4**	-	-	**25.6**	-	-	**25.6**	-	-
	E Judge Perez Dr EB	14.4	147	0.55	14.6	154	0.55	15.4	231	0.54
	E Judge Perez Dr WB	16.7	242	0.77	17.0	251	0.77	18.2	329	0.77
	Archbishop Hannan Blvd NB	63.0	141	0.76	62.8	144	0.77	63.0	146	0.77
	Archbishop Hannan Blvd SB	68.9	223	0.85	69.7	229	0.85	70.4	235	0.86
E Judge Perez Dr at Guerra Dr*	Guerra Dr EB	15.0	5	0.06	15.2	5	0.06	17.3	5	0.08
	Guerra Dr WB	13.2	5	0.07	13.4	5	0.07	14.8	8	0.08
	E Judge Perez Dr NB	8.1	3	0.03	8.1	3	0.03	8.5	3	0.03
	E Judge Perez Dr SB	8.7	5	0.05	8.8	5	0.05	9.2	5	0.06
E Judge Perez Dr at Colonial Blvd	**Overall**	**12.1**	-	-	**12.2**	-	-	**13.7**	-	-
	Colonial Blvd EB	16.1	57	0.32	16.3	60	0.33	16.2	63	0.34
	Colonial Blvd WB	29.8	11	0.24	29.9	11	0.24	30.7	11	0.24
	E Judge Perez Dr NB	13.9	67	0.33	14.0	69	0.33	15.3	117	0.43
	E Judge Perez Dr SB	7.9	41	0.25	8.0	42	0.25	10.6	91	0.39
E St. Bernard Hwy at Colonial Blvd*	Colonial Blvd WB	22.8	55	0.44	24.1	60	0.47	20.0	25	0.25
	E St. Bernard Hwy SB	8.7	3	0.04	8.7	3	0.04	8.9	5	0.07
E St. Bernard Hwy/Bayou Rd at E Christie St./LA 39	**Overall**	**10.1**	-	-	**10.2**	-	-	**10.3**	-	-
	E St Bernard Hwy EB	5.9	27	0.16	5.9	27	0.16	6.0	28	0.17
	Bayou Rd WB	6.0	32	0.17	6.0	33	0.18	5.9	29	0.16
	LA 39 NB	17.0	67	0.38	17.0	68	0.39	17.1	70	0.39
	E Christie St SB	15.3	18	0.11	15.3	18	0.11	15.3	18	0.11
LA 39 at Bayou Rd*	Bayou Rd EB	7.5	5	0.05	7.5	5	0.05	7.5	5	0.06
	Bayou Rd WB	7.3	0	0.00	7.3	0	0.00	7.3	0	0.00
	LA 39 NB	11.4	5	0.06	11.4	5	0.06	11.6	5	0.06
	LA 39 SB	10.9	5	0.07	10.9	5	0.07	11.0	5	0.07

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

Table D-4
2030 PM No Build Capacity Analysis With Port Intersection Results Comparison

Intersection	Approach	2023 Existing			2030 No Build Without Port			2030 No Build With Port		
		Delay (sec/veh)	95th%ile (ft/ln)	V/C Ratio	Delay (sec/veh)	95th%ile (ft/ln)	V/C Ratio	Delay (sec/veh)	95th%ile (ft/ln)	V/C Ratio
Paris Rd at Forty Arpent Canal Rd	**Overall**	**3.8**	-	-	**3.8**	-	-	**4.0**	-	-
	Forty Arpent Canal Rd EB	43.0	7	0.21	43.0	7	0.21	43.0	7	0.21
	Paris Rd NB	2.8	34	0.48	2.8	36	0.48	2.9	39	0.48
	Paris Rd SB	4.7	111	0.39	4.7	115	0.40	4.9	124	0.42
Paris Rd at E Virtue St	**Overall**	**5.2**	-	-	**5.2**	-	-	**5.4**	-	-
	E Virtue St EB	57.2	43	0.26	57.2	43	0.26	57.1	43	0.25
	E Virtue St WB	60.2	78	0.44	60.2	78	0.44	60.2	80	0.44
	Paris Rd NB	3.7	129	0.52	3.8	135	0.52	4.0	146	0.52
	Paris Rd SB	3.2	84	0.55	3.2	87	0.55	3.3	94	0.64
Paris Rd at E Genie St	**Overall**	**24.3**	-	-	**24.5**	-	-	**25.5**	-	-
	E Genie St EB	54.3	308	0.75	54.4	313	0.76	54.6	321	0.76
	E Genie St WB	46.5	192	0.52	46.2	192	0.51	45.9	198	0.52
	Paris Rd NB	15.0	357	0.54	15.5	372	0.55	16.8	411	0.59
	Paris Rd SB	25.5	390	0.77	25.8	402	0.77	26.5	429	0.77
Paris Rd at E Solidelle St	**Overall**	**8.8**	-	-	**8.8**	-	-	**9.0**	-	-
	E Solidelle EB	55.6	89	0.46	55.7	89	0.47	55.6	90	0.48
	E Solidelle WB	57.5	130	0.53	57.5	130	0.53	57.4	133	0.53
	Paris Rd NB	4.8	185	0.45	4.9	192	0.46	5.2	210	0.49
	Paris Rd SB	4.8	156	0.38	4.9	163	0.39	5.1	175	0.41
Paris Rd at E Judge Perez Dr	**Overall**	**51.5**	-	-	**53.0**	-	-	**55.3**	-	-
	E Judge Perez Dr EB	47.3	607	0.84	49.2	639	0.86	51.3	675	0.86
	E Judge Perez Dr WB	35.8	363	0.83	37.5	377	0.83	39.5	390	0.84
	Paris Rd NB	62.8	432	0.88	64.2	447	0.89	66.5	462	0.91
	Paris Rd SB	64.9	450	0.89	65.7	462	0.90	68.9	475	0.94
Paris Rd at E St Bernard Hwy	**Overall**	**27.8**	-	-	**28.8**	-	-	**29.8**	-	-
	E St Bernard Hwy EB	29.0	293	0.82	30.2	307	0.84	31.6	321	0.85
	E St Bernard Hwy WB	26.3	255	0.49	26.9	268	0.50	27.7	279	0.50
	Paris Rd NB	44.4	67	0.59	46.0	71	0.61	47.4	76	0.63
	Paris Rd SB	22.4	281	0.87	23.0	296	0.88	23.5	307	0.88
E Judge Perez Dr at Palmisano Blvd	**Overall**	**19.0**	-	-	**19.0**	-	-	**19.1**	-	-
	E Judge Perez Dr EB	14.4	423	0.77	14.6	439	0.77	15.0	466	0.77
	E Judge Perez Dr WB	11.4	290	0.43	11.4	295	0.43	11.8	316	0.46
	Palmisano Blvd NB	65.8	181	0.81	65.8	181	0.81	65.8	181	0.81
	Palmisano Blvd SB	67.6	134	0.75	67.6	134	0.75	67.6	134	0.75

- HCS does not report result for overall intersection

Table D-4
2030 PM No Build Capacity Analysis With Port Intersection Results Comparison *(Continued)*

Intersection	Approach	2023 Existing			2030 No Build Without Port			2030 No Build With Port		
		Delay (sec/veh)	95th%ile (ft/ln)	V/C Ratio	Delay (sec/veh)	95th%ile (ft/ln)	V/C Ratio	Delay (sec/veh)	95th%ile (ft/ln)	V/C Ratio
E St Bernard Hwy at Palmisano Blvd*	E St Bernard Hwy EB	9.3	8	0.09	9.4	8	0.10	9.5	8	0.10
	Palmisano Blvd SB	34.6	55	0.45	37.1	58	0.47	39.2	60	0.49
E Judge Perez Dr at Campagna Dr	**Overall**	**10.7**	-	-	**10.8**	-	-	**10.9**	-	-
	E Judge Perez Dr EB	9.9	271	0.78	9.9	280	0.78	10.1	300	0.78
	E Judge Perez Dr WB	7.4	199	0.37	7.5	205	0.37	7.7	221	0.37
	Campagna Dr NB	62.3	57	0.24	62.3	57	0.24	62.3	57	0.24
	Campagna Dr SB	63.1	81	0.35	63.1	81	0.35	63.1	81	0.35
E Judge Perez Dr at Archbishop Philip M Hannan Blvd	**Overall**	**31.2**	-	-	**31.5**	-	-	**32.1**	-	-
	E Judge Perez Dr EB	21.7	301	0.80	22.1	312	0.80	22.9	338	0.81
	E Judge Perez Dr WB	23.1	196	0.79	23.4	202	0.79	24.0	224	0.79
	Archbishop Hannan Blvd NB	64.3	310	0.89	64.9	317	0.89	65.5	327	0.90
	Archbishop Hannan Blvd SB	61.9	138	0.78	61.8	142	0.79	61.7	144	0.79
E Judge Perez Dr at Guerra Dr*	Guerra Dr EB	19.6	13	0.14	20.1	13	0.15	21.2	15	0.16
	Guerra Dr WB	16.1	8	0.10	16.4	8	0.10	17.1	8	0.10
	E Judge Perez Dr NB	9.1	3	0.03	9.1	3	0.03	9.3	3	0.03
	E Judge Perez Dr SB	8.6	10	0.12	8.7	10	0.12	8.8	10	0.13
E Judge Perez Dr at Colonial Blvd	**Overall**	**12.8**	-	-	**12.9**	-	-	**13.1**	-	-
	Colonial Blvd EB	16.3	61	0.34	16.4	63	0.35	16.1	64	0.35
	Colonial Blvd WB	30.1	7	0.21	30.1	7	0.21	30.2	7	0.21
	E Judge Perez Dr NB	14.5	46	0.34	14.5	47	0.34	14.7	56	0.34
	E Judge Perez Dr SB	10.5	76	0.33	10.6	78	0.34	11.0	88	0.37
E St. Bernard Hwy at Colonial Blvd*	Colonial Blvd WB	25.6	48	0.4	27.2	50	0.43	27.9	50	0.43
	E St. Bernard Hwy SB	8.3	5	0.07	8.4	8	0.08	8.4	8	0.08
E St. Bernard Hwy/Bayou Rd at E Christie St./LA 39	**Overall**	**11.0**	-	-	**11.1**	-	-	**11.1**	-	-
	E St Bernard Hwy EB	5.9	57	0.28	5.9	59	0.28	5.9	59	0.29
	Bayou Rd WB	5.1	30	0.15	5.1	31	0.15	5.1	31	0.16
	LA 39 NB	22.5	99	0.48	22.5	102	0.49	22.6	104	0.50
	E Christie St SB	20.1	28	0.15	20.1	28	0.15	20.1	28	0.15
LA 39 at Bayou Rd*	Bayou Rd EB	7.5	5	0.07	7.5	5	0.07	7.5	5	0.07
	Bayou Rd WB	7.3	0	0.00	7.3	0	0.00	7.3	0	0.00
	LA 39 NB	12.5	3	0.05	12.6	3	0.05	12.7	3	0.05
	LA 39 SB	12.3	10	0.13	12.4	10	0.13	12.4	13	0.13

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

2050 NO BUILD ANALYSIS RESULTS WITH PORT

Table D-5
2050 AM No Build Capacity Analysis With Port Intersection Results Comparison

Intersection	Approach	2023 Existing			2050 No Build Without Port			2050 No Build With Port		
		Delay (sec/veh)	95th%ile (ft/ln)	V/C Ratio	Delay (sec/veh)	95th%ile (ft/ln)	V/C Ratio	Delay (sec/veh)	95th%ile (ft/ln)	V/C Ratio
Paris Rd at Forty Arpent Canal Rd	**Overall**	**4.8**	-	-	**5.3**	-	-	**7.2**	-	-
	Forty Arpent Canal Rd EB	43.6	19	0.35	43.5	22	0.36	43.5	26	0.38
	Paris Rd NB	3.6	33	0.58	3.8	42	0.60	4.6	86	0.65
	Paris Rd SB	5.3	120	0.37	6.0	155	0.43	9.0	279	0.63
Paris Rd at E Virtue St	**Overall**	**2.6**	-	-	**2.8**	-	-	**3.5**	-	-
	E Virtue St EB	61.6	48	0.36	61.4	56	0.39	61.2	61	0.40
	E Virtue St WB	58.1	16	0.11	57.5	17	0.11	57.4	22	0.14
	Paris Rd NB	1.2	10	0.28	1.5	17	0.33	2.3	41	0.48
	Paris Rd SB	1.3	10	0.29	1.5	19	0.34	2.5	43	0.50
Paris Rd at E Genie St	**Overall**	**23.3**	-	-	**24.8**	-	-	**39.0**	-	-
	E Genie St EB	49.7	145	0.45	47.9	161	0.47	45.9	180	0.48
	E Genie St WB	54.3	239	0.68	53.1	265	0.71	51.6	297	0.73
	Paris Rd NB	8.6	167	0.31	10.2	216	0.37	15.2	399	0.59
	Paris Rd SB	27.2	366	0.73	29.8	437	0.75	58.2	865	0.97
Paris Rd at E Solidelle St	**Overall**	**4.5**	-	-	**4.8**	-	-	**6.0**	-	-
	E Solidelle EB	67.0	52	0.58	66.8	59	0.60	65.2	64	0.60
	E Solidelle WB	58.5	35	0.23	58.2	38	0.24	57.9	44	0.26
	Paris Rd NB	2.2	55	0.28	2.5	72	0.33	3.8	142	0.49
	Paris Rd SB	2.7	76	0.33	3.1	101	0.38	4.8	196	0.55
Paris Rd at E Judge Perez Dr	**Overall**	**44.6**	-	-	**48.7**	-	-	**87.1**	-	-
	E Judge Perez Dr EB	40.1	279	0.80	44.7	349	0.83	52.3	457	0.85
	E Judge Perez Dr WB	35.8	477	0.86	43.1	619	0.88	95.9	1478	1.27
	Paris Rd NB	57.2	270	0.80	57.1	307	0.82	57.1	339	0.83
	Paris Rd SB	53.9	467	0.86	55.1	556	0.91	110.8	835	1.26
Paris Rd at E St Bernard Hwy	**Overall**	**27.3**	-	-	**29.9**	-	-	**35.3**	-	-
	E St Bernard Hwy EB	28.5	149	0.68	29.6	177	0.73	32.2	208	0.79
	E St Bernard Hwy WB	29.0	557	0.73	32.1	708	0.79	40.3	947	0.89
	Paris Rd NB	50.4	41	0.47	58.5	51	0.51	64.9	63	0.56
	Paris Rd SB	20.3	248	0.85	22.4	302	0.88	24.4	359	0.90
E Judge Perez Dr at Palmisano Blvd	**Overall**	**25.6**	-	-	**27.3**	-	-	**82.2**	-	-
	E Judge Perez Dr EB	19.2	203	0.79	19.2	235	0.79	23.5	474	0.79
	E Judge Perez Dr WB	22.3	449	0.77	26.3	568	0.85	128.0	1759	1.23
	Palmisano Blvd NB	47.3	161	0.79	47.3	161	0.79	47.1	157	0.79
	Palmisano Blvd SB	52.2	164	0.79	52.2	164	0.79	52.2	164	0.79

- HCS does not report result for overall intersection

Table D-5
2050 AM No Build Capacity Analysis With Port Intersection Results Comparison *(Continued)*

Intersection	Approach	2023 Existing			2050 No Build Without Port			2050 No Build With Port		
		Delay (sec/veh)	95th%ile (ft/ln)	V/C Ratio	Delay (sec/veh)	95th%ile (ft/ln)	V/C Ratio	Delay (sec/veh)	95th%ile (ft/ln)	V/C Ratio
E St Bernard Hwy at Palmisano Blvd*	E St Bernard Hwy EB	13.7	15	0.18	15.8	20	0.21	18.6	25	0.25
	Palmisano Blvd SB	75.3	125	0.77	160.2	183	1.04	326.5	245	1.43
E Judge Perez Dr at Campagna Dr	**Overall**	**10.5**	-	-	**11.5**	-	-	**16.7**	-	-
	E Judge Perez Dr EB	8.3	121	0.48	8.7	148	0.51	11.2	293	0.56
	E Judge Perez Dr WB	9.4	244	0.48	10.7	298	0.56	18.7	568	0.81
	Campagna Dr NB	41.8	29	0.13	41.8	34	0.16	41.7	35	0.16
	Campagna Dr SB	43.3	76	0.36	43.4	88	0.40	43.7	101	0.46
E Judge Perez Dr at Archbishop Philip M Hannan Blvd	**Overall**	**25.4**	-	-	**27.3**	-	-	**32.0**	-	-
	E Judge Perez Dr EB	14.4	147	0.55	16.2	191	0.57	21.7	415	0.62
	E Judge Perez Dr WB	16.7	242	0.77	18.9	300	0.78	27.1	598	0.79
	Archbishop Hannan Blvd NB	63.0	141	0.76	62.4	160	0.79	62.2	182	0.81
	Archbishop Hannan Blvd SB	68.9	223	0.85	73.4	263	0.87	77.1	303	0.89
E Judge Perez Dr at Guerra Dr*	Guerra Dr EB	15.0	5	0.06	16.9	8	0.08	26.1	13	0.15
	Guerra Dr WB	13.2	5	0.07	14.3	8	0.09	20.6	13	0.16
	E Judge Perez Dr NB	8.1	3	0.03	8.3	3	0.03	9.3	3	0.04
	E Judge Perez Dr SB	8.7	5	0.05	9.1	5	0.06	10.5	8	0.09
E Judge Perez Dr at Colonial Blvd	**Overall**	**12.1**	-	-	**12.5**	-	-	**15.5**	-	-
	Colonial Blvd EB	16.1	57	0.32	16.5	69	0.37	20.6	100	0.47
	Colonial Blvd WB	29.8	11	0.24	30.0	12	0.26	35.0	15	0.26
	E Judge Perez Dr NB	13.9	67	0.33	14.4	81	0.34	16.5	221	0.59
	E Judge Perez Dr SB	7.9	41	0.25	8.3	49	0.25	12.4	186	0.59
E St. Bernard Hwy at Colonial Blvd*	Colonial Blvd WB	22.8	55	0.44	33.7	93	0.61	36.0	70	0.53
	E St. Bernard Hwy SB	8.7	3	0.04	9.0	3	0.04	9.6	8	0.09
E St. Bernard Hwy/Bayou Rd at E Christie St./LA 39	**Overall**	**10.1**	-	-	**10.4**	-	-	**10.7**	-	-
	E St Bernard Hwy EB	5.9	27	0.16	6.2	31	0.19	6.4	37	0.21
	Bayou Rd WB	6.0	32	0.17	6.2	38	0.20	6.4	41	0.21
	LA 39 NB	17.0	67	0.38	17.3	79	0.43	17.6	90	0.49
	E Christie St SB	15.3	18	0.11	15.2	20	0.12	15.2	23	0.14
LA 39 at Bayou Rd*	Bayou Rd EB	7.5	5	0.05	7.6	5	0.06	7.6	5	0.07
	Bayou Rd WB	7.3	0	0.00	7.3	0	0.00	7.3	0	0.00
	LA 39 NB	11.4	5	0.06	11.9	5	0.08	12.8	8	0.09
	LA 39 SB	10.9	5	0.07	11.3	5	0.08	12.0	8	0.09

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

Table D-6
2050 PM No Build Capacity Analysis With Port Intersection Results Comparison

Intersection	Approach	2023 Existing			2050 No Build Without Port			2050 No Build With Port		
		Delay (sec/veh)	95th%ile (ft/ln)	V/C Ratio	Delay (sec/veh)	95th%ile (ft/ln)	V/C Ratio	Delay (sec/veh)	95th%ile (ft/ln)	V/C Ratio
Paris Rd at Forty Arpent Canal Rd	**Overall**	**3.8**	-	-	**4.2**	-	-	**5.8**	-	-
	Forty Arpent Canal Rd EB	43.0	7	0.21	43.1	7	0.21	42.5	10	0.20
	Paris Rd NB	2.8	34	0.48	3.1	43	0.51	4.3	94	0.64
	Paris Rd SB	4.7	111	0.39	5.2	140	0.46	7.3	228	0.59
Paris Rd at E Virtue St	**Overall**	**5.2**	-	-	**5.7**	-	-	**7.4**	-	-
	E Virtue St EB	57.2	43	0.26	56.8	49	0.27	56.2	57	0.29
	E Virtue St WB	60.2	78	0.44	59.9	86	0.46	59.4	97	0.48
	Paris Rd NB	3.7	129	0.52	4.4	176	0.52	6.6	278	0.65
	Paris Rd SB	3.2	84	0.55	3.6	113	0.55	4.9	189	0.63
Paris Rd at E Genie St	**Overall**	**24.3**	-	-	**27.2**	-	-	**37.5**	-	-
	E Genie St EB	54.3	308	0.75	55.8	352	0.79	59.4	409	0.83
	E Genie St WB	46.5	192	0.52	44.4	208	0.53	43.7	237	0.58
	Paris Rd NB	15.0	357	0.54	19.6	475	0.65	34.2	799	0.88
	Paris Rd SB	25.5	390	0.77	27.7	468	0.78	36.0	689	0.83
Paris Rd at E Solidelle St	**Overall**	**8.8**	-	-	**9.6**	-	-	**11.9**	-	-
	E Solidelle EB	55.6	89	0.46	55.0	102	0.48	54.1	114	0.50
	E Solidelle WB	57.5	130	0.53	57.2	146	0.56	56.7	168	0.59
	Paris Rd NB	4.8	185	0.45	5.9	240	0.53	9.0	378	0.68
	Paris Rd SB	4.8	156	0.38	5.7	203	0.45	7.8	302	0.57
Paris Rd at E Judge Perez Dr	**Overall**	**51.5**	-	-	**62.7**	-	-	**109.9**	-	-
	E Judge Perez Dr EB	47.3	607	0.84	57.0	770	0.92	79.6	1023	1.03
	E Judge Perez Dr WB	35.8	363	0.83	46.6	440	0.99	89.8	840	1.21
	Paris Rd NB	62.8	432	0.88	74.5	536	0.97	104.9	706	1.10
	Paris Rd SB	64.9	450	0.89	78.2	545	1.01	173.7	984	1.54
Paris Rd at E St Bernard Hwy	**Overall**	**27.8**	-	-	**37.7**	-	-	**56.0**	-	
	E St Bernard Hwy EB	29.0	293	0.82	44.1	394	1.00	80.0	580	1.28
	E St Bernard Hwy WB	26.3	255	0.49	30.0	336	0.53	30.8	400	0.55
	Paris Rd NB	44.4	67	0.59	54.3	98	0.74	63.0	126	0.79
	Paris Rd SB	22.4	281	0.87	28.8	393	0.91	33.9	499	0.93
E Judge Perez Dr at Palmisano Blvd	**Overall**	**19.0**	-	-	**19.6**	-	-	**23.2**	-	-
	E Judge Perez Dr EB	14.4	423	0.77	16.1	531	0.77	22.3	830	0.85
	E Judge Perez Dr WB	11.4	290	0.43	12.9	385	0.54	15.4	508	0.65
	Palmisano Blvd NB	65.8	181	0.81	65.8	181	0.81	65.8	181	0.81
	Palmisano Blvd SB	67.6	134	0.75	67.6	134	0.75	67.6	134	0.75

- HCS does not report result for overall intersection

Table D-6
2050 PM No Build Capacity Analysis With Port Intersection Results Comparison *(Continued)*

Intersection	Approach	2023 Existing			2050 No Build Without Port			2050 No Build With Port		
		Delay (sec/veh)	95th%ile (ft/ln)	V/C Ratio	Delay (sec/veh)	95th%ile (ft/ln)	V/C Ratio	Delay (sec/veh)	95th%ile (ft/ln)	V/C Ratio
E St Bernard Hwy at Palmisano Blvd*	E St Bernard Hwy EB	9.3	8	0.09	9.8	8	0.10	10.3	10	0.11
	Palmisano Blvd SB	34.6	55	0.45	57.4	83	0.61	114.5	125	0.84
E Judge Perez Dr at Campagna Dr	**Overall**	**10.7**	-	-	**11.5**	-	-	**13.9**	-	-
	E Judge Perez Dr EB	9.9	271	0.78	10.7	334	0.79	13.7	512	0.80
	E Judge Perez Dr WB	7.4	199	0.37	8.2	241	0.39	10.4	362	0.53
	Campagna Dr NB	62.3	57	0.24	62.4	64	0.27	62.6	72	0.30
	Campagna Dr SB	63.1	81	0.35	63.3	93	0.39	63.6	104	0.43
E Judge Perez Dr at Archbishop Philip M Hannan Blvd	**Overall**	**31.2**	-	-	**34.2**	-	-	**40.1**	-	-
	E Judge Perez Dr EB	21.7	301	0.80	25.2	381	0.82	32.8	608	0.83
	E Judge Perez Dr WB	23.1	196	0.79	25.8	241	0.80	31.1	400	0.82
	Archbishop Hannan Blvd NB	64.3	310	0.89	68.2	364	0.91	75.1	437	0.94
	Archbishop Hannan Blvd SB	61.9	138	0.78	61.3	158	0.81	63.6	189	0.83
E Judge Perez Dr at Guerra Dr*	Guerra Dr EB	19.6	13	0.14	23.7	18	0.20	40.9	38	0.35
	Guerra Dr WB	16.1	8	0.10	18.5	10	0.12	27.6	20	0.21
	E Judge Perez Dr NB	9.1	3	0.03	9.5	3	0.04	10.6	5	0.06
	E Judge Perez Dr SB	8.6	10	0.12	9.0	13	0.14	10.0	18	0.19
E Judge Perez Dr at Colonial Blvd	**Overall**	**12.8**	-	-	**13.2**	-	-	**14.8**	-	-
	Colonial Blvd EB	16.3	61	0.34	16.7	72	0.38	18.9	94	0.47
	Colonial Blvd WB	30.1	7	0.21	30.4	7	0.21	32.3	10	0.22
	E Judge Perez Dr NB	14.5	46	0.34	14.8	54	0.35	15.9	116	0.40
	E Judge Perez Dr SB	10.5	76	0.33	11.0	92	0.39	12.7	170	0.57
E St. Bernard Hwy at Colonial Blvd*	Colonial Blvd WB	25.6	48	0.40	39.4	80	0.57	70.3	133	0.78
	E St. Bernard Hwy SB	8.3	5	0.07	8.6	8	0.09	8.9	10	0.11
E St. Bernard Hwy/Bayou Rd at E Christie St./LA 39	**Overall**	**11.0**	-	-	**11.3**	-	-	**11.8**	-	-
	E St Bernard Hwy EB	5.9	57	0.28	6.2	69	0.32	6.8	84	0.37
	Bayou Rd WB	5.1	30	0.15	5.2	35	0.18	5.6	42	0.20
	LA 39 NB	22.5	99	0.48	23.1	116	0.55	23.4	135	0.61
	E Christie St SB	20.1	28	0.15	20.1	31	0.16	19.8	36	0.18
LA 39 at Bayou Rd*	Bayou Rd EB	7.5	5	0.07	7.6	8	0.08	7.6	8	0.09
	Bayou Rd WB	7.3	0	0.00	7.3	0	0.00	7.3	0	0.00
	LA 39 NB	12.5	3	0.05	13.5	5	0.06	14.5	5	0.07
	LA 39 SB	12.3	10	0.13	13.3	15	0.16	14.4	18	0.20

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

LSB / LIT Road Network and Resilience
Stage 0 Feasibility Study
H.015428

Appendix D
Existing and No Build Analysis

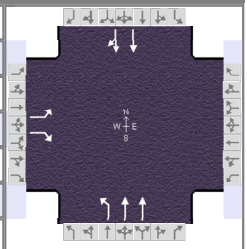
Appendix D.3 2023 Existing Conditions HCS Results

Paris Rd (LA 47) at Forty Arpent Canal Rd.....**D-35**
LA 47 at Virtue St.....**D-49**
LA 47 at Genie St.....**D-64**
LA 47 at Solidelle St.....**D-77**
LA 47 at E Judge Perez Dr (LA 39).....**D-91**
LA 47 at E St Bernard Hwy (LA 46).....**D-105**
LA 39 at Palmisano Blvd.....**D-119**
LA 46 at Palmisano Blvd.....**D-133**
LA 39 at Campagna Dr.....**D-135**
LA 39 at Archbishop Hannan Blvd.....**D-149**
LA 39 at Guerra Dr.....**D-163**
LA 39 at Colonial Blvd.....**D-167**
LA 46 at Colonial Blvd.....**D-179**
LA 39 / E Christie St at LA 46.....**D-181**
LA 39 at Bayou Rd.....**D-195**

URBAN SYSTEMS inc.

HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.92
Urban Street	Paris Rd	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Forty Arpent	File Name	Paris Rd at Forty Arpent Rd Base AM.xus		
Project Description	23-040				



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

Signal Information													
Cycle, s	89.2	Reference Phase	2										
Offset, s	0	Reference Point	End	Green	2.8	65.0	2.9	0.0	0.0	0.0	1	2	3	4
Uncoordinated	Yes	Simult. Gap E/W	On	Yellow	5.0	5.0	5.0	0.0	0.0	0.0	5	6	7	8
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	1.0	1.5	0.0	0.0	0.0				

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

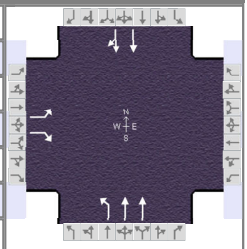
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	25.0	25.0			20.0	65.0		65.0
Yellow Change Interval (*Y*), s	5.0	5.0			5.0	5.0		5.0
Red Clearance Interval (R_c), s	1.5	1.5			1.0	1.0		1.0
Minimum Green (G_{min}), s	8	8			5	15		15
Start-Up Lost Time (*l*t), s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

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

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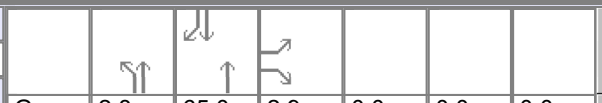
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.92
Urban Street	Paris Rd	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Forty Arpent	File Name	Paris Rd at Forty Arpent Rd Base AM.xus		
Project Description	23-040				

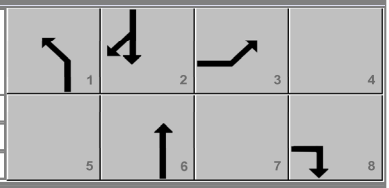


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	0		20				30	830			903	5

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



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



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

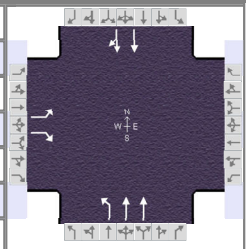
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3		18				1	6			2	12
Adjusted Flow Rate (*v*), veh/h	0		18				33	902			493	493
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0		1610				1810	1781			1841	1838
Queue Service Time (g_s), s	2.9		1.0				1.6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

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

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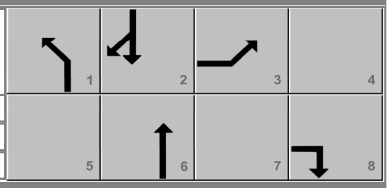
HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.92
Urban Street	Paris Rd	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Forty Arpent	File Name	Paris Rd at Forty Arpent Rd Base AM.xus		
Project Description	23-040				



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

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



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

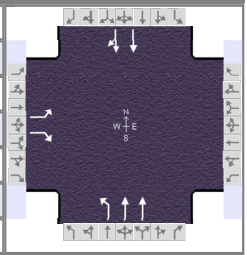
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		6.5			6.0	6.0		6.0
Green Ratio (g/C)		0.03			0.03	0.83		0.73
Permitted Saturation Flow Rate (s_p), veh/h/ln		1810			0	0		627
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								0
Permitted Effective Green Time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

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

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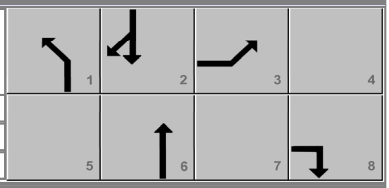
HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.92
Urban Street	Paris Rd	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Forty Arpent	File Name	Paris Rd at Forty Arpent Rd Base AM.xus		
Project Description	23-040				

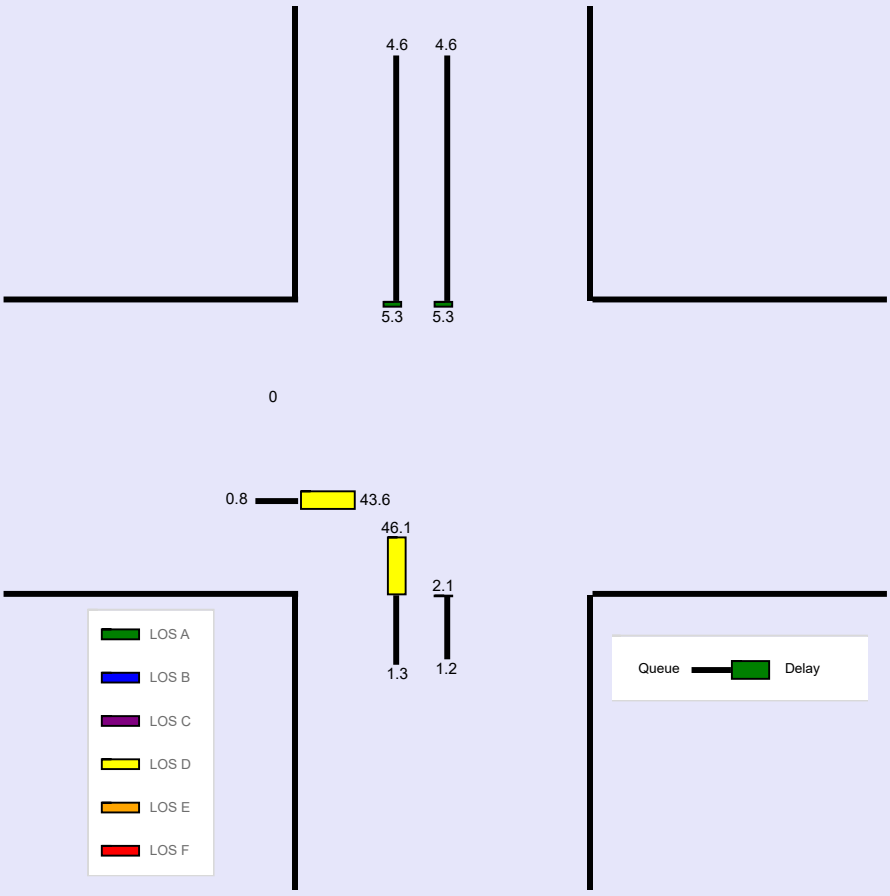


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	0		20				30	830			903	5

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



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



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--- Messages ---

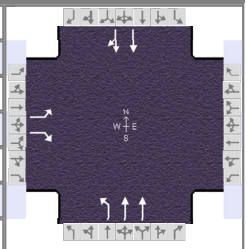
No errors or warnings exist.

--- Comments ---

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HCS Signalized Intersection Input Data

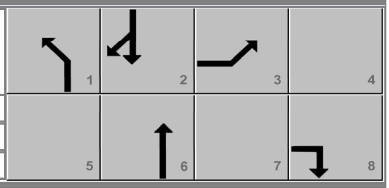
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.94
Urban Street	Paris Rd	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Forty Arpent	File Name	Paris Rd at Forty Arpent Rd Base PM.xus		
Project Description	23-040				



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

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

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



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

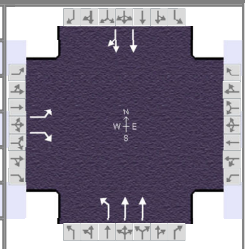
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	25.0	25.0			20.0	65.0		65.0
Yellow Change Interval (*Y*), s	5.0	5.0			5.0	5.0		5.0
Red Clearance Interval (R_c), s	1.5	1.5			1.0	1.0		1.0
Minimum Green (G_{min}), s	8	8			5	15		15
Start-Up Lost Time (*l1*), s	2.0				2.0	2.0		2.0
Extension of Effective Green (*e*), s	2.0				2.0	2.0		2.0
Passage (*PT*), s	2.0	2.0			1.5	0.0		0.0
Recall Mode	Off	Off			Off	Max		Max
Dual Entry	No	No			No	No		No
Walk (*Walk*), s		0.0		0.0				0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0				0.0

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

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HCS Signalized Intersection Results Summary

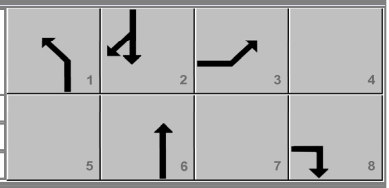
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.94
Urban Street	Paris Rd	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Forty Arpent	File Name	Paris Rd at Forty Arpent Rd Base PM.xus		
Project Description	23-040				



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

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

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



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

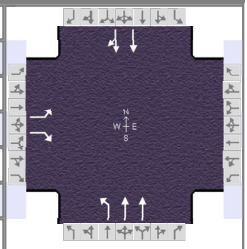
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3		18				1	6			2	12
Adjusted Flow Rate (*v*), veh/h	6		2				17	1330			557	557
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810		1610				1810	1809			1885	1883
Queue Service Time (g_s), s	0.3		0.1	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

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

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HCS Signalized Intersection Intermediate Values

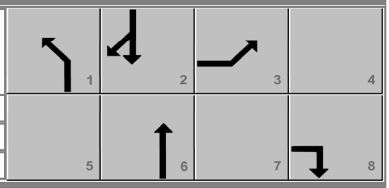
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.94
Urban Street	Paris Rd	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Forty Arpent	File Name	Paris Rd at Forty Arpent Rd Base PM.xus		
Project Description	23-040				



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

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

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



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

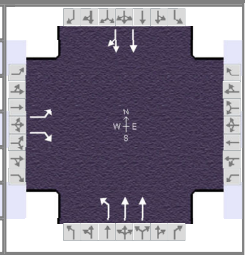
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		6.5			6.0	6.0		6.0
Green Ratio (g/C)		0.02			0.02	0.84		0.75
Permitted Saturation Flow Rate (s_p), veh/h/ln		1810			0	0		418
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								0
Permitted Effective Green Time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

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

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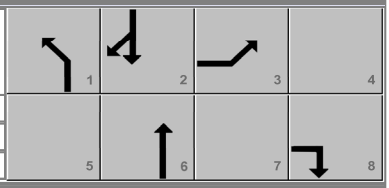
HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.94
Urban Street	Paris Rd	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Forty Arpent	File Name	Paris Rd at Forty Arpent Rd Base PM.xus		
Project Description	23-040				

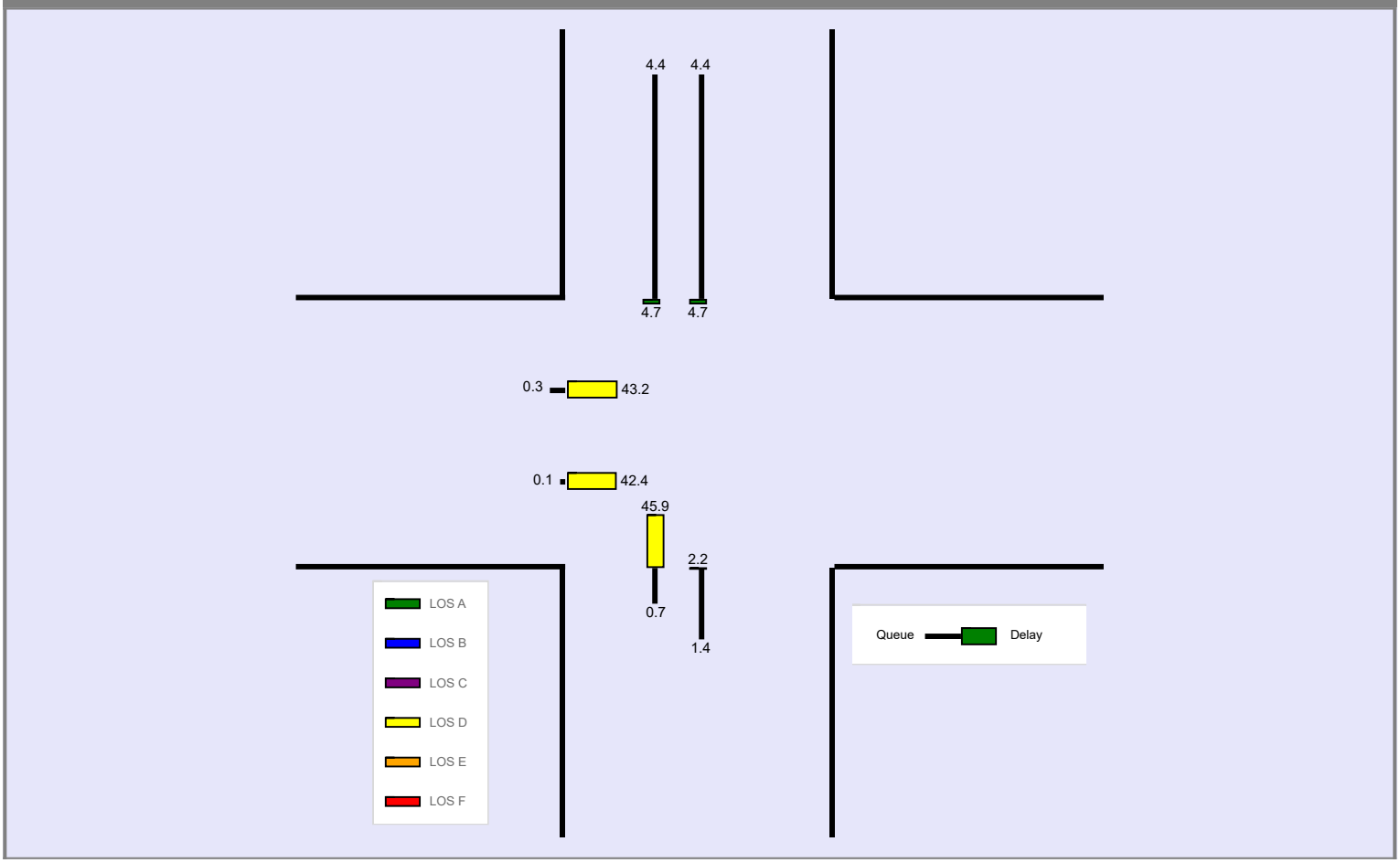


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	6		5				16	1250			1044	4

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



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



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--- Messages ---

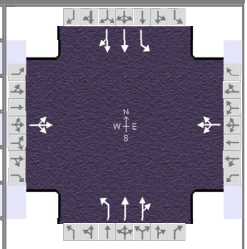
No errors or warnings exist.

--- Comments ---

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HCS Signalized Intersection Input Data

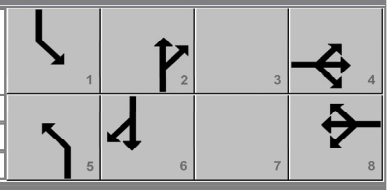
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.93
Urban Street	Paris Rd	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	E Virtue St	File Name	Paris Rd at E Virtue St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



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

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

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



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

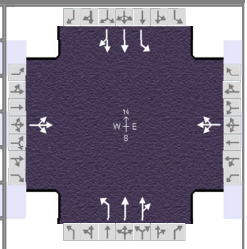
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		27.0		27.0	14.0	79.0	14.0	79.0
Yellow Change Interval (*Y*), s		3.0		3.0	3.0	4.0	3.0	4.0
Red Clearance Interval (R_c), s		1.0		1.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s		4		4	4	4	4	4
Start-Up Lost Time (*l*t),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

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

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HCS Signalized Intersection Results Summary

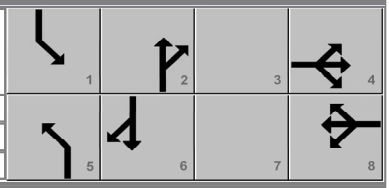
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.93
Urban Street	Paris Rd	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	E Virtue St	File Name	Paris Rd at E Virtue St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



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

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

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



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

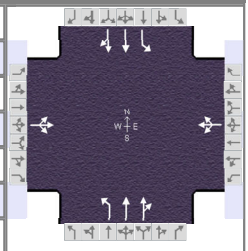
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h		32			11		0	470	466	0	479	476
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1519			1426		1810	1870	1856	1810	1841	1830
Queue Service Time (g_s), s		1.7			0.0		0.0	4.1	4.1	0.0	4.3	4.3
Cycle Queue Clearance Time (g_c), s		2.5			0.9		0.0	4.1	4.1	0.0	4.3	4.3
Green Ratio (*g/C*)		0.03			0.03			0.90	0.90		0.90	0.90
Capacity (*c*), veh/h		89			97		2	1682	1669	2	1655	1645
Volume-to-Capacity Ratio (*X*)		0.361			0.111		0.000	0.279	0.279	0.000	0.289	0.289
Back of Queue (*Q*), ft/ln (95 th percentile)		48.4			15.5		0	9.4	9.9	0	10.1	10.3
Back of Queue (*Q*), veh/ln (95 th percentile)		1.9			0.6		0.0	0.4	0.4	0.0	0.4	0.4
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh		58.2			57.4		0.0	0.8	0.8	0.0	0.8	0.8
Incremental Delay (d_2), s/veh		3.5			0.7		0.0	0.4	0.4	0.0	0.4	0.4
Initial Queue Delay (d_3), s/veh		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		61.6			58.1		0.0	1.2	1.2	0.0	1.3	1.3
Level of Service (LOS)		E			E			A	A		A	A
Approach Delay, s/veh / LOS	61.6	E		58.1	E		1.2	A		1.3	A	
Intersection Delay, s/veh / LOS	2.6						A					

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

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HCS Signalized Intersection Intermediate Values

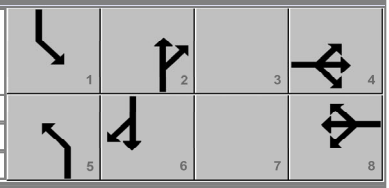
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.93
Urban Street	Paris Rd	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	E Virtue St	File Name	Paris Rd at E Virtue St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



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

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

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



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

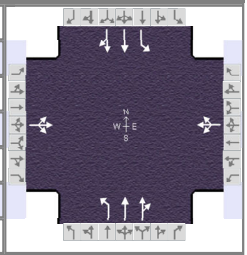
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		4.0		4.0	4.0	5.0	4.0	5.0
Green Ratio (g/C)		0.03		0.03	0.00	0.90	0.00	0.90
Permitted Saturation Flow Rate (s_p), veh/h/ln		1440		1426	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln		1566		1426				
Permitted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

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

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HCS Signalized Intersection Results Graphical Summary

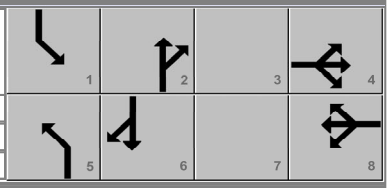
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.93
Urban Street	Paris Rd	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	E Virtue St	File Name	Paris Rd at E Virtue St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



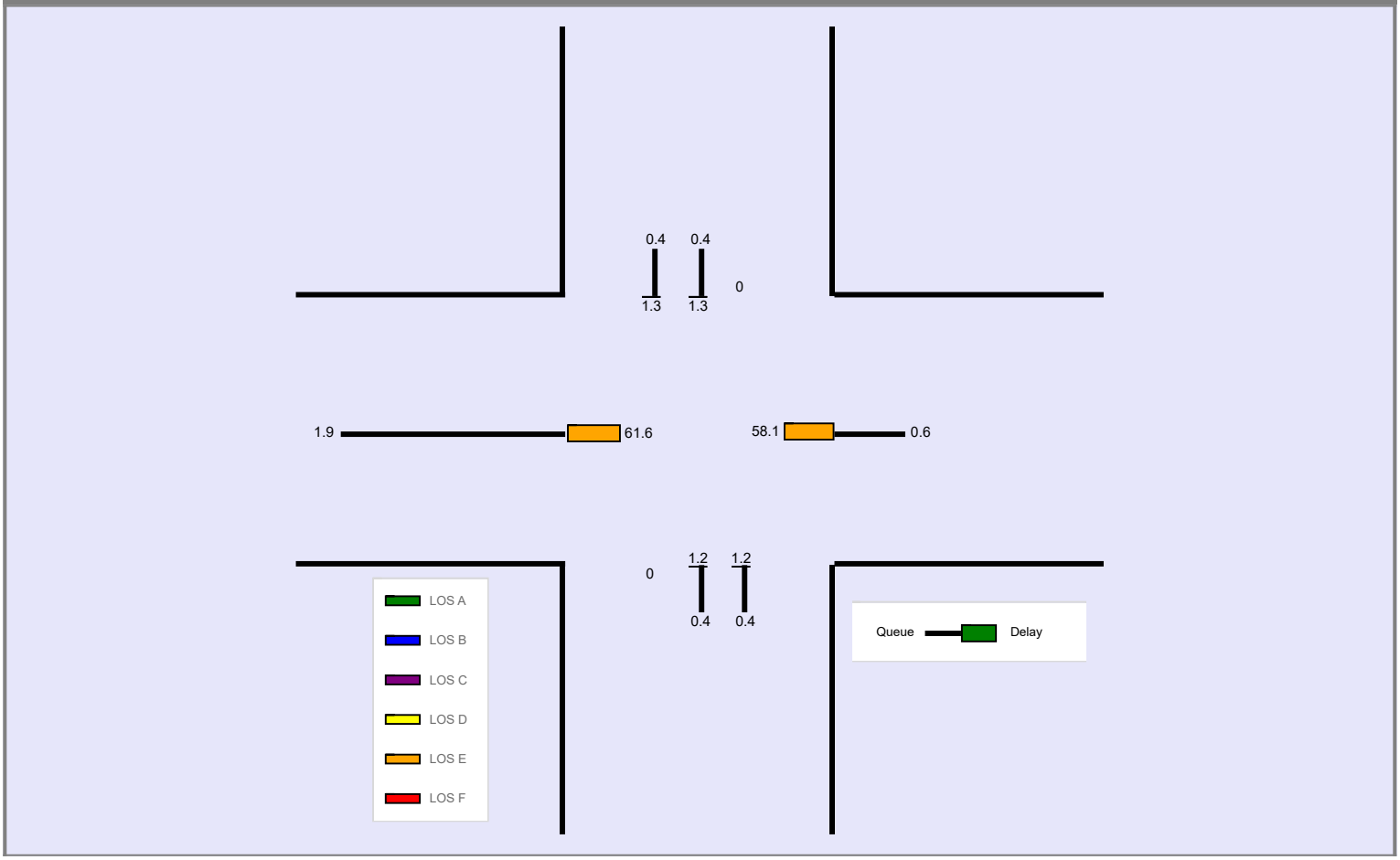
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	20	1	11	10	0	0	0	851	22	0	873	17

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

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



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



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--- Messages ---

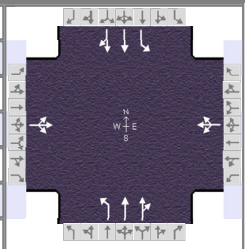
No errors or warnings exist.

--- Comments ---

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HCS Signalized Intersection Input Data

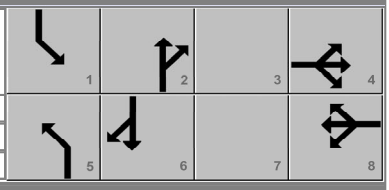
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.92
Urban Street	Paris Rd	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	E Virtue St	File Name	Paris Rd at E Virtue St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



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

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

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



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

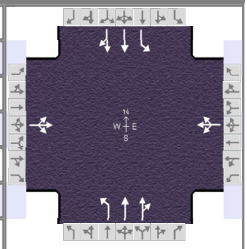
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		22.0		22.0	12.0	86.0	12.0	86.0
Yellow Change Interval (*Y*), s		3.0		3.0	3.0	4.0	3.0	4.0
Red Clearance Interval (R_c), s		1.0		1.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s		4		4	4	4	4	4
Start-Up Lost Time (*l*t),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

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

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HCS Signalized Intersection Results Summary

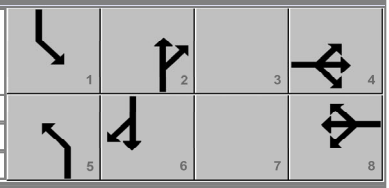
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.92
Urban Street	Paris Rd	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	E Virtue St	File Name	Paris Rd at E Virtue St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



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

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

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



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

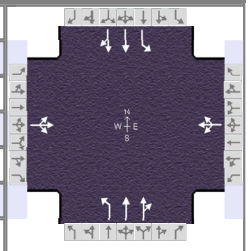
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h		30			53		2	689	687	7	577	575
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1626			1485		1810	1900	1892	1810	1885	1877
Queue Service Time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

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

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HCS Signalized Intersection Intermediate Values

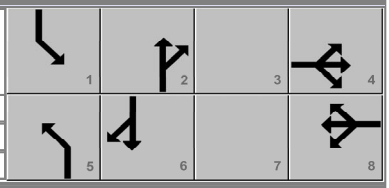
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.92
Urban Street	Paris Rd	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	E Virtue St	File Name	Paris Rd at E Virtue St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



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

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

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



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

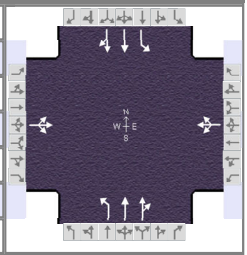
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		4.0		4.0	4.0	5.0	4.0	5.0
Green Ratio (g/C)		0.05		0.05	0.00	0.83	0.01	0.84
Permitted Saturation Flow Rate (s_p), veh/h/ln		1425		1420	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln		1628		1506				
Permitted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

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

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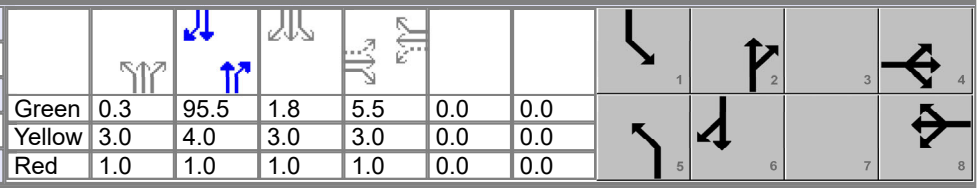
HCS Signalized Intersection Results Graphical Summary

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



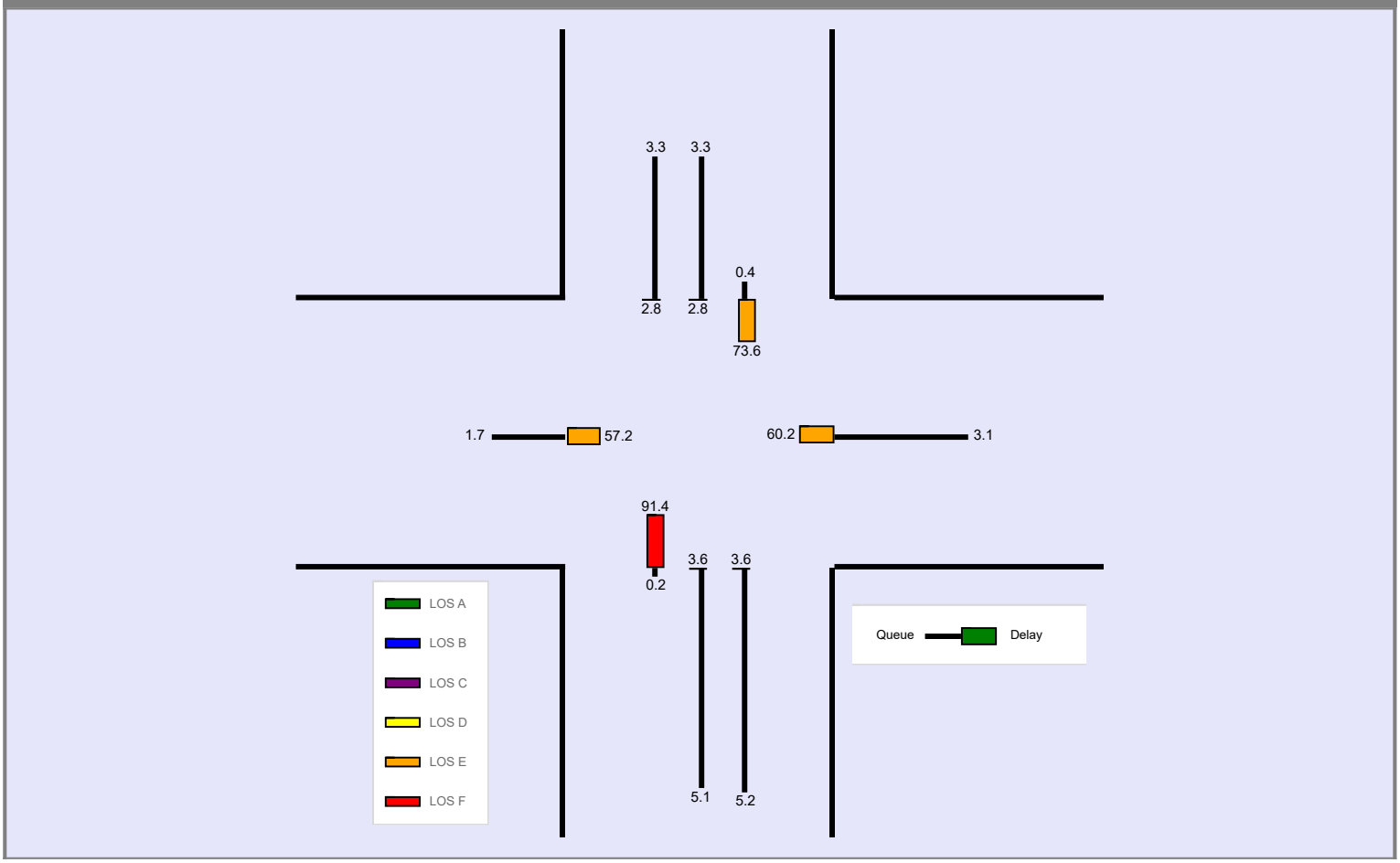
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	14	0	16	38	3	9	2	1252	16	6	1047	15

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



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

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



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--- Messages ---

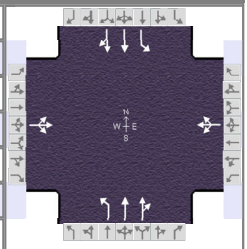
No errors or warnings exist.

--- Comments ---

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HCS Signalized Intersection Input Data

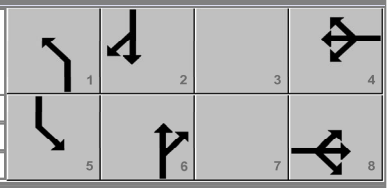
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.96
Urban Street	Paris Rd	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	E Genie St	File Name	Paris Rd at E Genie St Base AM.xus		
Project Description	23-040				



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

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

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



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

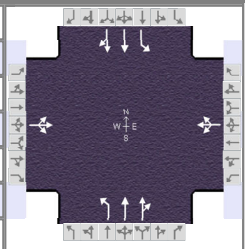
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		42.0		42.0	16.0	62.0	16.0	62.0
Yellow Change Interval (*Y*), s		4.0		4.0	4.5	4.5	4.5	4.5
Red Clearance Interval (R_c), s		1.0		1.0	2.0	2.0	2.0	2.0
Minimum Green (G_{min}), s		7		7	4	15	4	15
Start-Up Lost Time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

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

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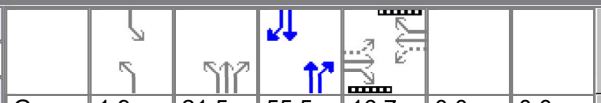
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.96
Urban Street	Paris Rd	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	E Genie St	File Name	Paris Rd at E Genie St Base AM.xus		
Project Description	23-040				

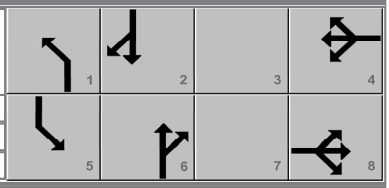


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	48	33	27	68	44	68	25	730	29	18	805	25

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



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



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4	1	6	5	2
Case Number		8.0		8.0	2.0	4.0	2.0	4.0
Phase Duration, s		21.7		21.7	36.3	90.0	8.4	62.0
Change Period, (*Y+R c*), s		5.0		5.0	6.5	6.5	6.5	6.5
Max Allow Headway (*MAH*), s		5.4		5.4	2.1	0.0	2.1	0.0
Queue Clearance Time (*g s*), s		10.4		15.0	3.3		3.3	
Green Extension Time (*g e*), s		1.8		1.7	0.0	0.0	0.0	0.0
Phase Call Probability		0.97		1.00	1.00		0.46	
Max Out Probability		0.00		0.00	0.00		0.00	

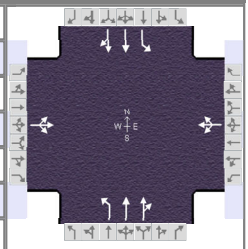
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h		109			180		26	396	391	19	433	429
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1436			1603		1787	1847	1824	1669	1679	1663
Queue Service Time (*g s*), s		0.0			4.6		1.3	10.0	10.0	1.3	22.4	22.4
Cycle Queue Clearance Time (*g c*), s		8.4			13.0		1.3	10.0	10.0	1.3	22.4	22.4
Green Ratio (*g/C*)		0.14			0.14		0.25	0.70	0.70	0.02	0.46	0.46
Capacity (*c*), veh/h		243			264		444	1285	1269	26	776	769
Volume-to-Capacity Ratio (*X*)		0.450			0.681		0.059	0.308	0.308	0.725	0.558	0.558
Back of Queue (*Q*), ft/ln (95 th percentile)		145.2			238.6		27.2	167.1	163.2	29.5	366.3	349.7
Back of Queue (*Q*), veh/ln (95 th percentile)		5.8			9.5		1.1	6.6	6.5	1.2	14.1	14.0
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.12	0.00	0.00	0.15	0.00	0.00
Uniform Delay (*d 1*), s/veh		47.8			49.9		34.4	7.1	7.1	58.8	23.4	23.4
Incremental Delay (*d 2*), s/veh		1.8			4.3		0.3	0.6	0.6	13.3	2.9	2.9
Initial Queue Delay (*d 3*), s/veh		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		49.7			54.3		34.6	7.7	7.7	72.1	26.2	26.3
Level of Service (LOS)		D			D		C	A	A	E	C	C
Approach Delay, s/veh / LOS	49.7	D		54.3	D		8.6	A		27.2	C	
Intersection Delay, s/veh / LOS	23.3						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.31	B	2.31	B	1.65	B	1.69	B
Bicycle LOS Score / LOS	0.67	A	0.78	A	1.16	A	1.21	A

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HCS Signalized Intersection Intermediate Values

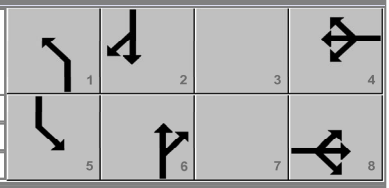
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.96
Urban Street	Paris Rd	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	E Genie St	File Name	Paris Rd at E Genie St Base AM.xus		
Project Description	23-040				



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

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

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



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000	1.000	1.000	1.000	0.988	0.972	0.988	0.923	0.884	0.923
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.767	0.756		0.873	0.843		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.756		0.000	0.843		0.988	0.988		0.990	0.990
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)							1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)	1.00			1.00								
Movement Saturation Flow Rate (s), veh/h	656	451	328	630	408	565	1787	3545	126	1669	3252	89
Proportion of Vehicles Arriving on Green (P)	0.14	0.14	0.14	0.14	0.14	0.14	0.25	0.70	0.70	0.02	0.46	0.46
Incremental Delay Factor (k)		0.15			0.15		0.50	0.50	0.50	0.04	0.50	0.50

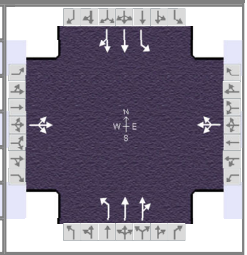
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		5.0		5.0	6.5	6.5	6.5	6.5
Green Ratio (g/C)		0.14		0.14	0.25	0.70	0.02	0.46
Permitted Saturation Flow Rate (s_p), veh/h/ln		1304		1365	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln		1320		1605				
Permitted Effective Green Time (g_p), s		16.7		16.7	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s		3.7		8.3	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s		0.0		4.6				
Time to First Blockage (g_f), s		2.4		1.8	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s		2.4		1.8				
Protected Right Saturation Flow (s_R), veh/h/ln								
Protected Right Effective Green Time (g_R), s								

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.004	1.557	0.004	0.972	0.010	0.972	0.004
Pedestrian F_s / F_{delay}	0.000	0.152	0.000	0.152	0.000	0.069	0.000	0.114
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	278.02	44.48	278.02	44.48	1391.00	5.56	924.77	17.34
Bicycle F_w / F_v	-3.64	0.18	-3.64	0.30	-3.64	0.67	-3.64	0.73

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HCS Signalized Intersection Results Graphical Summary

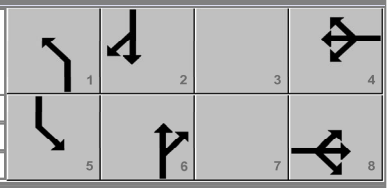
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.96
Urban Street	Paris Rd	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	E Genie St	File Name	Paris Rd at E Genie St Base AM.xus		
Project Description	23-040				



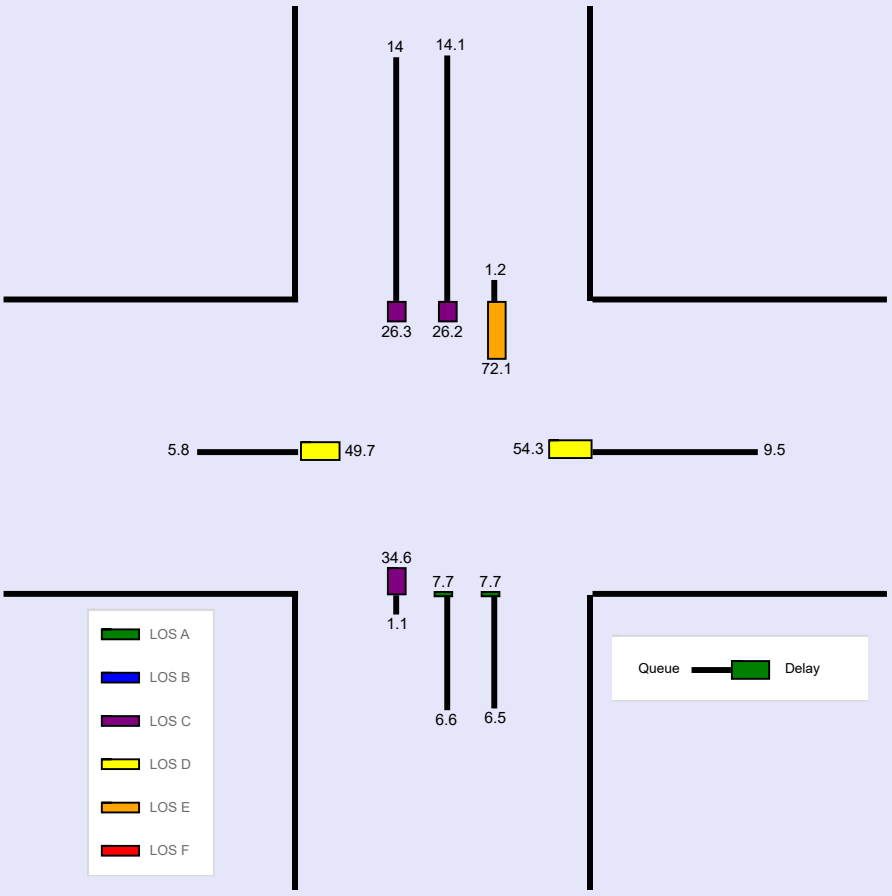
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	48	33	27	68	44	68	25	730	29	18	805	25

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

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



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)		145.2			238.6		27.2	167.1	163.2	29.5	366.3	349.7
Back of Queue (*Q*), veh/ln (95 th percentile)		5.8			9.5		1.1	6.6	6.5	1.2	14.1	14.0
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.12	0.00	0.00	0.15	0.00	0.00
Control Delay (*d*), s/veh		49.7			54.3		34.6	7.7	7.7	72.1	26.2	26.3
Level of Service (LOS)		D			D		C	A	A	E	C	C
Approach Delay, s/veh / LOS	49.7		D	54.3		D	8.6		A	27.2		C
Intersection Delay, s/veh / LOS	23.3						C					



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--- Messages ---

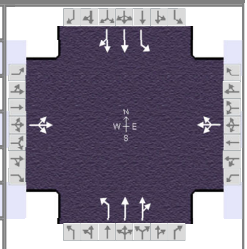
No errors or warnings exist.

--- Comments ---

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HCS Signalized Intersection Input Data

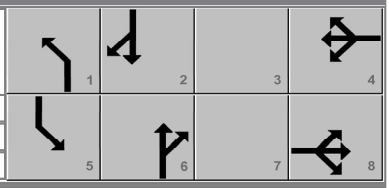
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.92
Urban Street	Paris Rd	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	E Genie St	File Name	Paris Rd at E Genie St Base PM.xus		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	80	89	60	54	35	54	29	1105	62	53	894	55

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

Green	5.0	9.1	59.5	21.9	0.0	0.0
Yellow	4.5	4.5	4.5	4.0	0.0	0.0
Red	2.0	2.0	2.0	1.0	0.0	0.0



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	80	89	60	54	35	54	29	1105	62	53	894	55
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %		0			0		0	0		0	1	
Ped / Bike / RTOR, /h	0	0	6	0	0	6	0	0	7	0	0	6
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft		12.0			12.0		12.0	12.0		12.0	12.0	
Turn Bay Length, ft		0			0		220	0		200	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	20	20	20	20	20	20	40	40	40	40	40	40

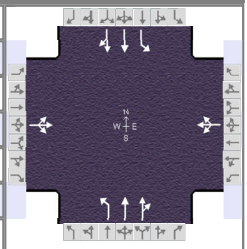
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		34.0		34.0	20.0	66.0	20.0	66.0
Yellow Change Interval (*Y*), s		4.0		4.0	4.5	4.5	4.5	4.5
Red Clearance Interval (R_c), s		1.0		1.0	2.0	2.0	2.0	2.0
Minimum Green (G_{min}), s		7		7	4	15	4	15
Start-Up Lost Time (*l*t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s		4.0		4.0	1.0	2.0	1.0	2.0
Recall Mode		Off		Min	Max	Min	Off	Min
Dual Entry		No		No	No	No	No	No
Walk (*Walk*), s		4.0		4.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		24.0		24.0		0.0		0.0

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

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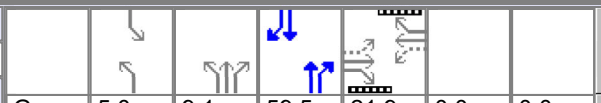
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.92
Urban Street	Paris Rd	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	E Genie St	File Name	Paris Rd at E Genie St Base PM.xus		
Project Description	23-040				

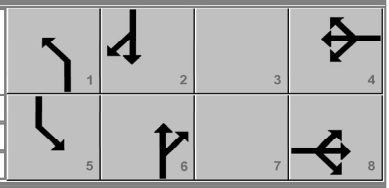


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	80	89	60	54	35	54	29	1105	62	53	894	55

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



Green	5.0	9.1	59.5	21.9	0.0	0.0
Yellow	4.5	4.5	4.5	4.0	0.0	0.0
Red	2.0	2.0	2.0	1.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4	1	6	5	2
Case Number		8.0		8.0	2.0	4.0	2.0	4.0
Phase Duration, s		26.9		26.9	27.1	81.6	11.5	66.0
Change Period, (*Y+R c*), s		5.0		5.0	6.5	6.5	6.5	6.5
Max Allow Headway (*MAH*), s		5.4		5.4	2.1	0.0	2.1	0.0
Queue Clearance Time (*g s*), s		20.4		13.9	3.8		5.8	
Green Extension Time (*g e*), s		1.5		2.1	0.0	0.0	0.0	0.0
Phase Call Probability		1.00		1.00	1.00		0.85	
Max Out Probability		0.39		0.06	0.00		0.00	

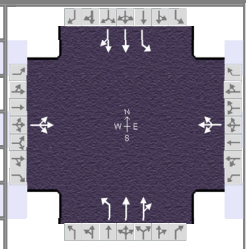
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h		242			149		32	635	626	58	517	508
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1543			1354		1810	1900	1868	1810	1885	1850
Queue Service Time (*g s*), s		6.5			0.0		1.8	22.6	22.6	3.8	22.9	22.9
Cycle Queue Clearance Time (*g c*), s		18.4			11.9		1.8	22.6	22.6	3.8	22.9	22.9
Green Ratio (*g/C*)		0.18			0.18		0.17	0.63	0.63	0.04	0.50	0.50
Capacity (*c*), veh/h		323			289		310	1189	1169	75	935	917
Volume-to-Capacity Ratio (*X*)		0.751			0.515		0.102	0.534	0.535	0.771	0.553	0.554
Back of Queue (*Q*), ft/ln (95 th percentile)		307.7			192.3		37.6	357.1	352.9	82.3	389.8	381.2
Back of Queue (*Q*), veh/ln (95 th percentile)		12.3			7.7		1.5	14.3	14.1	3.3	15.5	15.2
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.17	0.00	0.00	0.41	0.00	0.00
Uniform Delay (*d 1*), s/veh		47.6			44.5		41.9	12.6	12.6	57.0	21.0	21.0
Incremental Delay (*d 2*), s/veh		6.7			2.0		0.7	1.7	1.8	6.1	2.4	2.4
Initial Queue Delay (*d 3*), s/veh		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		54.3			46.5		42.6	14.3	14.4	63.1	23.4	23.4
Level of Service (LOS)		D			D		D	B	B	E	C	C
Approach Delay, s/veh / LOS	54.3	D		46.5	D		15.0	B		25.5	C	
Intersection Delay, s/veh / LOS	24.3						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.32	B	2.31	B	1.67	B	1.69	B
Bicycle LOS Score / LOS	0.89	A	0.73	A	1.55	B	1.38	A

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HCS Signalized Intersection Intermediate Values

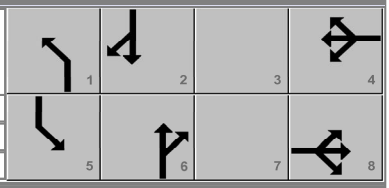
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.92
Urban Street	Paris Rd	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	E Genie St	File Name	Paris Rd at E Genie St Base PM.xus		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	80	89	60	54	35	54	29	1105	62	53	894	55

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

Green	5.0	9.1	59.5	21.9	0.0	0.0
Yellow	4.5	4.5	4.5	4.0	0.0	0.0
Red	2.0	2.0	2.0	1.0	0.0	0.0



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.992	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.830	0.812		0.728	0.713		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.812		0.000	0.713		0.983	0.983		0.981	0.981
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)							1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)	1.00			1.00								
Movement Saturation Flow Rate (s), veh/h	553	616	374	534	346	474	1810	3589	179	1810	3541	194
Proportion of Vehicles Arriving on Green (P)	0.18	0.18	0.18	0.18	0.18	0.18	0.17	0.63	0.63	0.04	0.50	0.50
Incremental Delay Factor (k)		0.21			0.15		0.50	0.50	0.50	0.04	0.50	0.50

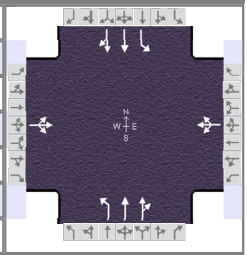
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		5.0		5.0	6.5	6.5	6.5	6.5
Green Ratio (g/C)		0.18		0.18	0.17	0.63	0.04	0.50
Permitted Saturation Flow Rate (s_p), veh/h/ln		1327		1251	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln		1440		1234				
Permitted Effective Green Time (g_p), s		21.9		21.9	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s		10.0		3.5	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s		6.5		0.0				
Time to First Blockage (g_f), s		2.1		3.1	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s		2.1		3.1				
Protected Right Saturation Flow (s_R), veh/h/ln								
Protected Right Effective Green Time (g_R), s								

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.010	1.557	0.009	0.972	0.009	0.972	0.009
Pedestrian F_s / F_{delay}	0.000	0.148	0.000	0.148	0.000	0.085	0.000	0.109
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	365.56	40.07	365.56	40.07	1251.89	8.40	991.60	15.25
Bicycle F_w / F_v	-3.64	0.40	-3.64	0.25	-3.64	1.07	-3.64	0.89

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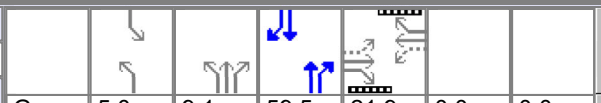
HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.92
Urban Street	Paris Rd	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	E Genie St	File Name	Paris Rd at E Genie St Base PM.xus		
Project Description	23-040				

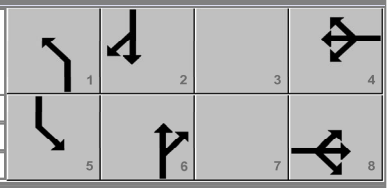


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	80	89	60	54	35	54	29	1105	62	53	894	55

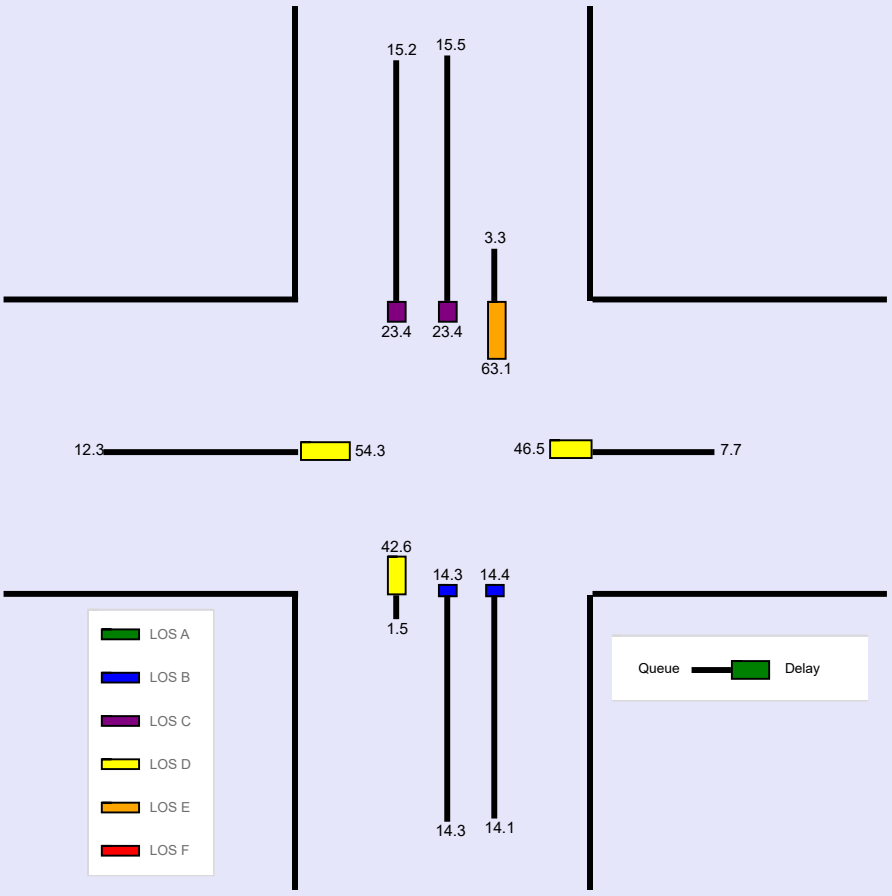
Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	5.0	9.1	59.5	21.9	0.0	0.0
Yellow	4.5	4.5	4.5	4.0	0.0	0.0
Red	2.0	2.0	2.0	1.0	0.0	0.0



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)		307.7			192.3		37.6	357.1	352.9	82.3	389.8	381.2
Back of Queue (*Q*), veh/ln (95 th percentile)		12.3			7.7		1.5	14.3	14.1	3.3	15.5	15.2
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.17	0.00	0.00	0.41	0.00	0.00
Control Delay (*d*), s/veh		54.3			46.5		42.6	14.3	14.4	63.1	23.4	23.4
Level of Service (LOS)		D			D		D	B	B	E	C	C
Approach Delay, s/veh / LOS	54.3		D	46.5		D	15.0		B	25.5		C
Intersection Delay, s/veh / LOS	24.3						C					



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--- Messages ---

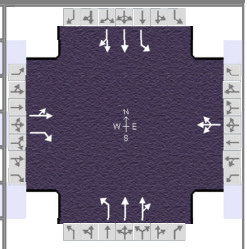
No errors or warnings exist.

--- Comments ---

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HCS Signalized Intersection Input Data

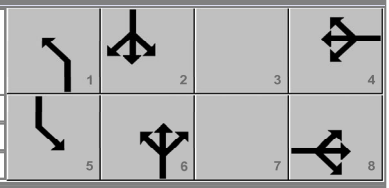
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.95
Urban Street	Paris Rd	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Solidelle St	File Name	Paris Rd at Solidelle St Base AM Updated.xus		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	8	2	34	18	1	5	23	830	21	9	938	17

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

Green	1.1	1.1	100.7	4.1	0.0	0.0
Yellow	3.0	0.0	4.0	3.0	0.0	0.0
Red	1.0	0.0	1.0	1.0	0.0	0.0



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	8	2	34	18	1	5	23	830	21	9	938	17
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %		0	0		0		0	2		0	4	
Ped / Bike / RTOR, /h	0	0	4	0	0	1	0	0	3	0	0	2
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft		12.0	12.0		12.0		12.0	12.0		12.0	12.0	
Turn Bay Length, ft		0	0		0		230	0		190	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	20	20	20	20	20	20	40	40	40	40	40	40

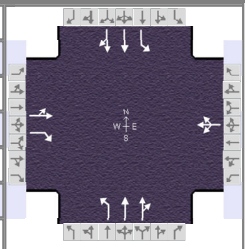
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		25.0		25.0	16.0	79.0	16.0	79.0
Yellow Change Interval (*Y*), s		3.0		3.0	3.0	4.0	3.0	4.0
Red Clearance Interval (R_c), s		1.0		1.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s		4		4	4	4	4	4
Start-Up Lost Time (*l*t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s		4.0		4.0	1.0	2.0	1.0	2.0
Recall Mode		Off		Off	Off	Min	Off	Min
Dual Entry		Yes		Yes	No	Yes	No	Yes
Walk (*Walk*), s		4.0		4.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		25.0		25.0		0.0		0.0

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

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HCS Signalized Intersection Results Summary

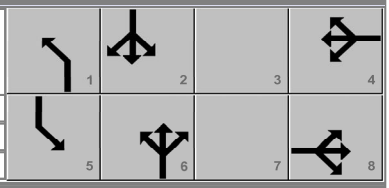
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.95
Urban Street	Paris Rd	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Solidelle St	File Name	Paris Rd at Solidelle St Base AM Updated.xus		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	8	2	34	18	1	5	23	830	21	9	938	17

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

Green	1.1	1.1	100.7	4.1	0.0	0.0
Yellow	3.0	0.0	4.0	3.0	0.0	0.0
Red	1.0	0.0	1.0	1.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4	1	6	5	2
Case Number		7.0		8.0	1.1	4.0	1.1	4.0
Phase Duration, s		8.1		8.1	6.2	106.9	5.1	105.7
Change Period, (*Y+R c*), s		4.0		4.0	4.0	5.0	4.0	5.0
Max Allow Headway (*MAH*), s		5.4		5.4	2.1	0.0	2.1	0.0
Queue Clearance Time (*g s*), s		4.3		3.9	2.2		2.1	
Green Extension Time (*g e*), s		0.2		0.2	0.0	0.0	0.0	0.0
Phase Call Probability		0.89		0.89	0.55		0.27	
Max Out Probability		0.00		0.00	0.00		0.00	

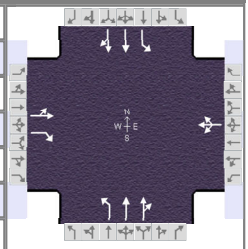
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h		11	32		24		24	448	445	9	503	500
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1554	1610		1497		1810	1870	1856	1810	1841	1830
Queue Service Time (*g s*), s		0.0	2.3		1.2		0.2	5.7	5.7	0.1	7.2	7.2
Cycle Queue Clearance Time (*g c*), s		0.7	2.3		1.9		0.2	5.7	5.7	0.1	7.2	7.2
Green Ratio (*g/C*)		0.03	0.03		0.03		0.86	0.85	0.85	0.85	0.84	0.84
Capacity (*c*), veh/h		106	54		104		538	1588	1576	573	1545	1536
Volume-to-Capacity Ratio (*X*)		0.099	0.581		0.233		0.045	0.282	0.282	0.017	0.326	0.326
Back of Queue (*Q*), ft/ln (95 th percentile)		14.9	52.1		35		1.6	55.1	53.9	0.8	76.1	73.4
Back of Queue (*Q*), veh/ln (95 th percentile)		0.6	2.1		1.4		0.1	2.2	2.2	0.0	2.9	2.9
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00	0.00		0.00		0.01	0.00	0.00	0.00	0.00	0.00
Uniform Delay (*d 1*), s/veh		56.3	57.1		56.9		1.5	1.8	1.8	1.6	2.1	2.1
Incremental Delay (*d 2*), s/veh		0.6	13.2		1.6		0.0	0.4	0.4	0.0	0.6	0.6
Initial Queue Delay (*d 3*), s/veh		0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		56.9	70.4		58.5		1.5	2.2	2.3	1.6	2.7	2.7
Level of Service (LOS)		E	E		E		A	A	A	A	A	A
Approach Delay, s/veh / LOS	67.0	E		58.5	E		2.2	A		2.7	A	
Intersection Delay, s/veh / LOS	4.5						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.32	B	2.32	B	1.59	B	1.82	B
Bicycle LOS Score / LOS	0.56	A	0.53	A	1.24	A	1.32	A

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HCS Signalized Intersection Intermediate Values

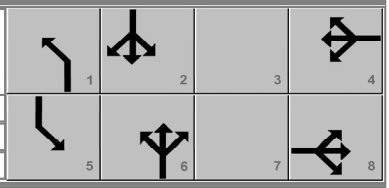
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.95
Urban Street	Paris Rd	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Solidelle St	File Name	Paris Rd at Solidelle St Base AM Updated.xus		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	8	2	34	18	1	5	23	830	21	9	938	17

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

Green	1.1	1.1	100.7	4.1	0.0	0.0
Yellow	3.0	0.0	4.0	3.0	0.0	0.0
Red	1.0	0.0	1.0	1.0	0.0	0.0



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.984	1.000	1.000	0.969	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.818	0.818		0.805	0.788		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.000	0.788		0.992	0.992		0.994	0.994
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)							1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)	1.00			1.00								
Movement Saturation Flow Rate (s), veh/h	1243	311	1610	1172	65	260	1810	3647	79	1810	3613	58
Proportion of Vehicles Arriving on Green (P)	0.03	0.03	0.03	0.03	0.03	0.03	0.02	0.85	0.85	0.01	0.84	0.84
Incremental Delay Factor (k)		0.15	0.15		0.15		0.04	0.50	0.50	0.04	0.50	0.50

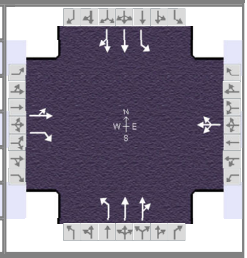
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		4.0		4.0	4.0	5.0	4.0	5.0
Green Ratio (g/C)		0.03		0.03	0.86	0.85	0.85	0.84
Permitted Saturation Flow Rate (s_p), veh/h/ln		1433		1437	571	0	633	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln		1507		1518				
Permitted Effective Green Time (g_p), s		4.1		4.1	100.7	0.0	100.7	0.0
Permitted Service Time (g_u), s		2.2		3.4	93.5	0.0	94.1	0.0
Permitted Queue Service Time (g_{ps}), s		0.0		1.2	0.3		0.1	
Time to First Blockage (g_f), s		0.5		0.1	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s		0.5		0.1				
Protected Right Saturation Flow (s_R), veh/h/ln		0						
Protected Right Effective Green Time (g_R), s		0.0						

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.004	1.557	0.003	0.972	0.001	1.198	0.006
Pedestrian F_s / F_{delay}	0.000	0.161	0.000	0.161	0.000	0.013	0.000	0.017
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	67.50	56.02	67.50	56.02	1697.77	1.37	1678.90	1.55
Bicycle F_w / F_v	-3.64	0.07	-3.64	0.04	-3.64	0.76	-3.64	0.84

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HCS Signalized Intersection Results Graphical Summary

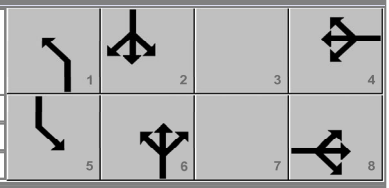
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.95
Urban Street	Paris Rd	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Solidelle St	File Name	Paris Rd at Solidelle St Base AM Updated.xus		
Project Description	23-040				



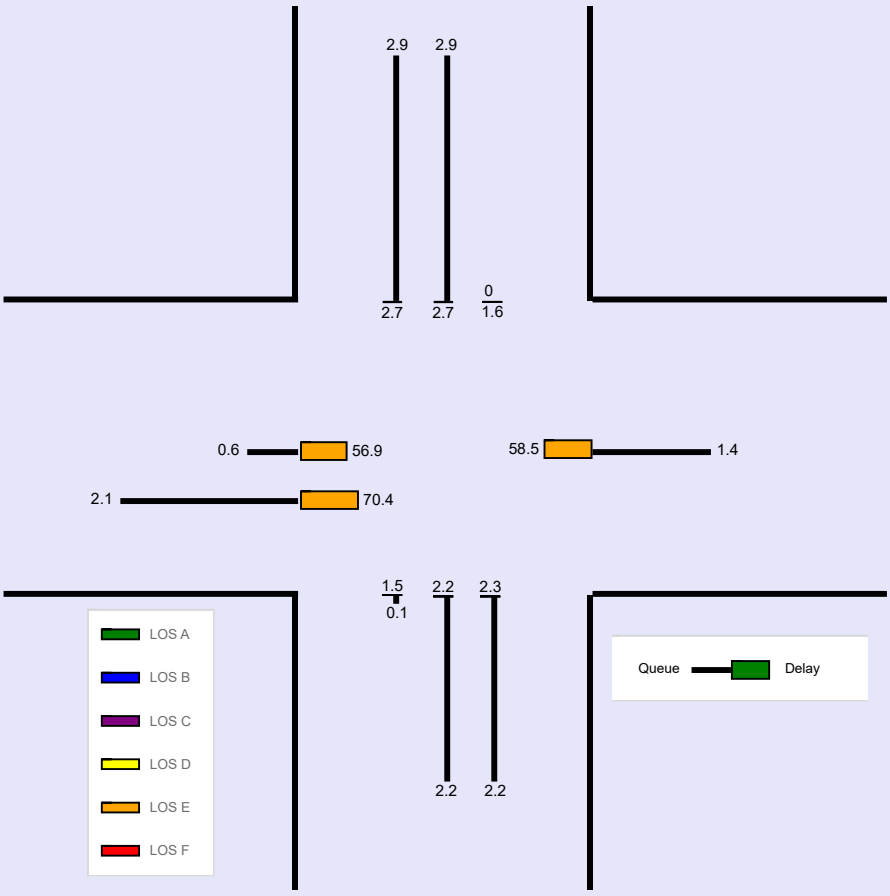
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	8	2	34	18	1	5	23	830	21	9	938	17

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

Green	1.1	1.1	100.7	4.1	0.0	0.0
Yellow	3.0	0.0	4.0	3.0	0.0	0.0
Red	1.0	0.0	1.0	1.0	0.0	0.0



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)		14.9	52.1		35		1.6	55.1	53.9	0.8	76.1	73.4
Back of Queue (*Q*), veh/ln (95 th percentile)		0.6	2.1		1.4		0.1	2.2	2.2	0.0	2.9	2.9
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00	0.00		0.00		0.01	0.00	0.00	0.00	0.00	0.00
Control Delay (*d*), s/veh		56.9	70.4		58.5		1.5	2.2	2.3	1.6	2.7	2.7
Level of Service (LOS)		E	E		E		A	A	A	A	A	A
Approach Delay, s/veh / LOS	67.0	E		58.5	E		2.2	A		2.7	A	
Intersection Delay, s/veh / LOS	4.5						A					



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--- Messages ---

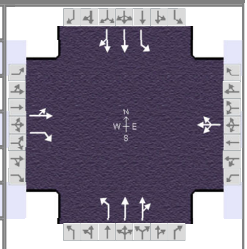
No errors or warnings exist.

--- Comments ---

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HCS Signalized Intersection Input Data

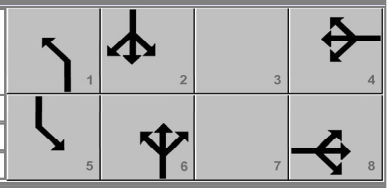
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.95
Urban Street	Paris Rd	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Solidelle St	File Name	Paris Rd at Solidelle St Base PM Updated.xus		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	38	23	63	52	14	23	80	1235	57	22	1017	44

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

Green	2.2	1.6	93.8	9.5	0.0	0.0
Yellow	3.0	0.0	4.0	3.0	0.0	0.0
Red	1.0	0.0	1.0	1.0	0.0	0.0



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	38	23	63	52	14	23	80	1235	57	22	1017	44
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %		0	0		0		0	0		0	1	
Ped / Bike / RTOR, /h	0	0	7	0	0	3	0	0	6	0	0	5
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft		12.0	12.0		12.0		12.0	12.0		12.0	12.0	
Turn Bay Length, ft		0	0		0		230	0		190	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	20	20	20	20	20	20	40	40	40	40	40	40

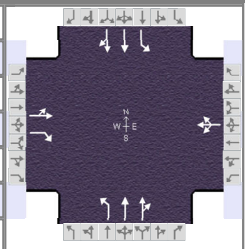
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		22.0		22.0	16.0	82.0	16.0	82.0
Yellow Change Interval (*Y*), s		3.0		3.0	3.0	4.0	3.0	4.0
Red Clearance Interval (R_c), s		1.0		1.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s		4		4	4	4	4	4
Start-Up Lost Time (*l*t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s		4.0		4.0	1.0	2.0	1.0	2.0
Recall Mode		Off		Off	Off	Min	Off	Min
Dual Entry		Yes		Yes	No	Yes	No	Yes
Walk (*Walk*), s		4.0		4.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		25.0		25.0		0.0		0.0

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

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HCS Signalized Intersection Results Summary

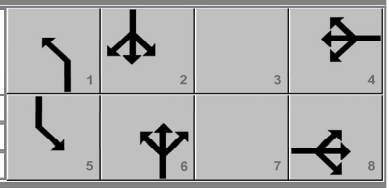
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.95
Urban Street	Paris Rd	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Solidelle St	File Name	Paris Rd at Solidelle St Base PM Updated.xus		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	38	23	63	52	14	23	80	1235	57	22	1017	44

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

Green	2.2	1.6	93.8	9.5	0.0	0.0
Yellow	3.0	0.0	4.0	3.0	0.0	0.0
Red	1.0	0.0	1.0	1.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4	1	6	5	2
Case Number		7.0		8.0	1.1	4.0	1.1	4.0
Phase Duration, s		13.5		13.5	7.8	100.4	6.2	98.8
Change Period, ($Y+R_c$), s		4.0		4.0	4.0	5.0	4.0	5.0
Max Allow Headway (*MAH*), s		5.4		5.4	2.1	0.0	2.1	0.0
Queue Clearance Time (g_s), s		6.5		8.7	3.1		2.3	
Green Extension Time (g_e), s		0.9		0.7	0.0	0.0	0.0	0.0
Phase Call Probability		1.00		1.00	0.94		0.54	
Max Out Probability		0.06		0.16	0.00		0.00	

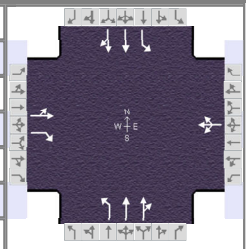
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h		64	59		91		84	681	673	23	559	552
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1594	1610		1560		1810	1900	1873	1810	1885	1860
Queue Service Time (g_s), s		0.0	4.2		2.2		1.1	13.8	13.8	0.3	11.1	11.1
Cycle Queue Clearance Time (g_c), s		4.5	4.2		6.7		1.1	13.8	13.8	0.3	11.1	11.1
Green Ratio (*g/C*)		0.08	0.08		0.08		0.81	0.79	0.79	0.80	0.78	0.78
Capacity (*c*), veh/h		174	127		171		472	1510	1489	364	1473	1454
Volume-to-Capacity Ratio (*X*)		0.368	0.464		0.529		0.179	0.451	0.452	0.064	0.380	0.380
Back of Queue (*Q*), ft/ln (95 th percentile)		89	83.6		129.7		11.9	185.2	185	3.6	156.2	153.9
Back of Queue (*Q*), veh/ln (95 th percentile)		3.6	3.3		5.2		0.5	7.4	7.4	0.1	6.2	6.2
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00	0.00		0.00		0.05	0.00	0.00	0.02	0.00	0.00
Uniform Delay (d_1), s/veh		52.9	52.8		53.9		2.8	3.9	3.9	3.3	4.1	4.1
Incremental Delay (d_2), s/veh		1.8	3.7		3.6		0.1	1.0	1.0	0.0	0.7	0.8
Initial Queue Delay (d_3), s/veh		0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		54.7	56.6		57.5		2.9	4.9	4.9	3.4	4.8	4.8
Level of Service (LOS)		D	E		E		A	A	A	A	A	A
Approach Delay, s/veh / LOS	55.6	E		57.5	E		4.8	A		4.8	A	
Intersection Delay, s/veh / LOS	8.8						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.32	B	2.32	B	1.61	B	1.85	B
Bicycle LOS Score / LOS	0.69	A	0.64	A	1.67	B	1.42	A

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HCS Signalized Intersection Intermediate Values

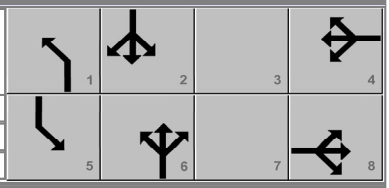
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.95
Urban Street	Paris Rd	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Solidelle St	File Name	Paris Rd at Solidelle St Base PM Updated.xus		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	38	23	63	52	14	23	80	1235	57	22	1017	44

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

Green	2.2	1.6	93.8	9.5	0.0	0.0
Yellow	3.0	0.0	4.0	3.0	0.0	0.0
Red	1.0	0.0	1.0	1.0	0.0	0.0



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.992	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.839	0.839		0.839	0.821		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.000	0.821		0.986	0.986		0.987	0.987
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)							1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)	1.00			1.00								
Movement Saturation Flow Rate (s), veh/h	993	601	1610	944	254	363	1810	3624	149	1810	3607	138
Proportion of Vehicles Arriving on Green (P)	0.08	0.08	0.08	0.08	0.08	0.08	0.03	0.79	0.79	0.02	0.78	0.78
Incremental Delay Factor (k)		0.15	0.15		0.15		0.04	0.50	0.50	0.04	0.50	0.50

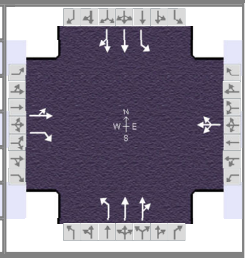
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		4.0		4.0	4.0	5.0	4.0	5.0
Green Ratio (g/C)		0.08		0.08	0.81	0.79	0.80	0.78
Permitted Saturation Flow Rate (s_p), veh/h/ln		1394		1409	515	0	409	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln		1550		1569				
Permitted Effective Green Time (g_p), s		9.5		9.5	93.8	0.0	93.8	0.0
Permitted Service Time (g_u), s		2.7		5.0	82.7	0.0	79.6	0.0
Permitted Queue Service Time (g_{ps}), s		0.0		2.2	2.2		0.9	
Time to First Blockage (g_f), s		1.2		0.7	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s		1.2		0.7				
Protected Right Saturation Flow (s_R), veh/h/ln		0						
Protected Right Effective Green Time (g_R), s		0.0						

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.009	1.557	0.007	0.972	0.004	1.198	0.010
Pedestrian F_s / F_{delay}	0.000	0.158	0.000	0.158	0.000	0.037	0.000	0.042
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	157.78	50.91	157.78	50.91	1589.69	2.53	1562.91	2.87
Bicycle F_w / F_v	-3.64	0.20	-3.64	0.15	-3.64	1.19	-3.64	0.94

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HCS Signalized Intersection Results Graphical Summary

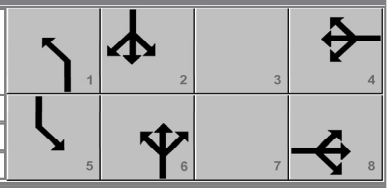
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.95
Urban Street	Paris Rd	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Solidelle St	File Name	Paris Rd at Solidelle St Base PM Updated.xus		
Project Description	23-040				



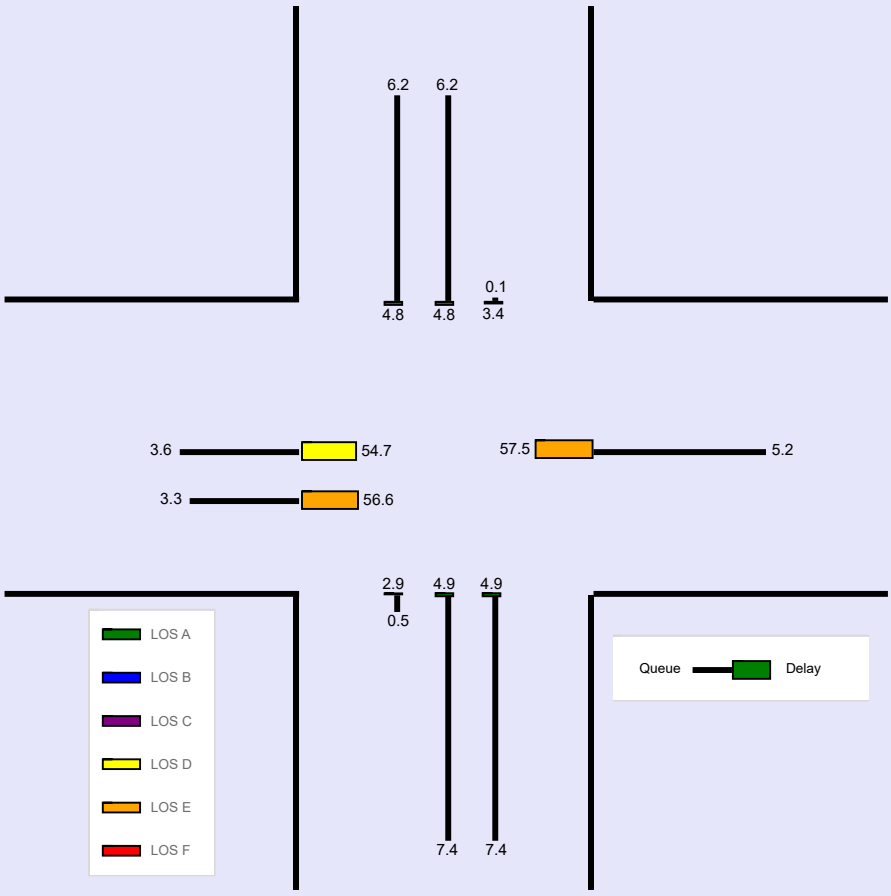
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	38	23	63	52	14	23	80	1235	57	22	1017	44

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

Green	2.2	1.6	93.8	9.5	0.0	0.0
Yellow	3.0	0.0	4.0	3.0	0.0	0.0
Red	1.0	0.0	1.0	1.0	0.0	0.0



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)		89	83.6		129.7		11.9	185.2	185	3.6	156.2	153.9
Back of Queue (*Q*), veh/ln (95 th percentile)		3.6	3.3		5.2		0.5	7.4	7.4	0.1	6.2	6.2
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00	0.00		0.00		0.05	0.00	0.00	0.02	0.00	0.00
Control Delay (*d*), s/veh		54.7	56.6		57.5		2.9	4.9	4.9	3.4	4.8	4.8
Level of Service (LOS)		D	E		E		A	A	A	A	A	A
Approach Delay, s/veh / LOS	55.6	E		57.5	E		4.8	A		4.8	A	
Intersection Delay, s/veh / LOS	8.8						A					



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--- Messages ---

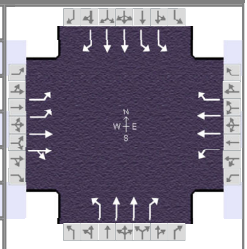
No errors or warnings exist.

--- Comments ---

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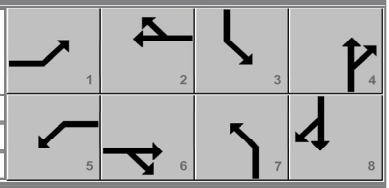
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RGD	Analysis Date	Mar 3, 2022	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	2023 Base	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	Judge Perez at Paris Base AM.xus		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	224	461	64	150	912	318	70	331	76	270	440	346

Signal Information												
Cycle, s	140.0	Reference Phase	2									
Offset, s	132	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On									
Force Mode	Fixed	Simult. Gap N/S	On									
				Green	12.2	2.5	59.3	7.5	4.4	24.1		
				Yellow	5.0	0.0	5.0	5.0	5.0	5.0		
				Red	1.0	0.0	1.0	1.0	1.0	1.0		



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	224	461	64	150	912	318	70	331	76	270	440	346
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	1	1		0	0	1	1	3	0	3	6	1
Ped / Bike / RTOR, /h	0	0	7	0	0	32	0	0	8	0	0	35
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Turn Bay Length, ft	280	0		215	0	250	360	0	240	220	0	130
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	40	40	40	40	40	40

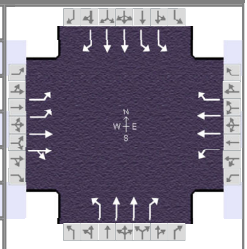
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	25.0	50.0	30.0	55.0	20.0	35.0	25.0	40.0
Yellow Change Interval (*Y*), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Red Clearance Interval (R_c), s	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s	4	10	4	10	4	7	4	4
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.5	2.0	2.5	2.0	2.0	4.0	2.0	4.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (*Walk*), s		7.0		7.0		7.0		7.0
Pedestrian Clearance Time (*PC*), s		28.0		28.0		14.0		17.0

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

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HCS Signalized Intersection Results Summary

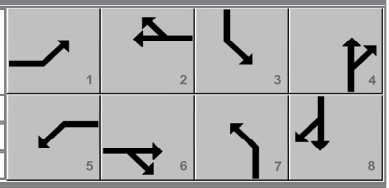
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RGD	Analysis Date	Mar 3, 2022	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	2023 Base	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	Judge Perez at Paris Base AM.xus		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	224	461	64	150	912	318	70	331	76	270	440	346

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	12.2	2.5	59.3	7.5	4.4	24.1
Yellow	5.0	0.0	5.0	5.0	5.0	5.0
Red	1.0	0.0	1.0	1.0	1.0	1.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	2.0	4.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	18.2	65.3	20.7	67.8	13.5	23.9	30.1	40.5
Change Period, ($Y+R_c$), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Allow Headway (*MAH*), s	3.6	0.0	3.6	0.0	3.1	5.0	4.6	4.6
Queue Clearance Time (g_s), s	11.6		14.4		7.9	15.8	12.8	30.3
Green Extension Time (g_e), s	0.6	0.0	0.3	0.0	0.0	2.1	5.5	4.2
Phase Call Probability	1.00		1.00		0.95	1.00	1.00	1.00
Max Out Probability	0.00		0.00		0.01	0.07	0.16	0.44

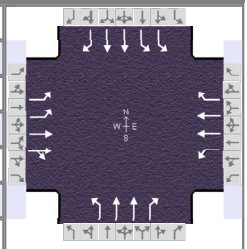
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	243	286	277	163	991	311	76	360	74	293	478	338
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1743	1885	1812	1810	1809	1598	1795	1766	1610	1716	1724	1598
Queue Service Time (g_s), s	9.6	14.4	14.6	12.4	29.5	18.9	5.9	13.8	5.9	10.8	17.0	28.3
Cycle Queue Clearance Time (g_c), s	9.6	14.4	14.6	12.4	29.5	18.9	5.9	13.8	5.9	10.8	17.0	28.3
Green Ratio (*g/C*)	0.09	0.42	0.42	0.11	0.44	0.44	0.05	0.13	0.13	0.17	0.25	0.25
Capacity (*c*), veh/h	304	798	767	190	1597	705	96	453	206	590	850	394
Volume-to-Capacity Ratio (*X*)	0.801	0.358	0.361	0.858	0.621	0.441	0.792	0.795	0.358	0.498	0.563	0.858
Back of Queue (*Q*), ft/ln (95 th percentile)	197.3	279	270.2	253.9	476.7	310.9	127.2	270.2	107.1	209.7	307.6	466.8
Back of Queue (*Q*), veh/ln (95 th percentile)	7.8	11.1	10.8	10.2	19.1	12.3	5.0	10.6	4.3	8.2	11.7	18.5
Queue Storage Ratio (*RQ*) (95 th percentile)	0.70	0.00	0.00	1.18	0.00	1.24	0.35	0.00	0.45	0.95	0.00	3.59
Uniform Delay (d_1), s/veh	62.7	27.4	27.5	61.6	30.1	28.4	65.5	59.2	9.4	52.5	46.1	50.4
Incremental Delay (d_2), s/veh	3.7	1.3	1.3	8.1	1.8	2.0	5.4	4.5	1.5	0.2	0.8	14.2
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	66.4	28.7	28.8	69.7	31.9	30.4	70.9	63.8	10.8	52.7	47.0	64.7
Level of Service (LOS)	E	C	C	E	C	C	E	E	B	D	D	E
Approach Delay, s/veh / LOS	40.1	D		35.8	D		57.2	E		53.9	D	
Intersection Delay, s/veh / LOS	44.6						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.45	B	2.62	C	2.51	C	2.47	B
Bicycle LOS Score / LOS	1.15	A	1.70	B	0.91	A	1.40	A

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HCS Signalized Intersection Intermediate Values

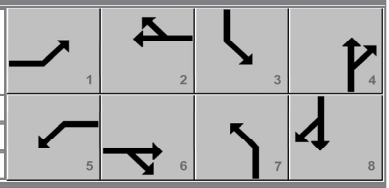
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RGD	Analysis Date	Mar 3, 2022	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	2023 Base	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	Judge Perez at Paris Base AM.xus		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	224	461	64	150	912	318	70	331	76	270	440	346

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	12.2	2.5	59.3	7.5	4.4	24.1						
Yellow	5.0	0.0	5.0	5.0	5.0	5.0						
Red	1.0	0.0	1.0	1.0	1.0	1.0						



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	0.992	0.992	1.000	1.000	1.000	0.992	0.992	0.977	1.000	0.977	0.953	0.992
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	0.971	1.000	1.000	1.000	0.952	1.000	1.000	0.952	1.000	0.971	0.952	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.961	0.961		0.000	0.847		0.000	0.847		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00			1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)												
Movement Saturation Flow Rate (s), veh/h	3487	3292	405	1810	3618	1598	1795	3533	1610	3432	3448	1598
Proportion of Vehicles Arriving on Green (P)	0.09	0.42	0.42	0.11	0.44	0.44	0.05	0.13	0.13	0.17	0.25	0.25
Incremental Delay Factor (k)	0.08	0.50	0.50	0.08	0.50	0.50	0.04	0.15	0.15	0.04	0.15	0.31

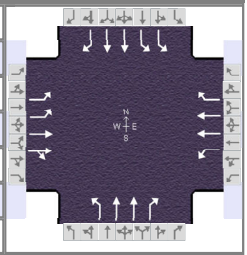
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Green Ratio (g/C)	0.09	0.42	0.11	0.44	0.05	0.13	0.17	0.25
Permitted Saturation Flow Rate (s_p), veh/h/ln	0	0	0	0	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln				0		0		0
Protected Right Effective Green Time (g_R), s				0.0		0.0		0.0

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.710	0.011	1.852	0.050	1.710	0.046	1.710	0.010
Pedestrian F_s / F_{delay}	0.000	0.126	0.000	0.124	0.000	0.155	0.000	0.148
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	846.97	23.27	882.83	21.84	343.75	48.01	492.95	39.75
Bicycle F_w / F_v	-3.64	0.67	-3.64	1.21	-3.64	0.42	-3.64	0.92

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HCS Signalized Intersection Results Graphical Summary

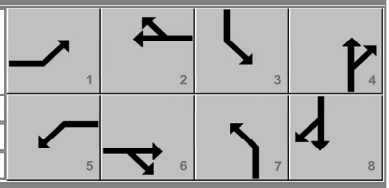
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RGD	Analysis Date	Mar 3, 2022	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	2023 Base	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	Judge Perez at Paris Base AM.xus		
Project Description	23-040				



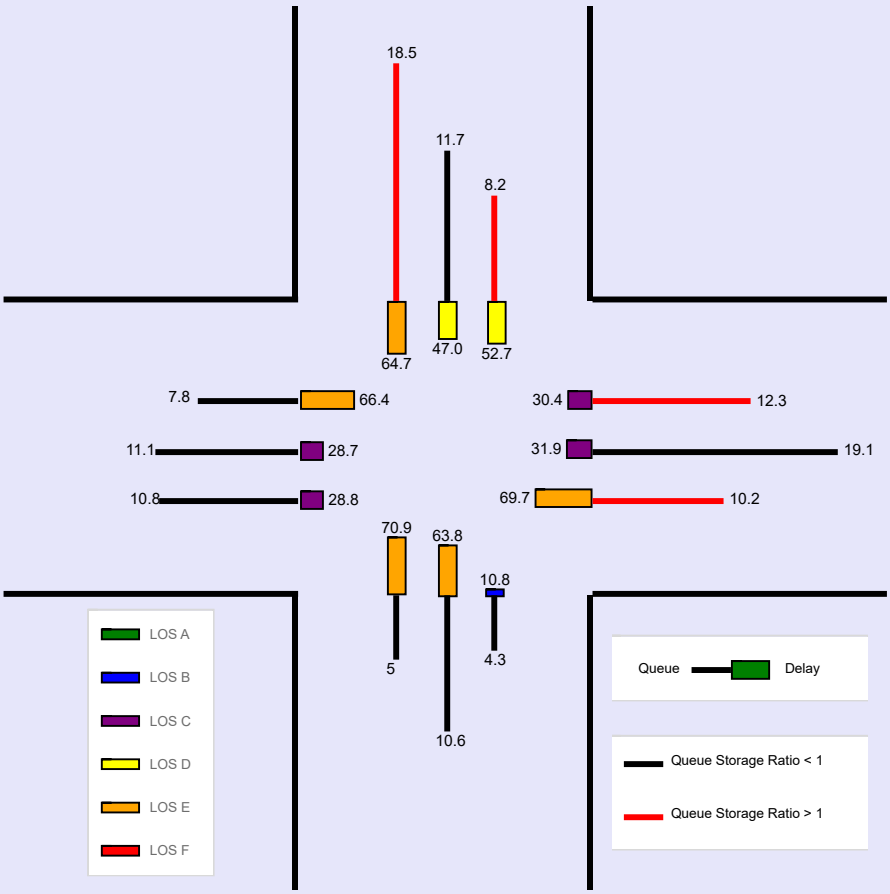
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	224	461	64	150	912	318	70	331	76	270	440	346

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	12.2	2.5	59.3	7.5	4.4	24.1
Yellow	5.0	0.0	5.0	5.0	5.0	5.0
Red	1.0	0.0	1.0	1.0	1.0	1.0



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	197.3	279	270.2	253.9	476.7	310.9	127.2	270.2	107.1	209.7	307.6	466.8
Back of Queue (*Q*), veh/ln (95 th percentile)	7.8	11.1	10.8	10.2	19.1	12.3	5.0	10.6	4.3	8.2	11.7	18.5
Queue Storage Ratio (*RQ*) (95 th percentile)	0.70	0.00	0.00	1.18	0.00	1.24	0.35	0.00	0.45	0.95	0.00	3.59
Control Delay (*d*), s/veh	66.4	28.7	28.8	69.7	31.9	30.4	70.9	63.8	10.8	52.7	47.0	64.7
Level of Service (LOS)	E	C	C	E	C	C	E	E	B	D	D	E
Approach Delay, s/veh / LOS	40.1		D	35.8		D	57.2		E	53.9		D
Intersection Delay, s/veh / LOS	44.6						D					



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--- Messages ---

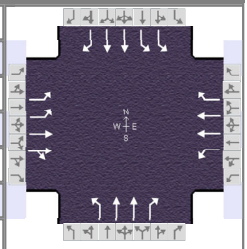
WARNING: Since queue spillover from turn lanes and spillback into upstream intersections is not accounted for in the HCM procedures, use of a simulation tool may be advised in situations where the Queue Storage Ratio exceeds 1.0.

--- Comments ---

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HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RGD	Analysis Date	Feb 18, 2022	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.97
Urban Street	E Judge Perez	Analysis Year	2023 Base	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	Judge Perez at Paris Base PM.xus		
Project Description	23-040				

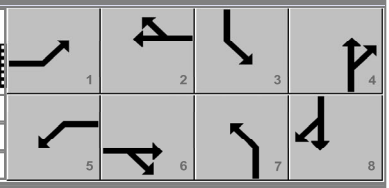


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	461	1018	105	107	642	366	88	598	90	408	393	336

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	10.3	30.9	22.4	18.7	6.0	15.6
Yellow	5.0	5.0	5.0	5.0	5.0	5.0
Red	1.0	1.0	1.0	1.0	1.0	1.0



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	461	1018	105	107	642	366	88	598	90	408	393	336
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	0		0	0	1	2	2	0	0	2	0
Ped / Bike / RTOR, /h	0	0	11	0	0	37	0	0	9	0	0	34
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Turn Bay Length, ft	280	0		215	0	250	360	0	240	220	0	130
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	40	40	40	40	40	40

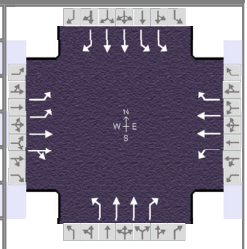
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	30.0	64.0	16.0	50.0	20.0	35.0	25.0	40.0
Yellow Change Interval (*Y*), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Red Clearance Interval (R_c), s	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s	4	10	4	10	4	7	4	4
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.5	2.0	2.5	2.0	2.0	4.0	2.0	4.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (*Walk*), s		7.0		7.0		7.0		7.0
Pedestrian Clearance Time (*PC*), s		28.0		28.0		14.0		17.0

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

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HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RGD	Analysis Date	Feb 18, 2022	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.97
Urban Street	E Judge Perez	Analysis Year	2023 Base	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	Judge Perez at Paris Base PM.xus		
Project Description	23-040				

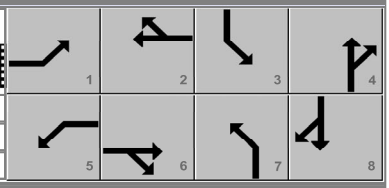


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	461	1018	105	107	642	366	88	598	90	408	393	336

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	10.3	30.9	22.4	18.7	6.0	15.6
Yellow	5.0	5.0	5.0	5.0	5.0	5.0
Red	1.0	1.0	1.0	1.0	1.0	1.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	2.0	4.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	28.4	65.3	16.3	53.2	21.6	33.6	24.7	36.8
Change Period, ($Y+R_c$), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Allow Headway (*MAH*), s	3.6	0.0	3.6	0.0	4.8	4.8	3.1	5.1
Queue Clearance Time (g_s), s	20.4		10.4		8.7	25.5	18.5	28.2
Green Extension Time (g_e), s	2.0	0.0	0.1	0.0	3.2	2.1	0.3	2.6
Phase Call Probability	1.00		0.99		0.97	1.00	1.00	1.00
Max Out Probability	1.00		1.00		0.34	0.90	1.00	0.65

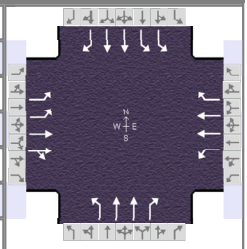
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	475	582	565	110	662	339	91	616	84	421	405	311
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1757	1900	1843	1810	1809	1598	1781	1781	1610	1757	1781	1610
Queue Service Time (g_s), s	18.4	35.6	35.6	8.4	20.8	25.0	6.7	23.5	6.1	16.5	14.0	26.2
Cycle Queue Clearance Time (g_c), s	18.4	35.6	35.6	8.4	20.8	25.0	6.7	23.5	6.1	16.5	14.0	26.2
Green Ratio (*g/C*)	0.16	0.42	0.42	0.07	0.34	0.34	0.11	0.20	0.20	0.13	0.22	0.22
Capacity (*c*), veh/h	563	805	781	133	1220	539	198	703	318	471	783	354
Volume-to-Capacity Ratio (*X*)	0.844	0.723	0.723	0.826	0.543	0.630	0.457	0.878	0.263	0.894	0.518	0.880
Back of Queue (*Q*), ft/ln (95 th percentile)	344.4	606.6	593.1	203.9	362.9	197	138	431.5	112.8	325.1	263.1	449.6
Back of Queue (*Q*), veh/ln (95 th percentile)	13.8	24.3	23.7	8.2	14.5	7.8	5.4	17.0	4.5	13.0	10.4	18.0
Queue Storage Ratio (*RQ*) (95 th percentile)	1.23	0.00	0.00	0.95	0.00	0.79	0.38	0.00	0.47	1.48	0.00	3.46
Uniform Delay (d_1), s/veh	57.1	33.5	33.5	64.0	37.6	7.6	58.2	54.5	47.6	59.6	48.1	52.8
Incremental Delay (d_2), s/veh	9.8	5.6	5.8	20.6	1.7	5.5	0.6	10.8	0.6	15.9	0.8	18.5
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	66.9	39.1	39.3	84.6	39.4	13.1	58.9	65.4	48.2	75.6	48.8	71.4
Level of Service (LOS)	E	D	D	F	D	B	E	E	D	E	D	E
Approach Delay, s/veh / LOS	47.3	D		35.8	D		62.8	E		64.9	E	
Intersection Delay, s/veh / LOS	51.5						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.45	B	2.66	C	2.52	C	2.49	B
Bicycle LOS Score / LOS	1.83	B	1.40	A	1.14	A	1.43	A

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HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RGD	Analysis Date	Feb 18, 2022	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.97
Urban Street	E Judge Perez	Analysis Year	2023 Base	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	Judge Perez at Paris Base PM.xus		
Project Description	23-040				

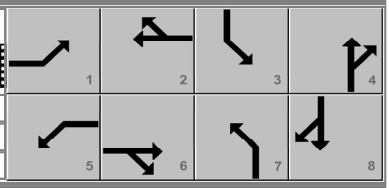


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	461	1018	105	107	642	366	88	598	90	408	393	336

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	10.3	30.9	22.4	18.7	6.0	15.6
Yellow	5.0	5.0	5.0	5.0	5.0	5.0
Red	1.0	1.0	1.0	1.0	1.0	1.0



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000	1.000	1.000	0.992	0.984	0.984	1.000	1.000	0.984	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	0.971	1.000	1.000	1.000	0.952	1.000	1.000	0.952	1.000	0.971	0.952	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.970	0.970		0.000	0.847		0.000	0.847		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00			1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)												
Movement Saturation Flow Rate (s), veh/h	3514	3427	316	1810	3618	1598	1781	3561	1610	3514	3561	1610
Proportion of Vehicles Arriving on Green (P)	0.16	0.42	0.42	0.07	0.34	0.34	0.11	0.20	0.20	0.13	0.22	0.22
Incremental Delay Factor (k)	0.32	0.50	0.50	0.20	0.50	0.50	0.04	0.35	0.15	0.33	0.15	0.33

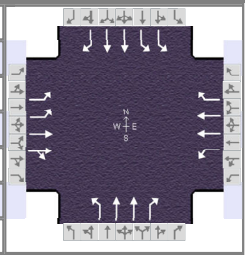
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Green Ratio (g/C)	0.16	0.42	0.07	0.34	0.11	0.20	0.13	0.22
Permitted Saturation Flow Rate (s_p), veh/h/ln	0	0	0	0	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln				0		0		0
Protected Right Effective Green Time (g_R), s				0.0		0.0		0.0

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.710	0.013	1.852	0.048	1.710	0.053	1.710	0.016
Pedestrian F_s / F_{delay}	0.000	0.126	0.000	0.156	0.000	0.153	0.000	0.161
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	847.25	23.25	320.44	49.37	394.55	45.11	222.72	55.28
Bicycle F_w / F_v	-3.64	1.34	-3.64	0.92	-3.64	0.65	-3.64	0.94

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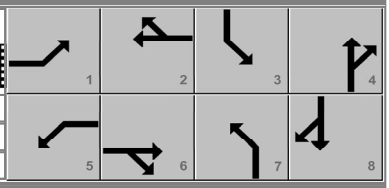
HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RGD	Analysis Date	Feb 18, 2022	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.97
Urban Street	E Judge Perez	Analysis Year	2023 Base	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	Judge Perez at Paris Base PM.xus		
Project Description	23-040				

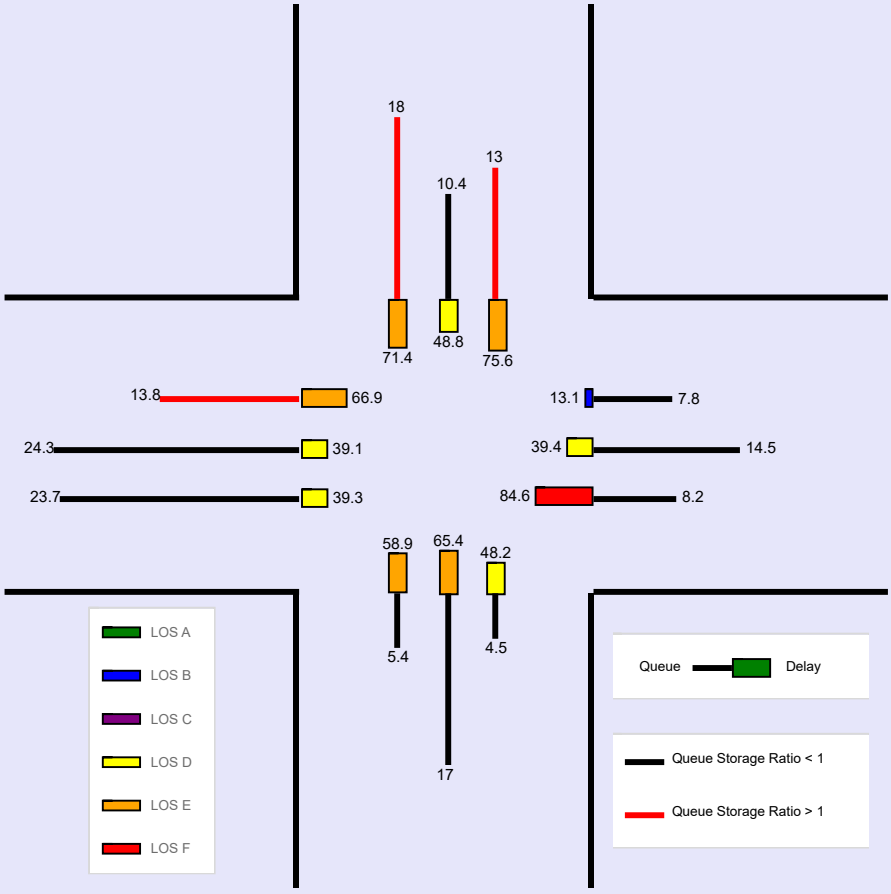


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	461	1018	105	107	642	366	88	598	90	408	393	336

Signal Information												
Cycle, s	140.0	Reference Phase	2									
Offset, s	132	Reference Point	End	Green	10.3	30.9	22.4	18.7	6.0	15.6		
Uncoordinated	No	Simult. Gap E/W	On	Yellow	5.0	5.0	5.0	5.0	5.0	5.0		
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	1.0	1.0	1.0	1.0	1.0		



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	344.4	606.6	593.1	203.9	362.9	197	138	431.5	112.8	325.1	263.1	449.6
Back of Queue (*Q*), veh/ln (95 th percentile)	13.8	24.3	23.7	8.2	14.5	7.8	5.4	17.0	4.5	13.0	10.4	18.0
Queue Storage Ratio (*RQ*) (95 th percentile)	1.23	0.00	0.00	0.95	0.00	0.79	0.38	0.00	0.47	1.48	0.00	3.46
Control Delay (*d*), s/veh	66.9	39.1	39.3	84.6	39.4	13.1	58.9	65.4	48.2	75.6	48.8	71.4
Level of Service (LOS)	E	D	D	F	D	B	E	E	D	E	D	E
Approach Delay, s/veh / LOS	47.3	D		35.8	D		62.8	E		64.9	E	
Intersection Delay, s/veh / LOS	51.5						D					



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--- Messages ---

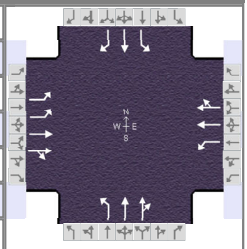
WARNING: Since queue spillover from turn lanes and spillback into upstream intersections is not accounted for in the HCM procedures, use of a simulation tool may be advised in situations where the Queue Storage Ratio exceeds 1.0.

--- Comments ---

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HCS Signalized Intersection Input Data

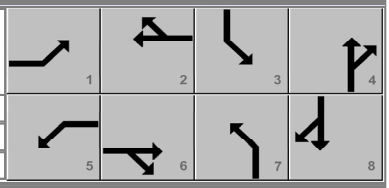
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	MAC	Analysis Date	Apr 29, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Base	PHF	0.96
Urban Street	E St Bernard Hwy	Analysis Year	2024	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	St Bernard Hwy at Paris Base AM.xus		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	122	331	39	24	1037	222	26	37	9	165	73	393

Signal Information			
Cycle, s	123.8	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	3.5	3.5		59.6	4.2	5.2	19.8					
Yellow	4.5	0.0		4.5	4.0	4.0	4.0					
Red	2.0	0.0		2.0	1.0	1.0	1.0					



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	122	331	39	24	1037	222	26	37	9	165	73	393
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	7	1		0	1		8	16		6	18	3
Ped / Bike / RTOR, /h	0	0	4	0	0	23	0	0	1	0	0	0
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	12.0
Turn Bay Length, ft	215	0		0	0		130	0		0	0	0
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	40	40	40	40	40	40

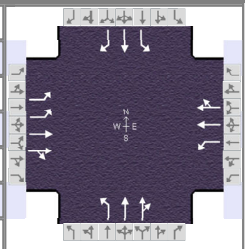
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	15.0	80.0	35.0	80.0	30.0	30.0	35.0	30.0
Yellow Change Interval (*Y*), s	4.5	4.5	4.5	4.5	4.0	4.0	4.0	4.0
Red Clearance Interval (R_c), s	2.0	2.0	2.0	2.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s	6	15	6	15	7	10	7	10
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	4.0	5.0	1.5	5.0	1.5	1.5	2.5	1.5
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	No	No	No	No	No	No	No	No
Walk (*Walk*), s		7.0		7.0		0.0		7.0
Pedestrian Clearance Time (*PC*), s		24.0		24.0		0.0		24.0

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

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HCS Signalized Intersection Results Summary

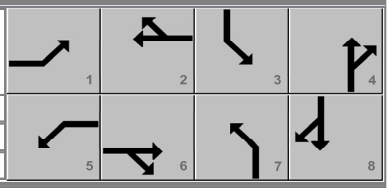
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	MAC	Analysis Date	Apr 29, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Base	PHF	0.96
Urban Street	E St Bernard Hwy	Analysis Year	2024	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	St Bernard Hwy at Paris Base AM.xus		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	122	331	39	24	1037	222	26	37	9	165	73	393

Signal Information			
Cycle, s	123.8	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	3.5	3.5	59.6	4.2	5.2	19.8	
Yellow	4.5	0.0	4.5	4.0	4.0	4.0	
Red	2.0	0.0	2.0	1.0	1.0	1.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	2.0	4.0	2.0	4.0	2.0	4.0	2.0	3.0
Phase Duration, s	13.4	69.6	10.0	66.1	9.2	24.8	19.5	35.0
Change Period, ($Y+R_c$), s	6.5	6.5	6.5	6.5	5.0	5.0	5.0	5.0
Max Allow Headway (*MAH*), s	5.1	6.1	2.6	6.1	2.6	2.7	3.6	2.7
Queue Clearance Time (g_s), s	6.6	9.0	3.7	36.9	3.9	3.6	14.1	32.0
Green Extension Time (g_e), s	0.4	27.9	0.0	22.7	0.0	0.7	0.4	0.0
Phase Call Probability	0.99	1.00	0.58	1.00	0.61	0.80	1.00	1.00
Max Out Probability	0.10	0.19	0.00	0.39	0.00	0.00	0.00	1.00

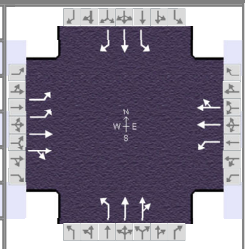
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	127	193	189	25	660	627	27	24	23	172	76	409
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1661	1885	1822	1810	1885	1779	1697	1663	1563	1725	1633	
Queue Service Time (g_s), s	4.6	6.9	7.0	1.7	34.6	34.9	1.9	1.5	1.6	12.1	4.6	
Cycle Queue Clearance Time (g_c), s	4.6	6.9	7.0	1.7	34.6	34.9	1.9	1.5	1.6	12.1	4.6	
Green Ratio (*g/C*)	0.06	0.51	0.51	0.03	0.48	0.48	0.03	0.16	0.16	0.12	0.24	
Capacity (*c*), veh/h	186	961	928	51	908	857	58	266	250	202	396	
Volume-to-Capacity Ratio (*X*)	0.684	0.201	0.203	0.493	0.727	0.732	0.465	0.088	0.094	0.853	0.192	
Back of Queue (*Q*), ft/ln (95 th percentile)	99.8	136.7	149	36.3	556.8	548.6	41	31.1	27.4	247.5	93.7	
Back of Queue (*Q*), veh/ln (95 th percentile)	3.8	5.4	5.3	1.5	22.1	21.3	1.5	1.1	1.1	9.4	3.3	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.46	0.00	0.00	0.00	0.00	0.00	0.32	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	57.4	16.6	16.6	59.3	25.6	25.7	58.7	44.3	44.4	53.6	37.3	
Incremental Delay (d_2), s/veh	6.2	0.2	0.2	2.7	2.6	2.9	2.1	0.1	0.1	7.5	0.1	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	63.5	16.8	16.8	62.0	28.2	28.5	60.8	44.4	44.4	61.1	37.4	0.0
Level of Service (LOS)	E	B	B	E	C	C	E	D	D	E	D	A
Approach Delay, s/veh / LOS	28.5	C		29.0	C		50.4	D		20.3	C	
Intersection Delay, s/veh / LOS	27.3						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS								
Bicycle LOS Score / LOS								

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HCS Signalized Intersection Intermediate Values

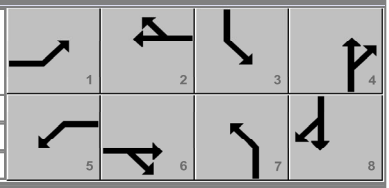
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	MAC	Analysis Date	Apr 29, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Base	PHF	0.96
Urban Street	E St Bernard Hwy	Analysis Year	2024	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	St Bernard Hwy at Paris Base AM.xus		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	122	331	39	24	1037	222	26	37	9	165	73	393

Signal Information			
Cycle, s	123.8	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	3.5	3.5	59.6	4.2	5.2	19.8						
Yellow	4.5	0.0	4.5	4.0	4.0	4.0						
Red	2.0	0.0	2.0	1.0	1.0	1.0						



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	0.945	0.992	0.883	1.000	0.992	0.969	0.938	0.875	1.000	0.953	0.860	0.977
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	0.971	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.966	0.966		0.944	0.944		0.940	0.940		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00			1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)												
Movement Saturation Flow Rate (s), veh/h	3322	3355	352	1810	3076	588	1697	2668	557	1725	1633	1572
Proportion of Vehicles Arriving on Green (P)	0.06	0.51	0.51	0.03	0.48	0.48	0.03	0.16	0.16	0.12	0.24	0.24
Incremental Delay Factor (k)	0.15	0.23	0.23	0.04	0.25	0.26	0.04	0.04	0.04	0.08	0.04	0.50

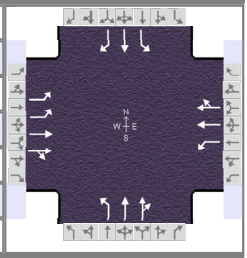
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.5	6.5	6.5	6.5	5.0	5.0	5.0	5.0
Green Ratio (g/C)	0.06	0.51	0.03	0.48	0.03	0.16	0.12	0.24
Permitted Saturation Flow Rate (s_p), veh/h/ln	0	0	0	0	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln								0
Protected Right Effective Green Time (g_R), s								0.0

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v								
Pedestrian F_s / F_{delay}								
Pedestrian M_{corner} / M_{cw}								
Bicycle c_b / d_b								
Bicycle F_w / F_v								

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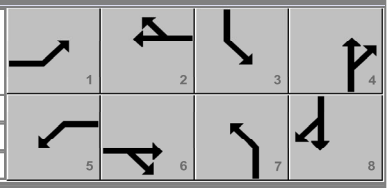
HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	MAC	Analysis Date	Apr 29, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Base	PHF	0.96
Urban Street	E St Bernard Hwy	Analysis Year	2024	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	St Bernard Hwy at Paris Base AM.xus		
Project Description	23-040				

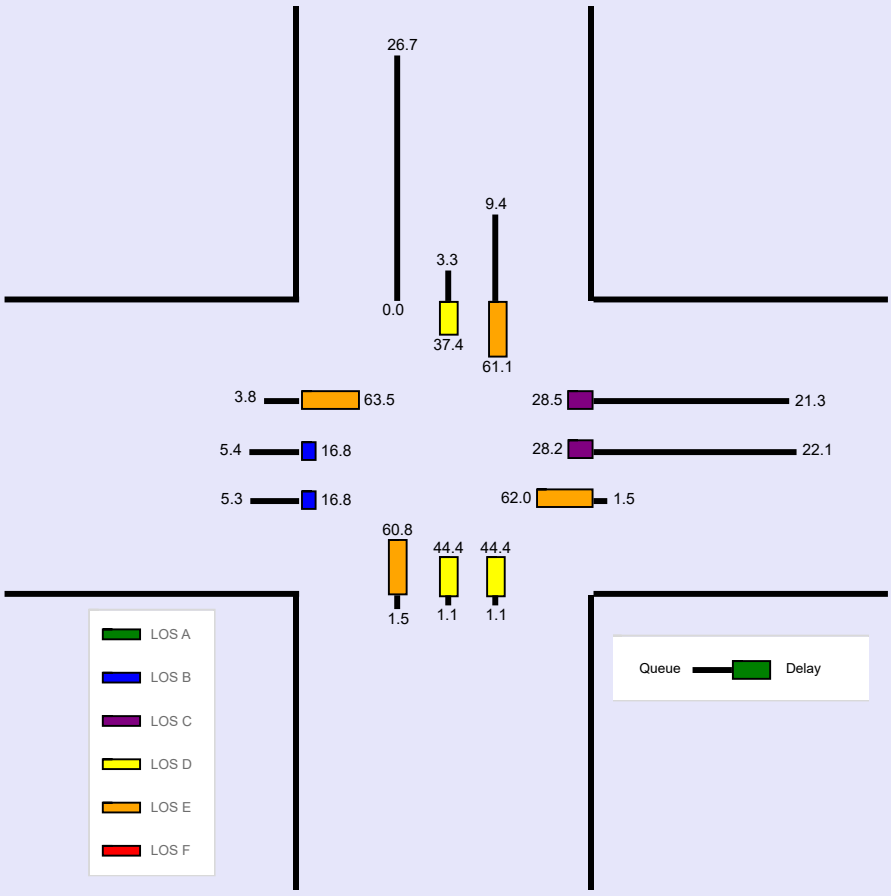


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	122	331	39	24	1037	222	26	37	9	165	73	393

Signal Information												
Cycle, s	123.8	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	Yes	Simult. Gap E/W	On									
Force Mode	Fixed	Simult. Gap N/S	On									
				Green	3.5	3.5	59.6	4.2	5.2	19.8		
				Yellow	4.5	0.0	4.5	4.0	4.0	4.0		
				Red	2.0	0.0	2.0	1.0	1.0	1.0		



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	99.8	136.7	149	36.3	556.8	548.6	41	31.1	27.4	247.5	93.7	
Back of Queue (*Q*), veh/ln (95 th percentile)	3.8	5.4	5.3	1.5	22.1	21.3	1.5	1.1	1.1	9.4	3.3	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.46	0.00	0.00	0.00	0.00	0.00	0.32	0.00	0.00	0.00	0.00	
Control Delay (*d*), s/veh	63.5	16.8	16.8	62.0	28.2	28.5	60.8	44.4	44.4	61.1	37.4	0.0
Level of Service (LOS)	E	B	B	E	C	C	E	D	D	E	D	A
Approach Delay, s/veh / LOS	28.5	C		29.0	C		50.4	D		20.3	C	
Intersection Delay, s/veh / LOS	27.3						C					



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--- Messages ---

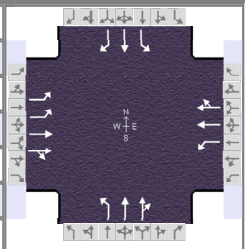
INFO: SBR was specified to have Unsignalized Delay of 0 seconds.

--- Comments ---

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HCS Signalized Intersection Input Data

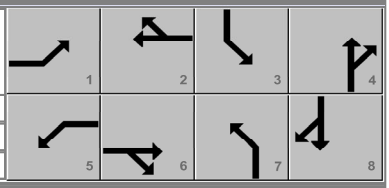
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	MAC	Analysis Date	Apr 29, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Base	PHF	0.92
Urban Street	E St Bernard Hwy	Analysis Year	2024	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	St Bernard Hwy at Paris Base PM.xus		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	348	730	47	15	409	202	55	92	23	249	50	280

Signal Information			
Cycle, s	99.7	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	2.2	4.4		36.4	5.7	6.9	9.7					
Yellow	4.5	4.5		4.5	4.0	4.0	4.0					
Red	2.0	2.0		2.0	1.0	1.0	1.0					



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	348	730	47	15	409	202	55	92	23	249	50	280
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	1	1		7	0		2	7		3	6	3
Ped / Bike / RTOR, /h	0	0	5	0	0	21	0	0	3	0	0	0
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	12.0
Turn Bay Length, ft	215	0		0	0		130	0		0	0	0
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	40	40	40	40	40	40

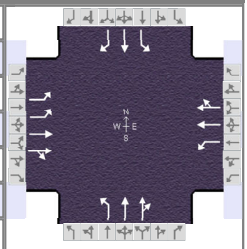
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	15.0	80.0	35.0	80.0	30.0	30.0	35.0	30.0
Yellow Change Interval (*Y*), s	4.5	4.5	4.5	4.5	4.0	4.0	4.0	4.0
Red Clearance Interval (R_c), s	2.0	2.0	2.0	2.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s	6	15	6	15	7	10	7	10
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	4.0	5.0	1.5	5.0	1.5	1.5	2.5	1.5
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	No	No	No	No	No	No	No	No
Walk (*Walk*), s		7.0		7.0		0.0		7.0
Pedestrian Clearance Time (*PC*), s		24.0		24.0		0.0		24.0

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

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HCS Signalized Intersection Results Summary

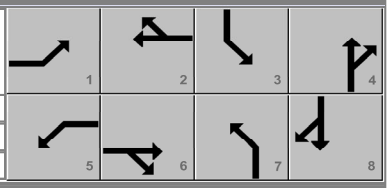
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	MAC	Analysis Date	Apr 29, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Base	PHF	0.92
Urban Street	E St Bernard Hwy	Analysis Year	2024	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	St Bernard Hwy at Paris Base PM.xus		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	348	730	47	15	409	202	55	92	23	249	50	280

Signal Information			
Cycle, s	99.7	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	2.2	4.4	36.4	5.7	6.9	9.7
Yellow	4.5	4.5	4.5	4.0	4.0	4.0
Red	2.0	2.0	2.0	1.0	1.0	1.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	2.0	4.0	2.0	4.0	2.0	4.0	2.0	3.0
Phase Duration, s	19.6	53.8	8.7	42.9	10.7	14.7	22.5	26.5
Change Period, ($Y+R_c$), s	6.5	6.5	6.5	6.5	5.0	5.0	5.0	5.0
Max Allow Headway (*MAH*), s	5.1	6.1	2.6	6.1	2.6	2.7	3.6	2.7
Queue Clearance Time (g_s), s	12.5	17.2	2.9	15.8	5.3	5.3	16.9	20.8
Green Extension Time (g_e), s	0.6	20.4	0.0	20.5	0.0	0.6	0.6	0.5
Phase Call Probability	1.00	1.00	0.36	1.00	0.81	0.97	1.00	1.00
Max Out Probability	1.00	0.12	0.00	0.11	0.00	0.00	0.00	0.01

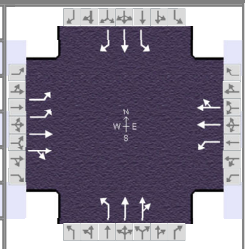
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	378	424	416	16	336	305	60	61	60	271	54	304
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1743	1885	1849	1711	1900	1702	1781	1796	1687	1767	1811	
Queue Service Time (g_s), s	10.5	15.2	15.2	0.9	13.6	13.8	3.3	3.2	3.3	14.9	2.4	
Cycle Queue Clearance Time (g_c), s	10.5	15.2	15.2	0.9	13.6	13.8	3.3	3.2	3.3	14.9	2.4	
Green Ratio (*g/C*)	0.13	0.47	0.47	0.02	0.36	0.36	0.06	0.10	0.10	0.18	0.22	
Capacity (*c*), veh/h	460	895	877	38	693	621	101	174	163	311	391	
Volume-to-Capacity Ratio (*X*)	0.823	0.474	0.474	0.433	0.485	0.491	0.589	0.352	0.370	0.869	0.139	
Back of Queue (*Q*), ft/ln (95 th percentile)	221.2	268.1	293.4	20.2	255.4	245.3	67.1	66.4	62.2	280.9	48.9	
Back of Queue (*Q*), veh/ln (95 th percentile)	8.8	10.6	10.5	0.8	10.2	9.5	2.6	2.5	2.5	11.0	1.9	
Queue Storage Ratio (*RQ*) (95 th percentile)	1.03	0.00	0.00	0.00	0.00	0.00	0.52	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	42.2	17.8	17.8	48.2	24.5	24.5	45.9	42.1	42.2	40.0	31.6	
Incremental Delay (d_2), s/veh	10.0	0.8	0.9	2.9	1.1	1.3	2.0	0.4	0.5	5.6	0.1	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	52.2	18.6	18.6	51.1	25.6	25.8	47.9	42.6	42.7	45.6	31.7	0.0
Level of Service (LOS)	D	B	B	D	C	C	D	D	D	D	C	A
Approach Delay, s/veh / LOS	29.0	C		26.3	C		44.4	D		22.4	C	
Intersection Delay, s/veh / LOS	27.8						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS								
Bicycle LOS Score / LOS								

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HCS Signalized Intersection Intermediate Values

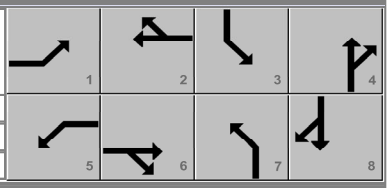
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	MAC	Analysis Date	Apr 29, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Base	PHF	0.92
Urban Street	E St Bernard Hwy	Analysis Year	2024	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	St Bernard Hwy at Paris Base PM.xus		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	348	730	47	15	409	202	55	92	23	249	50	280

Signal Information			
Cycle, s	99.7	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	2.2	4.4	36.4	5.7	6.9	9.7						
Yellow	4.5	4.5	4.5	4.0	4.0	4.0						
Red	2.0	2.0	2.0	1.0	1.0	1.0						



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	0.992	0.992	0.883	0.945	1.000	0.969	0.984	0.945	1.000	0.977	0.953	0.977
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	0.971	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.981	0.981		0.896	0.896		0.939	0.939		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00			1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)												
Movement Saturation Flow Rate (s), veh/h	3487	3531	203	1711	2504	1098	1781	2876	607	1767	1811	1572
Proportion of Vehicles Arriving on Green (P)	0.13	0.47	0.47	0.02	0.36	0.36	0.06	0.10	0.10	0.18	0.22	0.22
Incremental Delay Factor (k)	0.31	0.23	0.23	0.04	0.23	0.23	0.04	0.04	0.04	0.08	0.04	0.17

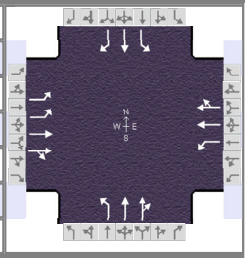
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.5	6.5	6.5	6.5	5.0	5.0	5.0	5.0
Green Ratio (g/C)	0.13	0.47	0.02	0.36	0.06	0.10	0.18	0.22
Permitted Saturation Flow Rate (s_p), veh/h/ln	0	0	0	0	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln								0
Protected Right Effective Green Time (g_R), s								0.0

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v								
Pedestrian F_s / F_{delay}								
Pedestrian M_{corner} / M_{cw}								
Bicycle c_b / d_b								
Bicycle F_w / F_v								

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HCS Signalized Intersection Results Graphical Summary

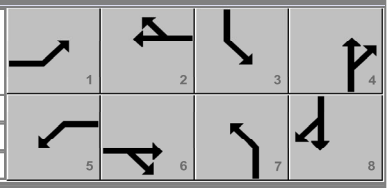
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	MAC	Analysis Date	Apr 29, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Base	PHF	0.92
Urban Street	E St Bernard Hwy	Analysis Year	2024	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	St Bernard Hwy at Paris Base PM.xus		
Project Description	23-040				



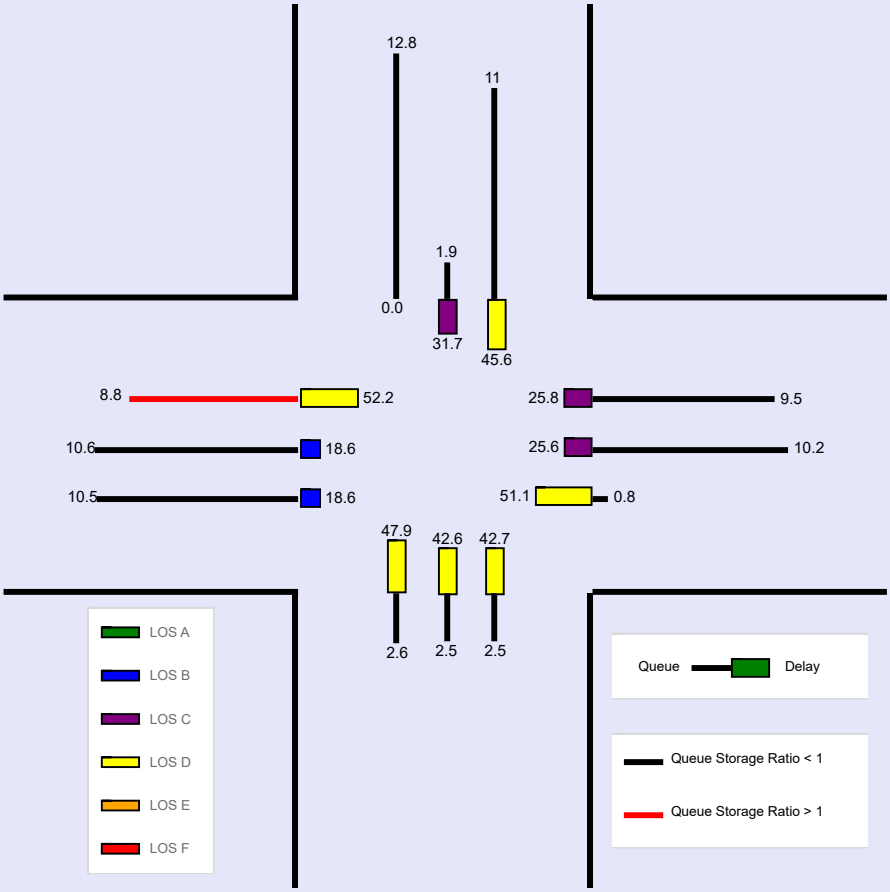
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	348	730	47	15	409	202	55	92	23	249	50	280

Signal Information			
Cycle, s	99.7	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	2.2	4.4	36.4	5.7	6.9	9.7	
Yellow	4.5	4.5	4.5	4.0	4.0	4.0	
Red	2.0	2.0	2.0	1.0	1.0	1.0	



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	221.2	268.1	293.4	20.2	255.4	245.3	67.1	66.4	62.2	280.9	48.9	
Back of Queue (*Q*), veh/ln (95 th percentile)	8.8	10.6	10.5	0.8	10.2	9.5	2.6	2.5	2.5	11.0	1.9	
Queue Storage Ratio (*RQ*) (95 th percentile)	1.03	0.00	0.00	0.00	0.00	0.00	0.52	0.00	0.00	0.00	0.00	
Control Delay (*d*), s/veh	52.2	18.6	18.6	51.1	25.6	25.8	47.9	42.6	42.7	45.6	31.7	0.0
Level of Service (LOS)	D	B	B	D	C	C	D	D	D	D	C	A
Approach Delay, s/veh / LOS	29.0	C		26.3	C		44.4	D		22.4	C	
Intersection Delay, s/veh / LOS	27.8						C					



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--- Messages ---

WARNING: Since queue spillover from turn lanes and spillback into upstream intersections is not accounted for in the HCM procedures, use of a simulation tool may be advised in situations where the Queue Storage Ratio exceeds 1.0.

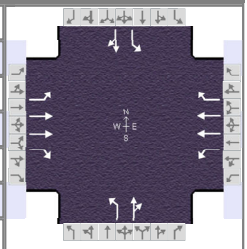
INFO: SBR was specified to have Unsignalized Delay of 0 seconds.

--- Comments ---

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HCS Signalized Intersection Input Data

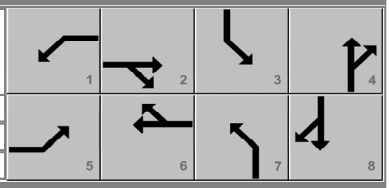
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.83
Urban Street	E Judge Perez	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Palmisano Blvd	File Name	Judge Perez at Palmisano Base AM.xus		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	77	601	142	59	1164	29	115	28	77	79	47	63

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	51	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	5.1	41.4	6.5	9.1	9.8	0.0						
Yellow	5.0	5.0	5.0	4.0	4.0	0.0						
Red	1.0	1.0	1.0	1.0	1.0	0.0						



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	77	601	142	59	1164	29	115	28	77	79	47	63
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	1	0	0	0	0	2	0		0	0	
Ped / Bike / RTOR, /h	0	0	15	0	0	3	0	0	8	0	0	7
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0	
Turn Bay Length, ft	215	0	200	220	0	150	200	0		0	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	35	35	35	20	20	20

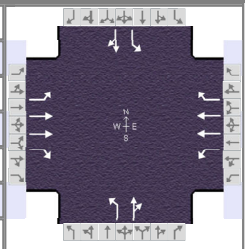
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	18.0	43.0	23.0	48.0	18.0	18.0	16.0	16.0
Yellow Change Interval (*Y*), s	5.0	5.0	5.0	5.0	4.0	4.0	4.0	4.0
Red Clearance Interval (R_c), s	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s	4	15	4	15	5	5	5	5
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	1.5	2.0	1.5	2.0	2.0	2.0	2.0	2.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	No	No	No	No	No	No	No	No
Walk (*Walk*), s		0.0		0.0		7.0		7.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		17.0		17.0

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

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HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.83
Urban Street	E Judge Perez	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Palmisano Blvd	File Name	Judge Perez at Palmisano Base AM.xus		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	77	601	142	59	1164	29	115	28	77	79	47	63

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	51	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	5.1	41.4	6.5	9.1	9.8	0.0	1	2	3	4	5	6	7	8
Yellow	5.0	5.0	5.0	4.0	4.0	0.0								
Red	1.0	1.0	1.0	1.0	1.0	0.0								

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6		4		8
Case Number	2.0	3.0	2.0	3.0		10.0		10.0
Phase Duration, s	12.5	60.0	11.1	58.6		14.8		14.1
Change Period, ($Y+R_c$), s	6.0	6.0	6.0	6.0		5.0		5.0
Max Allow Headway (*MAH*), s	2.6	0.0	2.6	0.0		3.2		3.4
Queue Clearance Time (g_s), s	7.1		5.9			9.6		9.0
Green Extension Time (g_e), s	0.0	0.0	0.1	0.0		0.2		0.1
Phase Call Probability	0.92		0.86			1.00		1.00
Max Out Probability	1.00		0.00			0.16		1.00

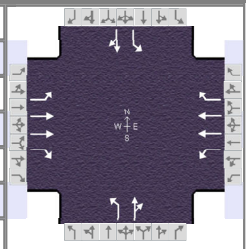
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	93	724	153	71	1402	31	139	117		95	124	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1795	1610	1810	1809	1610	1781	1684		1810	1731	
Queue Service Time (g_s), s	5.1	11.6	4.8	3.9	30.0	0.9	7.6	6.7		5.0	7.0	
Cycle Queue Clearance Time (g_c), s	5.1	11.6	4.8	3.9	30.0	0.9	7.6	6.7		5.0	7.0	
Green Ratio (*g/C*)	0.07	0.54	0.54	0.05	0.53	0.53	0.10	0.10		0.09	0.09	
Capacity (*c*), veh/h	118	1937	869	92	1901	846	175	166		165	157	
Volume-to-Capacity Ratio (*X*)	0.787	0.374	0.176	0.769	0.738	0.037	0.791	0.705		0.578	0.788	
Back of Queue (*Q*), ft/ln (95 th percentile)	140	202.6	78.2	83.1	448.8	15.3	160.6	128.1		105.6	163.7	
Back of Queue (*Q*), veh/ln (95 th percentile)	5.6	8.0	3.1	3.3	18.0	0.6	6.3	5.1		4.2	6.5	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.65	0.00	0.39	0.38	0.00	0.10	0.80	0.00		0.00	0.00	
Uniform Delay (d_1), s/veh	46.1	13.3	11.7	46.9	18.4	11.7	44.1	43.7		43.6	44.5	
Incremental Delay (d_2), s/veh	26.8	0.6	0.4	4.9	2.6	0.1	4.5	2.1		1.2	13.4	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Control Delay (*d*), s/veh	72.8	13.8	12.2	51.8	21.0	11.8	48.5	45.7		44.8	57.9	
Level of Service (LOS)	E	B	B	D	C	B	D	D		D	E	
Approach Delay, s/veh / LOS	19.2	B		22.3	C		47.3	D		52.2	D	
Intersection Delay, s/veh / LOS	25.6						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.90	B	1.96	B	2.46	B	2.49	B
Bicycle LOS Score / LOS	1.29	A	1.73	B	0.91	A	0.85	A

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HCS Signalized Intersection Intermediate Values

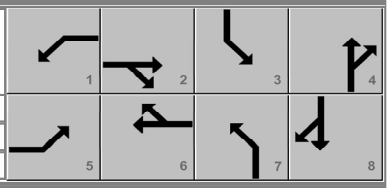
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.83
Urban Street	E Judge Perez	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Palmisano Blvd	File Name	Judge Perez at Palmisano Base AM.xus		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	77	601	142	59	1164	29	115	28	77	79	47	63

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	51	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	5.1	41.4	6.5	9.1	9.8	0.0						
Yellow	5.0	5.0	5.0	4.0	4.0	0.0						
Red	1.0	1.0	1.0	1.0	1.0	0.0						



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	0.992	1.000	1.000	1.000	1.000	0.984	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	0.952	1.000	1.000	0.952	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.000	0.847		0.886	0.886		0.911	0.911
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00								
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)												
Movement Saturation Flow Rate (s), veh/h	1810	3589	1610	1810	3618	1610	1781	486	1198	1810	790	941
Proportion of Vehicles Arriving on Green (P)	0.07	0.54	0.54	0.05	0.53	0.53	0.10	0.10	0.10	0.09	0.09	0.09
Incremental Delay Factor (k)	0.30	0.50	0.50	0.04	0.50	0.50	0.06	0.04		0.04	0.18	

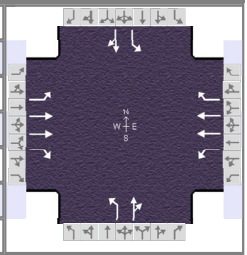
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.0	6.0	6.0	6.0		5.0		5.0
Green Ratio (g/C)	0.07	0.54	0.05	0.53		0.10		0.09
Permitted Saturation Flow Rate (s_p), veh/h/ln	0	0	0	0		1781		1810
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	0.0	0.0	0.0	0.0		0.0		0.0
Permitted Service Time (g_u), s	0.0	0.0	0.0	0.0		0.0		0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0		0.0		0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		0		0				
Protected Right Effective Green Time (g_R), s		0.0		0.0				

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.198	0.011	1.198	0.010	1.710	0.004	1.710	0.021
Pedestrian F_s / F_{delay}	0.000	0.095	0.000	0.151	0.000	0.149	0.000	0.157
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	1079.14	10.60	130.32	43.70	196.71	40.65		56.18
Bicycle F_w / F_v	-3.64	0.80	-3.64	1.24	-3.64	0.42	-3.64	0.36

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HCS Signalized Intersection Results Graphical Summary

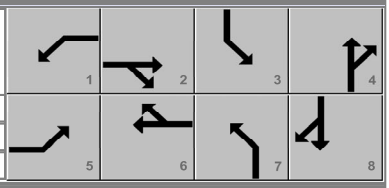
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Urban Street	E Judge Perez	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Palmisano Blvd	File Name	Judge Perez at Palmisano Base AM.xus		
Project Description	23-040				



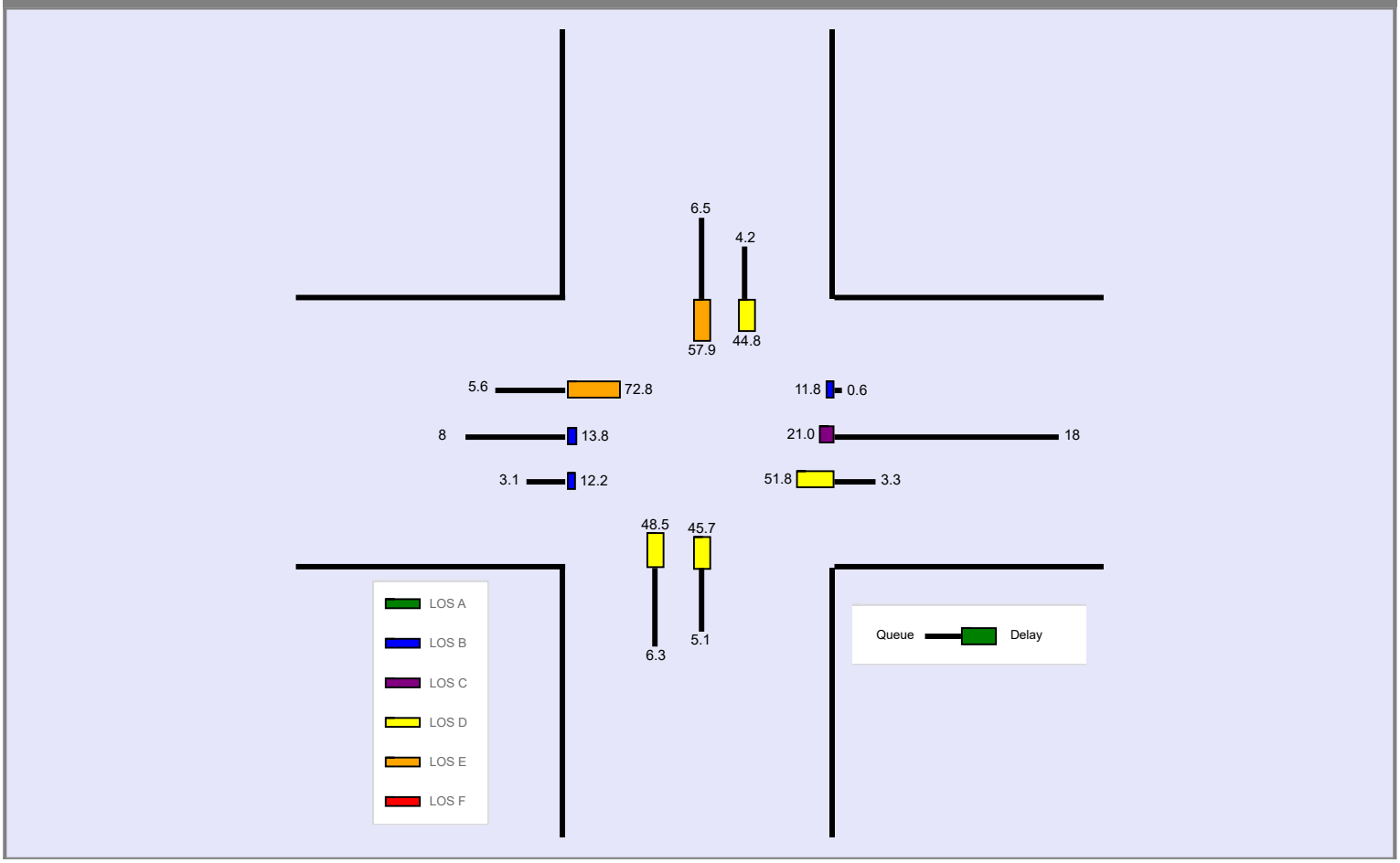
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Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
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Offset, s	51	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	5.1	41.4	6.5	9.1	9.8	0.0
Yellow	5.0	5.0	5.0	4.0	4.0	0.0
Red	1.0	1.0	1.0	1.0	1.0	0.0



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	140	202.6	78.2	83.1	448.8	15.3	160.6	128.1		105.6	163.7	
Back of Queue (*Q*), veh/ln (95 th percentile)	5.6	8.0	3.1	3.3	18.0	0.6	6.3	5.1		4.2	6.5	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.65	0.00	0.39	0.38	0.00	0.10	0.80	0.00		0.00	0.00	
Control Delay (*d*), s/veh	72.8	13.8	12.2	51.8	21.0	11.8	48.5	45.7		44.8	57.9	
Level of Service (LOS)	E	B	B	D	C	B	D	D		D	E	
Approach Delay, s/veh / LOS	19.2	B		22.3	C		47.3	D		52.2	D	
Intersection Delay, s/veh / LOS	25.6						C					



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--- Messages ---

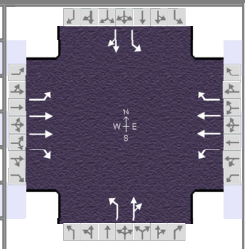
No errors or warnings exist.

--- Comments ---

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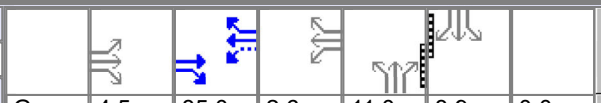
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.95
Urban Street	E Judge Perez	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Palmisano Blvd	File Name	Judge Perez at Palmisano Base PM.xus		
Project Description	23-040				

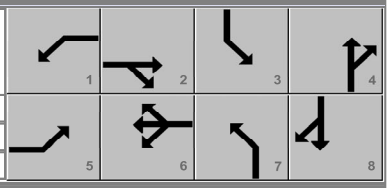


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	42	1353	68	26	969	55	52	54	57	74	17	66

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	51	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	4.5	85.0	2.6	11.0	8.9	0.0						
Yellow	5.0	5.0	5.0	4.0	4.0	0.0						
Red	1.0	1.0	1.0	1.0	1.0	0.0						



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	42	1353	68	26	969	55	52	54	57	74	17	66
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	1	0	0	1	0	0	0		0	0	
Ped / Bike / RTOR, /h	0	0	7	0	0	6	0	0	6	0	0	7
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0	
Turn Bay Length, ft	215	0	200	220	0	150	200	0		0	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	35	35	35	20	20	20

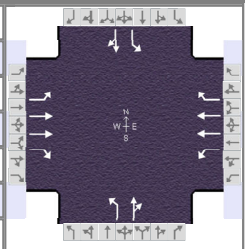
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	22.0	75.0	22.0	75.0	25.0	25.0	18.0	18.0
Yellow Change Interval (*Y*), s	5.0	5.0	5.0	5.0	4.0	4.0	4.0	4.0
Red Clearance Interval (R_c), s	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s	4	15	4	15	5	5	5	5
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	1.5	2.0	1.5	2.0	2.0	2.0	2.0	2.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	No	No	No	No	No	No	No	No
Walk (*Walk*), s		0.0		0.0		7.0		7.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		17.0		17.0

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

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HCS Signalized Intersection Results Summary

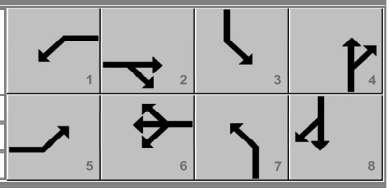
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.95
Urban Street	E Judge Perez	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Palmisano Blvd	File Name	Judge Perez at Palmisano Base PM.xus		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	42	1353	68	26	969	55	52	54	57	74	17	66

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	51	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	4.5	85.0	2.6	11.0	8.9	0.0						
Yellow	5.0	5.0	5.0	4.0	4.0	0.0						
Red	1.0	1.0	1.0	1.0	1.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6		4		8
Case Number	2.0	3.0	1.3	3.0		10.0		10.0
Phase Duration, s	10.5	101.5	8.6	99.7		16.0		13.9
Change Period, ($Y+R_c$), s	6.0	6.0	6.0	6.0		5.0		5.0
Max Allow Headway (*MAH*), s	2.6	0.0	2.6	0.0		3.2		3.4
Queue Clearance Time (g_s), s	5.4		2.0			10.7		8.6
Green Extension Time (g_e), s	0.0	0.0	1.9	0.0		0.3		0.3
Phase Call Probability	0.82		0.66			1.00		1.00
Max Out Probability	0.00		0.00			0.00		0.00

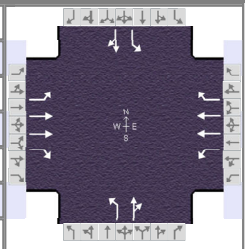
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	44	1424	64	27	1020	52	55	111		78	80	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1795	1610	1810	1795	1610	1810	1747		1810	1667	
Queue Service Time (g_s), s	3.4	29.3	1.8	0.0	18.4	1.5	4.0	8.7		5.9	6.6	
Cycle Queue Clearance Time (g_c), s	3.4	29.3	1.8	0.0	18.4	1.5	4.0	8.7		5.9	6.6	
Green Ratio (*g/C*)	0.03	0.68	0.68	0.61	0.67	0.67	0.08	0.08		0.06	0.06	
Capacity (*c*), veh/h	58	2448	1098	261	2401	1077	142	137		115	106	
Volume-to-Capacity Ratio (*X*)	0.767	0.582	0.058	0.105	0.425	0.048	0.386	0.807		0.676	0.754	
Back of Queue (*Q*), ft/ln (95 th percentile)	76	423.2	29.2	23	290.4	24.5	84.3	181		128.1	133.7	
Back of Queue (*Q*), veh/ln (95 th percentile)	3.0	16.8	1.2	0.9	11.5	1.0	3.4	7.2		5.1	5.3	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.35	0.00	0.15	0.10	0.00	0.16	0.42	0.00		0.00	0.00	
Uniform Delay (d_1), s/veh	67.3	11.7	8.2	20.6	10.7	7.9	61.3	63.5		64.1	64.5	
Incremental Delay (d_2), s/veh	7.6	1.0	0.1	0.1	0.6	0.1	0.6	4.2		2.6	4.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Control Delay (*d*), s/veh	74.9	12.7	8.3	20.7	11.3	8.0	61.9	67.7		66.7	68.5	
Level of Service (LOS)	E	B	A	C	B	A	E	E		E	E	
Approach Delay, s/veh / LOS	14.4	B		11.4	B		65.8	E		67.6	E	
Intersection Delay, s/veh / LOS	19.0						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.97	B	1.89	B	2.48	B	2.49	B
Bicycle LOS Score / LOS	1.75	B	1.39	A	0.76	A	0.75	A

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HCS Signalized Intersection Intermediate Values

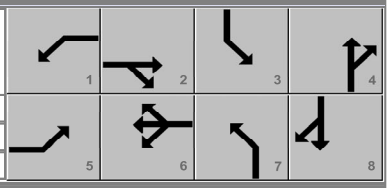
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.95
Urban Street	E Judge Perez	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Palmisano Blvd	File Name	Judge Perez at Palmisano Base PM.xus		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	42	1353	68	26	969	55	52	54	57	74	17	66

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	51	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	4.5	85.0	2.6	11.0	8.9	0.0						
Yellow	5.0	5.0	5.0	4.0	4.0	0.0						
Red	1.0	1.0	1.0	1.0	1.0	0.0						



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	0.992	1.000	1.000	0.992	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	0.952	1.000	1.000	0.952	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.000	0.847		0.920	0.920		0.877	0.877
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00								
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)												
Movement Saturation Flow Rate (s), veh/h	1810	3589	1610	1810	3589	1610	1810	899	849	1810	373	1294
Proportion of Vehicles Arriving on Green (P)	0.03	0.68	0.68	0.02	0.67	0.67	0.08	0.08	0.08	0.06	0.06	0.06
Incremental Delay Factor (k)	0.04	0.50	0.50	0.04	0.50	0.50	0.04	0.04		0.04	0.04	

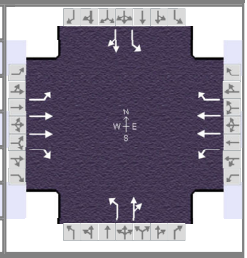
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.0	6.0	6.0	6.0		5.0		5.0
Green Ratio (g/C)	0.03	0.68	0.61	0.67		0.08		0.06
Permitted Saturation Flow Rate (s_p), veh/h/ln	0	0	382	0		1810		1810
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	0.0	0.0	83.0	0.0		0.0		0.0
Permitted Service Time (g_u), s	0.0	0.0	64.2	0.0		0.0		0.0
Permitted Queue Service Time (g_{ps}), s			5.6					
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0		0.0		0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		0		0				
Protected Right Effective Green Time (g_R), s		0.0		0.0				

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.198	0.009	1.198	0.010	1.710	0.009	1.710	0.010
Pedestrian F_s / F_{delay}	0.000	0.169	0.000	0.082	0.000	0.165	0.000	0.170
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	37.44	67.40	1337.86	7.67	127.35	61.37	-85.71	76.13
Bicycle F_w / F_v	-3.64	1.26	-3.64	0.91	-3.64	0.27	-3.64	0.26

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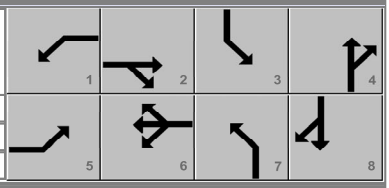
HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.95
Urban Street	E Judge Perez	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Palmisano Blvd	File Name	Judge Perez at Palmisano Base PM.xus		
Project Description	23-040				

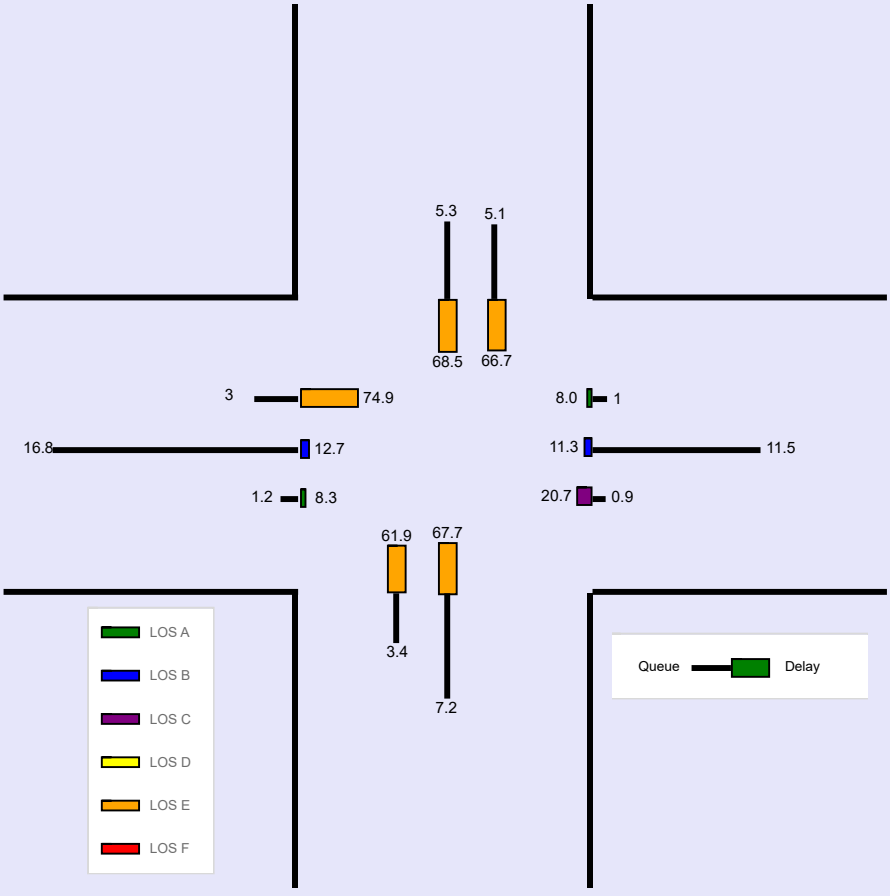


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	42	1353	68	26	969	55	52	54	57	74	17	66

Signal Information					EB			WB			NB			SB		
Cycle, s	140.0	Reference Phase	2													
Offset, s	51	Reference Point	End	Green	4.5	85.0		2.6	11.0	8.9	0.0					
Uncoordinated	No	Simult. Gap E/W	On	Yellow	5.0	5.0		5.0	4.0	4.0	0.0					
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	1.0		1.0	1.0	1.0	0.0					



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	76	423.2	29.2	23	290.4	24.5	84.3	181		128.1	133.7	
Back of Queue (*Q*), veh/ln (95 th percentile)	3.0	16.8	1.2	0.9	11.5	1.0	3.4	7.2		5.1	5.3	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.35	0.00	0.15	0.10	0.00	0.16	0.42	0.00		0.00	0.00	
Control Delay (*d*), s/veh	74.9	12.7	8.3	20.7	11.3	8.0	61.9	67.7		66.7	68.5	
Level of Service (LOS)	E	B	A	C	B	A	E	E		E	E	
Approach Delay, s/veh / LOS	14.4	B		11.4	B		65.8	E		67.6	E	
Intersection Delay, s/veh / LOS	19.0						B					



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--- Messages ---

No errors or warnings exist.

--- Comments ---

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HCS Two-Way Stop-Control Report

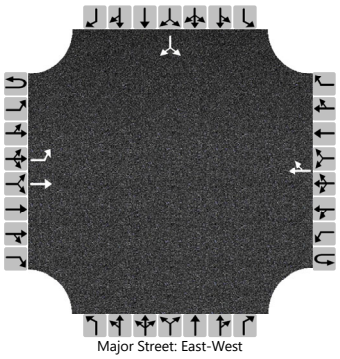
General Information

Analyst	MAC
Agency/Co.	USI
Date Performed	4/29/2024
Analysis Year	2024
Time Analyzed	AM Base
Intersection Orientation	East-West
Project Description	23-040

Site Information

Intersection	E St Bernard Hwy at Palmisano Blvd
Jurisdiction	LADOTD
East/West Street	E St Bernard Hwy
North/South Street	Palmisano Blvd
Peak Hour Factor	0.85
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		L	T					TR							LR	
Volume (veh/h)		76	396				1073	101						7		103
Percent Heavy Vehicles (%)		0												0		0
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type | Storage																

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.10												6.40		6.20
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.20												3.50		3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		89													129	
Capacity, c (veh/h)		503													168	
v/c Ratio		0.18													0.77	
95% Queue Length, Q_{95} (veh)		0.6													5.0	
Control Delay (s/veh)		13.7													75.3	
Level of Service (LOS)		B													F	
Approach Delay (s/veh)		2.2												75.3		
Approach LOS		A												F		

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HCS Two-Way Stop-Control Report

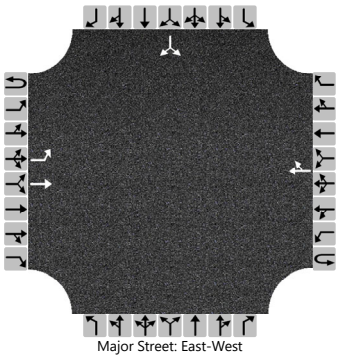
General Information

Analyst	MAC
Agency/Co.	USI
Date Performed	4/29/2024
Analysis Year	2024
Time Analyzed	PM Base
Intersection Orientation	East-West
Project Description	23-040

Site Information

Intersection	E St Bernard Hwy at Palmisano Blvd
Jurisdiction	LADOTD
East/West Street	E St Bernard Hwy
North/South Street	Palmisano Blvd
Peak Hour Factor	0.94
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		L	T					TR							LR	
Volume (veh/h)		81	971				621	26						19		73
Percent Heavy Vehicles (%)		0												0		0
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.10												6.40		6.20
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.20												3.50		3.30

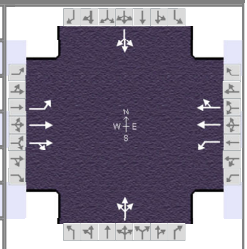
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		86													98	
Capacity, c (veh/h)		915													217	
v/c Ratio		0.09													0.45	
95% Queue Length, Q_{95} (veh)		0.3													2.2	
Control Delay (s/veh)		9.3													34.6	
Level of Service (LOS)		A													D	
Approach Delay (s/veh)	0.7												34.6			
Approach LOS	A												D			

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HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Campagna Dr	File Name	Judge Perez at Campagna Base AM.xus		
Project Description	23-040				

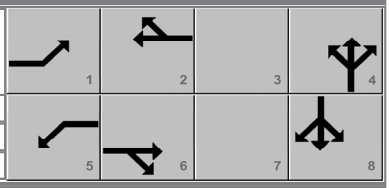


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	38	695	8	13	1120	16	17	6	3	20	5	45

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	3	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	4.8	59.6	2.3	9.3	0.0	0.0
Yellow	5.0	5.0	5.0	5.0	0.0	0.0
Red	1.0	1.0	1.0	1.0	0.0	0.0



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	38	695	8	13	1120	16	17	6	3	20	5	45
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	1		0	0			0			0	
Ped / Bike / RTOR, /h	0	0	1	0	0	2	0	0	1	0	0	5
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0		12.0	12.0			12.0			12.0	
Turn Bay Length, ft	210	0		220	0			0			0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	20	20	20	20	20	20

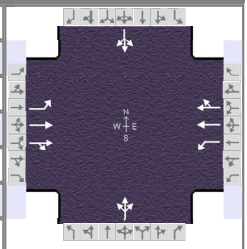
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	16.0	56.0	16.0	56.0		28.0		28.0
Yellow Change Interval (*Y*), s	5.0	5.0	5.0	5.0		5.0		5.0
Red Clearance Interval (R_c), s	1.0	1.0	1.0	1.0		1.0		1.0
Minimum Green (G_{min}), s	7	15	7	15		10		10
Start-Up Lost Time (*l*t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.5	2.0	2.5	2.0		1.5		1.5
Recall Mode	Off	Min	Off	Min		Off		Off
Dual Entry	No	Yes	No	Yes		Yes		Yes
Walk (*Walk*), s		0.0		0.0		4.0		4.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		20.0		20.0

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

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HCS Signalized Intersection Results Summary

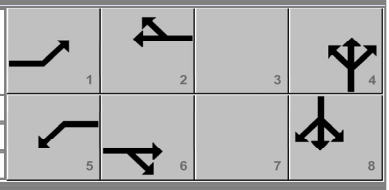
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Campagna Dr	File Name	Judge Perez at Campagna Base AM.xus		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	38	695	8	13	1120	16	17	6	3	20	5	45

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	3	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	4.8	59.6	2.3	9.3	0.0	0.0
Yellow	5.0	5.0	5.0	5.0	0.0	0.0
Red	1.0	1.0	1.0	1.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2		4		8
Case Number	2.0	4.0	2.0	4.0		8.0		8.0
Phase Duration, s	10.8	76.4	8.3	73.9		15.3		15.3
Change Period, ($Y+R_c$), s	6.0	6.0	6.0	6.0		6.0		6.0
Max Allow Headway (*MAH*), s	3.6	0.0	3.6	0.0		2.9		2.9
Queue Clearance Time (g_s), s	4.2		2.8			3.4		6.0
Green Extension Time (g_e), s	0.1	0.0	1.8	0.0		0.1		0.1
Phase Call Probability	0.68		0.32			0.93		0.93
Max Out Probability	0.00		0.89			0.00		0.00

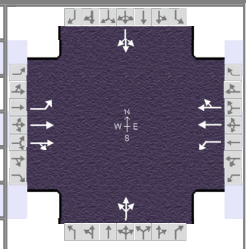
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	41	382	381	14	618	615		27			71	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1885	1878	1810	1900	1892		1537			1613	
Queue Service Time (g_s), s	2.2	7.5	7.5	0.8	15.5	15.5		0.0			1.0	
Cycle Queue Clearance Time (g_c), s	2.2	7.5	7.5	0.8	15.5	15.5		1.4			4.0	
Green Ratio (*g/C*)	0.05	0.70	0.70	0.02	0.68	0.68		0.09			0.09	
Capacity (*c*), veh/h	86	1327	1322	41	1290	1284		204			198	
Volume-to-Capacity Ratio (*X*)	0.478	0.288	0.288	0.344	0.479	0.479		0.133			0.357	
Back of Queue (*Q*), ft/ln (95 th percentile)	47.7	120.9	119.5	17.3	243.5	242.7		28.5			76.4	
Back of Queue (*Q*), veh/ln (95 th percentile)	1.9	4.8	4.8	0.7	9.7	9.7		1.1			3.1	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.23	0.00	0.00	0.08	0.00	0.00		0.00			0.00	
Uniform Delay (d_1), s/veh	46.4	5.5	5.5	48.1	7.6	7.6		41.7			42.9	
Incremental Delay (d_2), s/veh	3.0	0.5	0.5	3.6	1.3	1.3		0.1			0.4	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	
Control Delay (*d*), s/veh	49.4	6.0	6.0	51.8	8.9	8.9		41.8			43.3	
Level of Service (LOS)	D	A	A	D	A	A		D			D	
Approach Delay, s/veh / LOS	8.3	A		9.4	A		41.8	D		43.3	D	
Intersection Delay, s/veh / LOS	10.5						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.73	B	1.65	B	2.31	B	2.31	B
Bicycle LOS Score / LOS	1.15	A	1.52	B	0.53	A	0.60	A

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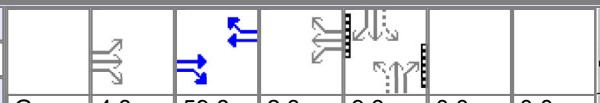
HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Campagna Dr	File Name	Judge Perez at Campagna Base AM.xus		
Project Description	23-040				

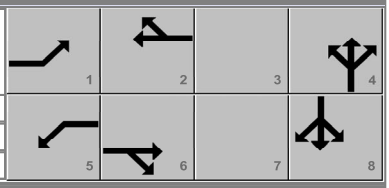


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	38	695	8	13	1120	16	17	6	3	20	5	45

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	3	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	4.8	59.6	2.3	9.3	0.0	0.0
Yellow	5.0	5.0	5.0	5.0	0.0	0.0
Red	1.0	1.0	1.0	1.0	0.0	0.0



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	0.992	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.816	0.809		0.937	0.849	
Right-Turn Adjustment Factor (f_{RT})		0.996	0.996		0.996	0.996		0.000	0.809		0.000	0.849
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00								
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)							1.00			1.00		
Movement Saturation Flow Rate (s), veh/h	1810	3726	38	1810	3745	47	1045	369	123	496	124	993
Proportion of Vehicles Arriving on Green (P)	0.05	0.70	0.70	0.02	0.68	0.68	0.09	0.09	0.09	0.09	0.09	0.09
Incremental Delay Factor (k)	0.08	0.50	0.50	0.08	0.50	0.50		0.04			0.04	

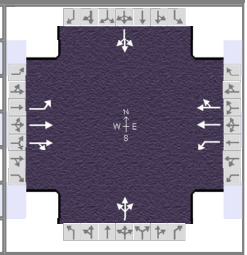
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.0	6.0	6.0	6.0		6.0		6.0
Green Ratio (g/C)	0.05	0.70	0.02	0.68		0.09		0.09
Permitted Saturation Flow Rate (s_p), veh/h/ln	0	0	0	0		1378		1429
Shared Saturation Flow Rate (s_{sh}), veh/h/ln						1511		1725
Permitted Effective Green Time (g_p), s	0.0	0.0	0.0	0.0		9.3		9.3
Permitted Service Time (g_u), s	0.0	0.0	0.0	0.0		5.4		7.9
Permitted Queue Service Time (g_{ps}), s						0.0		1.0
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0		0.9		3.0
Queue Service Time Before Blockage (g_{fs}), s						0.9		3.0
Protected Right Saturation Flow (s_R), veh/h/ln								
Protected Right Effective Green Time (g_R), s								

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	0.972	0.001	0.972	0.007	1.557	0.003	1.557	0.001
Pedestrian F_s / F_{delay}	0.000	0.155	0.000	0.066	0.000	0.149	0.000	0.149
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	45.45	47.75	1357.65	5.16	186.80	41.10	186.80	41.10
Bicycle F_w / F_v	-3.64	0.66	-3.64	1.03	-3.64	0.04	-3.64	0.12

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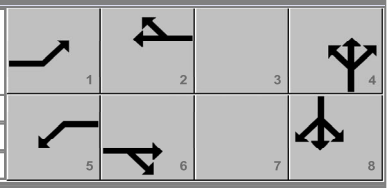
HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Campagna Dr	File Name	Judge Perez at Campagna Base AM.xus		
Project Description	23-040				

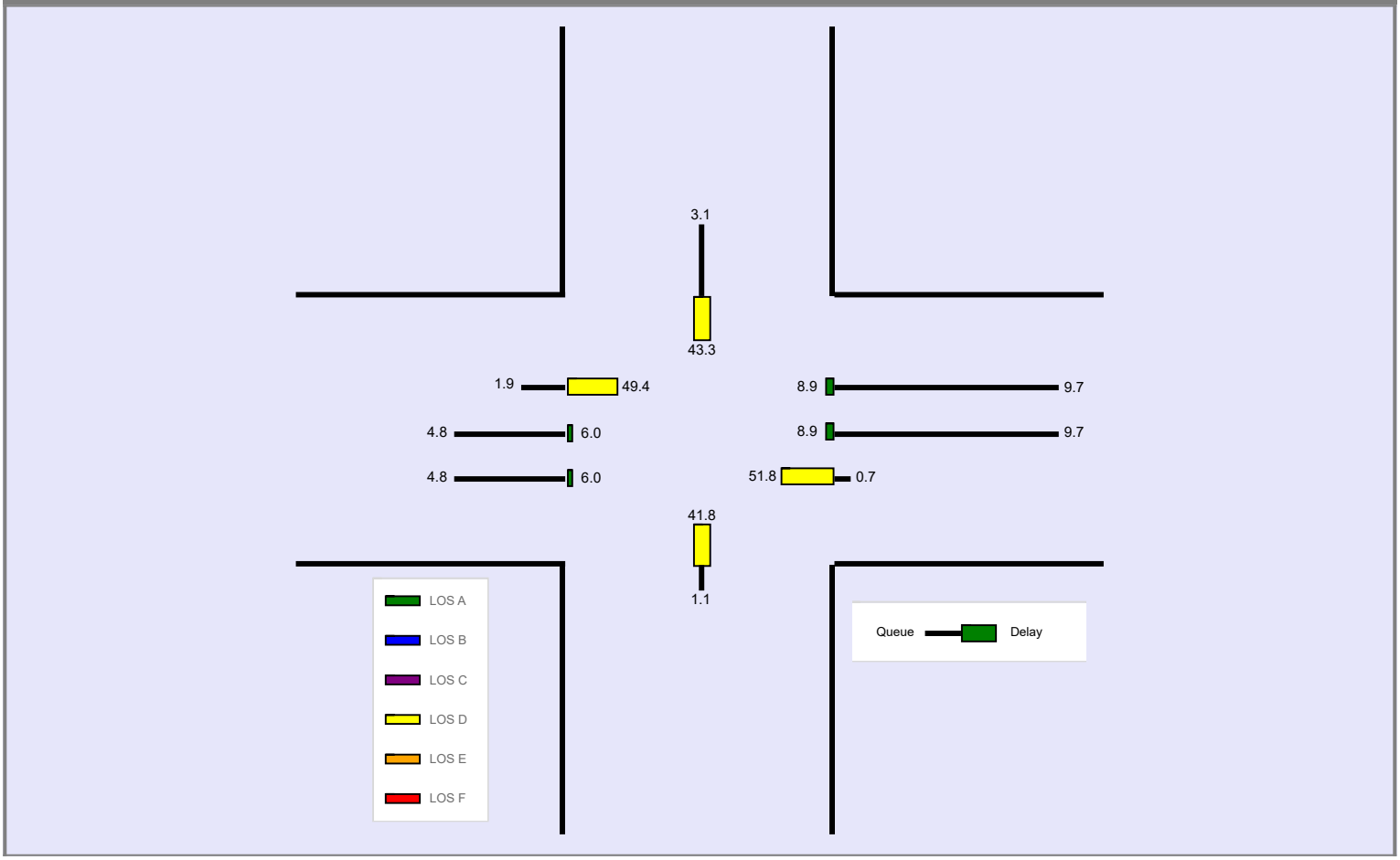


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	38	695	8	13	1120	16	17	6	3	20	5	45

Signal Information												
Cycle, s	100.0	Reference Phase	2									
Offset, s	3	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On									
Force Mode	Fixed	Simult. Gap N/S	On									
				Green	4.8	59.6	2.3	9.3	0.0	0.0		
				Yellow	5.0	5.0	5.0	5.0	0.0	0.0		
				Red	1.0	1.0	1.0	1.0	0.0	0.0		



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	47.7	120.9	119.5	17.3	243.5	242.7		28.5			76.4	
Back of Queue (*Q*), veh/ln (95 th percentile)	1.9	4.8	4.8	0.7	9.7	9.7		1.1			3.1	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.23	0.00	0.00	0.08	0.00	0.00		0.00			0.00	
Control Delay (*d*), s/veh	49.4	6.0	6.0	51.8	8.9	8.9		41.8			43.3	
Level of Service (LOS)	D	A	A	D	A	A		D			D	
Approach Delay, s/veh / LOS	8.3	A		9.4	A		41.8	D		43.3	D	
Intersection Delay, s/veh / LOS	10.5						B					



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--- Messages ---

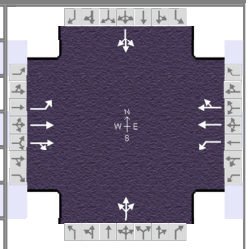
No errors or warnings exist.

--- Comments ---

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HCS Signalized Intersection Input Data

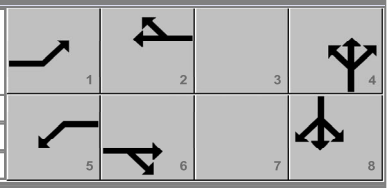
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.94
Urban Street	E Judge Perez	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Campagna Dr	File Name	Judge Perez at Campagna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



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	68	1313	20	14	890	14	21	5	9	22	2	27

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	3	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	7.2	96.1	3.1	9.7	0.0	0.0
Yellow	5.0	5.0	5.0	5.0	0.0	0.0
Red	1.0	1.0	1.0	1.0	0.0	0.0



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	68	1313	20	14	890	14	21	5	9	22	2	27
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	0		0	0			0			0	
Ped / Bike / RTOR, /h	0	0	2	0	0	2	0	0	1	0	0	3
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0		12.0	12.0			12.0			12.0	
Turn Bay Length, ft	210	0		220	0			0			0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	20	20	20	20	20	20

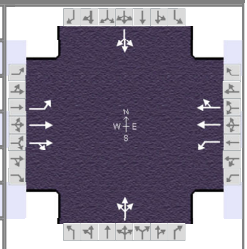
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	25.0	93.0	25.0	93.0		22.0		22.0
Yellow Change Interval (*Y*), s	5.0	5.0	5.0	5.0		5.0		5.0
Red Clearance Interval (R_c), s	1.0	1.0	1.0	1.0		1.0		1.0
Minimum Green (G_{min}), s	7	15	7	15		10		10
Start-Up Lost Time (*l*t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.5	2.0	2.5	2.0		1.5		1.5
Recall Mode	Off	Min	Off	Min		Off		Off
Dual Entry	No	Yes	No	Yes		Yes		Yes
Walk (*Walk*), s		0.0		0.0		4.0		4.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		20.0		20.0

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

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HCS Signalized Intersection Results Summary

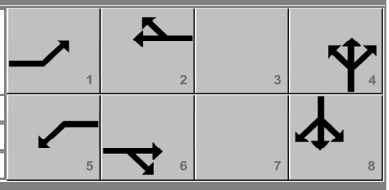
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.94
Urban Street	E Judge Perez	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Campagna Dr	File Name	Judge Perez at Campagna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



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	68	1313	20	14	890	14	21	5	9	22	2	27

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	3	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	7.2	96.1	3.1	9.7	0.0	0.0
Yellow	5.0	5.0	5.0	5.0	0.0	0.0
Red	1.0	1.0	1.0	1.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2		4		8
Case Number	2.0	4.0	2.0	4.0		8.0		8.0
Phase Duration, s	13.2	115.3	9.1	111.1		15.7		15.7
Change Period, ($Y+R_c$), s	6.0	6.0	6.0	6.0		6.0		6.0
Max Allow Headway (*MAH*), s	3.6	0.0	3.6	0.0		2.9		2.9
Queue Clearance Time (g_s), s	7.5		3.1			4.9		6.1
Green Extension Time (g_e), s	0.1	0.0	1.3	0.0		0.1		0.1
Phase Call Probability	0.94		0.44			0.97		0.97
Max Out Probability	0.00		0.94			0.00		0.00

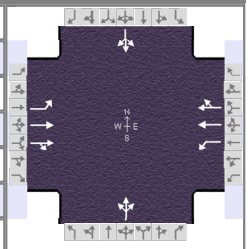
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	72	709	707	15	481	479		36			51	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1900	1891	1810	1900	1891		1563			1585	
Queue Service Time (g_s), s	5.5	18.3	18.3	1.1	11.8	11.8		0.0			1.2	
Cycle Queue Clearance Time (g_c), s	5.5	18.3	18.3	1.1	11.8	11.8		2.9			4.1	
Green Ratio (*g/C*)	0.05	0.78	0.78	0.02	0.75	0.75		0.07			0.07	
Capacity (*c*), veh/h	93	1483	1476	40	1427	1420		150			147	
Volume-to-Capacity Ratio (*X*)	0.778	0.478	0.479	0.374	0.337	0.337		0.242			0.348	
Back of Queue (*Q*), ft/ln (95 th percentile)	126.1	270.5	269.7	25.7	199.1	198.4		56.7			81	
Back of Queue (*Q*), veh/ln (95 th percentile)	5.0	10.8	10.8	1.0	8.0	7.9		2.3			3.2	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.60	0.00	0.00	0.12	0.00	0.00		0.00			0.00	
Uniform Delay (d_1), s/veh	65.6	5.4	5.4	67.5	5.8	5.8		62.0			62.5	
Incremental Delay (d_2), s/veh	9.9	1.1	1.1	4.3	0.6	0.6		0.3			0.5	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	
Control Delay (*d*), s/veh	75.5	6.5	6.5	71.8	6.4	6.5		62.3			63.1	
Level of Service (LOS)	E	A	A	E	A	A		E			E	
Approach Delay, s/veh / LOS	9.9	A		7.4	A		62.3	E		63.1	E	
Intersection Delay, s/veh / LOS	10.7						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.74	B	1.64	B	2.32	B	2.32	B
Bicycle LOS Score / LOS	1.72	B	1.29	A	0.55	A	0.57	A

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HCS Signalized Intersection Intermediate Values

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

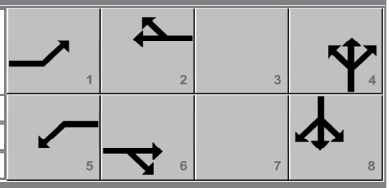


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	68	1313	20	14	890	14	21	5	9	22	2	27

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	3	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	7.2	96.1	3.1	9.7	0.0	0.0
Yellow	5.0	5.0	5.0	5.0	0.0	0.0
Red	1.0	1.0	1.0	1.0	0.0	0.0



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.844	0.823		0.897	0.834	
Right-Turn Adjustment Factor (f_{RT})		0.995	0.995		0.995	0.995		0.000	0.823		0.000	0.834
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00								
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)							1.00			1.00		
Movement Saturation Flow Rate (s), veh/h	1810	3740	51	1810	3740	50	966	230	368	727	66	793
Proportion of Vehicles Arriving on Green (P)	0.05	0.78	0.78	0.02	0.75	0.75	0.07	0.07	0.07	0.07	0.07	0.07
Incremental Delay Factor (k)	0.08	0.50	0.50	0.08	0.50	0.50		0.04			0.04	

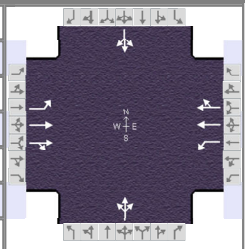
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.0	6.0	6.0	6.0		6.0		6.0
Green Ratio (g/C)	0.05	0.78	0.02	0.75		0.07		0.07
Permitted Saturation Flow Rate (s_p), veh/h/ln	0	0	0	0		1404		1422
Shared Saturation Flow Rate (s_{sh}), veh/h/ln						1560		1646
Permitted Effective Green Time (g_p), s	0.0	0.0	0.0	0.0		9.7		9.7
Permitted Service Time (g_u), s	0.0	0.0	0.0	0.0		5.5		6.8
Permitted Queue Service Time (g_{ps}), s						0.0		1.2
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0		1.2		2.2
Queue Service Time Before Blockage (g_{fs}), s						1.2		1.5
Protected Right Saturation Flow (s_R), veh/h/ln								
Protected Right Effective Green Time (g_R), s								

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	0.972	0.001	0.972	0.004	1.557	0.003	1.557	0.003
Pedestrian F_s / F_{delay}	0.000	0.169	0.000	0.059	0.000	0.165	0.000	0.165
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	43.97	66.96	1502.08	4.34	138.06	60.67	138.06	60.67
Bicycle F_w / F_v	-3.64	1.23	-3.64	0.80	-3.64	0.06	-3.64	0.08

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HCS Signalized Intersection Results Graphical Summary

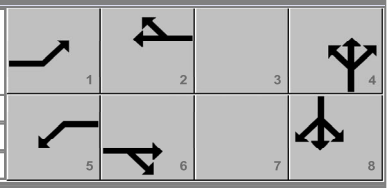
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.94
Urban Street	E Judge Perez	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Campagna Dr	File Name	Judge Perez at Campagna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



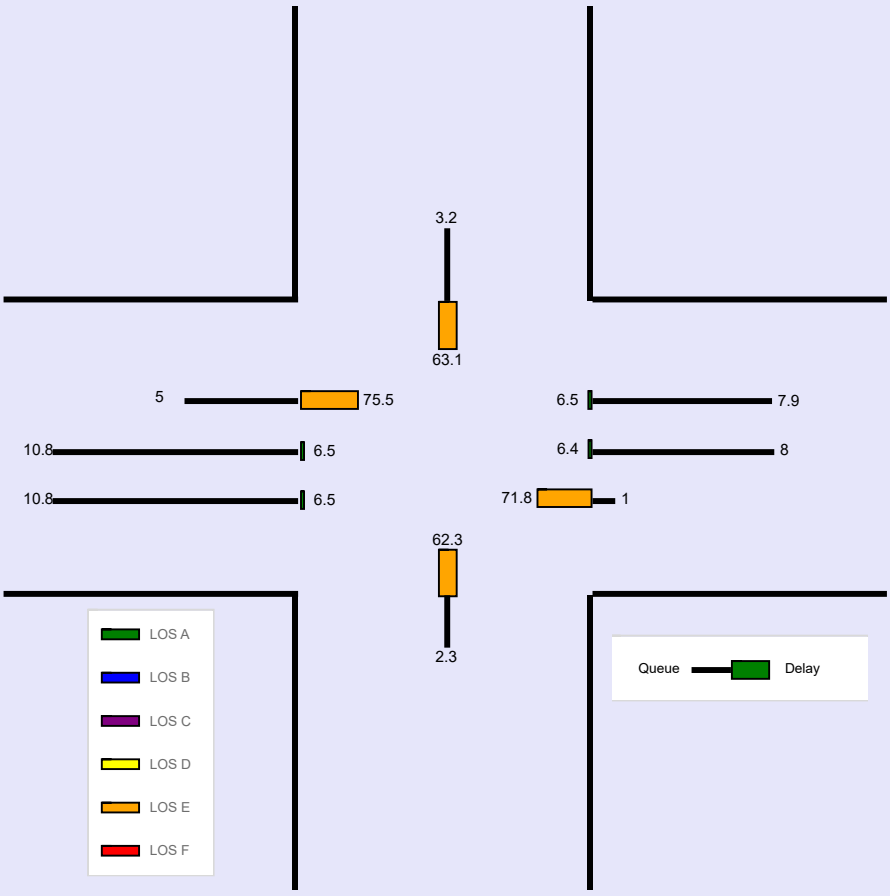
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	68	1313	20	14	890	14	21	5	9	22	2	27

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	3	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	7.2	96.1	3.1	9.7	0.0	0.0	
Yellow	5.0	5.0	5.0	5.0	0.0	0.0	
Red	1.0	1.0	1.0	1.0	0.0	0.0	



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	126.1	270.5	269.7	25.7	199.1	198.4		56.7			81	
Back of Queue (*Q*), veh/ln (95 th percentile)	5.0	10.8	10.8	1.0	8.0	7.9		2.3			3.2	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.60	0.00	0.00	0.12	0.00	0.00		0.00			0.00	
Control Delay (*d*), s/veh	75.5	6.5	6.5	71.8	6.4	6.5		62.3			63.1	
Level of Service (LOS)	E	A	A	E	A	A		E			E	
Approach Delay, s/veh / LOS	9.9	A		7.4	A		62.3	E		63.1	E	
Intersection Delay, s/veh / LOS	10.7						B					



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--- Messages ---

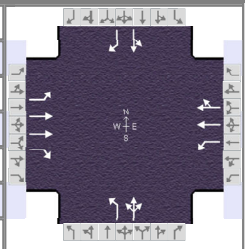
No errors or warnings exist.

--- Comments ---

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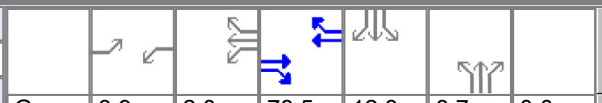
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Archbishop Hannan Blvd	File Name	Judge Perez at Archbishop Hannan Base AM.xus		
Project Description	23-040				

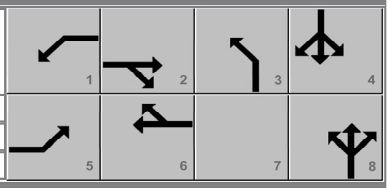


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	27	468	99	59	768	4	85	25	56	6	46	138

Signal Information										
Cycle, s	130.0	Reference Phase	2							
Offset, s	0	Reference Point	End							
Uncoordinated	No	Simult. Gap E/W	On							
Force Mode	Fixed	Simult. Gap N/S	On							



Green	3.9	2.0	78.5	12.8	8.7	0.0
Yellow	4.5	0.0	4.5	4.0	4.0	0.0
Red	1.5	0.0	1.5	2.0	2.0	0.0



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	27	468	99	59	768	4	85	25	56	6	46	138
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	2	1	2	0	0		0	0			0	0
Ped / Bike / RTOR, /h	0	0	10	0	0	1	0	0	6	0	0	14
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0	12.0	12.0	12.0		12.0	12.0			12.0	12.0
Turn Bay Length, ft	195	0	185	220	0		220	0			0	0
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	45	45	45	45	45	45	30	30	30	20	20	20

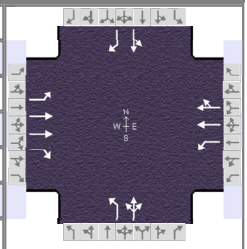
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	24.0	60.0	24.0	60.0	23.0	23.0		23.0
Yellow Change Interval (*Y*), s	4.5	4.5	4.5	4.5	4.0	4.0		4.0
Red Clearance Interval (R_c), s	1.5	1.5	1.5	1.5	2.0	2.0		2.0
Minimum Green (G_{min}), s	6	15	6	15	6	6		6
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	1.5	2.0	1.5	2.0	1.5	1.5		1.5
Recall Mode	Off	Min	Off	Min	Off	Off		Off
Dual Entry	No	No	No	No	No	No		No
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

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

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HCS Signalized Intersection Results Summary

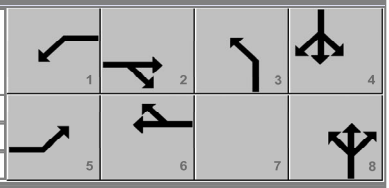
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Archbishop Hannan Blvd	File Name	Judge Perez at Archbishop Hannan Base AM.xus		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	27	468	99	59	768	4	85	25	56	6	46	138

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	3.9	2.0	78.5	12.8	8.7	0.0
Yellow	4.5	0.0	4.5	4.0	4.0	0.0
Red	1.5	0.0	1.5	2.0	2.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6		8		4
Case Number	2.0	3.0	2.0	4.0		10.0		11.0
Phase Duration, s	9.9	84.5	12.0	86.6		14.7		18.8
Change Period, ($Y+R_c$), s	6.0	6.0	6.0	6.0		6.0		6.0
Max Allow Headway (*MAH*), s	2.5	0.0	2.5	0.0		2.7		3.0
Queue Clearance Time (g_s), s	4.1		6.6			8.5		12.7
Green Extension Time (g_e), s	0.0	0.0	0.1	0.0		0.2		0.1
Phase Call Probability	0.65		0.90			1.00		1.00
Max Out Probability	0.00		0.00			0.00		0.24

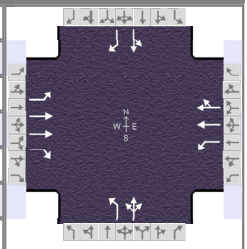
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	29	509	97	64	419	419	92	82			57	135
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1781	1795	1585	1810	1900	1897	1810	1696			1889	1610
Queue Service Time (g_s), s	2.1	8.5	3.3	4.6	14.0	14.0	6.5	6.1			3.6	10.7
Cycle Queue Clearance Time (g_c), s	2.1	8.5	3.3	4.6	14.0	14.0	6.5	6.1			3.6	10.7
Green Ratio (*g/C*)	0.03	0.60	0.60	0.05	0.62	0.62	0.07	0.07			0.10	0.10
Capacity (*c*), veh/h	54	2169	958	83	1178	1176	121	113			186	159
Volume-to-Capacity Ratio (*X*)	0.546	0.235	0.101	0.773	0.356	0.356	0.764	0.719			0.304	0.849
Back of Queue (*Q*), ft/ln (95 th percentile)	45	147.4	53.1	98.3	242.1	241.8	140.6	123.3			79.7	223.1
Back of Queue (*Q*), veh/ln (95 th percentile)	1.8	5.8	2.1	3.9	9.7	9.7	5.6	4.9			3.2	8.9
Queue Storage Ratio (*RQ*) (95 th percentile)	0.23	0.00	0.29	0.45	0.00	0.00	0.64	0.00			0.00	0.00
Uniform Delay (d_1), s/veh	62.2	11.9	10.8	61.4	12.1	12.1	59.7	59.5			54.4	57.6
Incremental Delay (d_2), s/veh	3.2	0.3	0.2	5.6	0.8	0.8	3.7	3.2			0.3	17.2
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0
Control Delay (*d*), s/veh	65.3	12.1	11.1	67.0	12.9	12.9	63.4	62.6			54.8	74.9
Level of Service (LOS)	E	B	B	E	B	B	E	E			D	E
Approach Delay, s/veh / LOS	14.4	B		16.7	B		63.0	E		68.9	E	
Intersection Delay, s/veh / LOS	25.4						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.90	B	1.91	B	2.33	B	2.49	B
Bicycle LOS Score / LOS	1.01	A	1.23	A	0.77	A	0.80	A

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HCS Signalized Intersection Intermediate Values

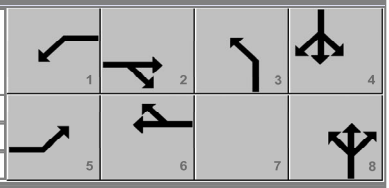
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Archbishop Hannan Blvd	File Name	Judge Perez at Archbishop Hannan Base AM.xus		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	27	468	99	59	768	4	85	25	56	6	46	138

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	3.9	2.0	78.5	12.8	8.7	0.0						
Yellow	4.5	0.0	4.5	4.0	4.0	0.0						
Red	1.5	0.0	1.5	2.0	2.0	0.0						



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	0.984	0.992	0.984	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	0.952	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.994	0.994	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.999	0.999		0.893	0.893		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00								
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)												
Movement Saturation Flow Rate (s), veh/h	1781	3589	1585	1810	3783	15	1810	565	1131	218	1671	1610
Proportion of Vehicles Arriving on Green (P)	0.03	0.60	0.60	0.05	0.62	0.62	0.07	0.07	0.07	0.10	0.10	0.10
Incremental Delay Factor (k)	0.04	0.50	0.50	0.04	0.50	0.50	0.04	0.04			0.04	0.17

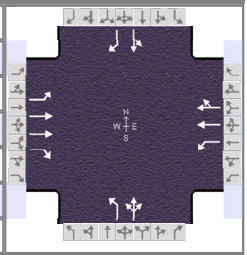
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.0	6.0	6.0	6.0		6.0		6.0
Green Ratio (g/C)	0.03	0.60	0.05	0.62		0.07		0.10
Permitted Saturation Flow Rate (s_p), veh/h/ln	0	0	0	0		1810		0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	0.0	0.0	0.0	0.0		0.0		0.0
Permitted Service Time (g_u), s	0.0	0.0	0.0	0.0		0.0		0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0		0.0		0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		0						0
Protected Right Effective Green Time (g_R), s		0.0						0.0

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.198	0.009	1.198	0.020	1.557	0.001	1.710	0.014
Pedestrian F_s / F_{delay}	0.000	0.093	0.000	0.090	0.000	0.167	0.000	0.162
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	1208.46	10.18	1239.77	9.39		72.19	133.58	56.61
Bicycle F_w / F_v	-3.64	0.52	-3.64	0.74	-3.64	0.29	-3.64	0.32

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HCS Signalized Intersection Results Graphical Summary

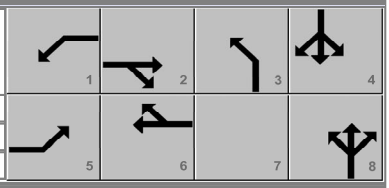
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Archbishop Hannan Blvd	File Name	Judge Perez at Archbishop Hannan Base AM.xus		
Project Description	23-040				



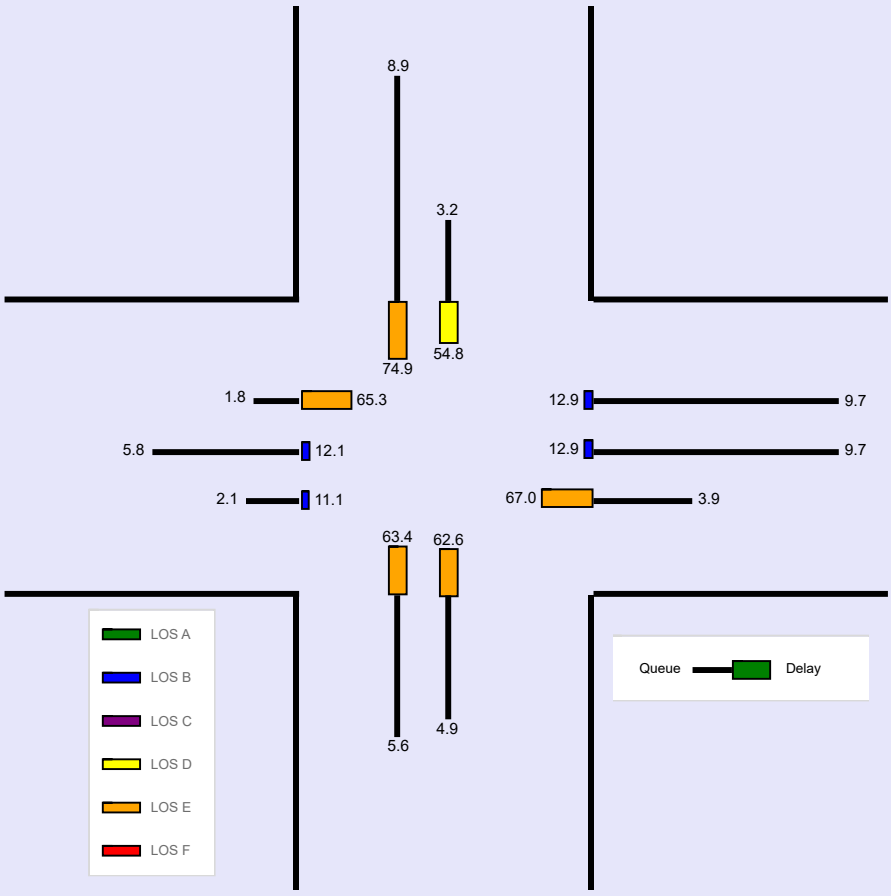
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	27	468	99	59	768	4	85	25	56	6	46	138

Signal Information										
Cycle, s	130.0	Reference Phase	2							
Offset, s	0	Reference Point	End							
Uncoordinated	No	Simult. Gap E/W	On							
Force Mode	Fixed	Simult. Gap N/S	On							

Green	3.9	2.0	78.5	12.8	8.7	0.0	
Yellow	4.5	0.0	4.5	4.0	4.0	0.0	
Red	1.5	0.0	1.5	2.0	2.0	0.0	



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	45	147.4	53.1	98.3	242.1	241.8	140.6	123.3			79.7	223.1
Back of Queue (*Q*), veh/ln (95 th percentile)	1.8	5.8	2.1	3.9	9.7	9.7	5.6	4.9			3.2	8.9
Queue Storage Ratio (*RQ*) (95 th percentile)	0.23	0.00	0.29	0.45	0.00	0.00	0.64	0.00			0.00	0.00
Control Delay (*d*), s/veh	65.3	12.1	11.1	67.0	12.9	12.9	63.4	62.6			54.8	74.9
Level of Service (LOS)	E	B	B	E	B	B	E	E			D	E
Approach Delay, s/veh / LOS	14.4	B		16.7	B		63.0	E		68.9	E	
Intersection Delay, s/veh / LOS	25.4						C					



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--- Messages ---

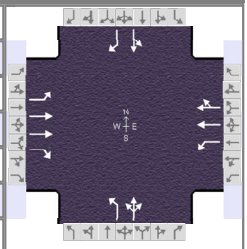
WARNING: The shared-plus-exclusive turn lane solution is an approximation of the HCM method, because more than three lane groups cannot be accommodated. Input data for Percent Turns in Shared Lane are used to specify proportion of turning vehicles in the shared lane.

--- Comments ---

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HCS Signalized Intersection Input Data

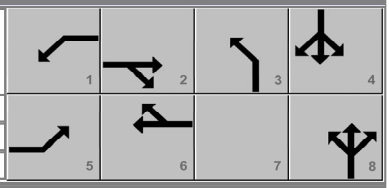
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Dec 26, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.97
Urban Street	E Judge Perez	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Archbishop Hannan Blvd	File Name	Judge Perez at Archbishop Hannan Base PM.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	93	845	181	79	517	16	122	50	170	30	32	96

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	7.4	1.2	70.0	9.1	18.3	0.0	
Yellow	4.5	0.0	4.5	4.0	4.0	0.0	
Red	1.5	0.0	1.5	2.0	2.0	0.0	



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	93	845	181	79	517	16	122	50	170	30	32	96
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	0	1	0	0		2	0			0	0
Ped / Bike / RTOR, /h	0	0	19	0	0	2	0	0	17	0	0	10
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0	12.0	12.0	12.0		12.0	12.0			12.0	12.0
Turn Bay Length, ft	195	0	185	220	0		220	0			0	0
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	45	45	45	45	45	45	30	30	30	20	20	20

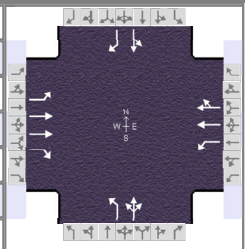
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	24.0	60.0	24.0	60.0	23.0	23.0		23.0
Yellow Change Interval (*Y*), s	4.5	4.5	4.5	4.5	4.0	4.0		4.0
Red Clearance Interval (R_c), s	1.5	1.5	1.5	1.5	2.0	2.0		2.0
Minimum Green (G_{min}), s	6	15	6	15	6	6		6
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	1.5	2.0	1.5	2.0	1.5	1.5		1.5
Recall Mode	Off	Min	Off	Min	Off	Off		Off
Dual Entry	No	No	No	No	No	No		No
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

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

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HCS Signalized Intersection Results Summary

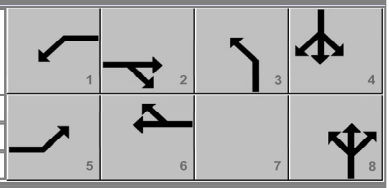
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Dec 26, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.97
Urban Street	E Judge Perez	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Archbishop Hannan Blvd	File Name	Judge Perez at Archbishop Hannan Base PM.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	93	845	181	79	517	16	122	50	170	30	32	96

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	7.4	1.2	70.0	9.1	18.3	0.0	
Yellow	4.5	0.0	4.5	4.0	4.0	0.0	
Red	1.5	0.0	1.5	2.0	2.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6		8		4
Case Number	2.0	3.0	2.0	4.0		10.0		11.0
Phase Duration, s	14.6	77.2	13.4	76.0		24.3		15.1
Change Period, ($Y+R_c$), s	6.0	6.0	6.0	6.0		6.0		6.0
Max Allow Headway (*MAH*), s	2.5	0.0	2.5	0.0		2.8		3.0
Queue Clearance Time (g_s), s	8.8		7.8			18.0		9.0
Green Extension Time (g_e), s	0.1	0.0	0.1	0.0		0.3		0.1
Phase Call Probability	0.97		0.95			1.00		1.00
Max Out Probability	0.00		0.00			0.02		0.00

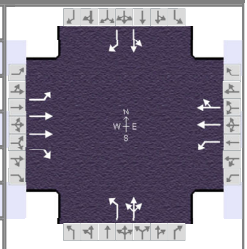
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	96	871	167	81	275	273	126	209			64	89
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1809	1598	1810	1900	1882	1781	1673			1855	1610
Queue Service Time (g_s), s	6.8	18.7	6.9	5.8	10.1	10.2	8.5	16.0			4.3	7.0
Cycle Queue Clearance Time (g_c), s	6.8	18.7	6.9	5.8	10.1	10.2	8.5	16.0			4.3	7.0
Green Ratio (*g/C*)	0.07	0.55	0.55	0.06	0.54	0.54	0.14	0.14			0.07	0.07
Capacity (*c*), veh/h	120	1980	875	103	1023	1013	250	235			130	113
Volume-to-Capacity Ratio (*X*)	0.802	0.440	0.191	0.788	0.269	0.269	0.502	0.890			0.490	0.783
Back of Queue (*Q*), ft/ln (95 th percentile)	144.3	301.1	113.3	123.2	195.6	195	176.1	310.4			94.5	137.6
Back of Queue (*Q*), veh/ln (95 th percentile)	5.8	12.0	4.5	4.9	7.8	7.8	6.9	12.4			3.8	5.5
Queue Storage Ratio (*RQ*) (95 th percentile)	0.74	0.00	0.61	0.56	0.00	0.00	0.80	0.00			0.00	0.00
Uniform Delay (d_1), s/veh	59.9	17.5	14.9	60.5	16.2	16.2	51.7	54.9			58.2	59.5
Incremental Delay (d_2), s/veh	4.6	0.7	0.5	4.9	0.6	0.7	0.6	16.8			1.1	4.4
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0
Control Delay (*d*), s/veh	64.5	18.2	15.4	65.4	16.8	16.8	52.2	71.6			59.2	63.9
Level of Service (LOS)	E	B	B	E	B	B	D	E			E	E
Approach Delay, s/veh / LOS	21.7	C		23.1	C		64.3	E		61.9	E	
Intersection Delay, s/veh / LOS	31.2						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.93	B	1.92	B	2.33	B	2.49	B
Bicycle LOS Score / LOS	1.42	A	1.01	A	1.04	A	0.74	A

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HCS Signalized Intersection Intermediate Values

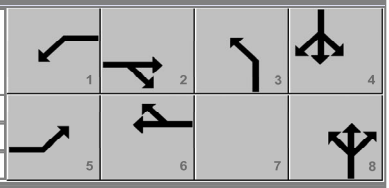
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Dec 26, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.97
Urban Street	E Judge Perez	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Archbishop Hannan Blvd	File Name	Judge Perez at Archbishop Hannan Base PM.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	93	845	181	79	517	16	122	50	170	30	32	96

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	7.4	1.2		70.0	9.1	18.3	0.0					
Yellow	4.5	0.0		4.5	4.0	4.0	0.0					
Red	1.5	0.0		1.5	2.0	2.0	0.0					



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	0.992	1.000	1.000	1.000	0.984	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	0.952	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.976	0.976	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.991	0.991		0.881	0.881		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00								
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)												
Movement Saturation Flow Rate (s), veh/h	1810	3618	1598	1810	3682	100	1781	412	1261	898	957	1610
Proportion of Vehicles Arriving on Green (P)	0.07	0.55	0.55	0.06	0.54	0.54	0.14	0.14	0.14	0.07	0.07	0.07
Incremental Delay Factor (k)	0.04	0.50	0.50	0.04	0.50	0.50	0.04	0.18			0.04	0.04

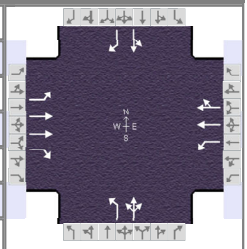
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.0	6.0	6.0	6.0		6.0		6.0
Green Ratio (g/C)	0.07	0.55	0.06	0.54		0.14		0.07
Permitted Saturation Flow Rate (s_p), veh/h/ln	0	0	0	0		1781		0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	0.0	0.0	0.0	0.0		0.0		0.0
Permitted Service Time (g_u), s	0.0	0.0	0.0	0.0		0.0		0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0		0.0		0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		0						0
Protected Right Effective Green Time (g_R), s		0.0						0.0

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.198	0.024	1.198	0.014	1.557	0.003	1.710	0.027
Pedestrian F_s / F_{delay}	0.000	0.104	0.000	0.105	0.000	0.167	0.000	0.155
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	1094.82	13.31	1076.91	13.85		72.19	281.20	48.01
Bicycle F_w / F_v	-3.64	0.94	-3.64	0.52	-3.64	0.55	-3.64	0.25

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HCS Signalized Intersection Results Graphical Summary

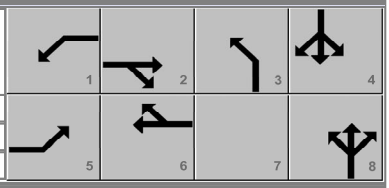
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Dec 26, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.97
Urban Street	E Judge Perez	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Archbishop Hannan Blvd	File Name	Judge Perez at Archbishop Hannan Base PM.xus		
Project Description	23-018				



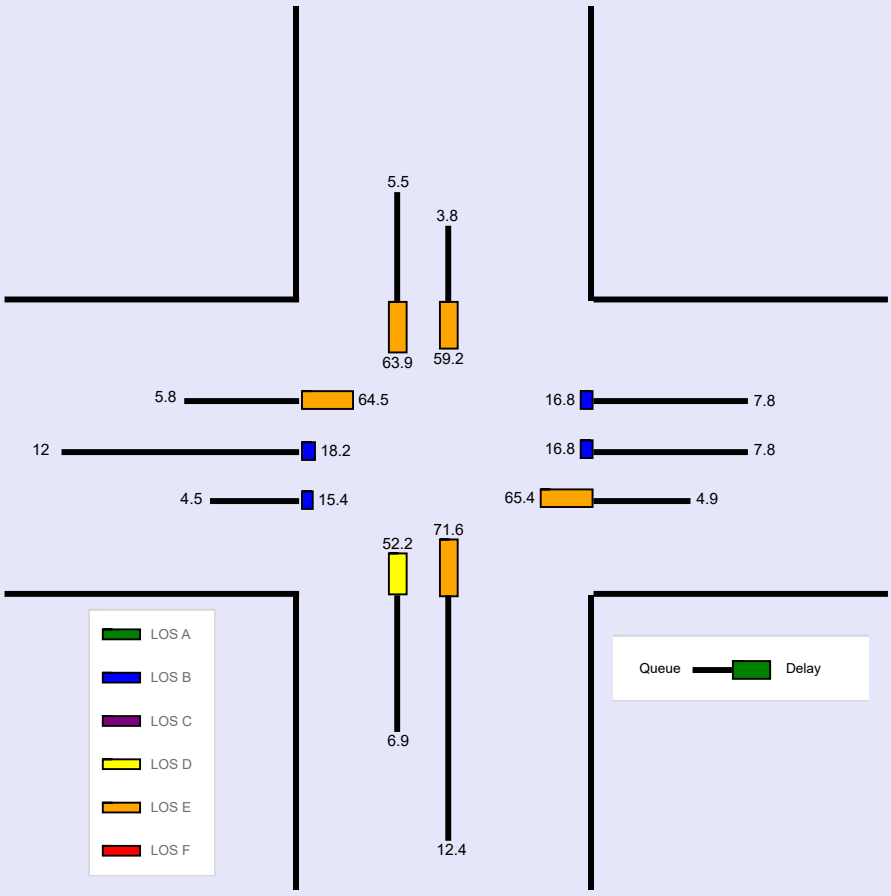
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	93	845	181	79	517	16	122	50	170	30	32	96

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	7.4	1.2	70.0	9.1	18.3	0.0	
Yellow	4.5	0.0	4.5	4.0	4.0	0.0	
Red	1.5	0.0	1.5	2.0	2.0	0.0	



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	144.3	301.1	113.3	123.2	195.6	195	176.1	310.4			94.5	137.6
Back of Queue (*Q*), veh/ln (95 th percentile)	5.8	12.0	4.5	4.9	7.8	7.8	6.9	12.4			3.8	5.5
Queue Storage Ratio (*RQ*) (95 th percentile)	0.74	0.00	0.61	0.56	0.00	0.00	0.80	0.00			0.00	0.00
Control Delay (*d*), s/veh	64.5	18.2	15.4	65.4	16.8	16.8	52.2	71.6			59.2	63.9
Level of Service (LOS)	E	B	B	E	B	B	D	E			E	E
Approach Delay, s/veh / LOS	21.7	C		23.1	C		64.3	E		61.9	E	
Intersection Delay, s/veh / LOS	31.2						C					



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--- Messages ---

WARNING: The shared-plus-exclusive turn lane solution is an approximation of the HCM method, because more than three lane groups cannot be accommodated. Input data for Percent Turns in Shared Lane are used to specify proportion of turning vehicles in the shared lane.

--- Comments ---

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HCS Two-Way Stop-Control Report

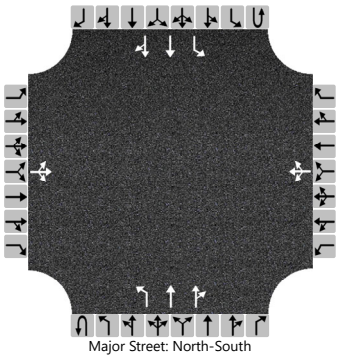
General Information

Analyst	DLS
Agency/Co.	USI
Date Performed	1/16/2024
Analysis Year	2023
Time Analyzed	Base AM
Intersection Orientation	North-South
Project Description	23-040

Site Information

Intersection	Guerra at Judge Perez
Jurisdiction	LADOTD
East/West Street	Guerra Dr
North/South Street	Judge Perez Dr
Peak Hour Factor	0.94
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	2	0	0	1	2	0
Configuration			LTR				LTR			L	T	TR		L	T	TR
Volume (veh/h)		13	5	5		7	6	18	0	28	518	7	0	50	353	10
Percent Heavy Vehicles (%)		0	0	0		0	0	0	0	0			0	0		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Left + Thru								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.9		4.1				4.1		
Critical Headway (sec)		7.50	6.50	6.90		7.50	6.50	6.90		4.10				4.10		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.50	4.00	3.30		3.50	4.00	3.30		2.20				2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			24				33			30				53		
Capacity, c (veh/h)			384				471			1183				1022		
v/c Ratio			0.06				0.07			0.03				0.05		
95% Queue Length, Q_{95} (veh)			0.2				0.2			0.1				0.2		
Control Delay (s/veh)			15.0				13.2			8.1				8.7		
Level of Service (LOS)			C				B			A				A		
Approach Delay (s/veh)	15.0				13.2				0.4				1.1			
Approach LOS	C				B				A				A			

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HCS Two-Way Stop-Control Report

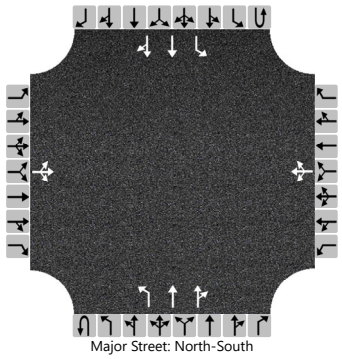
General Information

Analyst	DLS
Agency/Co.	USI
Date Performed	1/16/2024
Analysis Year	2023
Time Analyzed	Base PM
Intersection Orientation	North-South
Project Description	23-040

Site Information

Intersection	Guerra at Judge Perez
Jurisdiction	LADOTD
East/West Street	Guerra Dr
North/South Street	Judge Perez Dr
Peak Hour Factor	0.94
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	2	0	0	1	2	0
Configuration			LTR				LTR			L	T	TR		L	T	TR
Volume (veh/h)		12	10	17		11	5	16	0	27	409	16	0	124	634	15
Percent Heavy Vehicles (%)		0	0	0		0	0	0	0	0			0	0		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Left + Thru								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.9		4.1				4.1		
Critical Headway (sec)		7.50	6.50	6.90		7.50	6.50	6.90		4.10				4.10		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.50	4.00	3.30		3.50	4.00	3.30		2.20				2.20		

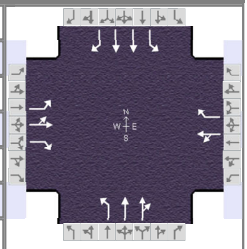
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			41				34			29				132		
Capacity, c (veh/h)			288				357			914				1119		
v/c Ratio			0.14				0.10			0.03				0.12		
95% Queue Length, Q_{95} (veh)			0.5				0.3			0.1				0.4		
Control Delay (s/veh)			19.6				16.1			9.1				8.6		
Level of Service (LOS)			C				C			A				A		
Approach Delay (s/veh)	19.6				16.1				0.5				1.4			
Approach LOS	C				C				A				A			

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HCS Signalized Intersection Input Data

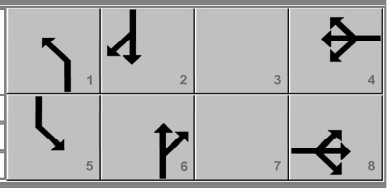
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.89
Urban Street	E Judge Perez Dr	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Colonial Blvd	File Name	Judge Perez at Colonial Blvd Base AM.xus		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	98	8	32	2	11	5	17	342	4	1	206	151

Signal Information			
Cycle, s	58.4	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	0.1	1.7	20.0	11.0	1.9	0.0	
Yellow	5.0	0.0	5.0	3.8	3.8	0.0	
Red	1.0	0.0	1.0	2.0	2.0	0.0	



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	98	8	32	2	11	5	17	342	4	1	206	151
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	0	0		0	0	0	0		0	1	0
Ped / Bike / RTOR, /h	0	0	0	0	0	1	0	0	1	0	0	0
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0	12.0		12.0	12.0	12.0	12.0		12.0	12.0	12.0
Turn Bay Length, ft	0	0	0		0	0	300	0		260	0	0
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	30	30	30	30	30	30	45	45	45	45	45	45

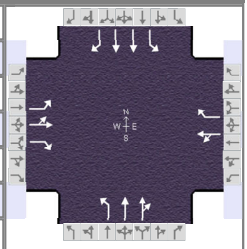
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		30.0		20.0	20.0	55.0	20.0	55.0
Yellow Change Interval (*Y*), s		3.8		3.8	5.0	5.0	5.0	5.0
Red Clearance Interval (R_c), s		2.0		2.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s		12		7	7	20	8	20
Start-Up Lost Time (*l*t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s		3.8		3.8	2.5	4.2	2.0	4.2
Recall Mode		Off		Off	Off	Min	Off	Min
Dual Entry		No		No	No	No	No	No
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

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

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HCS Signalized Intersection Results Summary

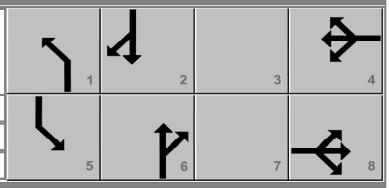
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.89
Urban Street	E Judge Perez Dr	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Colonial Blvd	File Name	Judge Perez at Colonial Blvd Base AM.xus		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	98	8	32	2	11	5	17	342	4	1	206	151

Signal Information			
Cycle, s	58.4	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	0.1	1.7	20.0	11.0	1.9	0.0	
Yellow	5.0	0.0	5.0	3.8	3.8	0.0	
Red	1.0	0.0	1.0	2.0	2.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4	1	6	5	2
Case Number		9.0		11.0	2.0	4.0	2.0	3.0
Phase Duration, s		16.8		7.7	7.9	27.7	6.1	26.0
Change Period, ($Y+R_c$), s		5.8		5.8	6.0	6.0	6.0	6.0
Max Allow Headway (*MAH*), s		5.0		5.0	3.5	5.2	3.0	5.2
Queue Clearance Time (g_s), s		5.1		2.4	2.6	6.2	2.0	6.5
Green Extension Time (g_e), s		0.7		0.0	0.0	5.5	0.0	5.5
Phase Call Probability		0.92		0.27	0.27	1.00	0.02	1.00
Max Out Probability		0.00		0.00	0.00	0.00	0.00	0.00

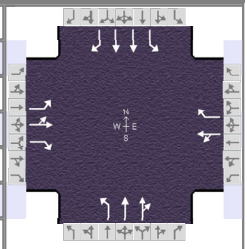
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h	110	9	36		15	4	19	194	194	1	231	170
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1900			1885	1610	1810	1900	1894	1810	1795	
Queue Service Time (g_s), s	3.1	0.2			0.4	0.2	0.6	4.2	4.2	0.0	2.6	
Cycle Queue Clearance Time (g_c), s	3.1	0.2			0.4	0.2	0.6	4.2	4.2	0.0	2.6	
Green Ratio (*g/C*)	0.19	0.19			0.03	0.03	0.03	0.37	0.37	0.00	0.34	
Capacity (*c*), veh/h	342	359			60	52	58	707	705	5	1230	
Volume-to-Capacity Ratio (*X*)	0.322	0.025			0.242	0.087	0.330	0.274	0.275	0.248	0.188	
Back of Queue (*Q*), ft/ln (95 th percentile)	57.2	4.3			10.5	3.2	12.3	67.3	67.1	1.2	40.6	
Back of Queue (*Q*), veh/ln (95 th percentile)	2.3	0.2			0.4	0.1	0.5	2.7	2.7	0.0	1.6	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00			0.00	0.00	0.04	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	20.4	19.3			27.6	27.4	27.6	12.8	12.8	29.1	13.5	
Incremental Delay (d_2), s/veh	0.7	0.0			2.7	1.0	2.4	0.3	0.3	10.2	0.1	
Initial Queue Delay (d_3), s/veh	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	21.2	19.3	0.0		30.3	28.4	30.1	13.1	13.1	39.3	13.6	0.0
Level of Service (LOS)	C	B	A		C	C	C	B	B	D	B	A
Approach Delay, s/veh / LOS	16.1	B		29.8	C		13.9	B		7.9	A	
Intersection Delay, s/veh / LOS	12.1						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.29	B	2.44	B	1.90	B	2.09	B
Bicycle LOS Score / LOS	0.74	A	0.52	A	0.82	A	0.82	A

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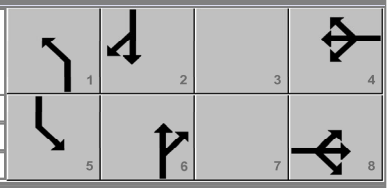
HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.89
Urban Street	E Judge Perez Dr	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Colonial Blvd	File Name	Judge Perez at Colonial Blvd Base AM.xus		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	98	8	32	2	11	5	17	342	4	1	206	151

Signal Information										
Cycle, s	58.4	Reference Phase	2							
Offset, s	0	Reference Point	End							
Uncoordinated	Yes	Simult. Gap E/W	On							
Force Mode	Fixed	Simult. Gap N/S	On							
				Green	0.1	1.7	20.0	11.0	1.9	0.0
				Yellow	5.0	0.0	5.0	3.8	3.8	0.0
				Red	1.0	0.0	1.0	2.0	2.0	0.0



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.992	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.952	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.992	0.992		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.000	0.847		0.997	0.997		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)							1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)												
Movement Saturation Flow Rate (s), veh/h	1810	1900	1610	290	1595	1610	1810	3761	33	1810	3589	1610
Proportion of Vehicles Arriving on Green (P)	0.19	0.19	0.19	0.03	0.03	0.03	0.03	0.37	0.37	0.00	0.34	0.34
Incremental Delay Factor (k)	0.14	0.14	0.14		0.14	0.14	0.08	0.17	0.17	0.04	0.17	0.17

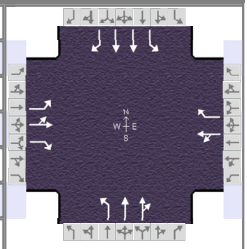
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		4.0		5.8	6.0	6.0	6.0	6.0
Green Ratio (g/C)		0.19		0.03	0.03	0.37	0.00	0.34
Permitted Saturation Flow Rate (s_p), veh/h/ln		1810		0	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s		0.0		0.0	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s		0.0		0.0	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s		0.0		0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		0		0				0
Protected Right Effective Green Time (g_R), s		0.0		0.0				0.0

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.001	1.710	0.000	1.198	0.001	1.389	0.000
Pedestrian F_s / F_{delay}	0.000	0.135	0.000	0.133	0.000	0.098	0.000	0.102
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	-233.01	36.38	63.96	27.35	744.36	11.50	685.37	12.61
Bicycle F_w / F_v	-3.64	0.26	-3.64	0.03	-3.64	0.34	-3.64	0.33

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HCS Signalized Intersection Results Graphical Summary

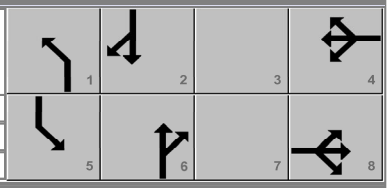
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.89
Urban Street	E Judge Perez Dr	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Colonial Blvd	File Name	Judge Perez at Colonial Blvd Base AM.xus		
Project Description	23-040				



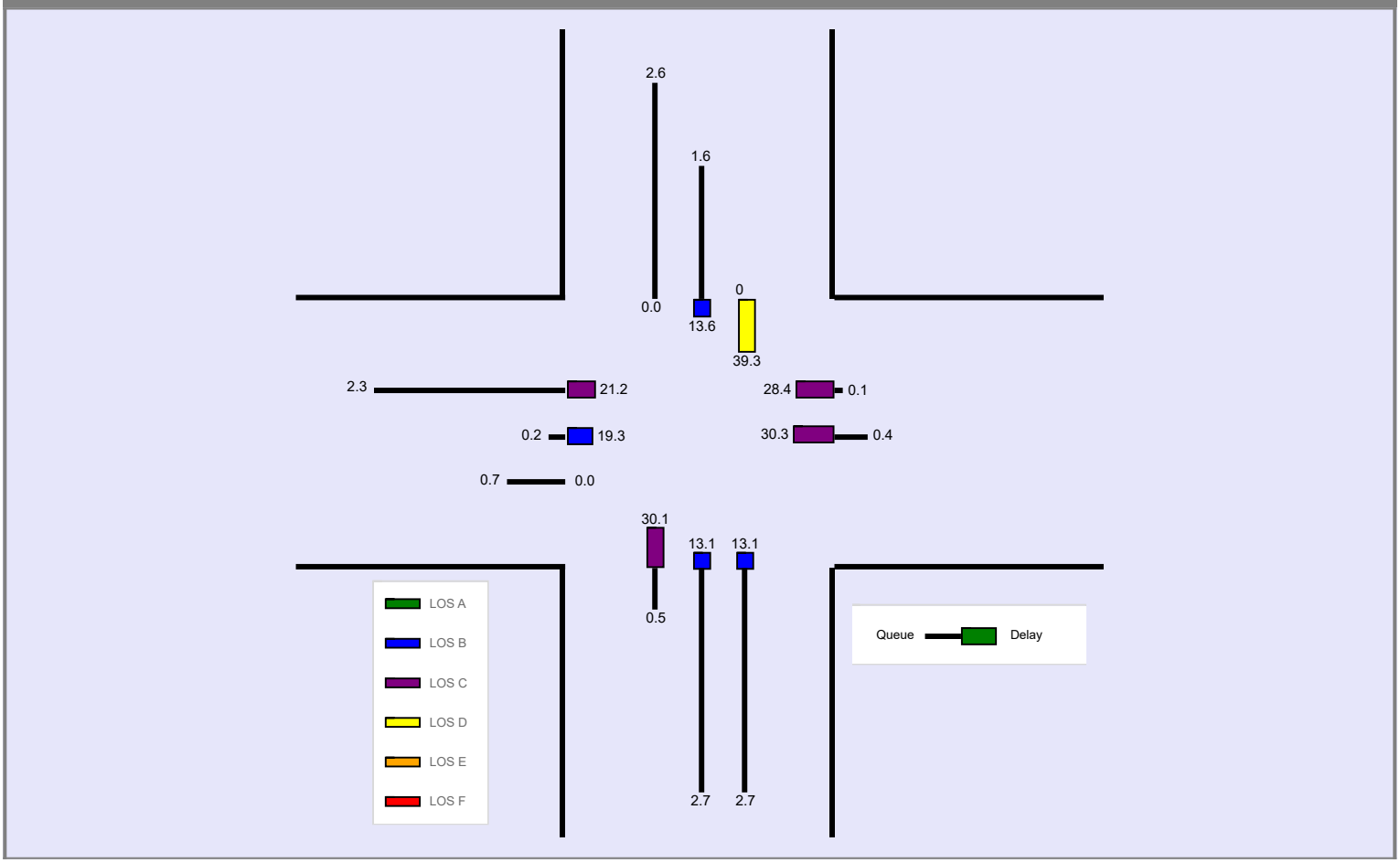
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	98	8	32	2	11	5	17	342	4	1	206	151

Signal Information			
Cycle, s	58.4	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	0.1	1.7	20.0	11.0	1.9	0.0
Yellow	5.0	0.0	5.0	3.8	3.8	0.0
Red	1.0	0.0	1.0	2.0	2.0	0.0



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	57.2	4.3			10.5	3.2	12.3	67.3	67.1	1.2	40.6	
Back of Queue (*Q*), veh/ln (95 th percentile)	2.3	0.2			0.4	0.1	0.5	2.7	2.7	0.0	1.6	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00			0.00	0.00	0.04	0.00	0.00	0.00	0.00	
Control Delay (*d*), s/veh	21.2	19.3	0.0		30.3	28.4	30.1	13.1	13.1	39.3	13.6	0.0
Level of Service (LOS)	C	B	A		C	C	C	B	B	D	B	A
Approach Delay, s/veh / LOS	16.1		B	29.8		C	13.9		B	7.9		A
Intersection Delay, s/veh / LOS	12.1						B					



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--- Messages ---

WARNING: The shared-plus-exclusive turn lane solution is an approximation of the HCM method, because more than three lane groups cannot be accommodated. Input data for Percent Turns in Shared Lane are used to specify proportion of turning vehicles in the shared lane.

INFO: EBR was specified to have Unsignalized Delay of 0 seconds.

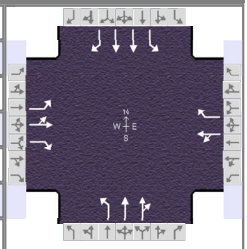
INFO: SBR was specified to have Unsignalized Delay of 0 seconds.

--- Comments ---

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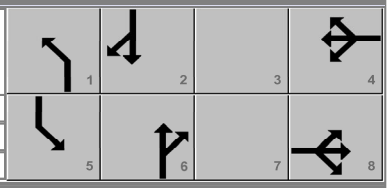
HCS Signalized Intersection Input Data

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



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	110	12	36	5	2	10	21	241	6	9	379	163

Signal Information										
Cycle, s	58.7	Reference Phase	2							
Offset, s	0	Reference Point	End							
Uncoordinated	Yes	Simult. Gap E/W	On							
Force Mode	Fixed	Simult. Gap N/S	On							
				Green	1.2	1.0	20.0	11.2	1.7	0.0
				Yellow	5.0	0.0	5.0	3.8	3.8	0.0
				Red	1.0	0.0	1.0	2.0	2.0	0.0



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	110	12	36	5	2	10	21	241	6	9	379	163
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	0	0		0	0	0	0		0	1	0
Ped / Bike / RTOR, /h	0	0	0	0	0	1	0	0	1	0	0	0
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0	12.0		12.0	12.0	12.0	12.0		12.0	12.0	12.0
Turn Bay Length, ft	0	0	0		0	0	300	0		260	0	0
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	30	30	30	30	30	30	45	45	45	45	45	45

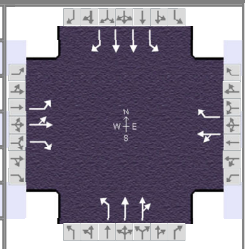
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		30.0		20.0	20.0	55.0	20.0	55.0
Yellow Change Interval (*Y*), s		3.8		3.8	5.0	5.0	5.0	5.0
Red Clearance Interval (R_c), s		2.0		2.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s		12		7	7	20	8	20
Start-Up Lost Time (*l1*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s		3.8		3.8	2.5	4.2	2.0	4.2
Recall Mode		Off		Off	Off	Min	Off	Min
Dual Entry		No		No	No	No	No	No
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

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

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HCS Signalized Intersection Results Summary

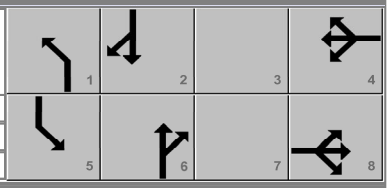
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.94
Urban Street	E Judge Perez Dr	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Colonial Blvd	File Name	Judge Perez at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



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	110	12	36	5	2	10	21	241	6	9	379	163

Signal Information			
Cycle, s	58.7	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	1.2	1.0	20.0	11.2	1.7	0.0							
Yellow	5.0	0.0	5.0	3.8	3.8	0.0							
Red	1.0	0.0	1.0	2.0	2.0	0.0							



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4	1	6	5	2
Case Number		9.0		11.0	2.0	4.0	2.0	3.0
Phase Duration, s		17.0		7.5	8.1	27.0	7.2	26.0
Change Period, ($Y+R_c$), s		5.8		5.8	6.0	6.0	6.0	6.0
Max Allow Headway (*MAH*), s		5.0		5.1	3.5	5.2	3.0	5.2
Queue Clearance Time (g_s), s		5.3		2.3	2.7	4.8	2.3	6.9
Green Extension Time (g_e), s		0.8		0.0	0.0	6.1	0.0	6.1
Phase Call Probability		0.94		0.24	0.31	1.00	0.14	1.00
Max Out Probability		0.00		0.00	0.00	0.00	0.00	0.00

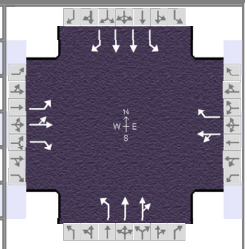
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h	117	13	38		7	10	22	131	131	10	403	173
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1900			1834	1610	1810	1900	1886	1810	1795	
Queue Service Time (g_s), s	3.3	0.3			0.2	0.3	0.7	2.8	2.8	0.3	4.9	
Cycle Queue Clearance Time (g_c), s	3.3	0.3			0.2	0.3	0.7	2.8	2.8	0.3	4.9	
Green Ratio (*g/C*)	0.19	0.19			0.03	0.03	0.04	0.36	0.36	0.02	0.34	
Capacity (*c*), veh/h	346	364			53	47	66	680	675	36	1224	
Volume-to-Capacity Ratio (*X*)	0.338	0.035			0.140	0.205	0.338	0.193	0.194	0.268	0.329	
Back of Queue (*Q*), ft/ln (95 th percentile)	61.2	6.2			5.4	7.3	14.2	45.5	45.3	6	75.7	
Back of Queue (*Q*), veh/ln (95 th percentile)	2.4	0.2			0.2	0.3	0.6	1.8	1.8	0.2	3.0	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00			0.00	0.00	0.05	0.00	0.00	0.02	0.00	
Uniform Delay (d_1), s/veh	20.5	19.3			27.8	27.8	27.6	13.0	13.0	28.3	14.4	
Incremental Delay (d_2), s/veh	0.8	0.1			1.6	2.8	2.2	0.2	0.2	1.5	0.2	
Initial Queue Delay (d_3), s/veh	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	21.3	19.4	0.0		29.4	30.7	29.8	13.2	13.2	29.8	14.6	0.0
Level of Service (LOS)	C	B	A		C	C	C	B	B	C	B	A
Approach Delay, s/veh / LOS	16.3	B		30.1	C		14.5	B		10.5	B	
Intersection Delay, s/veh / LOS	12.8						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.29	B	2.44	B	1.90	B	2.09	B
Bicycle LOS Score / LOS	0.76	A	0.52	A	0.72	A	0.97	A

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HCS Signalized Intersection Intermediate Values

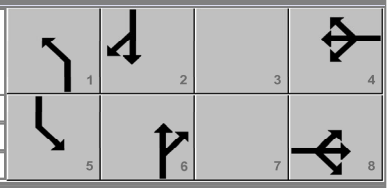
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.94
Urban Street	E Judge Perez Dr	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Colonial Blvd	File Name	Judge Perez at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



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	110	12	36	5	2	10	21	241	6	9	379	163

Signal Information			
Cycle, s	58.7	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	1.2	1.0	20.0	11.2	1.7	0.0						
Yellow	5.0	0.0	5.0	3.8	3.8	0.0						
Red	1.0	0.0	1.0	2.0	2.0	0.0						



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.992	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.952	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.966	0.966		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.000	0.847		0.993	0.993		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)							1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)												
Movement Saturation Flow Rate (s), veh/h	1810	1900	1610	1310	524	1610	1810	3709	77	1810	3589	1610
Proportion of Vehicles Arriving on Green (P)	0.19	0.19	0.19	0.03	0.03	0.03	0.04	0.36	0.36	0.02	0.34	0.34
Incremental Delay Factor (k)	0.14	0.14	0.14		0.14	0.14	0.08	0.17	0.17	0.04	0.17	0.17

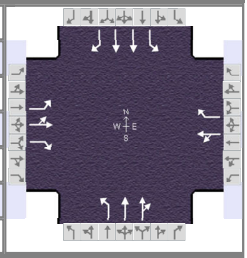
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		4.0		5.8	6.0	6.0	6.0	6.0
Green Ratio (g/C)		0.19		0.03	0.04	0.36	0.02	0.34
Permitted Saturation Flow Rate (s_p), veh/h/ln		1810		0	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s		0.0		0.0	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s		0.0		0.0	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s		0.0		0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		0		0				0
Protected Right Effective Green Time (g_R), s		0.0		0.0				0.0

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.001	1.710	0.000	1.198	0.001	1.389	0.000
Pedestrian F_s / F_{delay}	0.000	0.135	0.000	0.133	0.000	0.100	0.000	0.102
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	-231.83	36.53	57.88	27.66	715.33	12.10	681.88	12.74
Bicycle F_w / F_v	-3.64	0.28	-3.64	0.03	-3.64	0.23	-3.64	0.48

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HCS Signalized Intersection Results Graphical Summary

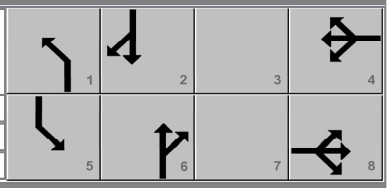
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.94
Urban Street	E Judge Perez Dr	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Colonial Blvd	File Name	Judge Perez at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



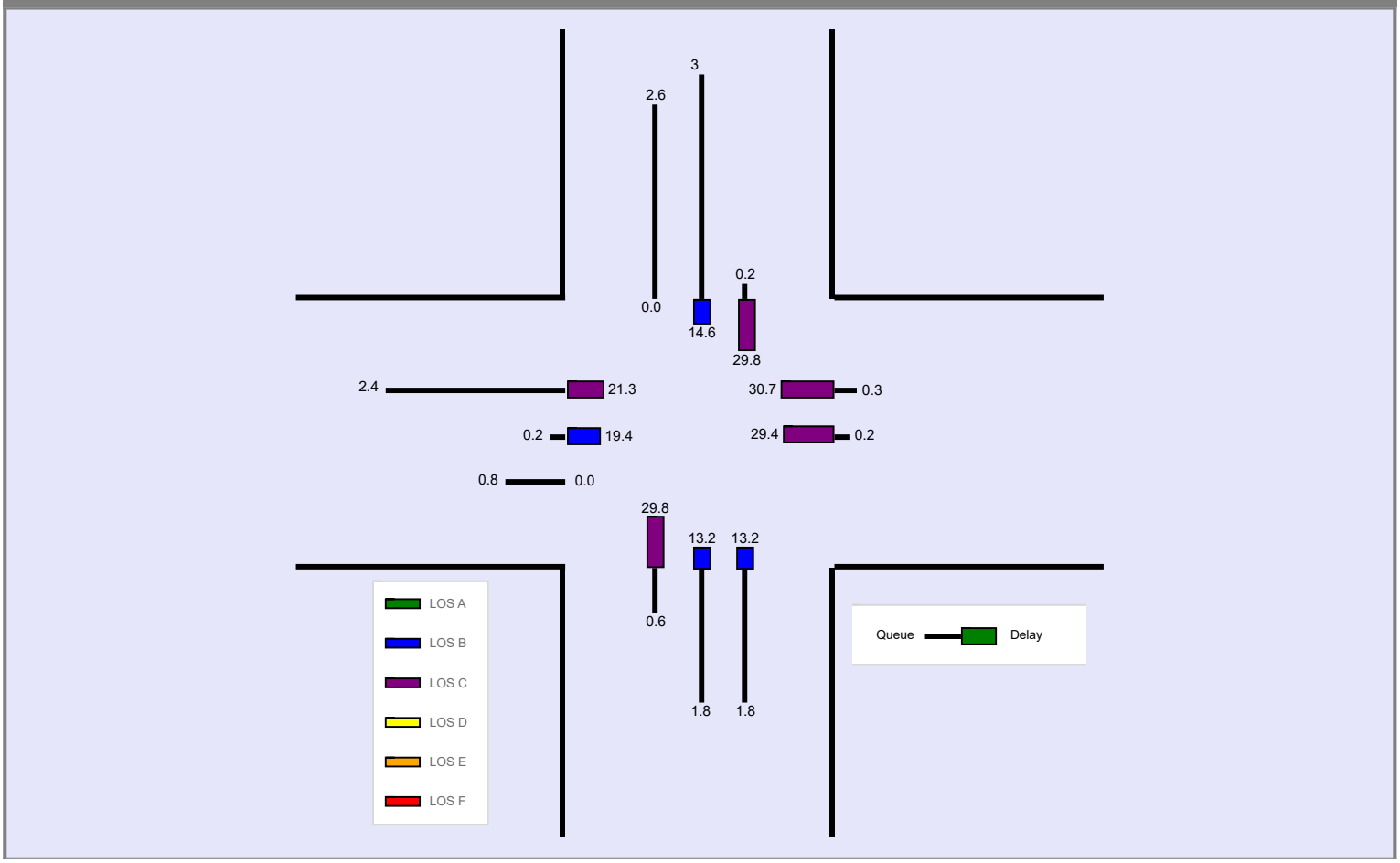
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	110	12	36	5	2	10	21	241	6	9	379	163

Signal Information			
Cycle, s	58.7	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	1.2	1.0	20.0	11.2	1.7	0.0
Yellow	5.0	0.0	5.0	3.8	3.8	0.0
Red	1.0	0.0	1.0	2.0	2.0	0.0



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	61.2	6.2			5.4	7.3	14.2	45.5	45.3	6	75.7	
Back of Queue (*Q*), veh/ln (95 th percentile)	2.4	0.2			0.2	0.3	0.6	1.8	1.8	0.2	3.0	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00			0.00	0.00	0.05	0.00	0.00	0.02	0.00	
Control Delay (*d*), s/veh	21.3	19.4	0.0		29.4	30.7	29.8	13.2	13.2	29.8	14.6	0.0
Level of Service (LOS)	C	B	A		C	C	C	B	B	C	B	A
Approach Delay, s/veh / LOS	16.3		B	30.1		C	14.5		B	10.5		B
Intersection Delay, s/veh / LOS	12.8						B					



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--- Messages ---

WARNING: The shared-plus-exclusive turn lane solution is an approximation of the HCM method, because more than three lane groups cannot be accommodated. Input data for Percent Turns in Shared Lane are used to specify proportion of turning vehicles in the shared lane.

INFO: EBR was specified to have Unsignalized Delay of 0 seconds.

INFO: SBR was specified to have Unsignalized Delay of 0 seconds.

--- Comments ---

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HCS Two-Way Stop-Control Report

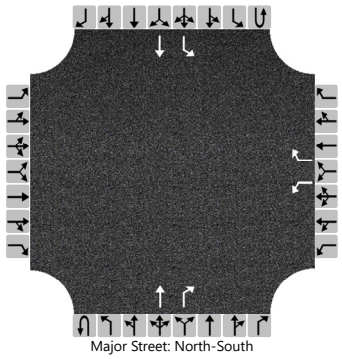
General Information

Analyst	RAW
Agency/Co.	USI
Date Performed	10/18/2023
Analysis Year	2023
Time Analyzed	Base AM
Intersection Orientation	North-South
Project Description	23-040

Site Information

Intersection	Colonial Blvd at E St Bernard Hwy
Jurisdiction	LADOTD
East/West Street	Colonial Blvd
North/South Street	E St Bernard Hwy
Peak Hour Factor	0.91
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		1	0	1	0	0	1	1	0	1	1	0
Configuration						L		R			T	R		L	T	
Volume (veh/h)						144		61			430	70		34	204	
Percent Heavy Vehicles (%)						0		0						3		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized						No				No						
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.40		6.20						4.13		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.50		3.30						2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						158		67						37		
Capacity, c (veh/h)						357		596						1015		
v/c Ratio						0.44		0.11						0.04		
95% Queue Length, Q_{95} (veh)						2.2		0.4						0.1		
Control Delay (s/veh)						22.8		11.8						8.7		
Level of Service (LOS)						C		B						A		
Approach Delay (s/veh)						19.6								1.2		
Approach LOS						C								A		

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HCS Two-Way Stop-Control Report

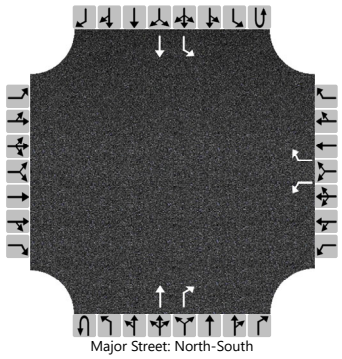
General Information

Analyst	RAW
Agency/Co.	USI
Date Performed	10/18/2023
Analysis Year	2023
Time Analyzed	Base PM
Intersection Orientation	North-South
Project Description	23-040

Site Information

Intersection	Colonial Blvd at E St Bernard Hwy
Jurisdiction	LADOTD
East/West Street	Colonial Blvd
North/South Street	E St Bernard Hwy
Peak Hour Factor	0.97
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		1	0	1	0	0	1	1	0	1	1	0
Configuration						L		R			T	R		L	T	
Volume (veh/h)						113		66			319	77		84	384	
Percent Heavy Vehicles (%)						0		0						0		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized						No				No						
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.40		6.20						4.10		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.50		3.30						2.20		

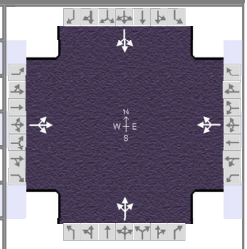
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						116		68						87		
Capacity, c (veh/h)						289		717						1161		
v/c Ratio						0.40		0.09						0.07		
95% Queue Length, Q_{95} (veh)						1.9		0.3						0.2		
Control Delay (s/veh)						25.6		10.5						8.3		
Level of Service (LOS)						D		B						A		
Approach Delay (s/veh)						20.0								1.5		
Approach LOS						C								A		

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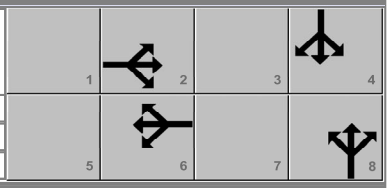
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	MAC	Analysis Date	Apr 29, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Base	PHF	0.84
Urban Street	St Bernard Hwy	Analysis Year	2024	Analysis Period	1> 7:00
Intersection	LA 39/Christie St	File Name	St Bernard Hwy at LA 39.Chrstie St AM.xus		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	14	68	63	24	126	7	124	2	23	12	7	28

Signal Information												
Cycle, s	50.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On	Green	27.5	11.5	0.0	0.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.5	4.5	0.0	0.0	0.0	0.0		
				Red	1.0	1.0	0.0	0.0	0.0	0.0		



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	14	68	63	24	126	7	124	2	23	12	7	28
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %		2			1			0			0	
Ped / Bike / RTOR, /h	0	0	7	0	0	1	0	0	3	0	0	3
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft		12.0			12.0			12.0			12.0	
Turn Bay Length, ft		0			0			0			0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	45	45	45	40	40	40	40	40	40	40	40	40

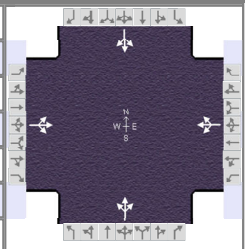
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		30.0		30.0		20.0		20.0
Yellow Change Interval (*Y*), s		4.5		4.5		4.5		4.5
Red Clearance Interval (R_c), s		1.0		1.0		1.0		1.0
Minimum Green (G_{min}), s		15		15		12		12
Start-Up Lost Time (*l*t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s		2.0		2.0		2.0		2.0
Recall Mode		Min		Min		Off		Off
Dual Entry		Yes		Yes		Yes		Yes
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

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

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HCS Signalized Intersection Results Summary

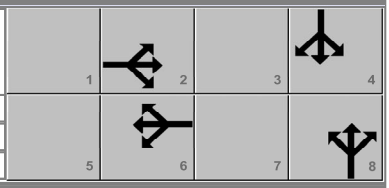
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	MAC	Analysis Date	Apr 29, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Base	PHF	0.84
Urban Street	St Bernard Hwy	Analysis Year	2024	Analysis Period	1> 7:00
Intersection	LA 39/Christie St	File Name	St Bernard Hwy at LA 39.Chrstie St AM.xus		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	14	68	63	24	126	7	124	2	23	12	7	28

Signal Information			
Cycle, s	50.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	27.5	11.5	0.0	0.0	0.0	0.0	
Yellow	4.5	4.5	0.0	0.0	0.0	0.0	
Red	1.0	1.0	0.0	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6		8		4
Case Number		8.0		8.0		8.0		8.0
Phase Duration, s		33.0		33.0		17.0		17.0
Change Period, ($Y+R_c$), s		5.5		5.5		5.5		5.5
Max Allow Headway (*MAH*), s		0.0		0.0		3.1		3.1
Queue Clearance Time (g_s), s						7.2		3.2
Green Extension Time (g_e), s		0.0		0.0		0.2		0.3
Phase Call Probability						0.96		0.96
Max Out Probability						0.02		0.00

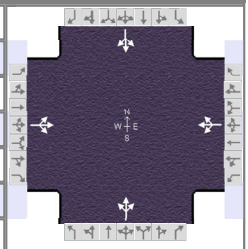
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h		164			186			174			52	
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1702			1786			1438			1649	
Queue Service Time (g_s), s		0.0			0.0			4.0			0.0	
Cycle Queue Clearance Time (g_c), s		2.3			2.5			5.2			1.2	
Green Ratio (*g/C*)		0.55			0.55			0.23			0.23	
Capacity (*c*), veh/h		1016			1066			463			470	
Volume-to-Capacity Ratio (*X*)		0.162			0.174			0.375			0.111	
Back of Queue (*Q*), ft/ln (95 th percentile)		26.7			31.9			66.5			18.2	
Back of Queue (*Q*), veh/ln (95 th percentile)		1.1			1.3			2.7			0.7	
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00			0.00			0.00	
Uniform Delay (d_1), s/veh		5.6			5.6			16.8			15.3	
Incremental Delay (d_2), s/veh		0.3			0.4			0.2			0.0	
Initial Queue Delay (d_3), s/veh		0.0			0.0			0.0			0.0	
Control Delay (*d*), s/veh		5.9			6.0			17.0			15.3	
Level of Service (LOS)		A			A			B			B	
Approach Delay, s/veh / LOS	5.9	A		6.0	A		17.0	B		15.3	B	
Intersection Delay, s/veh / LOS	10.1						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.64	B	1.64	B	1.68	B	1.69	B
Bicycle LOS Score / LOS	0.76	A	0.79	A	0.77	A	0.57	A

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HCS Signalized Intersection Intermediate Values

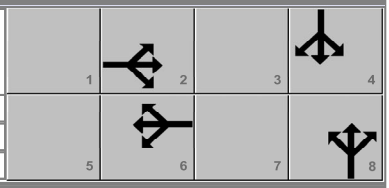
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	MAC	Analysis Date	Apr 29, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Base	PHF	0.84
Urban Street	St Bernard Hwy	Analysis Year	2024	Analysis Period	1> 7:00
Intersection	LA 39/Christie St	File Name	St Bernard Hwy at LA 39.Chrstie St AM.xus		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	14	68	63	24	126	7	124	2	23	12	7	28

Signal Information			
Cycle, s	50.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	27.5	11.5	0.0	0.0	0.0	0.0						
Yellow	4.5	4.5	0.0	0.0	0.0	0.0						
Red	1.0	1.0	0.0	0.0	0.0	0.0						



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	0.984	1.000	1.000	0.992	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.975	0.910		0.954	0.947		0.770	0.757		0.947	0.868	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.910		0.000	0.947		0.000	0.757		0.000	0.868
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)												
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)	1.00			1.00			1.00			1.00		
Movement Saturation Flow Rate (s), veh/h	173	839	691	275	1442	69	1222	20	197	450	262	937
Proportion of Vehicles Arriving on Green (P)	0.55	0.55	0.55	0.55	0.55	0.55	0.23	0.23	0.23	0.23	0.23	0.23
Incremental Delay Factor (k)		0.50			0.50			0.04			0.04	

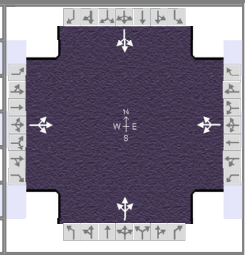
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		5.5		5.5		5.5		5.5
Green Ratio (g/C)		0.55		0.55		0.23		0.23
Permitted Saturation Flow Rate (s_p), veh/h/ln		1249		1260		1391		1406
Shared Saturation Flow Rate (s_{sh}), veh/h/ln		1776		1748		1450		1734
Permitted Effective Green Time (g_p), s		27.5		27.5		11.5		11.5
Permitted Service Time (g_u), s		25.0		25.2		10.3		6.3
Permitted Queue Service Time (g_{ps}), s		0.0		0.0		4.0		0.0
Time to First Blockage (g_f), s		13.6		9.9		0.4		4.5
Queue Service Time Before Blockage (g_{fs}), s		1.1		2.3		0.4		4.5
Protected Right Saturation Flow (s_R), veh/h/ln								
Protected Right Effective Green Time (g_R), s								

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	0.972	0.004	0.972	0.004	0.972	0.001	0.972	0.010
Pedestrian F_s / F_{delay}	0.000	0.065	0.000	0.065	0.000	0.108	0.000	0.108
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	1100.74	5.05	1100.74	5.05	459.26	14.84	459.26	14.84
Bicycle F_w / F_v	-3.64	0.27	-3.64	0.31	-3.64	0.29	-3.64	0.09

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HCS Signalized Intersection Results Graphical Summary

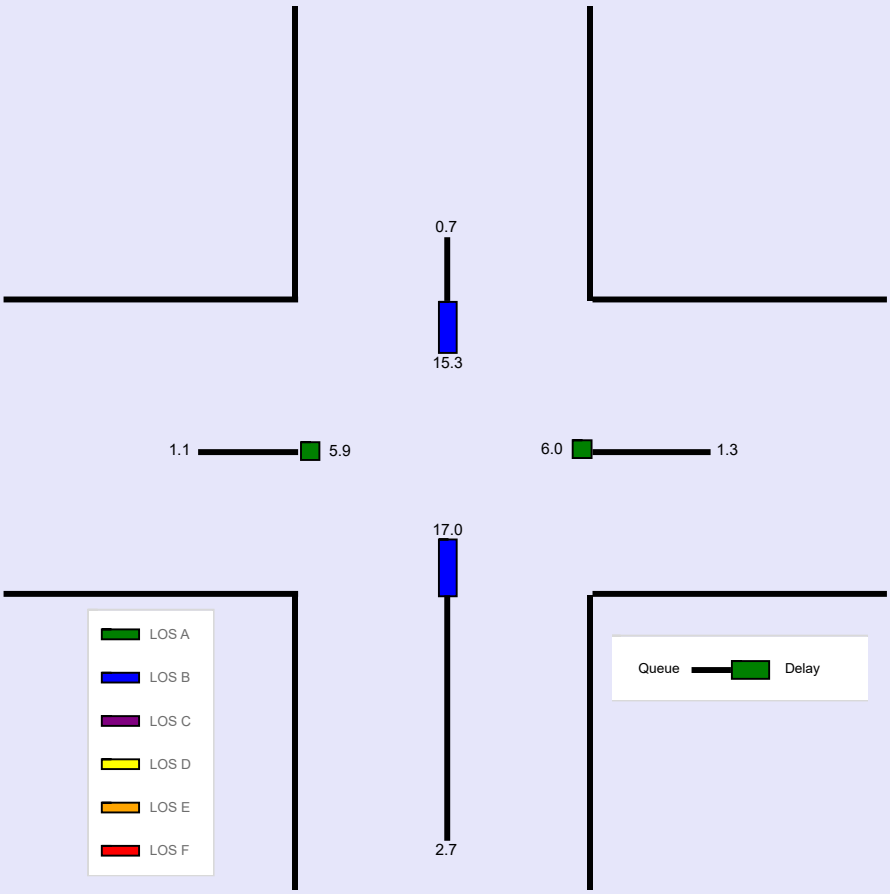
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	MAC	Analysis Date	Apr 29, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Base	PHF	0.84
Urban Street	St Bernard Hwy	Analysis Year	2024	Analysis Period	1> 7:00
Intersection	LA 39/Christie St	File Name	St Bernard Hwy at LA 39.Chrstie St AM.xus		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	14	68	63	24	126	7	124	2	23	12	7	28

Signal Information					EB		WB			NB			SB		
Cycle, s	50.0	Reference Phase	2		L	T	R	L	T	R	L	T	R	L	T	R
Offset, s	0	Reference Point	End	Green	27.5	11.5		0.0	0.0		0.0	0.0		0.0	0.0	
Uncoordinated	No	Simult. Gap E/W	On	Yellow	4.5	4.5		0.0	0.0		0.0	0.0		0.0	0.0	
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	1.0		0.0	0.0		0.0	0.0		0.0	0.0	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)		26.7			31.9			66.5			18.2	
Back of Queue (*Q*), veh/ln (95 th percentile)		1.1			1.3			2.7			0.7	
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00			0.00			0.00	
Control Delay (*d*), s/veh		5.9			6.0			17.0			15.3	
Level of Service (LOS)		A			A			B			B	
Approach Delay, s/veh / LOS	5.9	A		6.0	A		17.0	B		15.3	B	
Intersection Delay, s/veh / LOS	10.1						B					



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--- Messages ---

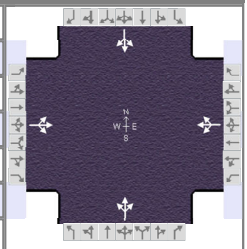
No errors or warnings exist.

--- Comments ---

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HCS Signalized Intersection Input Data

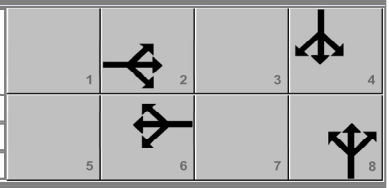
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	MAC	Analysis Date	Apr 29, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Base	PHF	0.88
Urban Street	St Bernard Hwy	Analysis Year	2024	Analysis Period	1> 7:00
Intersection	LA 39/Christie St	File Name	St Bernard Hwy at LA 39.Chrstie St PM.xus		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	27	162	102	25	121	8	133	6	30	14	11	30

Signal Information			
Cycle, s	60.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	37.2	11.8	0.0	0.0	0.0	0.0	
Yellow	4.5	4.5	0.0	0.0	0.0	0.0	
Red	1.0	1.0	0.0	0.0	0.0	0.0	



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	27	162	102	25	121	8	133	6	30	14	11	30
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %		0			0			0			0	
Ped / Bike / RTOR, /h	0	0	11	0	0	1	0	0	3	0	0	3
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft		12.0			12.0			12.0			12.0	
Turn Bay Length, ft		0			0			0			0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	45	45	45	40	40	40	40	40	40	40	40	40

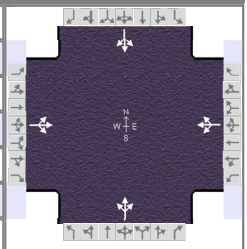
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		30.0		30.0		30.0		30.0
Yellow Change Interval (*Y*), s		4.5		4.5		4.5		4.5
Red Clearance Interval (R_c), s		1.0		1.0		1.0		1.0
Minimum Green (G_{min}), s		15		15		12		12
Start-Up Lost Time (*l*t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s		2.0		2.0		2.0		2.0
Recall Mode		Min		Min		Off		Off
Dual Entry		Yes		Yes		Yes		Yes
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

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

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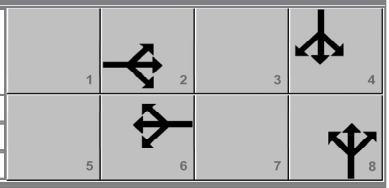
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	MAC	Analysis Date	Apr 29, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Base	PHF	0.88
Urban Street	St Bernard Hwy	Analysis Year	2024	Analysis Period	1> 7:00
Intersection	LA 39/Christie St	File Name	St Bernard Hwy at LA 39.Chrstie St PM.xus		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	27	162	102	25	121	8	133	6	30	14	11	30

Signal Information												
Cycle, s	60.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On	Green	37.2	11.8	0.0	0.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.5	4.5	0.0	0.0	0.0	0.0		
				Red	1.0	1.0	0.0	0.0	0.0	0.0		



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6		8		4
Case Number		8.0		8.0		8.0		8.0
Phase Duration, s		42.7		42.7		17.3		17.3
Change Period, ($Y+R_c$), s		5.5		5.5		5.5		5.5
Max Allow Headway (*MAH*), s		0.0		0.0		3.1		3.1
Queue Clearance Time (g_s), s						9.1		3.7
Green Extension Time (g_e), s		0.0		0.0		0.4		0.4
Phase Call Probability						0.98		0.98
Max Out Probability						0.00		0.00

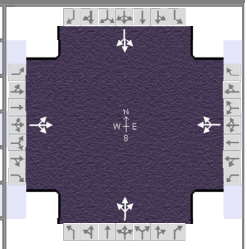
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h		318			174			189			59	
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1750			1741			1452			1679	
Queue Service Time (g_s), s		0.0			0.0			5.4			0.0	
Cycle Queue Clearance Time (g_c), s		4.9			2.3			7.1			1.7	
Green Ratio (*g/C*)		0.62			0.62			0.20			0.20	
Capacity (*c*), veh/h		1150			1149			394			407	
Volume-to-Capacity Ratio (*X*)		0.277			0.151			0.479			0.145	
Back of Queue (*Q*), ft/ln (95 th percentile)		57.1			30.1			99.3			27.9	
Back of Queue (*Q*), veh/ln (95 th percentile)		2.3			1.2			4.0			1.1	
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00			0.00			0.00	
Uniform Delay (d_1), s/veh		5.3			4.8			22.1			20.0	
Incremental Delay (d_2), s/veh		0.6			0.3			0.3			0.1	
Initial Queue Delay (d_3), s/veh		0.0			0.0			0.0			0.0	
Control Delay (*d*), s/veh		5.9			5.1			22.5			20.1	
Level of Service (LOS)		A			A			C			C	
Approach Delay, s/veh / LOS	5.9	A		5.1	A		22.5	C		20.1	C	
Intersection Delay, s/veh / LOS	11.0						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.64	B	1.64	B	1.69	B	1.71	B
Bicycle LOS Score / LOS	1.01	A	0.77	A	0.80	A	0.59	A

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HCS Signalized Intersection Intermediate Values

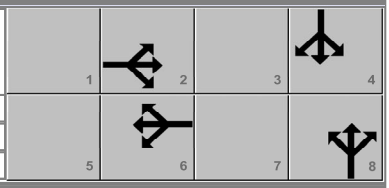
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	MAC	Analysis Date	Apr 29, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Base	PHF	0.88
Urban Street	St Bernard Hwy	Analysis Year	2024	Analysis Period	1> 7:00
Intersection	LA 39/Christie St	File Name	St Bernard Hwy at LA 39.Chrstie St PM.xus		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	27	162	102	25	121	8	133	6	30	14	11	30

Signal Information			
Cycle, s	60.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	37.2	11.8	0.0	0.0	0.0	0.0						
Yellow	4.5	4.5	0.0	0.0	0.0	0.0						
Red	1.0	1.0	0.0	0.0	0.0	0.0						



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.973	0.921		0.923	0.916		0.780	0.764		0.945	0.884	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.921		0.000	0.916		0.000	0.764		0.000	0.884
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)												
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)	1.00			1.00			1.00			1.00		
Movement Saturation Flow Rate (s), veh/h	169	1012	569	284	1377	80	1163	52	236	452	355	872
Proportion of Vehicles Arriving on Green (P)	0.62	0.62	0.62	0.62	0.62	0.62	0.20	0.20	0.20	0.20	0.20	0.20
Incremental Delay Factor (k)		0.50			0.50			0.04			0.04	

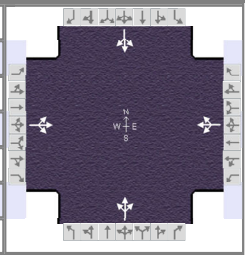
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		5.5		5.5		5.5		5.5
Green Ratio (g/C)		0.62		0.62		0.20		0.20
Permitted Saturation Flow Rate (s_p), veh/h/ln		1262		1109		1385		1392
Shared Saturation Flow Rate (s_{sh}), veh/h/ln		1812		1702		1464		1730
Permitted Effective Green Time (g_p), s		37.2		37.2		11.8		11.8
Permitted Service Time (g_u), s		34.9		32.3		10.1		4.7
Permitted Queue Service Time (g_{ps}), s		0.0		0.0		5.4		0.0
Time to First Blockage (g_f), s		15.9		9.9		0.5		4.6
Queue Service Time Before Blockage (g_{fs}), s		2.6		2.2		0.5		4.6
Protected Right Saturation Flow (s_R), veh/h/ln								
Protected Right Effective Green Time (g_R), s								

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	0.972	0.004	0.972	0.004	0.972	0.001	0.972	0.016
Pedestrian F_s / F_{delay}	0.000	0.059	0.000	0.059	0.000	0.119	0.000	0.119
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	1239.76	4.33	1239.76	4.33	393.57	19.35	393.57	19.35
Bicycle F_w / F_v	-3.64	0.53	-3.64	0.29	-3.64	0.31	-3.64	0.10

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HCS Signalized Intersection Results Graphical Summary

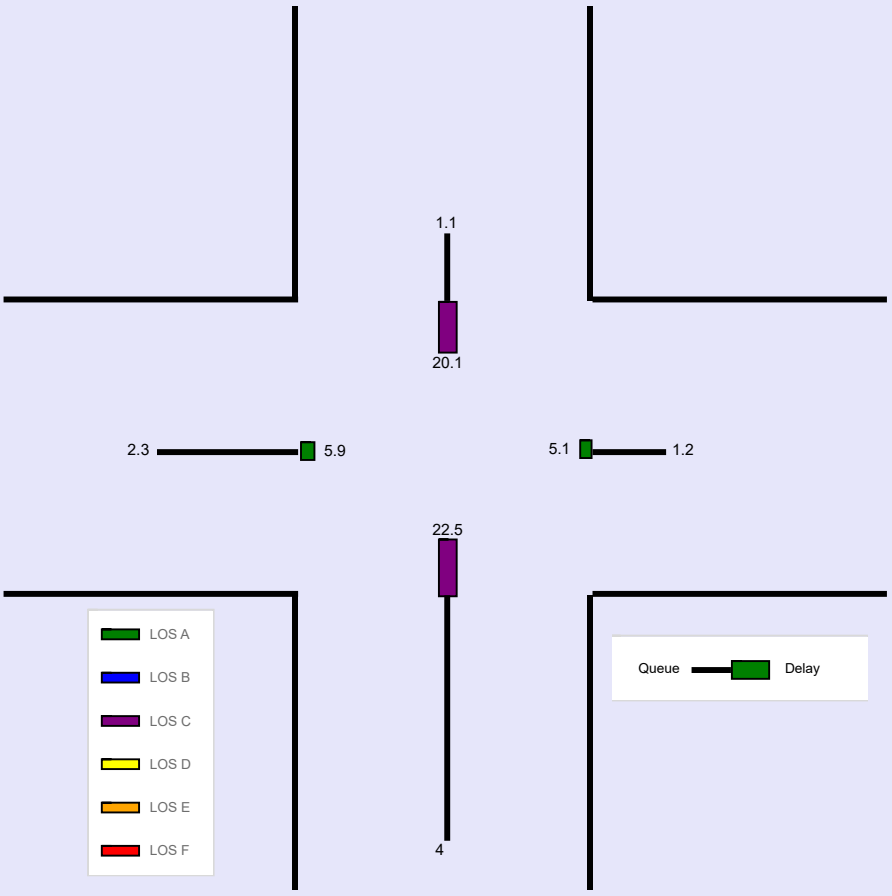
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	MAC	Analysis Date	Apr 29, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Base	PHF	0.88
Urban Street	St Bernard Hwy	Analysis Year	2024	Analysis Period	1> 7:00
Intersection	LA 39/Christie St	File Name	St Bernard Hwy at LA 39.Chrstie St PM.xus		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	27	162	102	25	121	8	133	6	30	14	11	30

Signal Information					EB			WB			NB			SB		
Cycle, s	60.0	Reference Phase	2		L	T	R	L	T	R	L	T	R	L	T	R
Offset, s	0	Reference Point	End	Green	37.2	11.8		0.0	0.0	0.0						
Uncoordinated	No	Simult. Gap E/W	On	Yellow	4.5	4.5		0.0	0.0	0.0						
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	1.0		0.0	0.0	0.0						

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)		57.1			30.1			99.3			27.9	
Back of Queue (*Q*), veh/ln (95 th percentile)		2.3			1.2			4.0			1.1	
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00			0.00			0.00	
Control Delay (*d*), s/veh		5.9			5.1			22.5			20.1	
Level of Service (LOS)		A			A			C			C	
Approach Delay, s/veh / LOS	5.9	A		5.1	A		22.5	C		20.1	C	
Intersection Delay, s/veh / LOS	11.0						B					



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--- Messages ---

No errors or warnings exist.

--- Comments ---

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HCS Two-Way Stop-Control Report

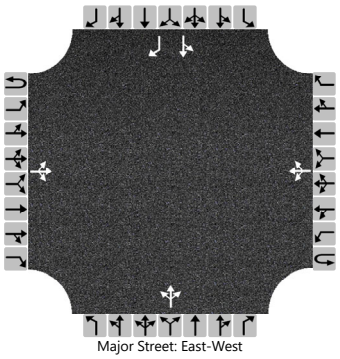
General Information

Analyst	MAC
Agency/Co.	USI
Date Performed	4/29/2024
Analysis Year	2024
Time Analyzed	AM Base
Intersection Orientation	East-West
Project Description	23-040

Site Information

Intersection	Bayou Rd at LA 39
Jurisdiction	LADOTD
East/West Street	Bayou Rd
North/South Street	LA 39
Peak Hour Factor	0.87
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	1
Configuration			LTR				LTR				LTR			LT		R
Volume (veh/h)		65	22	6		1	30	58		13	18	1		16	3	58
Percent Heavy Vehicles (%)		0				0				0	6	0		0	0	0
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized													No			
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.10				4.10				7.10	6.56	6.20		7.10	6.50	6.20
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.20				2.20				3.50	4.05	3.30		3.50	4.00	3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		75				1					37			22		67
Capacity, c (veh/h)		1504				1593					598			636		1001
v/c Ratio		0.05				0.00					0.06			0.03		0.07
95% Queue Length, Q_{95} (veh)		0.2				0.0					0.2			0.1		0.2
Control Delay (s/veh)		7.5	0.4	0.4		7.3	0.0	0.0			11.4			10.9		8.9
Level of Service (LOS)		A	A	A		A	A	A			B			B		A
Approach Delay (s/veh)	5.4				0.1				11.4				9.3			
Approach LOS	A				A				B				A			

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HCS Two-Way Stop-Control Report

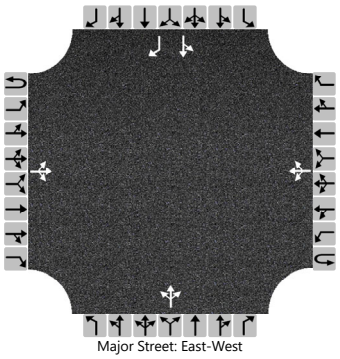
General Information

Analyst	MAC
Agency/Co.	USI
Date Performed	4/29/2024
Analysis Year	2024
Time Analyzed	PM Base
Intersection Orientation	East-West
Project Description	23-040

Site Information

Intersection	Bayou Rd at LA 39
Jurisdiction	LADOTD
East/West Street	Bayou Rd
North/South Street	LA 39
Peak Hour Factor	0.94
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	1
Configuration			LTR				LTR				LTR			LT		R
Volume (veh/h)		101	41	7		2	39	27		11	11	0		47	21	83
Percent Heavy Vehicles (%)		0				0				0	6	0		0	0	0
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized													No			
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.10				4.10				7.10	6.56	6.20		7.10	6.50	6.20
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.20				2.20				3.50	4.05	3.30		3.50	4.00	3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		107				2					23			72		88
Capacity, c (veh/h)		1543				1568					504			565		1016
v/c Ratio		0.07				0.00					0.05			0.13		0.09
95% Queue Length, Q_{95} (veh)		0.2				0.0					0.1			0.4		0.3
Control Delay (s/veh)		7.5	0.5	0.5		7.3	0.0	0.0			12.5			12.3		8.9
Level of Service (LOS)		A	A	A		A	A	A			B			B		A
Approach Delay (s/veh)	5.3				0.2				12.5				10.4			
Approach LOS	A				A				B				B			

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LSB / LIT Road Network and Resilience
Stage 0 Feasibility Study
H.015428

Appendix D
Existing and No Build Analysis

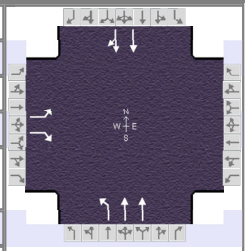
Appendix D.4 2030 No Build HCS Reports Without Port

Paris Rd (LA 47) at Forty Arpent Canal Rd.....**D-198**
LA 47 at Virtue St.....**D-216**
LA 47 at Genie St.....**D-234**
LA 47 at Solidelle St.....**D-252**
LA 47 at E Judge Perez Dr (LA 39).....**D-270**
LA 47 at E St Bernard Hwy (LA 46).....**D-288**
LA 39 at Palmisano Blvd.....**D-306**
LA 46 at Palmisano Blvd.....**D-324**
LA 39 at Campagna Dr.....**D-326**
LA 39 at Archbishop Hannan Blvd.....**D-344**
LA 39 at Guerra Dr.....**D-362**
LA 39 at Colonial Blvd.....**D-364**
LA 46 at Colonial Blvd.....**D-382**
LA 39 / E Christie St at LA 46.....**D-384**
LA 39 at Bayou Rd.....**D-402**

URBAN SYSTEMS inc.

HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.92
Urban Street	Paris Rd	Analysis Year	2030 No Build (No Port)	Analysis Period	1> 7:00
Intersection	Forty Arpent	File Name	Paris Rd at Forty Arpent Rd No Build (No Port) A…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	0		20				30	851			928	5

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

Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	0		20				30	851			928	5
Initial Queue (Q_b), veh/h	0		0				0	0			0	0
Base Saturation Flow Rate (s_o), veh/h	1900		1900				1900	1900			1900	1900
Parking (N_m), man/h		None						None			None	
Heavy Vehicles (P_{HV}), %	0		0				0	2			4	
Ped / Bike / RTOR, /h	0	0		0	0		0	0		0	0	1
Buses (N_b), buses/h	0	0	0				0	0	0	0	0	0
Arrival Type (*AT*)	3		3				3	3			3	3
Upstream Filtering (*I*)	1.00		1.00				1.00	1.00			1.00	1.00
Lane Width (*W*), ft	12.0		12.0				12.0	12.0			12.0	
Turn Bay Length, ft	0		0				150	0			0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	20		20				40	40			40	40

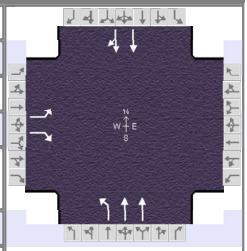
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	25.0	25.0			20.0	65.0		65.0
Yellow Change Interval (*Y*), s	5.0	5.0			5.0	5.0		5.0
Red Clearance Interval (R_c), s	1.5	1.5			1.0	1.0		1.0
Minimum Green (G_{min}), s	8	8			5	15		15
Start-Up Lost Time (*l*t), s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

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

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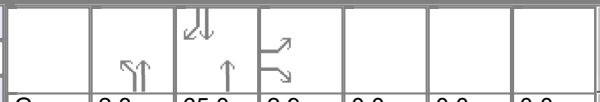
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.92
Urban Street	Paris Rd	Analysis Year	2030 No Build (No Port)	Analysis Period	1> 7:00
Intersection	Forty Arpent	File Name	Paris Rd at Forty Arpent Rd No Build (No Port) A…		
Project Description	23-040				

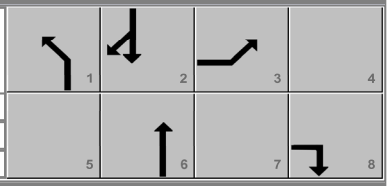


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	0		20				30	851			928	5

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



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



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8			1	6		2
Case Number		9.0			2.0	4.0		8.3
Phase Duration, s		9.4			8.8	79.8		71.0
Change Period, ($Y+R_c$), s		6.5			6.0	6.0		6.0
Max Allow Headway (*MAH*), s		3.6			2.6	1.0		1.0
Queue Clearance Time (g_s), s		4.9			3.6	7.4		26.1
Green Extension Time (g_e), s		0.0			0.0	0.1		0.1
Phase Call Probability		0.37			0.55	1.00		1.00
Max Out Probability		0.00			0.00	0.00		0.00

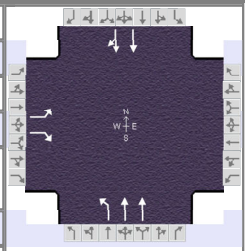
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3		18				1	6			2	12
Adjusted Flow Rate (*v*), veh/h	0		18				33	925			507	506
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0		1610				1810	1781			1841	1838
Queue Service Time (g_s), s	2.9		1.0				1.6	5.4			24.1	9.2
Cycle Queue Clearance Time (g_c), s	2.9		1.0				1.6	5.4			24.1	9.2
Green Ratio (*g/C*)	0.03		0.03				0.03	0.83			0.73	0.73
Capacity (*c*), veh/h	0		53				56	2945			1341	1339
Volume-to-Capacity Ratio (*X*)	0.000		0.347				0.580	0.314			0.378	0.378
Back of Queue (*Q*), ft/ln (95 th percentile)	0		19				33.3	32.2			123.9	119.9
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0		0.8				1.3	1.3			4.8	4.8
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00		0.00				0.22	0.00			0.00	0.00
Uniform Delay (d_1), s/veh	0.0		42.2				42.6	1.8			4.5	4.5
Incremental Delay (d_2), s/veh	0.0		1.4				3.5	0.3			0.8	0.8
Initial Queue Delay (d_3), s/veh	0.0		0.0				0.0	0.0			0.0	0.0
Control Delay (*d*), s/veh	0.0		43.6				46.1	2.1			5.4	5.4
Level of Service (LOS)			D				D	A			A	A
Approach Delay, s/veh / LOS	43.6		D	0.0			3.6		A	5.4		A
Intersection Delay, s/veh / LOS	4.9						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.32	B	2.14	B	0.62	A	1.85	B
Bicycle LOS Score / LOS		F	0.00	A	1.27	A	1.32	A

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HCS Signalized Intersection Intermediate Values

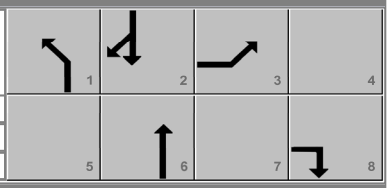
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.92
Urban Street	Paris Rd	Analysis Year	2030 No Build (No Port)	Analysis Period	1> 7:00
Intersection	Forty Arpent	File Name	Paris Rd at Forty Arpent Rd No Build (No Port) A…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	0		20				30	851			928	5

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

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



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000				1.000	0.984	1.000	1.000	0.969	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	0.000	0.000	0.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	0.000	0.000	0.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.952	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000					0.952	0.000		1.000	1.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847					1.000	1.000		0.998	0.998
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000						1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000						1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)							1.00					
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)										1.00		
Movement Saturation Flow Rate (s), veh/h	1810	0	1610				1810	3651	0	0	3663	16
Proportion of Vehicles Arriving on Green (P)	0.00	0.00	0.03	0.00	0.00	0.00	0.03	0.83	0.00	0.00	0.73	0.73
Incremental Delay Factor (k)			0.04				0.04	0.50			0.50	0.50

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		6.5			6.0	6.0		6.0
Green Ratio (g/C)		0.03			0.03	0.83		0.73
Permitted Saturation Flow Rate (s_p), veh/h/ln		1810			0	0		614
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								0
Permitted Effective Green Time (g_p), s		0.0			0.0	0.0		0.0
Permitted Service Time (g_u), s		0.0			0.0	0.0		0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s		0.0			0.0	0.0		65.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		0						
Protected Right Effective Green Time (g_R), s		0.0						

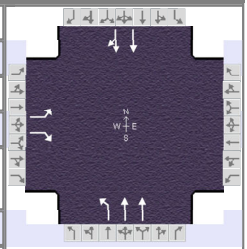
Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.006	1.389	0.001	0.000	0.009	1.198	0.004
Pedestrian F_s / F_{delay}	0.000	0.152	0.000	0.152	0.000	0.012	0.000	0.048
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b		52.42		49.75	1653.79	1.34	1457.14	3.29

Bicycle F_w / F_v	-3.64	Infinity	-3.64	-Infinity	-3.64	0.79	-3.64	0.84

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HCS Signalized Intersection Results Graphical Summary

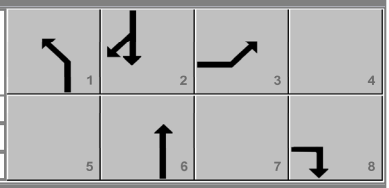
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.92
Urban Street	Paris Rd	Analysis Year	2030 No Build (No Port)	Analysis Period	1> 7:00
Intersection	Forty Arpent	File Name	Paris Rd at Forty Arpent Rd No Build (No Port) A…		
Project Description	23-040				



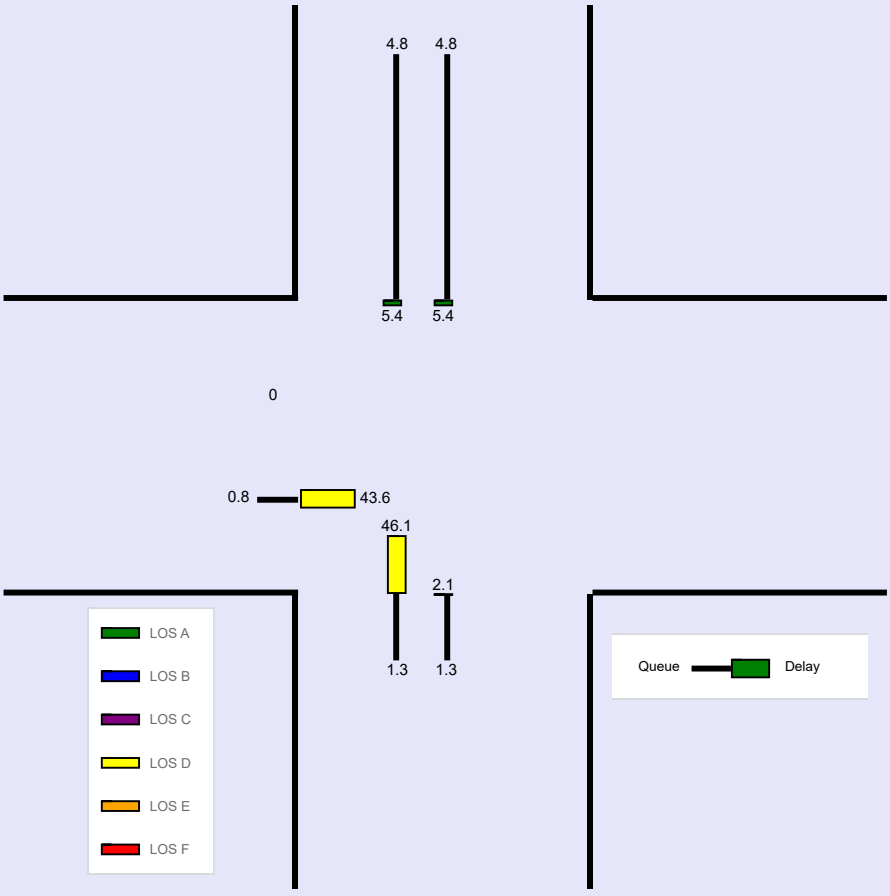
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	0		20				30	851			928	5

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

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



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	0		19				33.3	32.2			123.9	119.9
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0		0.8				1.3	1.3			4.8	4.8
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00		0.00				0.22	0.00			0.00	0.00
Control Delay (*d*), s/veh	0.0		43.6				46.1	2.1			5.4	5.4
Level of Service (LOS)			D				D	A			A	A
Approach Delay, s/veh / LOS	43.6		D	0.0			3.6		A	5.4		A
Intersection Delay, s/veh / LOS	4.9						A					



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--- Messages ---

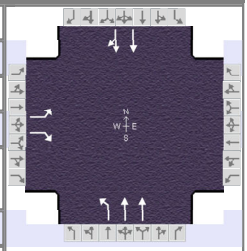
No errors or warnings exist.

--- Comments ---

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HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.94
Urban Street	Paris Rd	Analysis Year	2030 No Build (No Port)	Analysis Period	1> 7:00
Intersection	Forty Arpent	File Name	Paris Rd at Forty Arpent Rd 2030 No Build (No P…		
Project Description	23-040				

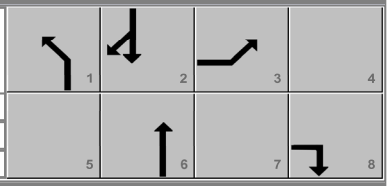


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	6		5				16	1283			1071	4

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



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



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	6		5				16	1283			1071	4
Initial Queue (Q_b), veh/h	0		0				0	0			0	0
Base Saturation Flow Rate (s_o), veh/h	1900		1900				1900	1900			1900	1900
Parking (N_m), man/h		None						None			None	
Heavy Vehicles (P_{HV}), %	0		0				0	0			1	
Ped / Bike / RTOR, /h	0	0		0	0		0	0		0	0	1
Buses (N_b), buses/h	0	0	0				0	0	0	0	0	0
Arrival Type (*AT*)	3		3				3	3			3	3
Upstream Filtering (*I*)	1.00		1.00				1.00	1.00			1.00	1.00
Lane Width (*W*), ft	12.0		12.0				12.0	12.0			12.0	
Turn Bay Length, ft	0		0				150	0			0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	20		20				40	40			40	40

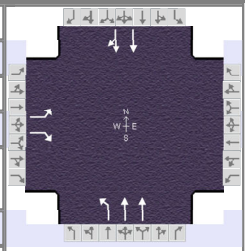
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	25.0	25.0			20.0	65.0		65.0
Yellow Change Interval (*Y*), s	5.0	5.0			5.0	5.0		5.0
Red Clearance Interval (R_c), s	1.5	1.5			1.0	1.0		1.0
Minimum Green (G_{min}), s	8	8			5	15		15
Start-Up Lost Time (*l*t), s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

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

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HCS Signalized Intersection Results Summary

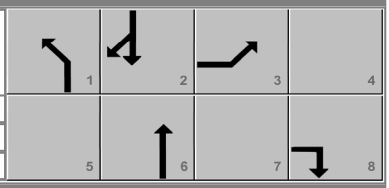
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.94
Urban Street	Paris Rd	Analysis Year	2030 No Build (No Port)	Analysis Period	1> 7:00
Intersection	Forty Arpent	File Name	Paris Rd at Forty Arpent Rd 2030 No Build (No P…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	6		5				16	1283			1071	4

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

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



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8			1	6		2
Case Number		9.0			2.0	4.0		8.3
Phase Duration, s		8.0			7.7	78.7		71.0
Change Period, ($Y+R_c$), s		6.5			6.0	6.0		6.0
Max Allow Headway (*MAH*), s		3.4			2.6	1.0		1.0
Queue Clearance Time (g_s), s		2.3			2.8	10.5		29.6
Green Extension Time (g_e), s		0.0			0.0	0.2		0.2
Phase Call Probability		0.19			0.34	1.00		1.00
Max Out Probability		0.00			0.00	0.00		0.00

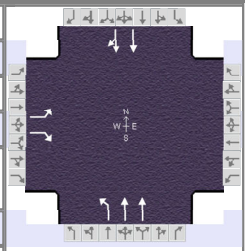
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3		18				1	6			2	12
Adjusted Flow Rate (*v*), veh/h	6		2				17	1365			572	571
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810		1610				1810	1809			1885	1883
Queue Service Time (g_s), s	0.3		0.1				0.8	8.5			27.6	9.4
Cycle Queue Clearance Time (g_c), s	0.3		0.1				0.8	8.5			27.6	9.4
Green Ratio (*g/C*)	0.02		0.02				0.02	0.84			0.75	0.75
Capacity (*c*), veh/h	31		28				35	3034			1414	1412
Volume-to-Capacity Ratio (*X*)	0.206		0.077				0.484	0.450			0.404	0.404
Back of Queue (*Q*), ft/ln (95 th percentile)	6.6		2.2				17.3	36.2			115.2	114.2
Back of Queue (*Q*), veh/ln (95 th percentile)	0.3		0.1				0.7	1.4			4.6	4.6
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00		0.00				0.12	0.00			0.00	0.00
Uniform Delay (d_1), s/veh	42.0		41.9				42.1	1.8			3.9	3.9
Incremental Delay (d_2), s/veh	1.2		0.4				3.8	0.5			0.9	0.9
Initial Queue Delay (d_3), s/veh	0.0		0.0				0.0	0.0			0.0	0.0
Control Delay (*d*), s/veh	43.2		42.4				45.9	2.3			4.7	4.7
Level of Service (LOS)	D		D				D	A			A	A
Approach Delay, s/veh / LOS	43.0		D	0.0			2.8		A	4.7		A
Intersection Delay, s/veh / LOS	3.8						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.31	B	2.14	B	0.61	A	1.84	B
Bicycle LOS Score / LOS		F	0.00	A	1.62	B	1.43	A

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HCS Signalized Intersection Intermediate Values

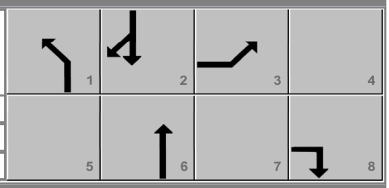
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.94
Urban Street	Paris Rd	Analysis Year	2030 No Build (No Port)	Analysis Period	1> 7:00
Intersection	Forty Arpent	File Name	Paris Rd at Forty Arpent Rd 2030 No Build (No P…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	6		5				16	1283			1071	4

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

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



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

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		6.5			6.0	6.0		6.0
Green Ratio (g/C)		0.02			0.02	0.84		0.75
Permitted Saturation Flow Rate (s_p), veh/h/ln		1810			0	0		405
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								0
Permitted Effective Green Time (g_p), s		0.0			0.0	0.0		0.0
Permitted Service Time (g_u), s		0.0			0.0	0.0		0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s		0.0			0.0	0.0		65.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		0						
Protected Right Effective Green Time (g_R), s		0.0						

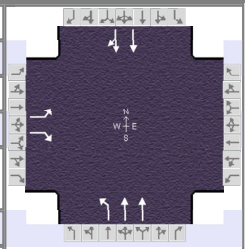
Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.006	1.389	0.001	0.000	0.009	1.198	0.004
Pedestrian F_s / F_{delay}	0.000	0.151	0.000	0.151	0.000	0.005	0.000	0.040
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b		51.16		48.48	1677.29	1.13	1500.03	2.71

Bicycle F_w / F_v	-3.64	Infinity	-3.64	-Infinity	-3.64	1.14	-3.64	0.94

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HCS Signalized Intersection Results Graphical Summary

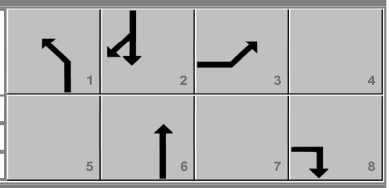
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.94
Urban Street	Paris Rd	Analysis Year	2030 No Build (No Port)	Analysis Period	1> 7:00
Intersection	Forty Arpent	File Name	Paris Rd at Forty Arpent Rd 2030 No Build (No P…		
Project Description	23-040				



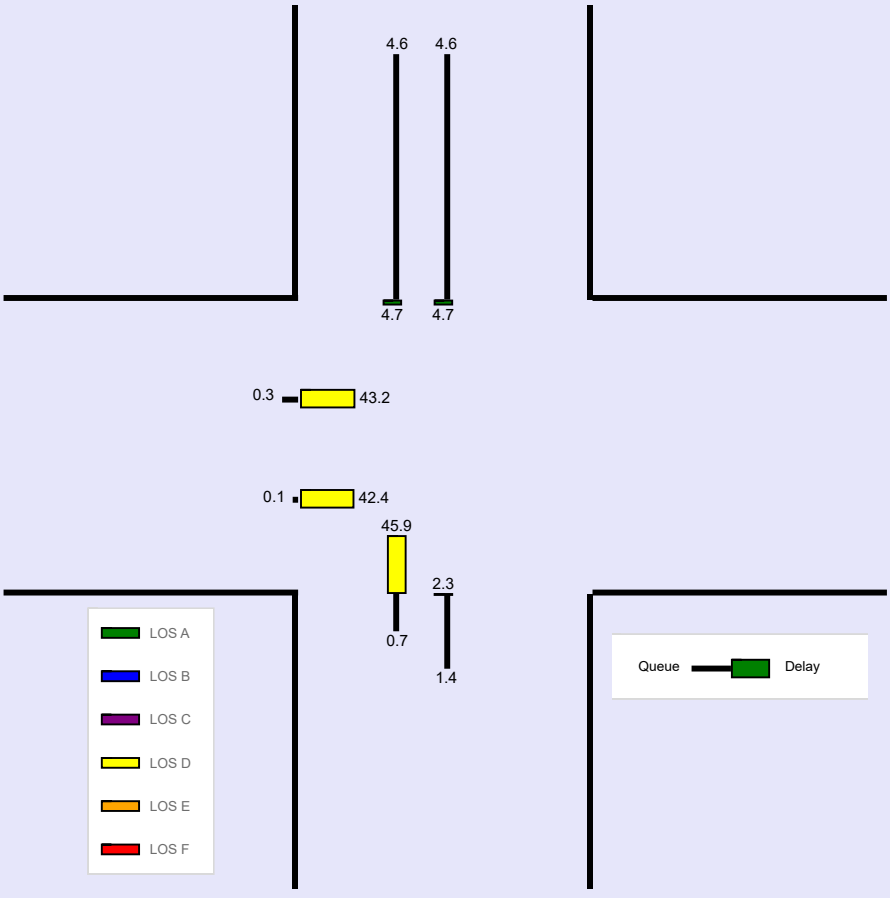
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	6		5				16	1283			1071	4

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

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



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	6.6		2.2				17.3	36.2			115.2	114.2
Back of Queue (*Q*), veh/ln (95 th percentile)	0.3		0.1				0.7	1.4			4.6	4.6
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00		0.00				0.12	0.00			0.00	0.00
Control Delay (*d*), s/veh	43.2		42.4				45.9	2.3			4.7	4.7
Level of Service (LOS)	D		D				D	A			A	A
Approach Delay, s/veh / LOS	43.0		D	0.0			2.8		A	4.7		A
Intersection Delay, s/veh / LOS	3.8						A					



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--- Messages ---

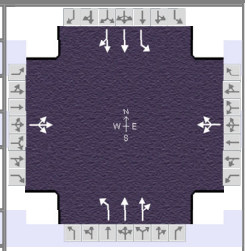
No errors or warnings exist.

--- Comments ---

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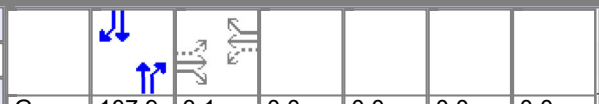
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.93
Urban Street	Paris Rd	Analysis Year	2030 No Build (No Port)	Analysis Period	1> 7:00
Intersection	E Virtue St	File Name	Paris Rd at E Virtue St 2030 No Build (No Port) A…		
Project Description	23-018				

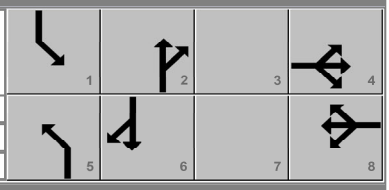


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	20	1	11	10	0	0	0	873	22	0	895	17

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



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



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	20	1	11	10	0	0	0	873	22	0	895	17
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %		0			0		0	2		0	4	
Ped / Bike / RTOR, /h	0	0	2	0	0		0	0	3	0	0	2
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft		12.0			12.0		12.0	12.0		12.0	12.0	
Turn Bay Length, ft		0			0		220	0		70	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	20	20	20	20	20	20	40	40	40	40	40	40

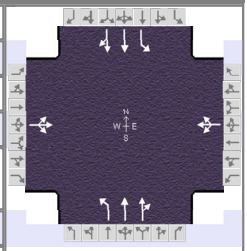
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		27.0		27.0	14.0	79.0	14.0	79.0
Yellow Change Interval (*Y*), s		3.0		3.0	3.0	4.0	3.0	4.0
Red Clearance Interval (R_c), s		1.0		1.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s		4		4	4	4	4	4
Start-Up Lost Time (*l*t),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

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

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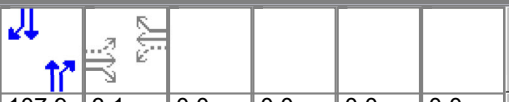
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.93
Urban Street	Paris Rd	Analysis Year	2030 No Build (No Port)	Analysis Period	1> 7:00
Intersection	E Virtue St	File Name	Paris Rd at E Virtue St 2030 No Build (No Port) A…		
Project Description	23-018				

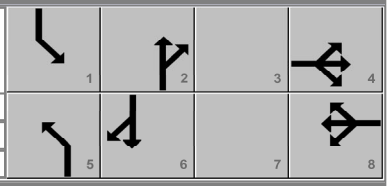


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	20	1	11	10	0	0	0	873	22	0	895	17

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



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



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

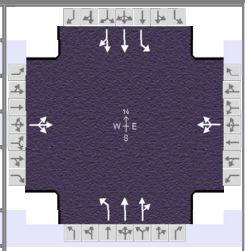
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h		32			11		0	481	478	0	491	488
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1519			1426		1810	1870	1856	1810	1841	1830
Queue Service Time (g_s), s		1.7			0.0		0.0	4.2	4.2	0.0	4.4	4.4
Cycle Queue Clearance Time (g_c), s		2.5			0.9		0.0	4.2	4.2	0.0	4.4	4.4
Green Ratio (*g/C*)		0.03			0.03			0.90	0.90		0.90	0.90
Capacity (*c*), veh/h		89			97		2	1682	1669	2	1655	1645
Volume-to-Capacity Ratio (*X*)		0.361			0.111		0.000	0.286	0.286	0.000	0.296	0.296
Back of Queue (*Q*), ft/ln (95 th percentile)		48.4			15.5		0	10.4	10.2	0	11	10.7
Back of Queue (*Q*), veh/ln (95 th percentile)		1.9			0.6		0.0	0.4	0.4	0.0	0.4	0.4
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh		58.2			57.4		0.0	0.8	0.8	0.0	0.8	0.8
Incremental Delay (d_2), s/veh		3.5			0.7		0.0	0.4	0.4	0.0	0.5	0.5
Initial Queue Delay (d_3), s/veh		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		61.6			58.1		0.0	1.3	1.3	0.0	1.3	1.3
Level of Service (LOS)		E			E			A	A		A	A
Approach Delay, s/veh / LOS	61.6	E		58.1	E		1.3	A		1.3	A	
Intersection Delay, s/veh / LOS	2.6						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.32	B	2.32	B	1.74	B	1.58	B
Bicycle LOS Score / LOS	0.54	A	0.51	A	1.28	A	1.29	A

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HCS Signalized Intersection Intermediate Values

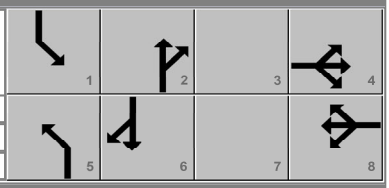
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.93
Urban Street	Paris Rd	Analysis Year	2030 No Build (No Port)	Analysis Period	1> 7:00
Intersection	E Virtue St	File Name	Paris Rd at E Virtue St 2030 No Build (No Port) A…		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	20	1	11	10	0	0	0	873	22	0	895	17

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

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



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.984	1.000	1.000	0.969	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.824	0.799		0.751	0.751		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.799		0.000	0.751		0.992	0.992		0.994	0.994
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)							1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)	1.00			1.00								
Movement Saturation Flow Rate (s), veh/h	1012	51	456	1426	0	0	1810	3647	79	1810	3610	61
Proportion of Vehicles Arriving on Green (P)	0.03	0.03	0.03	0.03	0.00	0.00	0.00	0.90	0.90	0.00	0.90	0.90
Incremental Delay Factor (k)		0.15			0.15			0.50	0.50		0.50	0.50

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

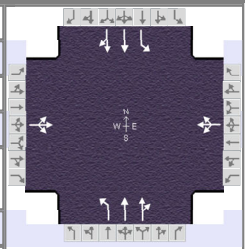
Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.004	1.557	0.003	0.972	0.000	0.972	0.003
Pedestrian F_s / F_{delay}	0.000	0.162	0.000	0.162	0.000	0.164	0.000	0.000
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	51.74	56.94	51.74	56.94	-83.33	65.10	1798.25	0.61

Bicycle F_w / F_v	-3.64	0.05	-3.64	0.02	-3.64	0.79	-3.64	0.81

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HCS Signalized Intersection Results Graphical Summary

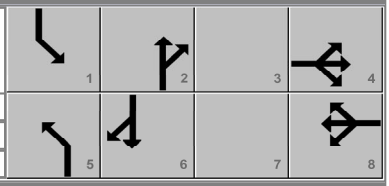
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.93
Urban Street	Paris Rd	Analysis Year	2030 No Build (No Port)	Analysis Period	1> 7:00
Intersection	E Virtue St	File Name	Paris Rd at E Virtue St 2030 No Build (No Port) A…		
Project Description	23-018				



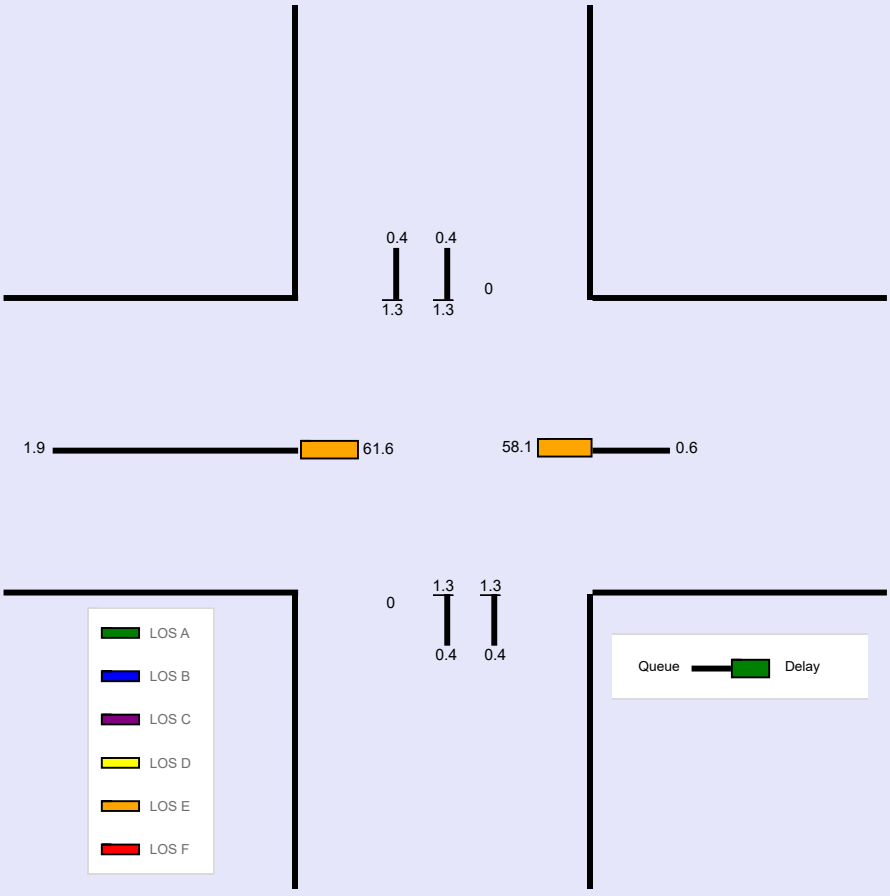
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	20	1	11	10	0	0	0	873	22	0	895	17

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

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



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)		48.4			15.5		0	10.4	10.2	0	11	10.7
Back of Queue (*Q*), veh/ln (95 th percentile)		1.9			0.6		0.0	0.4	0.4	0.0	0.4	0.4
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.00	0.00	0.00	0.00	0.00	0.00
Control Delay (*d*), s/veh		61.6			58.1		0.0	1.3	1.3	0.0	1.3	1.3
Level of Service (LOS)		E			E			A	A		A	A
Approach Delay, s/veh / LOS	61.6	E		58.1	E		1.3	A		1.3	A	
Intersection Delay, s/veh / LOS	2.6						A					



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--- Messages ---

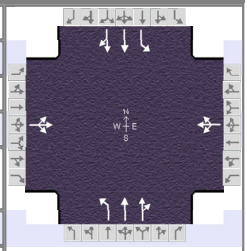
No errors or warnings exist.

--- Comments ---

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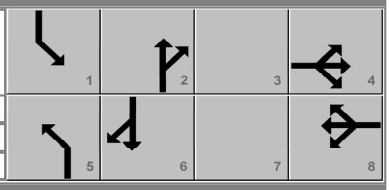
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.92
Urban Street	Paris Rd	Analysis Year	2030 No Build (No Port)	Analysis Period	1> 7:00
Intersection	E Virtue St	File Name	Paris Rd at E Virtue St 2030 No Build (No Port) P…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	14	0	16	38	3	9	2	1284	16	6	1075	15

Signal Information												
Cycle, s	120.0	Reference Phase	2									
Offset, s	0	Reference Point	End	Green	0.3	95.5	1.8	5.5	0.0	0.0		
Uncoordinated	No	Simult. Gap E/W	On	Yellow	3.0	4.0	3.0	3.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	1.0	1.0	1.0	0.0	0.0		



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	14	0	16	38	3	9	2	1284	16	6	1075	15
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %		0			0		0	0		0	1	
Ped / Bike / RTOR, /h	0	0	2	0	0	1	0	0	2	0	0	2
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft		12.0			12.0		12.0	12.0		12.0	12.0	
Turn Bay Length, ft		0			0		220	0		70	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	20	20	20	20	20	20	40	40	40	40	40	40

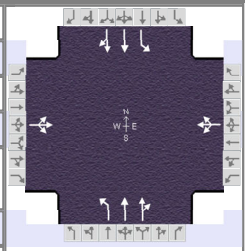
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		22.0		22.0	12.0	86.0	12.0	86.0
Yellow Change Interval (*Y*), s		3.0		3.0	3.0	4.0	3.0	4.0
Red Clearance Interval (R_c), s		1.0		1.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s		4		4	4	4	4	4
Start-Up Lost Time (*l*t),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

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

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HCS Signalized Intersection Results Summary

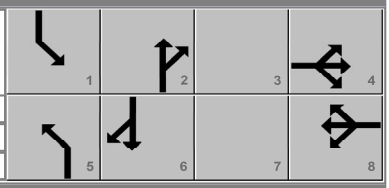
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.92
Urban Street	Paris Rd	Analysis Year	2030 No Build (No Port)	Analysis Period	1> 7:00
Intersection	E Virtue St	File Name	Paris Rd at E Virtue St 2030 No Build (No Port) P…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	14	0	16	38	3	9	2	1284	16	6	1075	15

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

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



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8	5	2	1	6
Case Number		8.0		8.0	2.0	4.0	2.0	4.0
Phase Duration, s		9.5		9.5	4.3	104.8	5.8	106.3
Change Period, ($Y+R_c$), s		4.0		4.0	4.0	5.0	5.0	5.0
Max Allow Headway (*MAH*), s		5.4		5.4	2.1	0.0	2.1	0.0
Queue Clearance Time (g_s), s		4.1		6.3	2.1		2.4	
Green Extension Time (g_e), s		0.3		0.3	0.0	0.0	0.6	0.0
Phase Call Probability		0.64		0.83	0.07		0.20	
Max Out Probability		0.00		0.00	0.00		0.24	

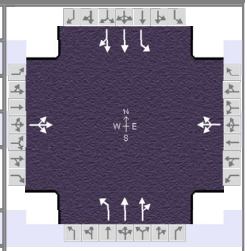
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h		30			53		2	707	704	7	593	590
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1626			1485		1810	1900	1893	1810	1885	1877
Queue Service Time (g_s), s		0.0			2.2		0.1	12.0	12.0	0.4	8.6	8.6
Cycle Queue Clearance Time (g_c), s		2.1			4.3		0.1	12.0	12.0	0.4	8.6	8.6
Green Ratio (*g/C*)		0.05			0.05		0.00	0.83	0.83	0.01	0.84	0.84
Capacity (*c*), veh/h		119			121		4	1579	1573	12	1591	1584
Volume-to-Capacity Ratio (*X*)		0.256			0.441		0.515	0.447	0.448	0.553	0.372	0.373
Back of Queue (*Q*), ft/ln (95 th percentile)		43.3			78.4		4.6	134.7	134.4	10.8	86.6	86.4
Back of Queue (*Q*), veh/ln (95 th percentile)		1.7			3.1		0.2	5.4	5.4	0.4	3.4	3.5
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.02	0.00	0.00	0.15	0.00	0.00
Uniform Delay (d_1), s/veh		55.6			56.7		59.8	2.7	2.7	59.4	2.1	2.1
Incremental Delay (d_2), s/veh		1.6			3.6		31.6	0.9	0.9	14.1	0.7	0.7
Initial Queue Delay (d_3), s/veh		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		57.2			60.2		91.4	3.6	3.6	73.6	2.8	2.8
Level of Service (LOS)		E			E		F	A	A	E	A	A
Approach Delay, s/veh / LOS	57.2	E		60.2	E		3.8	A		3.2	A	
Intersection Delay, s/veh / LOS	5.2						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.32	B	2.32	B	1.74	B	1.59	B
Bicycle LOS Score / LOS	0.54	A	0.58	A	1.65	B	1.47	A

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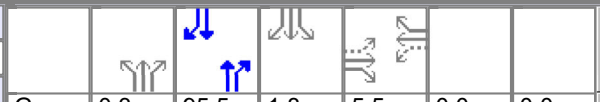
HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.92
Urban Street	Paris Rd	Analysis Year	2030 No Build (No Port)	Analysis Period	1> 7:00
Intersection	E Virtue St	File Name	Paris Rd at E Virtue St 2030 No Build (No Port) P…		
Project Description	23-040				

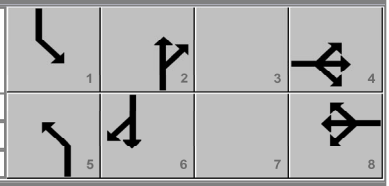


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	14	0	16	38	3	9	2	1284	16	6	1075	15

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



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



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.992	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.886	0.856		0.792	0.781		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.856		0.000	0.781		0.996	0.996		0.996	0.996
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)							1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)	1.00			1.00								
Movement Saturation Flow Rate (s), veh/h	813	0	813	1151	91	242	1810	3752	41	1810	3717	45
Proportion of Vehicles Arriving on Green (P)	0.05	0.00	0.05	0.05	0.05	0.05	0.00	0.83	0.83	0.01	0.84	0.84
Incremental Delay Factor (k)		0.15			0.15		0.04	0.50	0.50	0.04	0.50	0.50

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

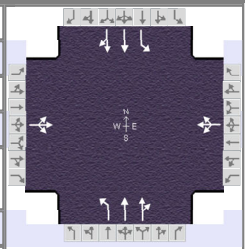
Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.003	1.557	0.003	0.972	0.001	0.972	0.003
Pedestrian F_s / F_{delay}	0.000	0.160	0.000	0.160	0.000	0.164	0.000	0.015
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	91.03	54.66	91.03	54.66	13.03	59.22	1687.64	1.46

Bicycle F_w / F_v	-3.64	0.05	-3.64	0.09	-3.64	1.17	-3.64	0.98

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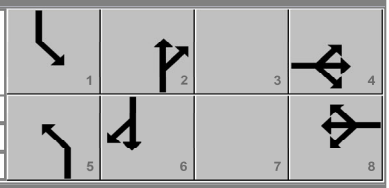
HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.92
Urban Street	Paris Rd	Analysis Year	2030 No Build (No Port)	Analysis Period	1> 7:00
Intersection	E Virtue St	File Name	Paris Rd at E Virtue St 2030 No Build (No Port) P…		
Project Description	23-040				

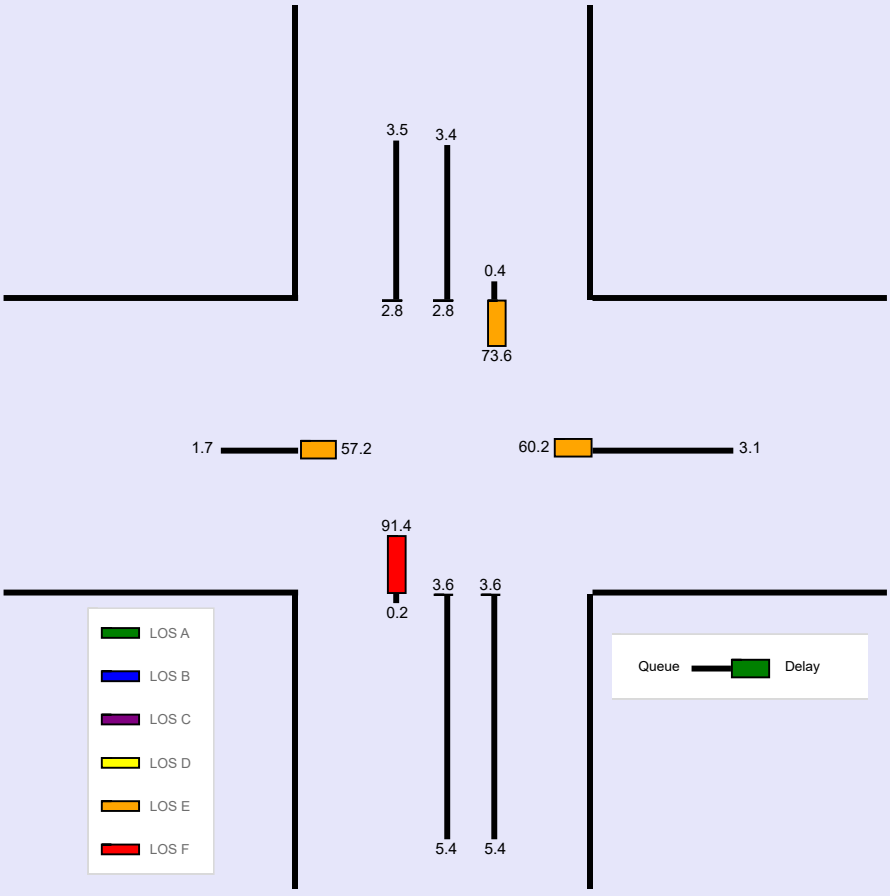


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	14	0	16	38	3	9	2	1284	16	6	1075	15

Signal Information										
Cycle, s	120.0	Reference Phase	2							
Offset, s	0	Reference Point	End							
Uncoordinated	No	Simult. Gap E/W	On							
Force Mode	Fixed	Simult. Gap N/S	On							
				Green	0.3	95.5	1.8	5.5	0.0	0.0
				Yellow	3.0	4.0	3.0	3.0	0.0	0.0
				Red	1.0	1.0	1.0	1.0	0.0	0.0



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)		43.3			78.4		4.6	134.7	134.4	10.8	86.6	86.4
Back of Queue (*Q*), veh/ln (95 th percentile)		1.7			3.1		0.2	5.4	5.4	0.4	3.4	3.5
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.02	0.00	0.00	0.15	0.00	0.00
Control Delay (*d*), s/veh		57.2			60.2		91.4	3.6	3.6	73.6	2.8	2.8
Level of Service (LOS)		E			E		F	A	A	E	A	A
Approach Delay, s/veh / LOS	57.2	E		60.2	E		3.8	A		3.2	A	
Intersection Delay, s/veh / LOS	5.2						A					



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--- Messages ---

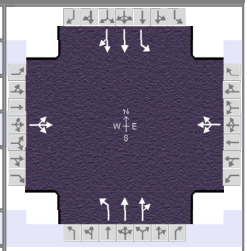
No errors or warnings exist.

--- Comments ---

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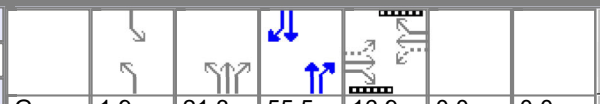
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.96
Urban Street	Paris Rd	Analysis Year	2030 No Build (No Port)	Analysis Period	1> 7:00
Intersection	E Genie St	File Name	Paris Rd at E Genie St 2030 No Build (No Port) A…		
Project Description	23-040				

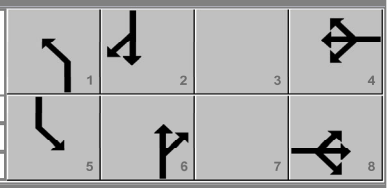


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	48	33	27	69	44	69	25	749	29	18	826	25

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



Green	1.9	21.3	55.5	16.9	0.0	0.0
Yellow	4.5	4.5	4.5	4.0	0.0	0.0
Red	2.0	2.0	2.0	1.0	0.0	0.0



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	48	33	27	69	44	69	25	749	29	18	826	25
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %		0			0		0	2		0	5	
Ped / Bike / RTOR, /h	0	0	3	0	0	7	0	0	3	0	0	3
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft		12.0			12.0		12.0	12.0		12.0	12.0	
Turn Bay Length, ft		0			0		220	0		200	0	
Grade (*Pg*), %		0			0			2			5	
Speed Limit, mi/h	20	20	20	20	20	20	40	40	40	40	40	40

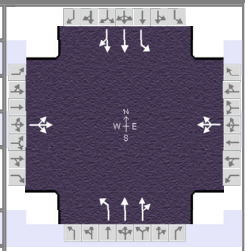
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		42.0		42.0	16.0	62.0	16.0	62.0
Yellow Change Interval (*Y*), s		4.0		4.0	4.5	4.5	4.5	4.5
Red Clearance Interval (R_c), s		1.0		1.0	2.0	2.0	2.0	2.0
Minimum Green (G_{min}), s		7		7	4	15	4	15
Start-Up Lost Time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

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

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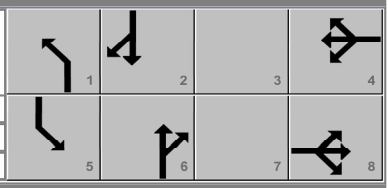
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.96
Urban Street	Paris Rd	Analysis Year	2030 No Build (No Port)	Analysis Period	1> 7:00
Intersection	E Genie St	File Name	Paris Rd at E Genie St 2030 No Build (No Port) A…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	48	33	27	69	44	69	25	749	29	18	826	25

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



Green	1.9	21.3	55.5	16.9	0.0	0.0
Yellow	4.5	4.5	4.5	4.0	0.0	0.0
Red	2.0	2.0	2.0	1.0	0.0	0.0

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4	1	6	5	2
Case Number		8.0		8.0	2.0	4.0	2.0	4.0
Phase Duration, s		21.9		21.9	36.2	89.8	8.4	62.0
Change Period, ($Y+R_c$), s		5.0		5.0	6.5	6.5	6.5	6.5
Max Allow Headway (*MAH*), s		5.4		5.4	2.1	0.0	2.1	0.0
Queue Clearance Time (g_s), s		10.4		15.1	3.3		3.3	
Green Extension Time (g_e), s		1.8		1.7	0.0	0.0	0.0	0.0
Phase Call Probability		0.97		1.00	1.00		0.46	
Max Out Probability		0.00		0.00	0.00		0.00	

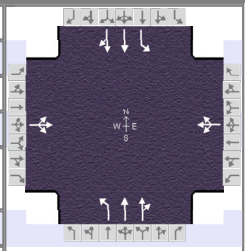
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h		109			182		26	406	401	19	444	440
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1432			1601		1787	1847	1825	1669	1679	1663
Queue Service Time (g_s), s		0.0			4.8		1.3	10.3	10.4	1.3	23.2	23.2
Cycle Queue Clearance Time (g_c), s		8.4			13.1		1.3	10.3	10.4	1.3	23.2	23.2
Green Ratio (*g/C*)		0.14			0.14		0.25	0.69	0.69	0.02	0.46	0.46
Capacity (*c*), veh/h		245			267		442	1282	1266	26	776	769
Volume-to-Capacity Ratio (*X*)		0.447			0.684		0.059	0.317	0.317	0.725	0.572	0.572
Back of Queue (*Q*), ft/ln (95 th percentile)		144.9			240.6		27.3	174	169.4	29.5	377	360.3
Back of Queue (*Q*), veh/ln (95 th percentile)		5.8			9.6		1.1	6.9	6.8	1.2	14.5	14.4
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.12	0.00	0.00	0.15	0.00	0.00
Uniform Delay (d_1), s/veh		47.6			49.9		34.5	7.2	7.2	58.8	23.6	23.6
Incremental Delay (d_2), s/veh		1.8			4.4		0.3	0.6	0.7	13.3	3.0	3.1
Initial Queue Delay (d_3), s/veh		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		49.5			54.2		34.8	7.8	7.9	72.1	26.6	26.7
Level of Service (LOS)		D			D		C	A	A	E	C	C
Approach Delay, s/veh / LOS	49.5	D		54.2	D		8.7	A		27.6	C	
Intersection Delay, s/veh / LOS	23.4						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.31	B	2.31	B	1.65	B	1.69	B
Bicycle LOS Score / LOS	0.67	A	0.79	A	1.18	A	1.23	A

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HCS Signalized Intersection Intermediate Values

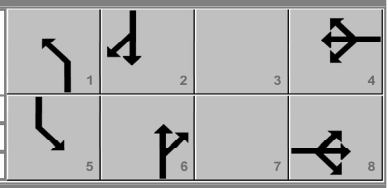
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.96
Urban Street	Paris Rd	Analysis Year	2030 No Build (No Port)	Analysis Period	1> 7:00
Intersection	E Genie St	File Name	Paris Rd at E Genie St 2030 No Build (No Port) A…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	48	33	27	69	44	69	25	749	29	18	826	25

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

Green	1.9	21.3	55.5	16.9	0.0	0.0
Yellow	4.5	4.5	4.5	4.0	0.0	0.0
Red	2.0	2.0	2.0	1.0	0.0	0.0



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000	1.000	1.000	1.000	0.988	0.972	0.988	0.923	0.884	0.923
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.765	0.754		0.872	0.842		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.754		0.000	0.842		0.988	0.988		0.991	0.991
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)							1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)	1.00			1.00								
Movement Saturation Flow Rate (s), veh/h	654	450	327	631	402	567	1787	3548	123	1669	3255	87
Proportion of Vehicles Arriving on Green (P)	0.14	0.14	0.14	0.14	0.14	0.14	0.25	0.69	0.69	0.02	0.46	0.46
Incremental Delay Factor (k)		0.15			0.15		0.50	0.50	0.50	0.04	0.50	0.50

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		5.0		5.0	6.5	6.5	6.5	6.5
Green Ratio (g/C)		0.14		0.14	0.25	0.69	0.02	0.46
Permitted Saturation Flow Rate (s_p), veh/h/ln		1303		1365	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln		1315		1603				
Permitted Effective Green Time (g_p), s		16.9		16.9	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s		3.7		8.5	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s		0.0		4.8				
Time to First Blockage (g_f), s		2.4		1.8	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s		2.4		1.8				
Protected Right Saturation Flow (s_R), veh/h/ln								
Protected Right Effective Green Time (g_R), s								

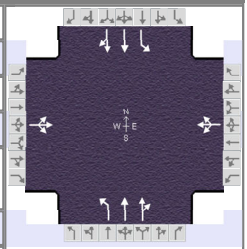
Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.004	1.557	0.004	0.972	0.010	0.972	0.004
Pedestrian F_s / F_{delay}	0.000	0.152	0.000	0.152	0.000	0.069	0.000	0.114
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	280.98	44.33	280.98	44.33	1388.03	5.62	924.77	17.34

Bicycle F_w / F_v	-3.64	0.18	-3.64	0.30	-3.64	0.69	-3.64	0.74

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HCS Signalized Intersection Results Graphical Summary

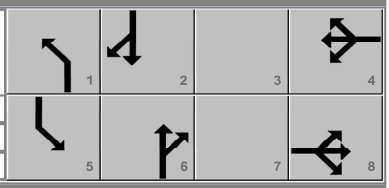
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.96
Urban Street	Paris Rd	Analysis Year	2030 No Build (No Port)	Analysis Period	1> 7:00
Intersection	E Genie St	File Name	Paris Rd at E Genie St 2030 No Build (No Port) A…		
Project Description	23-040				



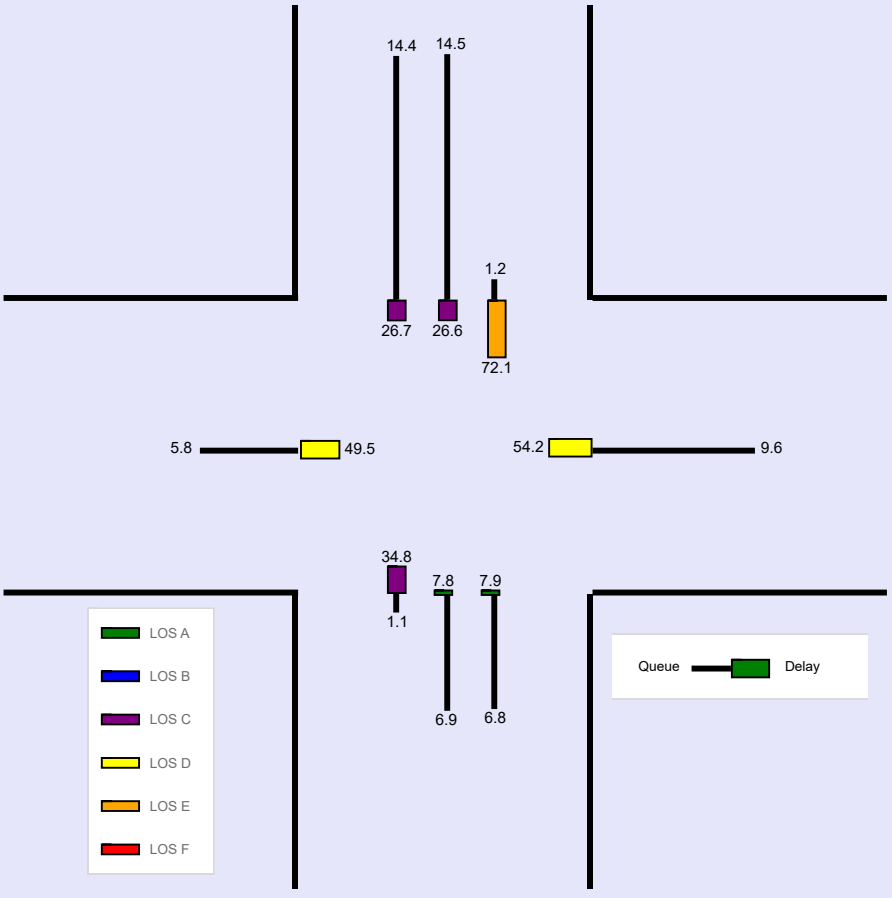
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	48	33	27	69	44	69	25	749	29	18	826	25

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

Green	1.9	21.3	55.5	16.9	0.0	0.0	
Yellow	4.5	4.5	4.5	4.0	0.0	0.0	
Red	2.0	2.0	2.0	1.0	0.0	0.0	



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)		144.9			240.6		27.3	174	169.4	29.5	377	360.3
Back of Queue (*Q*), veh/ln (95 th percentile)		5.8			9.6		1.1	6.9	6.8	1.2	14.5	14.4
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.12	0.00	0.00	0.15	0.00	0.00
Control Delay (*d*), s/veh		49.5			54.2		34.8	7.8	7.9	72.1	26.6	26.7
Level of Service (LOS)		D			D		C	A	A	E	C	C
Approach Delay, s/veh / LOS	49.5	D		54.2	D		8.7	A		27.6	C	
Intersection Delay, s/veh / LOS	23.4						C					



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--- Messages ---

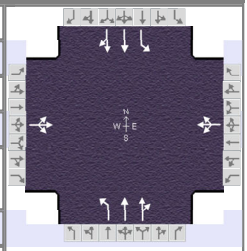
No errors or warnings exist.

--- Comments ---

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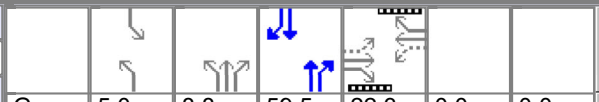
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.92
Urban Street	Paris Rd	Analysis Year	2030 No Build (No Port)	Analysis Period	1> 7:00
Intersection	E Genie St	File Name	Paris Rd at E Genie St 2030 No Build (No Port) P…		
Project Description	23-040				

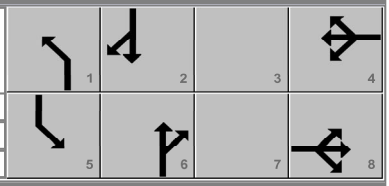


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	82	91	60	54	35	54	29	1134	63	53	918	56

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



Green	5.0	8.8	59.5	22.3	0.0	0.0
Yellow	4.5	4.5	4.5	4.0	0.0	0.0
Red	2.0	2.0	2.0	1.0	0.0	0.0



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	82	91	60	54	35	54	29	1134	63	53	918	56
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %		0			0		0	0		0	1	
Ped / Bike / RTOR, /h	0	0	6	0	0	6	0	0	7	0	0	6
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft		12.0			12.0		12.0	12.0		12.0	12.0	
Turn Bay Length, ft		0			0		220	0		200	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	20	20	20	20	20	20	40	40	40	40	40	40

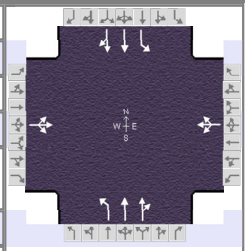
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		34.0		34.0	20.0	66.0	20.0	66.0
Yellow Change Interval (*Y*), s		4.0		4.0	4.5	4.5	4.5	4.5
Red Clearance Interval (R_c), s		1.0		1.0	2.0	2.0	2.0	2.0
Minimum Green (G_{min}), s		7		7	4	15	4	15
Start-Up Lost Time (*l*t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s		4.0		4.0	1.0	2.0	1.0	2.0
Recall Mode		Off		Min	Max	Min	Off	Min
Dual Entry		No		No	No	No	No	No
Walk (*Walk*), s		4.0		4.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		24.0		24.0		0.0		0.0

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

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HCS Signalized Intersection Results Summary

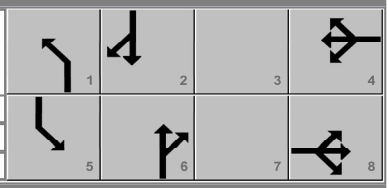
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.92
Urban Street	Paris Rd	Analysis Year	2030 No Build (No Port)	Analysis Period	1> 7:00
Intersection	E Genie St	File Name	Paris Rd at E Genie St 2030 No Build (No Port) P…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	82	91	60	54	35	54	29	1134	63	53	918	56

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

Green	5.0	8.8	59.5	22.3	0.0	0.0
Yellow	4.5	4.5	4.5	4.0	0.0	0.0
Red	2.0	2.0	2.0	1.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4	1	6	5	2
Case Number		8.0		8.0	2.0	4.0	2.0	4.0
Phase Duration, s		27.3		27.3	26.7	81.3	11.5	66.0
Change Period, (*Y+R c*), s		5.0		5.0	6.5	6.5	6.5	6.5
Max Allow Headway (*MAH*), s		5.4		5.4	2.1	0.0	2.1	0.0
Queue Clearance Time (*g s*), s		20.7		13.9	3.8		5.8	
Green Extension Time (*g e*), s		1.5		2.1	0.0	0.0	0.0	0.0
Phase Call Probability		1.00		1.00	1.00		0.85	
Max Out Probability		0.43		0.06	0.00		0.00	

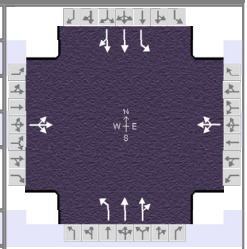
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h		247			149		32	652	642	58	531	521
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1541			1350		1810	1900	1868	1810	1885	1850
Queue Service Time (*g s*), s		6.9			0.0		1.8	23.6	23.7	3.8	23.7	23.7
Cycle Queue Clearance Time (*g c*), s		18.7			11.9		1.8	23.6	23.7	3.8	23.7	23.7
Green Ratio (*g/C*)		0.19			0.19		0.17	0.62	0.62	0.04	0.50	0.50
Capacity (*c*), veh/h		327			292		305	1184	1164	75	935	917
Volume-to-Capacity Ratio (*X*)		0.755			0.509		0.103	0.550	0.551	0.771	0.568	0.568
Back of Queue (*Q*), ft/ln (95 th percentile)		312.9			191.9		37.7	371.7	368.6	82.3	401.8	393.4
Back of Queue (*Q*), veh/ln (95 th percentile)		12.5			7.7		1.5	14.9	14.7	3.3	15.9	15.7
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.17	0.00	0.00	0.41	0.00	0.00
Uniform Delay (*d 1*), s/veh		47.4			44.2		42.2	13.0	13.0	57.0	21.2	21.2
Incremental Delay (*d 2*), s/veh		7.0			2.0		0.7	1.8	1.9	6.1	2.5	2.5
Initial Queue Delay (*d 3*), s/veh		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		54.4			46.2		42.9	14.8	14.9	63.1	23.7	23.8
Level of Service (LOS)		D			D		D	B	B	E	C	C
Approach Delay, s/veh / LOS	54.4	D		46.2	D		15.5	B		25.8	C	
Intersection Delay, s/veh / LOS	24.5						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.31	B	2.31	B	1.67	B	1.69	B
Bicycle LOS Score / LOS	0.89	A	0.73	A	1.58	B	1.40	A

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HCS Signalized Intersection Intermediate Values

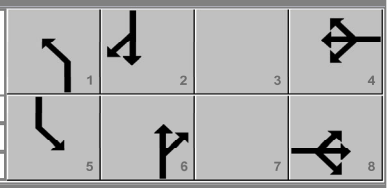
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.92
Urban Street	Paris Rd	Analysis Year	2030 No Build (No Port)	Analysis Period	1> 7:00
Intersection	E Genie St	File Name	Paris Rd at E Genie St 2030 No Build (No Port) P…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	82	91	60	54	35	54	29	1134	63	53	918	56

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

Green	5.0	8.8	59.5	22.3	0.0	0.0
Yellow	4.5	4.5	4.5	4.0	0.0	0.0
Red	2.0	2.0	2.0	1.0	0.0	0.0



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.992	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.829	0.811		0.725	0.711		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.811		0.000	0.711		0.983	0.983		0.982	0.982
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)							1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)	1.00			1.00								
Movement Saturation Flow Rate (s), veh/h	557	618	367	532	345	473	1810	3591	177	1810	3543	193
Proportion of Vehicles Arriving on Green (P)	0.19	0.19	0.19	0.19	0.19	0.19	0.17	0.62	0.62	0.04	0.50	0.50
Incremental Delay Factor (k)		0.22			0.15		0.50	0.50	0.50	0.04	0.50	0.50

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		5.0		5.0	6.5	6.5	6.5	6.5
Green Ratio (g/C)		0.19		0.19	0.17	0.62	0.04	0.50
Permitted Saturation Flow Rate (s_p), veh/h/ln		1327		1248	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln		1437		1232				
Permitted Effective Green Time (g_p), s		22.3		22.3	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s		10.4		3.5	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s		6.9		0.0				
Time to First Blockage (g_f), s		2.0		3.1	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s		2.0		3.1				
Protected Right Saturation Flow (s_R), veh/h/ln								
Protected Right Effective Green Time (g_R), s								

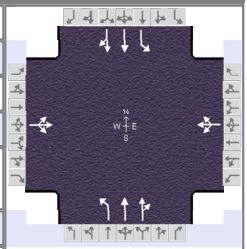
Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.010	1.557	0.009	0.972	0.009	0.972	0.009
Pedestrian F_s / F_{delay}	0.000	0.148	0.000	0.148	0.000	0.086	0.000	0.109
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	371.06	39.80	371.06	39.80	1246.39	8.52	991.60	15.25

Bicycle F_w / F_v	-3.64	0.41	-3.64	0.25	-3.64	1.09	-3.64	0.92

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HCS Signalized Intersection Results Graphical Summary

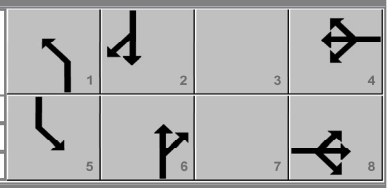
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.92
Urban Street	Paris Rd	Analysis Year	2030 No Build (No Port)	Analysis Period	1> 7:00
Intersection	E Genie St	File Name	Paris Rd at E Genie St 2030 No Build (No Port) P…		
Project Description	23-040				



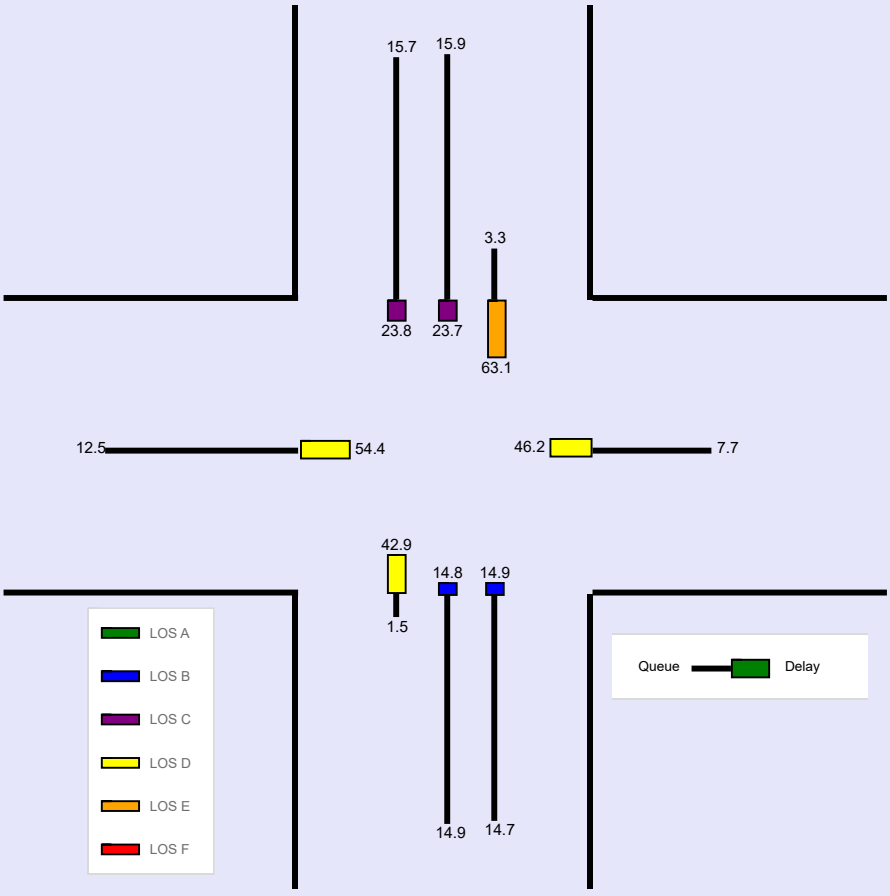
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	82	91	60	54	35	54	29	1134	63	53	918	56

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

Green	5.0	8.8	59.5	22.3	0.0	0.0	
Yellow	4.5	4.5	4.5	4.0	0.0	0.0	
Red	2.0	2.0	2.0	1.0	0.0	0.0	



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)		312.9			191.9		37.7	371.7	368.6	82.3	401.8	393.4
Back of Queue (*Q*), veh/ln (95 th percentile)		12.5			7.7		1.5	14.9	14.7	3.3	15.9	15.7
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.17	0.00	0.00	0.41	0.00	0.00
Control Delay (*d*), s/veh		54.4			46.2		42.9	14.8	14.9	63.1	23.7	23.8
Level of Service (LOS)		D			D		D	B	B	E	C	C
Approach Delay, s/veh / LOS	54.4	D		46.2	D		15.5	B		25.8	C	
Intersection Delay, s/veh / LOS	24.5						C					



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--- Messages ---

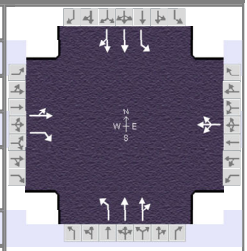
No errors or warnings exist.

--- Comments ---

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HCS Signalized Intersection Input Data

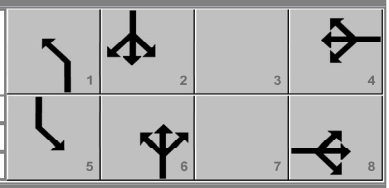
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.95
Urban Street	Paris Rd	Analysis Year	2030 No Build (No Port)	Analysis Period	1> 7:00
Intersection	Solidelle St	File Name	Paris Rd at Solidelle St No Build (No Port) AM.xus		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	8	2	34	18	1	5	23	852	21	9	962	17

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

Green	1.1	1.1	100.7	4.1	0.0	0.0						
Yellow	3.0	0.0	4.0	3.0	0.0	0.0						
Red	1.0	0.0	1.0	1.0	0.0	0.0						



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	8	2	34	18	1	5	23	852	21	9	962	17
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %		0	0		0		0	2		0	4	
Ped / Bike / RTOR, /h	0	0	4	0	0	1	0	0	3	0	0	2
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft		12.0	12.0		12.0		12.0	12.0		12.0	12.0	
Turn Bay Length, ft		0	0		0		230	0		190	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	20	20	20	20	20	20	40	40	40	40	40	40

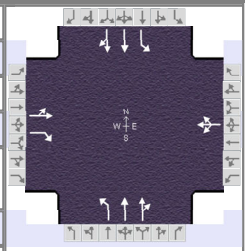
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		25.0		25.0	16.0	79.0	16.0	79.0
Yellow Change Interval (*Y*), s		3.0		3.0	3.0	4.0	3.0	4.0
Red Clearance Interval (R_c), s		1.0		1.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s		4		4	4	4	4	4
Start-Up Lost Time (*l*t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s		4.0		4.0	1.0	2.0	1.0	2.0
Recall Mode		Off		Off	Off	Min	Off	Min
Dual Entry		Yes		Yes	No	Yes	No	Yes
Walk (*Walk*), s		4.0		4.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		25.0		25.0		0.0		0.0

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

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HCS Signalized Intersection Results Summary

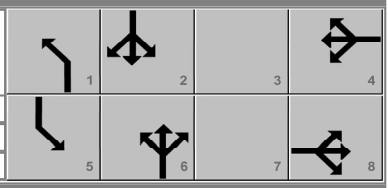
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.95
Urban Street	Paris Rd	Analysis Year	2030 No Build (No Port)	Analysis Period	1> 7:00
Intersection	Solidelle St	File Name	Paris Rd at Solidelle St No Build (No Port) AM.xus		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	8	2	34	18	1	5	23	852	21	9	962	17

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

Green	1.1	1.1	100.7	4.1	0.0	0.0
Yellow	3.0	0.0	4.0	3.0	0.0	0.0
Red	1.0	0.0	1.0	1.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4	1	6	5	2
Case Number		7.0		8.0	1.1	4.0	1.1	4.0
Phase Duration, s		8.1		8.1	6.2	106.9	5.1	105.7
Change Period, ($Y+R_c$), s		4.0		4.0	4.0	5.0	4.0	5.0
Max Allow Headway (*MAH*), s		5.4		5.4	2.1	0.0	2.1	0.0
Queue Clearance Time (g_s), s		4.3		3.9	2.2		2.1	
Green Extension Time (g_e), s		0.2		0.2	0.0	0.0	0.0	0.0
Phase Call Probability		0.89		0.89	0.55		0.27	
Max Out Probability		0.00		0.00	0.00		0.00	

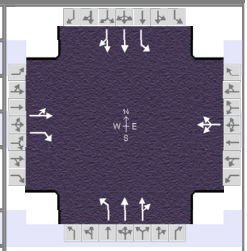
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h		11	32		24		24	460	456	9	516	513
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1554	1610		1497		1810	1870	1856	1810	1841	1831
Queue Service Time (g_s), s		0.0	2.3		1.2		0.2	5.9	5.9	0.1	7.5	7.5
Cycle Queue Clearance Time (g_c), s		0.7	2.3		1.9		0.2	5.9	5.9	0.1	7.5	7.5
Green Ratio (*g/C*)		0.03	0.03		0.03		0.86	0.85	0.85	0.85	0.84	0.84
Capacity (*c*), veh/h		106	54		104		526	1588	1576	561	1545	1537
Volume-to-Capacity Ratio (*X*)		0.099	0.581		0.233		0.046	0.289	0.289	0.017	0.334	0.334
Back of Queue (*Q*), ft/ln (95 th percentile)		14.9	52.1		35		1.6	57.2	55.9	0.8	78.1	76
Back of Queue (*Q*), veh/ln (95 th percentile)		0.6	2.1		1.4		0.1	2.3	2.2	0.0	3.0	3.0
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00	0.00		0.00		0.01	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh		56.3	57.1		56.9		1.5	1.8	1.8	1.6	2.1	2.1
Incremental Delay (d_2), s/veh		0.6	13.2		1.6		0.0	0.5	0.5	0.0	0.6	0.6
Initial Queue Delay (d_3), s/veh		0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		56.9	70.4		58.5		1.5	2.3	2.3	1.6	2.7	2.7
Level of Service (LOS)		E	E		E		A	A	A	A	A	A
Approach Delay, s/veh / LOS	67.0	E		58.5	E		2.3	A		2.7	A	
Intersection Delay, s/veh / LOS	4.5						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.32	B	2.32	B	1.59	B	1.82	B
Bicycle LOS Score / LOS	0.56	A	0.53	A	1.26	A	1.34	A

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HCS Signalized Intersection Intermediate Values

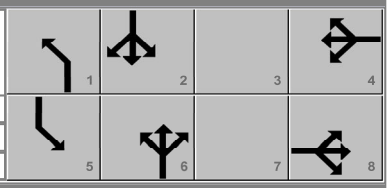
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.95
Urban Street	Paris Rd	Analysis Year	2030 No Build (No Port)	Analysis Period	1> 7:00
Intersection	Solidelle St	File Name	Paris Rd at Solidelle St No Build (No Port) AM.xus		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	8	2	34	18	1	5	23	852	21	9	962	17

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

Green	1.1	1.1	100.7	4.1	0.0	0.0
Yellow	3.0	0.0	4.0	3.0	0.0	0.0
Red	1.0	0.0	1.0	1.0	0.0	0.0



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.984	1.000	1.000	0.969	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.818	0.818		0.805	0.788		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.000	0.788		0.993	0.993		0.994	0.994
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)							1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)	1.00			1.00								
Movement Saturation Flow Rate (s), veh/h	1243	311	1610	1172	65	260	1810	3650	77	1810	3615	56
Proportion of Vehicles Arriving on Green (P)	0.03	0.03	0.03	0.03	0.03	0.03	0.02	0.85	0.85	0.01	0.84	0.84
Incremental Delay Factor (k)		0.15	0.15		0.15		0.04	0.50	0.50	0.04	0.50	0.50

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		4.0		4.0	4.0	5.0	4.0	5.0
Green Ratio (g/C)		0.03		0.03	0.86	0.85	0.85	0.84
Permitted Saturation Flow Rate (s_p), veh/h/ln		1433		1437	557	0	619	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln		1507		1518				
Permitted Effective Green Time (g_p), s		4.1		4.1	100.7	0.0	100.7	0.0
Permitted Service Time (g_u), s		2.2		3.4	93.2	0.0	93.9	0.0
Permitted Queue Service Time (g_{ps}), s		0.0		1.2	0.3		0.1	
Time to First Blockage (g_f), s		0.5		0.1	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s		0.5		0.1				
Protected Right Saturation Flow (s_R), veh/h/ln		0						
Protected Right Effective Green Time (g_R), s		0.0						

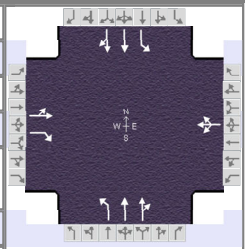
Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.004	1.557	0.003	0.972	0.001	1.198	0.006
Pedestrian F_s / F_{delay}	0.000	0.161	0.000	0.161	0.000	0.013	0.000	0.017
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	67.50	56.02	67.50	56.02	1697.77	1.37	1678.90	1.55

Bicycle F_w / F_v	-3.64	0.07	-3.64	0.04	-3.64	0.78	-3.64	0.86

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HCS Signalized Intersection Results Graphical Summary

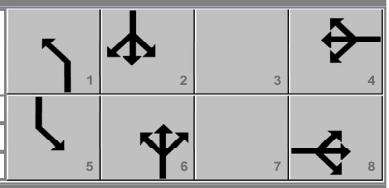
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.95
Urban Street	Paris Rd	Analysis Year	2030 No Build (No Port)	Analysis Period	1> 7:00
Intersection	Solidelle St	File Name	Paris Rd at Solidelle St No Build (No Port) AM.xus		
Project Description	23-040				



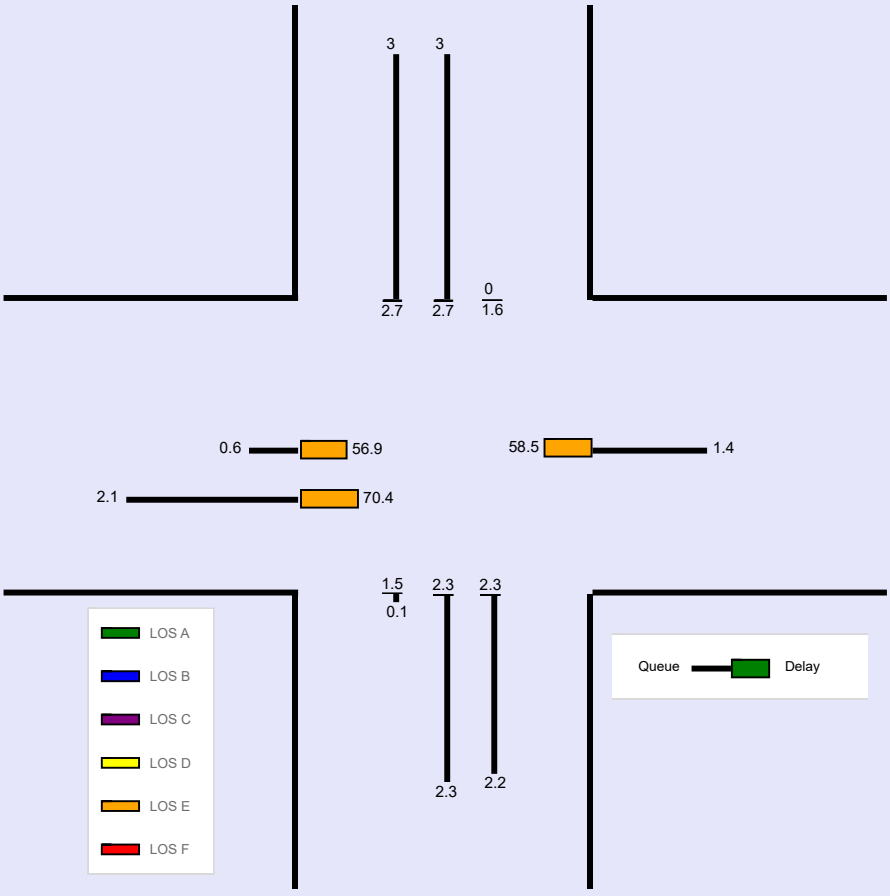
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	8	2	34	18	1	5	23	852	21	9	962	17

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

Green	1.1	1.1	100.7	4.1	0.0	0.0	
Yellow	3.0	0.0	4.0	3.0	0.0	0.0	
Red	1.0	0.0	1.0	1.0	0.0	0.0	



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)		14.9	52.1		35		1.6	57.2	55.9	0.8	78.1	76
Back of Queue (*Q*), veh/ln (95 th percentile)		0.6	2.1		1.4		0.1	2.3	2.2	0.0	3.0	3.0
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00	0.00		0.00		0.01	0.00	0.00	0.00	0.00	0.00
Control Delay (*d*), s/veh		56.9	70.4		58.5		1.5	2.3	2.3	1.6	2.7	2.7
Level of Service (LOS)		E	E		E		A	A	A	A	A	A
Approach Delay, s/veh / LOS	67.0		E	58.5		E	2.3		A	2.7		A
Intersection Delay, s/veh / LOS	4.5						A					



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--- Messages ---

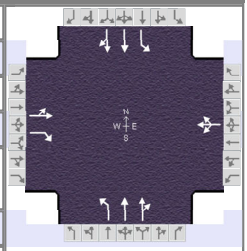
No errors or warnings exist.

--- Comments ---

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HCS Signalized Intersection Input Data

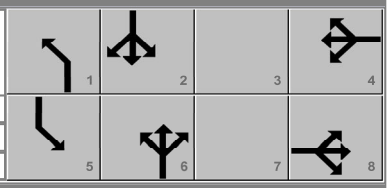
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.95
Urban Street	Paris Rd	Analysis Year	2030 No Build (No Port)	Analysis Period	1> 7:00
Intersection	Solidelle St	File Name	Paris Rd at Solidelle St 2030 No Build (No Port) P…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	38	23	64	52	14	23	82	1267	57	22	1044	44

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

Green	2.2	1.6	93.8	9.5	0.0	0.0
Yellow	3.0	0.0	4.0	3.0	0.0	0.0
Red	1.0	0.0	1.0	1.0	0.0	0.0



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	38	23	64	52	14	23	82	1267	57	22	1044	44
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %		0	0		0		0	0		0	1	
Ped / Bike / RTOR, /h	0	0	7	0	0	3	0	0	6	0	0	5
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft		12.0	12.0		12.0		12.0	12.0		12.0	12.0	
Turn Bay Length, ft		0	0		0		230	0		190	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	20	20	20	20	20	20	40	40	40	40	40	40

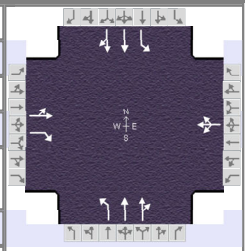
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		22.0		22.0	16.0	82.0	16.0	82.0
Yellow Change Interval (*Y*), s		3.0		3.0	3.0	4.0	3.0	4.0
Red Clearance Interval (R_c), s		1.0		1.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s		4		4	4	4	4	4
Start-Up Lost Time (*l*t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s		4.0		4.0	1.0	2.0	1.0	2.0
Recall Mode		Off		Off	Off	Min	Off	Min
Dual Entry		Yes		Yes	No	Yes	No	Yes
Walk (*Walk*), s		4.0		4.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		25.0		25.0		0.0		0.0

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

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HCS Signalized Intersection Results Summary

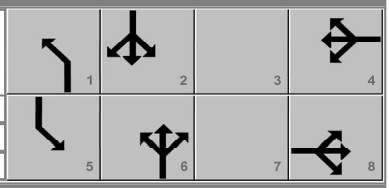
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.95
Urban Street	Paris Rd	Analysis Year	2030 No Build (No Port)	Analysis Period	1> 7:00
Intersection	Solidelle St	File Name	Paris Rd at Solidelle St 2030 No Build (No Port) P…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	38	23	64	52	14	23	82	1267	57	22	1044	44

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

Green	2.2	1.6	93.8	9.5	0.0	0.0	
Yellow	3.0	0.0	4.0	3.0	0.0	0.0	
Red	1.0	0.0	1.0	1.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4	1	6	5	2
Case Number		7.0		8.0	1.1	4.0	1.1	4.0
Phase Duration, s		13.5		13.5	7.8	100.4	6.2	98.8
Change Period, ($Y+R_c$), s		4.0		4.0	4.0	5.0	4.0	5.0
Max Allow Headway (*MAH*), s		5.4		5.4	2.1	0.0	2.1	0.0
Queue Clearance Time (g_s), s		6.5		8.7	3.1		2.3	
Green Extension Time (g_e), s		0.9		0.8	0.0	0.0	0.0	0.0
Phase Call Probability		1.00		1.00	0.94		0.54	
Max Out Probability		0.06		0.17	0.00		0.00	

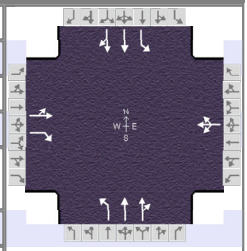
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h		64	60		91		86	698	690	23	574	566
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1594	1610		1560		1810	1900	1874	1810	1885	1861
Queue Service Time (g_s), s		0.0	4.3		2.2		1.1	14.3	14.3	0.3	11.5	11.5
Cycle Queue Clearance Time (g_c), s		4.5	4.3		6.7		1.1	14.3	14.3	0.3	11.5	11.5
Green Ratio (*g/C*)		0.08	0.08		0.08		0.81	0.79	0.79	0.80	0.78	0.78
Capacity (*c*), veh/h		175	127		171		461	1510	1489	353	1473	1454
Volume-to-Capacity Ratio (*X*)		0.368	0.472		0.528		0.187	0.462	0.463	0.066	0.389	0.390
Back of Queue (*Q*), ft/ln (95 th percentile)		89	85.3		129.7		12.2	192	191.2	3.6	162.6	159.5
Back of Queue (*Q*), veh/ln (95 th percentile)		3.6	3.4		5.2		0.5	7.7	7.6	0.1	6.5	6.4
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00	0.00		0.00		0.05	0.00	0.00	0.02	0.00	0.00
Uniform Delay (d_1), s/veh		52.9	52.9		53.9		2.9	4.0	4.0	3.4	4.1	4.1
Incremental Delay (d_2), s/veh		1.8	3.8		3.6		0.1	1.0	1.0	0.0	0.8	0.8
Initial Queue Delay (d_3), s/veh		0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		54.7	56.7		57.5		2.9	5.0	5.0	3.4	4.9	4.9
Level of Service (LOS)		D	E		E		A	A	A	A	A	A
Approach Delay, s/veh / LOS	55.7	E		57.5	E		4.9	A		4.9	A	
Intersection Delay, s/veh / LOS	8.8						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.32	B	2.32	B	1.61	B	1.85	B
Bicycle LOS Score / LOS	0.69	A	0.64	A	1.70	B	1.45	A

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HCS Signalized Intersection Intermediate Values

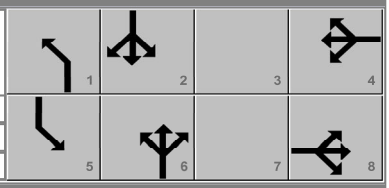
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.95
Urban Street	Paris Rd	Analysis Year	2030 No Build (No Port)	Analysis Period	1> 7:00
Intersection	Solidelle St	File Name	Paris Rd at Solidelle St 2030 No Build (No Port) P…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	38	23	64	52	14	23	82	1267	57	22	1044	44

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

Green	2.2	1.6	93.8	9.5	0.0	0.0
Yellow	3.0	0.0	4.0	3.0	0.0	0.0
Red	1.0	0.0	1.0	1.0	0.0	0.0



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.992	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.839	0.839		0.839	0.821		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.000	0.821		0.986	0.986		0.987	0.987
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)							1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)	1.00			1.00								
Movement Saturation Flow Rate (s), veh/h	993	601	1610	944	254	363	1810	3628	146	1810	3611	135
Proportion of Vehicles Arriving on Green (P)	0.08	0.08	0.08	0.08	0.08	0.08	0.03	0.79	0.79	0.02	0.78	0.78
Incremental Delay Factor (k)		0.15	0.15		0.15		0.04	0.50	0.50	0.04	0.50	0.50

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		4.0		4.0	4.0	5.0	4.0	5.0
Green Ratio (g/C)		0.08		0.08	0.81	0.79	0.80	0.78
Permitted Saturation Flow Rate (s_p), veh/h/ln		1394		1409	501	0	396	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln		1550		1569				
Permitted Effective Green Time (g_p), s		9.5		9.5	93.8	0.0	93.8	0.0
Permitted Service Time (g_u), s		2.7		5.0	82.3	0.0	79.0	0.0
Permitted Queue Service Time (g_{ps}), s		0.0		2.2	2.4		0.9	
Time to First Blockage (g_f), s		1.2		0.7	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s		1.2		0.7				
Protected Right Saturation Flow (s_R), veh/h/ln		0						
Protected Right Effective Green Time (g_R), s		0.0						

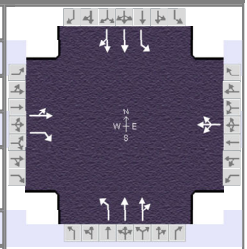
Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.009	1.557	0.007	0.972	0.004	1.198	0.010
Pedestrian F_s / F_{delay}	0.000	0.158	0.000	0.158	0.000	0.037	0.000	0.042
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	157.86	50.90	157.86	50.90	1589.61	2.53	1562.56	2.87

Bicycle F_w / F_v	-3.64	0.20	-3.64	0.15	-3.64	1.22	-3.64	0.96

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HCS Signalized Intersection Results Graphical Summary

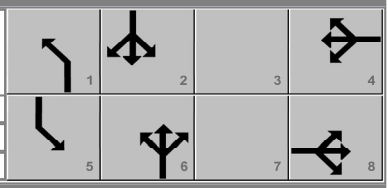
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.95
Urban Street	Paris Rd	Analysis Year	2030 No Build (No Port)	Analysis Period	1> 7:00
Intersection	Solidelle St	File Name	Paris Rd at Solidelle St 2030 No Build (No Port) P…		
Project Description	23-040				



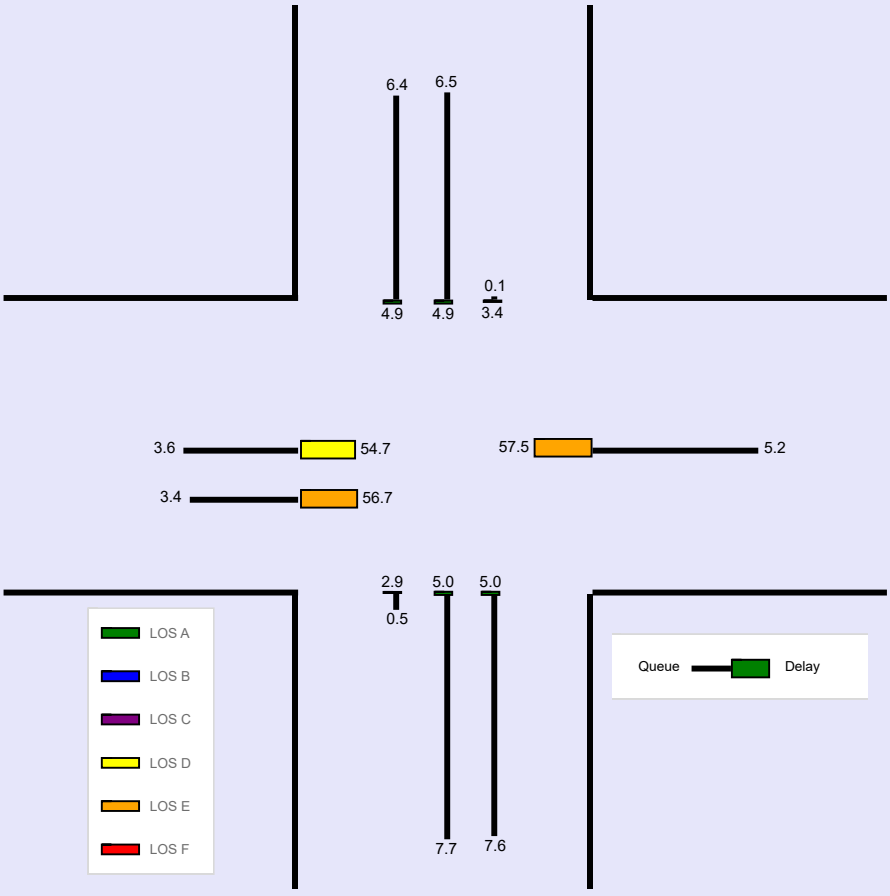
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	38	23	64	52	14	23	82	1267	57	22	1044	44

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

Green	2.2	1.6	93.8	9.5	0.0	0.0	
Yellow	3.0	0.0	4.0	3.0	0.0	0.0	
Red	1.0	0.0	1.0	1.0	0.0	0.0	



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)		89	85.3		129.7		12.2	192	191.2	3.6	162.6	159.5
Back of Queue (*Q*), veh/ln (95 th percentile)		3.6	3.4		5.2		0.5	7.7	7.6	0.1	6.5	6.4
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00	0.00		0.00		0.05	0.00	0.00	0.02	0.00	0.00
Control Delay (*d*), s/veh		54.7	56.7		57.5		2.9	5.0	5.0	3.4	4.9	4.9
Level of Service (LOS)		D	E		E		A	A	A	A	A	A
Approach Delay, s/veh / LOS	55.7	E		57.5	E		4.9	A		4.9	A	
Intersection Delay, s/veh / LOS	8.8						A					



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--- Messages ---

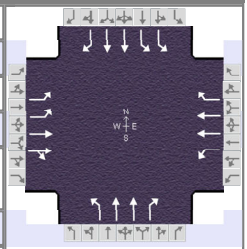
No errors or warnings exist.

--- Comments ---

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HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	2030 No Build (No Port)	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	Judge Perez at Paris 2030 No Build (No Port) AM…		
Project Description	23-040				

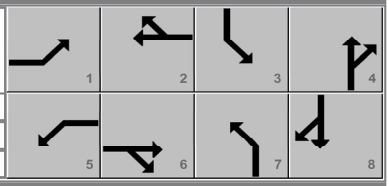


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	230	475	65	154	937	325	71	340	78	276	451	355

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	12.5	2.6	58.2	7.6	4.8	24.4
Yellow	5.0	0.0	5.0	5.0	5.0	5.0
Red	1.0	0.0	1.0	1.0	1.0	1.0



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	230	475	65	154	937	325	71	340	78	276	451	355
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	1	1		0	0	1	1	3	0	3	6	1
Ped / Bike / RTOR, /h	0	0	7	0	0	33	0	0	8	0	0	36
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Turn Bay Length, ft	280	0		215	0	250	360	0	240	220	0	130
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	40	40	40	40	40	40

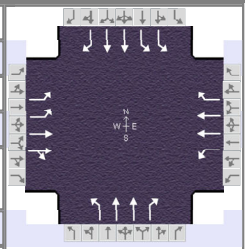
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	25.0	50.0	30.0	55.0	20.0	35.0	25.0	40.0
Yellow Change Interval (*Y*), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Red Clearance Interval (R_c), s	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s	4	10	4	10	4	7	4	4
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.5	2.0	2.5	2.0	2.0	4.0	2.0	4.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (*Walk*), s		7.0		7.0		7.0		7.0
Pedestrian Clearance Time (*PC*), s		28.0		28.0		14.0		17.0

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

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HCS Signalized Intersection Results Summary

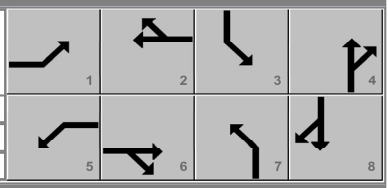
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	2030 No Build (No Port)	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	Judge Perez at Paris 2030 No Build (No Port) AM…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	230	475	65	154	937	325	71	340	78	276	451	355

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	12.5	2.6	58.2	7.6	4.8	24.4						
Yellow	5.0	0.0	5.0	5.0	5.0	5.0						
Red	1.0	0.0	1.0	1.0	1.0	1.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	2.0	4.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	18.5	64.2	21.0	66.8	13.6	24.3	30.4	41.1
Change Period, (*Y+R c*), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Allow Headway (*MAH*), s	3.6	0.0	3.6	0.0	3.1	5.0	4.6	4.6
Queue Clearance Time (*g s*), s	11.9		14.7		7.9	16.2	13.1	31.1
Green Extension Time (*g e*), s	0.6	0.0	0.3	0.0	0.0	2.1	5.5	4.1
Phase Call Probability	1.00		1.00		0.95	1.00	1.00	1.00
Max Out Probability	0.00		0.00		0.01	0.08	0.19	0.51

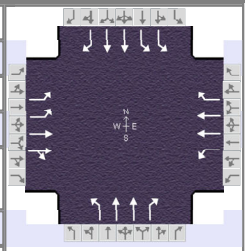
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	250	294	285	167	1018	317	77	370	76	300	490	347
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1743	1885	1813	1810	1809	1598	1795	1766	1610	1716	1724	1598
Queue Service Time (*g s*), s	9.9	15.1	15.2	12.7	31.0	19.6	5.9	14.2	6.0	11.1	17.4	29.1
Cycle Queue Clearance Time (*g c*), s	9.9	15.1	15.2	12.7	31.0	19.6	5.9	14.2	6.0	11.1	17.4	29.1
Green Ratio (*g/C*)	0.09	0.42	0.42	0.11	0.43	0.43	0.05	0.13	0.13	0.17	0.25	0.25
Capacity (*c*), veh/h	310	784	754	194	1571	694	97	463	211	598	866	401
Volume-to-Capacity Ratio (*X*)	0.806	0.376	0.378	0.861	0.648	0.457	0.793	0.798	0.361	0.502	0.566	0.865
Back of Queue (*Q*), ft/ln (95 th percentile)	201.4	290.2	281.1	259.4	498.4	317.9	129	276.3	109.8	213.1	313	479.7
Back of Queue (*Q*), veh/ln (95 th percentile)	8.0	11.5	11.2	10.4	19.9	12.6	5.1	10.8	4.4	8.3	11.9	19.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.72	0.00	0.00	1.21	0.00	1.27	0.36	0.00	0.46	0.97	0.00	3.69
Uniform Delay (*d 1*), s/veh	62.6	28.3	28.3	61.4	31.2	28.5	65.4	59.0	9.4	52.3	45.8	50.2
Incremental Delay (*d 2*), s/veh	3.7	1.4	1.4	8.1	2.1	2.2	5.4	4.6	1.5	0.2	0.8	15.1
Initial Queue Delay (*d 3*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	66.3	29.7	29.8	69.6	33.3	30.7	70.8	63.6	10.8	52.6	46.6	65.3
Level of Service (LOS)	E	C	C	E	C	C	E	E	B	D	D	E
Approach Delay, s/veh / LOS	40.7	D		36.8	D		57.0	E		53.9	D	
Intersection Delay, s/veh / LOS	45.1						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.45	B	2.63	C	2.51	C	2.47	B
Bicycle LOS Score / LOS	1.17	A	1.73	B	0.92	A	1.43	A

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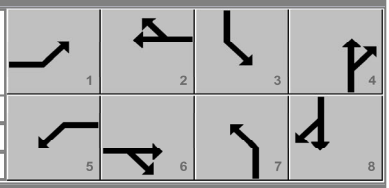
HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	2030 No Build (No Port)	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	Judge Perez at Paris 2030 No Build (No Port) AM…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	230	475	65	154	937	325	71	340	78	276	451	355

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	12.5	2.6	58.2	7.6	4.8	24.4						
Yellow	5.0	0.0	5.0	5.0	5.0	5.0						
Red	1.0	0.0	1.0	1.0	1.0	1.0						

Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	0.992	0.992	1.000	1.000	1.000	0.992	0.992	0.977	1.000	0.977	0.953	0.992
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	0.971	1.000	1.000	1.000	0.952	1.000	1.000	0.952	1.000	0.971	0.952	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.962	0.962		0.000	0.847		0.000	0.847		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00			1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)												
Movement Saturation Flow Rate (s), veh/h	3487	3297	401	1810	3618	1598	1795	3533	1610	3432	3448	1598
Proportion of Vehicles Arriving on Green (P)	0.09	0.42	0.42	0.11	0.43	0.43	0.05	0.13	0.13	0.17	0.25	0.25
Incremental Delay Factor (k)	0.08	0.50	0.50	0.08	0.50	0.50	0.04	0.16	0.15	0.04	0.15	0.33

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Green Ratio (g/C)	0.09	0.42	0.11	0.43	0.05	0.13	0.17	0.25
Permitted Saturation Flow Rate (s_p), veh/h/ln	0	0	0	0	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln				0		0		0
Protected Right Effective Green Time (g_R), s				0.0		0.0		0.0

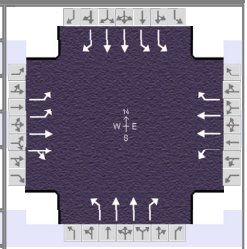
Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.710	0.011	1.852	0.051	1.710	0.047	1.710	0.010
Pedestrian F_s / F_{delay}	0.000	0.127	0.000	0.125	0.000	0.155	0.000	0.147
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	831.77	23.88	868.75	22.40	348.34	47.74	501.99	39.27

Bicycle F_w / F_v	-3.64	0.68	-3.64	1.24	-3.64	0.43	-3.64	0.94

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HCS Signalized Intersection Results Graphical Summary

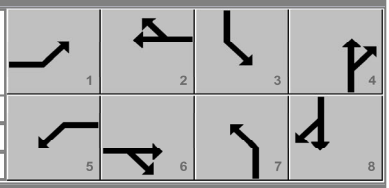
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	2030 No Build (No Port)	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	Judge Perez at Paris 2030 No Build (No Port) AM…		
Project Description	23-040				



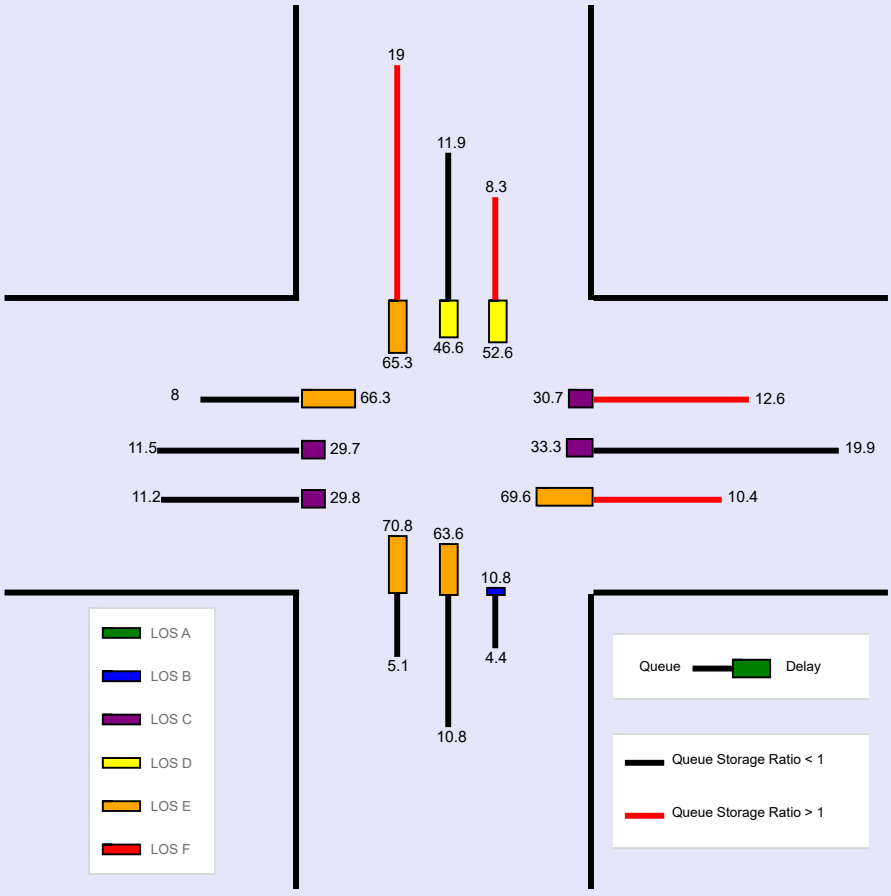
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	230	475	65	154	937	325	71	340	78	276	451	355

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	12.5	2.6	58.2	7.6	4.8	24.4						
Yellow	5.0	0.0	5.0	5.0	5.0	5.0						
Red	1.0	0.0	1.0	1.0	1.0	1.0						



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	201.4	290.2	281.1	259.4	498.4	317.9	129	276.3	109.8	213.1	313	479.7
Back of Queue (*Q*), veh/ln (95 th percentile)	8.0	11.5	11.2	10.4	19.9	12.6	5.1	10.8	4.4	8.3	11.9	19.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.72	0.00	0.00	1.21	0.00	1.27	0.36	0.00	0.46	0.97	0.00	3.69
Control Delay (*d*), s/veh	66.3	29.7	29.8	69.6	33.3	30.7	70.8	63.6	10.8	52.6	46.6	65.3
Level of Service (LOS)	E	C	C	E	C	C	E	E	B	D	D	E
Approach Delay, s/veh / LOS	40.7		D	36.8		D	57.0		E	53.9		D
Intersection Delay, s/veh / LOS	45.1						D					



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--- Messages ---

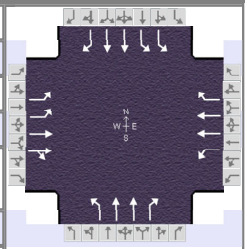
WARNING: Since queue spillover from turn lanes and spillback into upstream intersections is not accounted for in the HCM procedures, use of a simulation tool may be advised in situations where the Queue Storage Ratio exceeds 1.0.

--- Comments ---

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HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.97
Urban Street	E Judge Perez	Analysis Year	2030 No Build (No Port)	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	Judge Perez at Paris 2030 No Build (No Port) PM…		
Project Description	23-040				

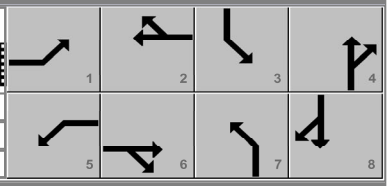


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	474	1045	108	111	659	375	91	614	92	419	403	344

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	10.6	29.6	22.8	19.1	6.1	15.8
Yellow	5.0	5.0	5.0	5.0	5.0	5.0
Red	1.0	1.0	1.0	1.0	1.0	1.0



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	474	1045	108	111	659	375	91	614	92	419	403	344
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	0		0	0	1	2	2	0	0	2	0
Ped / Bike / RTOR, /h	0	0	11	0	0	38	0	0	10	0	0	35
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Turn Bay Length, ft	280	0		215	0	250	360	0	240	220	0	130
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	40	40	40	40	40	40

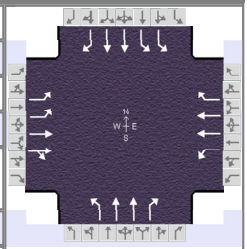
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	30.0	64.0	16.0	50.0	20.0	35.0	25.0	40.0
Yellow Change Interval (*Y*), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Red Clearance Interval (R_c), s	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s	4	10	4	10	4	7	4	4
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.5	2.0	2.5	2.0	2.0	4.0	2.0	4.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (*Walk*), s		7.0		7.0		7.0		7.0
Pedestrian Clearance Time (*PC*), s		28.0		28.0		14.0		17.0

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

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HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.97
Urban Street	E Judge Perez	Analysis Year	2030 No Build (No Port)	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	Judge Perez at Paris 2030 No Build (No Port) PM…		
Project Description	23-040				

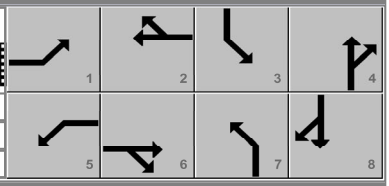


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	474	1045	108	111	659	375	91	614	92	419	403	344

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	10.6	29.6	22.8	19.1	6.1	15.8
Yellow	5.0	5.0	5.0	5.0	5.0	5.0
Red	1.0	1.0	1.0	1.0	1.0	1.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	2.0	4.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	28.8	64.3	16.6	52.2	21.8	33.9	25.1	37.2
Change Period, ($Y+R_c$), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Allow Headway (*MAH*), s	3.6	0.0	3.6	0.0	4.8	4.8	3.1	5.1
Queue Clearance Time (g_s), s	20.9		10.7		8.9	26.2	18.9	28.8
Green Extension Time (g_e), s	1.8	0.0	0.0	0.0	3.1	1.7	0.2	2.4
Phase Call Probability	1.00		0.99		0.97	1.00	1.00	1.00
Max Out Probability	1.00		1.00		0.43	1.00	1.00	0.78

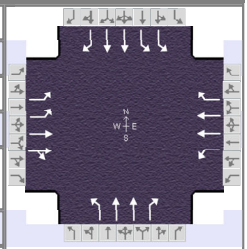
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	489	597	580	114	679	347	94	633	85	432	415	319
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1757	1900	1843	1810	1809	1598	1781	1781	1610	1757	1781	1610
Queue Service Time (g_s), s	18.9	37.4	37.5	8.7	21.7	26.1	6.9	24.2	6.2	16.9	14.4	26.8
Cycle Queue Clearance Time (g_c), s	18.9	37.4	37.5	8.7	21.7	26.1	6.9	24.2	6.2	16.9	14.4	26.8
Green Ratio (*g/C*)	0.16	0.42	0.42	0.08	0.33	0.33	0.11	0.20	0.20	0.14	0.22	0.22
Capacity (*c*), veh/h	571	792	768	138	1194	527	201	710	321	480	794	359
Volume-to-Capacity Ratio (*X*)	0.855	0.754	0.755	0.832	0.569	0.659	0.467	0.892	0.263	0.900	0.523	0.887
Back of Queue (*Q*), ft/ln (95 th percentile)	355.2	639	624.5	216.7	376.9	204.4	142.7	447	114	335.6	267.8	462.2
Back of Queue (*Q*), veh/ln (95 th percentile)	14.2	25.6	25.0	8.7	15.1	8.1	5.6	17.6	4.6	13.4	10.5	18.5
Queue Storage Ratio (*RQ*) (95 th percentile)	1.27	0.00	0.00	1.01	0.00	0.82	0.40	0.00	0.47	1.53	0.00	3.56
Uniform Delay (d_1), s/veh	57.0	34.7	34.8	63.8	38.7	7.7	58.2	54.6	47.4	59.5	47.8	52.7
Incremental Delay (d_2), s/veh	10.9	6.6	6.8	26.0	2.0	6.3	0.6	12.6	0.6	17.6	0.8	19.9
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	67.9	41.3	41.6	89.8	40.6	14.0	58.8	67.2	48.0	77.1	48.6	72.6
Level of Service (LOS)	E	D	D	F	D	B	E	E	D	E	D	E
Approach Delay, s/veh / LOS	49.2	D		37.5	D		64.2	E		65.7	E	
Intersection Delay, s/veh / LOS	53.0						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.45	B	2.66	C	2.52	C	2.49	B
Bicycle LOS Score / LOS	1.86	B	1.43	A	1.16	A	1.45	A

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HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.97
Urban Street	E Judge Perez	Analysis Year	2030 No Build (No Port)	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	Judge Perez at Paris 2030 No Build (No Port) PM…		
Project Description	23-040				

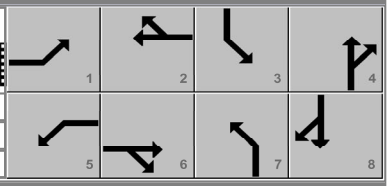


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	474	1045	108	111	659	375	91	614	92	419	403	344

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	10.6	29.6	22.8	19.1	6.1	15.8
Yellow	5.0	5.0	5.0	5.0	5.0	5.0
Red	1.0	1.0	1.0	1.0	1.0	1.0



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000	1.000	1.000	0.992	0.984	0.984	1.000	1.000	0.984	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	0.971	1.000	1.000	1.000	0.952	1.000	1.000	0.952	1.000	0.971	0.952	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.970	0.970		0.000	0.847		0.000	0.847		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00			1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)												
Movement Saturation Flow Rate (s), veh/h	3514	3425	318	1810	3618	1598	1781	3561	1610	3514	3561	1610
Proportion of Vehicles Arriving on Green (P)	0.16	0.42	0.42	0.08	0.33	0.33	0.11	0.20	0.20	0.14	0.22	0.22
Incremental Delay Factor (k)	0.34	0.50	0.50	0.27	0.50	0.50	0.04	0.38	0.15	0.36	0.15	0.35

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Green Ratio (g/C)	0.16	0.42	0.08	0.33	0.11	0.20	0.14	0.22
Permitted Saturation Flow Rate (s_p), veh/h/ln	0	0	0	0	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln				0		0		0
Protected Right Effective Green Time (g_R), s				0.0		0.0		0.0

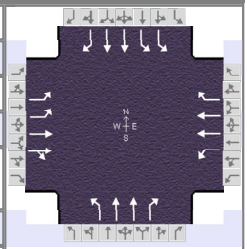
Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.710	0.014	1.852	0.050	1.710	0.054	1.710	0.016
Pedestrian F_s / F_{delay}	0.000	0.127	0.000	0.156	0.000	0.153	0.000	0.161
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	833.34	23.82	325.16	49.09	398.70	44.87	225.69	55.09

Bicycle F_w / F_v	-3.64	1.37	-3.64	0.94	-3.64	0.67	-3.64	0.96

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HCS Signalized Intersection Results Graphical Summary

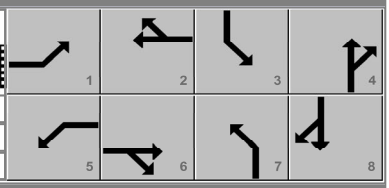
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.97
Urban Street	E Judge Perez	Analysis Year	2030 No Build (No Port)	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	Judge Perez at Paris 2030 No Build (No Port) PM…		
Project Description	23-040				



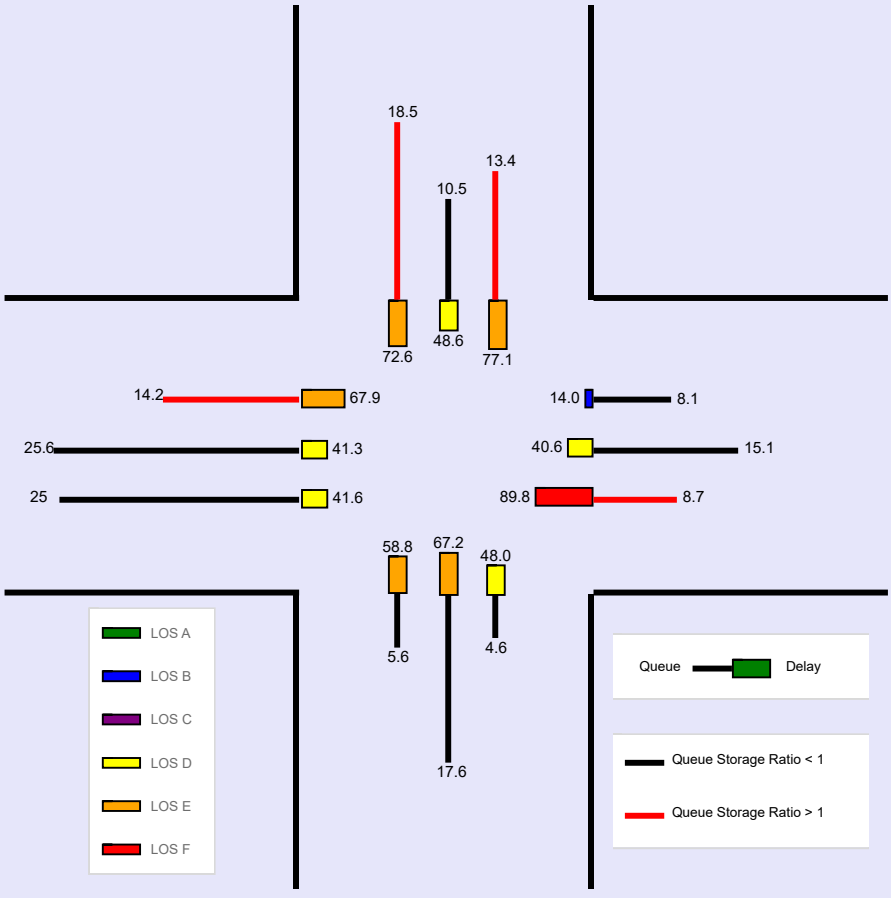
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	474	1045	108	111	659	375	91	614	92	419	403	344

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	10.6	29.6	22.8	19.1	6.1	15.8
Yellow	5.0	5.0	5.0	5.0	5.0	5.0
Red	1.0	1.0	1.0	1.0	1.0	1.0



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	355.2	639	624.5	216.7	376.9	204.4	142.7	447	114	335.6	267.8	462.2
Back of Queue (*Q*), veh/ln (95 th percentile)	14.2	25.6	25.0	8.7	15.1	8.1	5.6	17.6	4.6	13.4	10.5	18.5
Queue Storage Ratio (*RQ*) (95 th percentile)	1.27	0.00	0.00	1.01	0.00	0.82	0.40	0.00	0.47	1.53	0.00	3.56
Control Delay (*d*), s/veh	67.9	41.3	41.6	89.8	40.6	14.0	58.8	67.2	48.0	77.1	48.6	72.6
Level of Service (LOS)	E	D	D	F	D	B	E	E	D	E	D	E
Approach Delay, s/veh / LOS	49.2	D		37.5	D		64.2	E		65.7	E	
Intersection Delay, s/veh / LOS	53.0						D					



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--- Messages ---

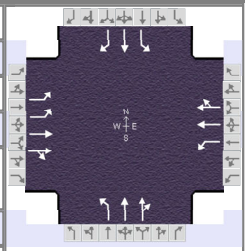
WARNING: Since queue spillover from turn lanes and spillback into upstream intersections is not accounted for in the HCM procedures, use of a simulation tool may be advised in situations where the Queue Storage Ratio exceeds 1.0.

--- Comments ---

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HCS Signalized Intersection Input Data

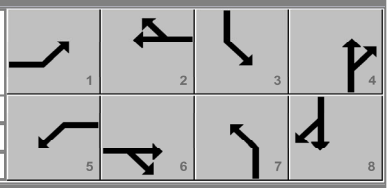
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.96
Urban Street	E St Bernard Hwy	Analysis Year	2030 No Build (No Port)	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	St Bernard Hwy at Paris 2030 No Build (No Port)…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	126	339	39	24	1064	228	26	37	9	169	75	403

Signal Information			
Cycle, s	126.1	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	3.5	3.7		61.7	4.3	5.7	19.3					
Yellow	4.5	0.0		4.5	4.0	4.0	4.0					
Red	2.0	0.0		2.0	1.0	1.0	1.0					



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	126	339	39	24	1064	228	26	37	9	169	75	403
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	7	1		0	1		8	16		6	18	3
Ped / Bike / RTOR, /h	0	0	4	0	0	23	0	0	1	0	0	0
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	12.0
Turn Bay Length, ft	215	0		0	0		130	0		0	0	0
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	40	40	40	40	40	40

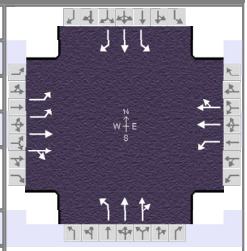
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	15.0	80.0	35.0	80.0	30.0	30.0	35.0	30.0
Yellow Change Interval (*Y*), s	4.5	4.5	4.5	4.5	4.0	4.0	4.0	4.0
Red Clearance Interval (R_c), s	2.0	2.0	2.0	2.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s	6	15	6	15	7	10	7	10
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	4.0	5.0	1.5	5.0	1.5	1.5	2.5	1.5
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	No	No	No	No	No	No	No	No
Walk (*Walk*), s		7.0		7.0		0.0		7.0
Pedestrian Clearance Time (*PC*), s		24.0		24.0		0.0		24.0

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

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HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.96
Urban Street	E St Bernard Hwy	Analysis Year	2030 No Build (No Port)	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	St Bernard Hwy at Paris 2030 No Build (No Port)…		
Project Description	23-040				

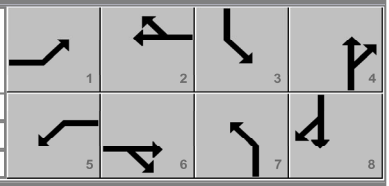


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	126	339	39	24	1064	228	26	37	9	169	75	403

Signal Information			
Cycle, s	126.1	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	3.5	3.7	61.7	4.3	5.7	19.3
Yellow	4.5	0.0	4.5	4.0	4.0	4.0
Red	2.0	0.0	2.0	1.0	1.0	1.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	2.0	4.0	2.0	4.0	2.0	4.0	2.0	3.0
Phase Duration, s	13.7	71.8	10.0	68.2	9.3	24.3	20.0	35.0
Change Period, ($Y+R_c$), s	6.5	6.5	6.5	6.5	5.0	5.0	5.0	5.0
Max Allow Headway (*MAH*), s	5.1	6.1	2.6	6.1	2.6	2.7	3.6	2.7
Queue Clearance Time (g_s), s	6.9	9.2	3.7	38.6	4.0	3.6	14.6	32.0
Green Extension Time (g_e), s	0.4	29.2	0.0	23.0	0.0	0.8	0.4	0.0
Phase Call Probability	0.99	1.00	0.58	1.00	0.61	0.81	1.00	1.00
Max Out Probability	0.13	0.22	0.00	0.44	0.00	0.00	0.00	1.00

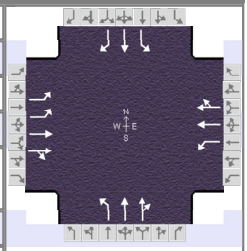
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	131	197	193	25	678	644	27	24	23	176	78	420
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1661	1885	1823	1810	1885	1779	1697	1663	1563	1725	1633	
Queue Service Time (g_s), s	4.9	7.1	7.2	1.7	36.2	36.6	2.0	1.5	1.6	12.6	4.8	
Cycle Queue Clearance Time (g_c), s	4.9	7.1	7.2	1.7	36.2	36.6	2.0	1.5	1.6	12.6	4.8	
Green Ratio (*g/C*)	0.06	0.52	0.52	0.03	0.49	0.49	0.03	0.15	0.15	0.12	0.24	
Capacity (*c*), veh/h	189	977	944	50	922	870	58	254	239	205	388	
Volume-to-Capacity Ratio (*X*)	0.693	0.202	0.204	0.497	0.735	0.741	0.469	0.092	0.098	0.858	0.201	
Back of Queue (*Q*), ft/ln (95 th percentile)	105.1	140.1	152.7	37.1	580.3	572.5	41.9	32.1	28.3	256.5	99.2	
Back of Queue (*Q*), veh/ln (95 th percentile)	4.0	5.6	5.5	1.5	23.0	22.2	1.6	1.1	1.1	9.8	3.5	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.49	0.00	0.00	0.00	0.00	0.00	0.32	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	58.4	16.4	16.4	60.5	25.7	25.8	59.8	45.9	46.0	54.5	38.5	
Incremental Delay (d_2), s/veh	6.3	0.2	0.2	2.8	2.8	3.1	2.2	0.1	0.1	7.6	0.1	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	64.7	16.6	16.6	63.3	28.6	28.9	62.0	46.0	46.0	62.1	38.6	0.0
Level of Service (LOS)	E	B	B	E	C	C	E	D	D	E	D	A
Approach Delay, s/veh / LOS	28.7	C		29.4	C		51.9	D		20.7	C	
Intersection Delay, s/veh / LOS	27.7						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS								
Bicycle LOS Score / LOS								

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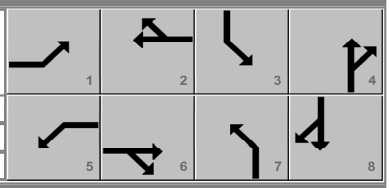
HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.96
Urban Street	E St Bernard Hwy	Analysis Year	2030 No Build (No Port)	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	St Bernard Hwy at Paris 2030 No Build (No Port)…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	126	339	39	24	1064	228	26	37	9	169	75	403

Signal Information			
Cycle, s	126.1	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	3.5	3.7	61.7	4.3	5.7	19.3						
Yellow	4.5	0.0	4.5	4.0	4.0	4.0						
Red	2.0	0.0	2.0	1.0	1.0	1.0						

Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	0.945	0.992	0.883	1.000	0.992	0.969	0.938	0.875	1.000	0.953	0.860	0.977
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	0.971	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.967	0.967		0.944	0.944		0.940	0.940		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00			1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)												
Movement Saturation Flow Rate (s), veh/h	3322	3363	345	1810	3074	590	1697	2668	557	1725	1633	1572
Proportion of Vehicles Arriving on Green (P)	0.06	0.52	0.52	0.03	0.49	0.49	0.03	0.15	0.15	0.12	0.24	0.24
Incremental Delay Factor (k)	0.15	0.23	0.23	0.04	0.27	0.27	0.04	0.04	0.04	0.08	0.04	0.50

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.5	6.5	6.5	6.5	5.0	5.0	5.0	5.0
Green Ratio (g/C)	0.06	0.52	0.03	0.49	0.03	0.15	0.12	0.24
Permitted Saturation Flow Rate (s_p), veh/h/ln	0	0	0	0	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln								0
Protected Right Effective Green Time (g_R), s								0.0

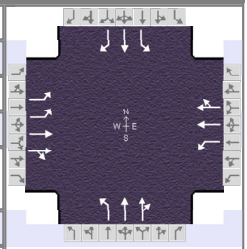
Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v								
Pedestrian F_s / F_{delay}								
Pedestrian M_{corner} / M_{cw}								
Bicycle c_b / d_b								

Bicycle F_w / F_v								

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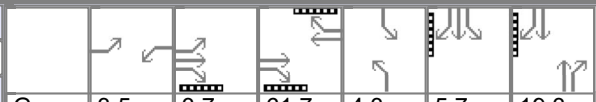
HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.96
Urban Street	E St Bernard Hwy	Analysis Year	2030 No Build (No Port)	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	St Bernard Hwy at Paris 2030 No Build (No Port)…		
Project Description	23-040				

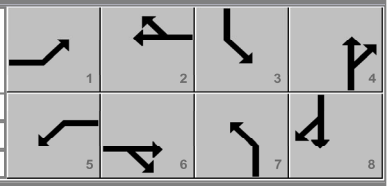


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	126	339	39	24	1064	228	26	37	9	169	75	403

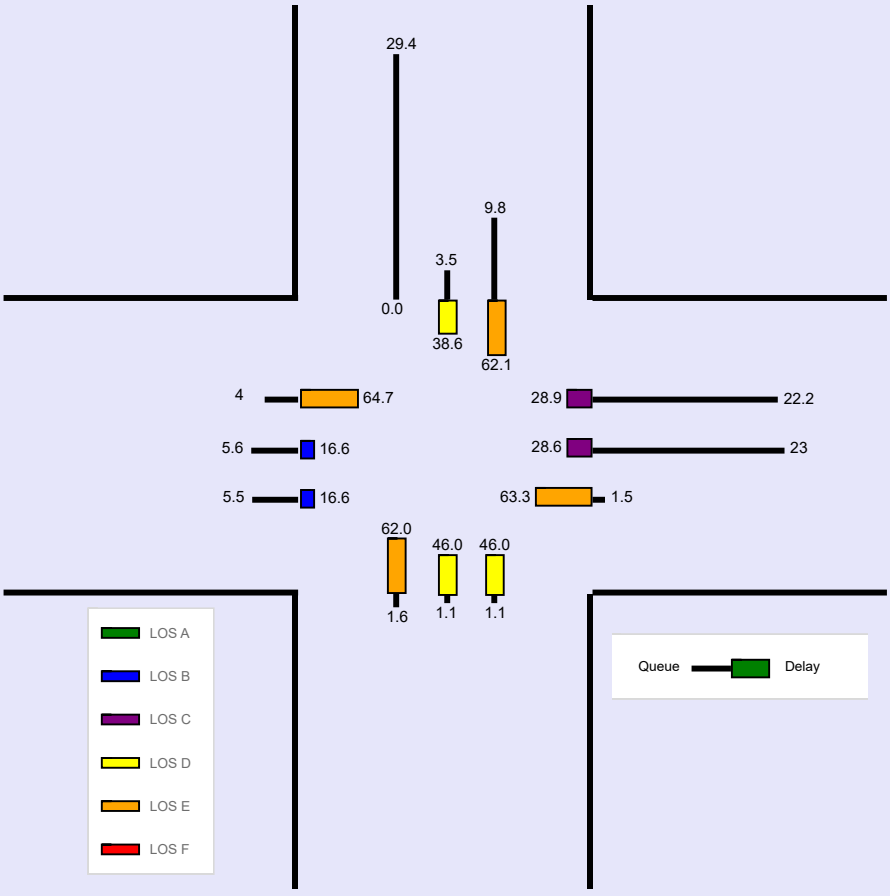
Signal Information			
Cycle, s	126.1	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	3.5	3.7	61.7	4.3	5.7	19.3						
Yellow	4.5	0.0	4.5	4.0	4.0	4.0						
Red	2.0	0.0	2.0	1.0	1.0	1.0						



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	105.1	140.1	152.7	37.1	580.3	572.5	41.9	32.1	28.3	256.5	99.2	
Back of Queue (*Q*), veh/ln (95 th percentile)	4.0	5.6	5.5	1.5	23.0	22.2	1.6	1.1	1.1	9.8	3.5	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.49	0.00	0.00	0.00	0.00	0.00	0.32	0.00	0.00	0.00	0.00	
Control Delay (*d*), s/veh	64.7	16.6	16.6	63.3	28.6	28.9	62.0	46.0	46.0	62.1	38.6	0.0
Level of Service (LOS)	E	B	B	E	C	C	E	D	D	E	D	A
Approach Delay, s/veh / LOS	28.7	C		29.4	C		51.9	D		20.7	C	
Intersection Delay, s/veh / LOS	27.7						C					



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--- Messages ---

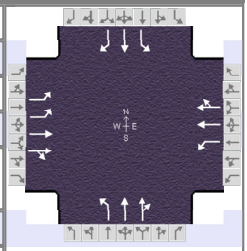
INFO: SBR was specified to have Unsignalized Delay of 0 seconds.

--- Comments ---

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HCS Signalized Intersection Input Data

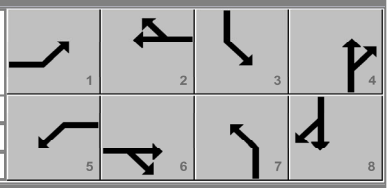
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.92
Urban Street	E St Bernard Hwy	Analysis Year	2030 No Build (No Port)	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	St Bernard Hwy at Paris 2030 No Build (No Port)…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	357	749	47	15	420	206	56	94	23	256	50	287

Signal Information			
Cycle, s	102.9	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	2.2	4.9	38.0	5.8	7.7	9.8						
Yellow	4.5	4.5	4.5	4.0	4.0	4.0						
Red	2.0	2.0	2.0	1.0	1.0	1.0						



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	357	749	47	15	420	206	56	94	23	256	50	287
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	1	1		7	0		2	7		3	6	3
Ped / Bike / RTOR, /h	0	0	5	0	0	21	0	0	3	0	0	0
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	12.0
Turn Bay Length, ft	215	0		0	0		130	0		0	0	0
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	40	40	40	40	40	40

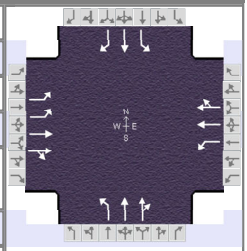
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	15.0	80.0	35.0	80.0	30.0	30.0	35.0	30.0
Yellow Change Interval (*Y*), s	4.5	4.5	4.5	4.5	4.0	4.0	4.0	4.0
Red Clearance Interval (R_c), s	2.0	2.0	2.0	2.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s	6	15	6	15	7	10	7	10
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	4.0	5.0	1.5	5.0	1.5	1.5	2.5	1.5
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	No	No	No	No	No	No	No	No
Walk (*Walk*), s		7.0		7.0		0.0		7.0
Pedestrian Clearance Time (*PC*), s		24.0		24.0		0.0		24.0

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

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HCS Signalized Intersection Results Summary

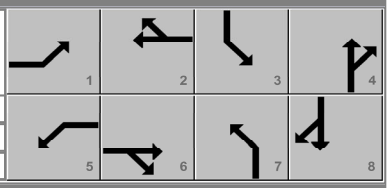
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.92
Urban Street	E St Bernard Hwy	Analysis Year	2030 No Build (No Port)	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	St Bernard Hwy at Paris 2030 No Build (No Port)…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	357	749	47	15	420	206	56	94	23	256	50	287

Signal Information			
Cycle, s	102.9	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	2.2	4.9	38.0	5.8	7.7	9.8						
Yellow	4.5	4.5	4.5	4.0	4.0	4.0						
Red	2.0	2.0	2.0	1.0	1.0	1.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	2.0	4.0	2.0	4.0	2.0	4.0	2.0	3.0
Phase Duration, s	20.1	55.9	8.7	44.5	10.8	14.8	23.5	27.5
Change Period, ($Y+R_c$), s	6.5	6.5	6.5	6.5	5.0	5.0	5.0	5.0
Max Allow Headway (*MAH*), s	5.1	6.1	2.6	6.1	2.6	2.7	3.6	2.7
Queue Clearance Time (g_s), s	13.2	18.0	3.0	16.6	5.4	5.5	17.8	21.9
Green Extension Time (g_e), s	0.4	21.2	0.0	21.3	0.1	0.6	0.6	0.5
Phase Call Probability	1.00	1.00	0.37	1.00	0.82	0.97	1.00	1.00
Max Out Probability	1.00	0.14	0.00	0.13	0.00	0.00	0.00	0.02

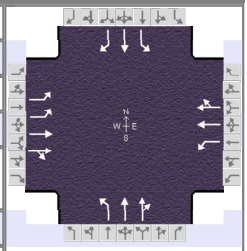
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	388	434	426	16	345	313	61	62	61	278	54	312
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1743	1885	1849	1711	1900	1703	1781	1796	1689	1767	1811	
Queue Service Time (g_s), s	11.2	16.0	16.0	1.0	14.4	14.6	3.4	3.4	3.5	15.8	2.5	
Cycle Queue Clearance Time (g_c), s	11.2	16.0	16.0	1.0	14.4	14.6	3.4	3.4	3.5	15.8	2.5	
Green Ratio (*g/C*)	0.13	0.48	0.48	0.02	0.37	0.37	0.06	0.10	0.10	0.18	0.22	
Capacity (*c*), veh/h	463	905	888	37	701	628	100	171	161	318	396	
Volume-to-Capacity Ratio (*X*)	0.838	0.480	0.480	0.436	0.492	0.498	0.608	0.365	0.383	0.876	0.137	
Back of Queue (*Q*), ft/ln (95 th percentile)	235.1	280.5	307.1	20.9	267.7	256.4	71.1	70.5	65.9	295.6	50.6	
Back of Queue (*Q*), veh/ln (95 th percentile)	9.3	11.1	11.0	0.8	10.7	9.9	2.8	2.7	2.6	11.5	1.9	
Queue Storage Ratio (*RQ*) (95 th percentile)	1.09	0.00	0.00	0.00	0.00	0.00	0.55	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	43.6	18.1	18.1	49.7	25.1	25.1	47.5	43.7	43.8	41.1	32.4	
Incremental Delay (d_2), s/veh	11.7	0.8	0.9	2.9	1.1	1.3	2.2	0.5	0.6	5.8	0.1	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	55.3	18.9	19.0	52.7	26.2	26.4	49.7	44.2	44.3	46.9	32.5	0.0
Level of Service (LOS)	E	B	B	D	C	C	D	D	D	D	C	A
Approach Delay, s/veh / LOS	30.2	C		26.9	C		46.0	D		23.0	C	
Intersection Delay, s/veh / LOS	28.8						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS								
Bicycle LOS Score / LOS								

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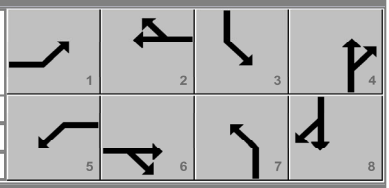
HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.92
Urban Street	E St Bernard Hwy	Analysis Year	2030 No Build (No Port)	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	St Bernard Hwy at Paris 2030 No Build (No Port)…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	357	749	47	15	420	206	56	94	23	256	50	287

Signal Information												
Cycle, s	102.9	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	Yes	Simult. Gap E/W	On	Green	2.2	4.9	38.0	5.8	7.7	9.8		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.5	4.5	4.5	4.0	4.0	4.0		
				Red	2.0	2.0	2.0	1.0	1.0	1.0		



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	0.992	0.992	0.883	0.945	1.000	0.969	0.984	0.945	1.000	0.977	0.953	0.977
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	0.971	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.981	0.981		0.896	0.896		0.940	0.940		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00			1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)												
Movement Saturation Flow Rate (s), veh/h	3487	3536	198	1711	2507	1095	1781	2888	597	1767	1811	1572
Proportion of Vehicles Arriving on Green (P)	0.13	0.48	0.48	0.02	0.37	0.37	0.06	0.10	0.10	0.18	0.22	0.22
Incremental Delay Factor (k)	0.34	0.23	0.23	0.04	0.23	0.23	0.04	0.04	0.04	0.08	0.04	0.21

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.5	6.5	6.5	6.5	5.0	5.0	5.0	5.0
Green Ratio (g/C)	0.13	0.48	0.02	0.37	0.06	0.10	0.18	0.22
Permitted Saturation Flow Rate (s_p), veh/h/ln	0	0	0	0	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln								0
Protected Right Effective Green Time (g_R), s								0.0

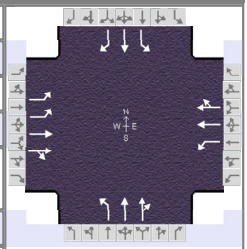
Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v								
Pedestrian F_s / F_{delay}								
Pedestrian M_{corner} / M_{cw}								
Bicycle c_b / d_b								

Bicycle F_w / F_v								

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HCS Signalized Intersection Results Graphical Summary

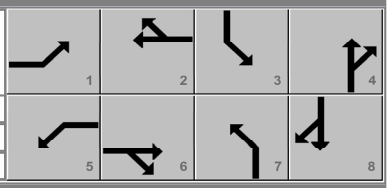
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.92
Urban Street	E St Bernard Hwy	Analysis Year	2030 No Build (No Port)	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	St Bernard Hwy at Paris 2030 No Build (No Port)…		
Project Description	23-040				



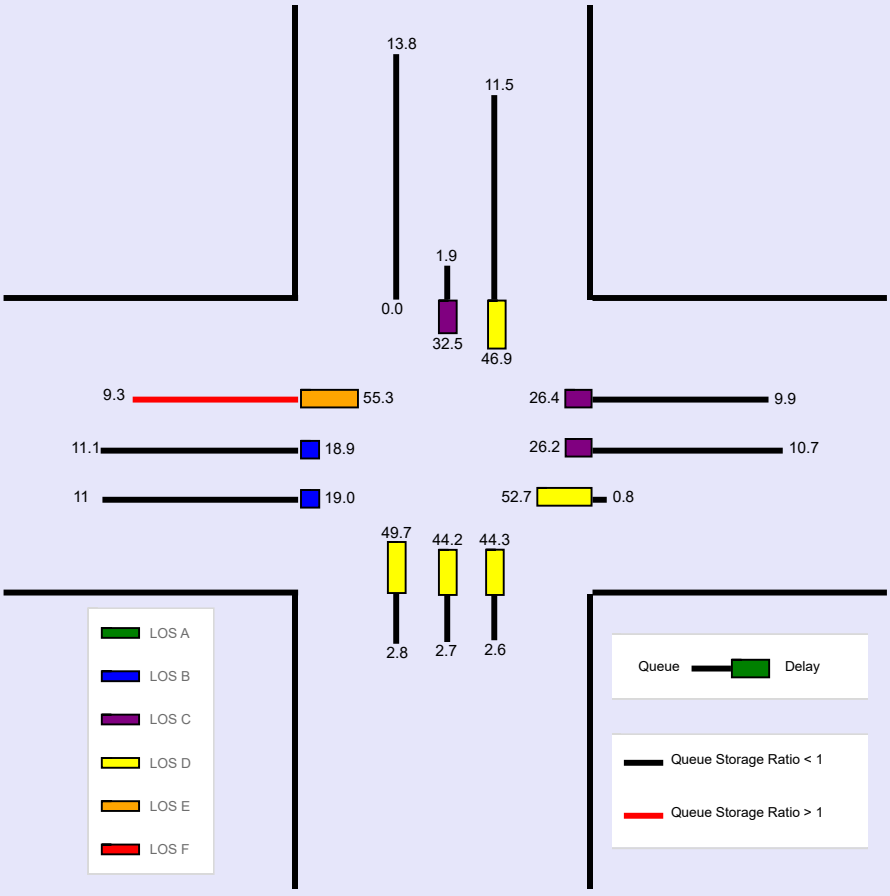
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	357	749	47	15	420	206	56	94	23	256	50	287

Signal Information			
Cycle, s	102.9	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	2.2	4.9	38.0	5.8	7.7	9.8						
Yellow	4.5	4.5	4.5	4.0	4.0	4.0						
Red	2.0	2.0	2.0	1.0	1.0	1.0						



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	235.1	280.5	307.1	20.9	267.7	256.4	71.1	70.5	65.9	295.6	50.6	
Back of Queue (*Q*), veh/ln (95 th percentile)	9.3	11.1	11.0	0.8	10.7	9.9	2.8	2.7	2.6	11.5	1.9	
Queue Storage Ratio (*RQ*) (95 th percentile)	1.09	0.00	0.00	0.00	0.00	0.00	0.55	0.00	0.00	0.00	0.00	
Control Delay (*d*), s/veh	55.3	18.9	19.0	52.7	26.2	26.4	49.7	44.2	44.3	46.9	32.5	0.0
Level of Service (LOS)	E	B	B	D	C	C	D	D	D	D	C	A
Approach Delay, s/veh / LOS	30.2	C		26.9	C		46.0	D		23.0	C	
Intersection Delay, s/veh / LOS	28.8						C					



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--- Messages ---

WARNING: Since queue spillover from turn lanes and spillback into upstream intersections is not accounted for in the HCM procedures, use of a simulation tool may be advised in situations where the Queue Storage Ratio exceeds 1.0.

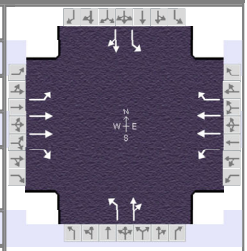
INFO: SBR was specified to have Unsignalized Delay of 0 seconds.

--- Comments ---

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HCS Signalized Intersection Input Data

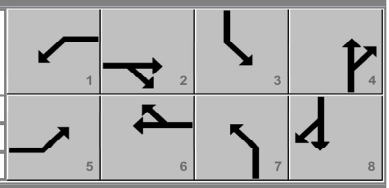
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.83
Urban Street	E Judge Perez	Analysis Year	2030 No Build (No Port)	Analysis Period	1> 7:00
Intersection	Palmisano Blvd	File Name	Judge Perez at Palmisano 2030 No Build (No Por…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	77	617	142	59	1194	29	115	28	77	79	47	63

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	51	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	5.1	41.4	6.5	9.1	9.8	0.0						
Yellow	5.0	5.0	5.0	4.0	4.0	0.0						
Red	1.0	1.0	1.0	1.0	1.0	0.0						



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	77	617	142	59	1194	29	115	28	77	79	47	63
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	1	0	0	0	0	2	0		0	0	
Ped / Bike / RTOR, /h	0	0	15	0	0	3	0	0	8	0	0	7
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0	
Turn Bay Length, ft	215	0	200	220	0	150	200	0		0	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	35	35	35	20	20	20

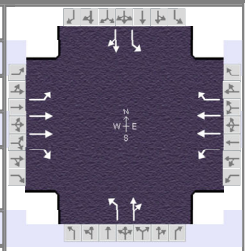
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	18.0	43.0	23.0	48.0	18.0	18.0	16.0	16.0
Yellow Change Interval (*Y*), s	5.0	5.0	5.0	5.0	4.0	4.0	4.0	4.0
Red Clearance Interval (R_c), s	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s	4	15	4	15	5	5	5	5
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	1.5	2.0	1.5	2.0	2.0	2.0	2.0	2.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	No	No	No	No	No	No	No	No
Walk (*Walk*), s		0.0		0.0		7.0		7.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		17.0		17.0

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

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HCS Signalized Intersection Results Summary

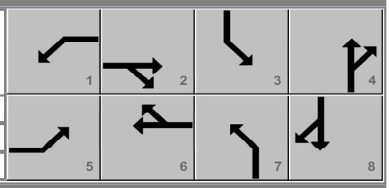
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.83
Urban Street	E Judge Perez	Analysis Year	2030 No Build (No Port)	Analysis Period	1> 7:00
Intersection	Palmisano Blvd	File Name	Judge Perez at Palmisano 2030 No Build (No Por…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	77	617	142	59	1194	29	115	28	77	79	47	63

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	51	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	5.1	41.4	6.5	9.1	9.8	0.0
Yellow	5.0	5.0	5.0	4.0	4.0	0.0
Red	1.0	1.0	1.0	1.0	1.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6		4		8
Case Number	2.0	3.0	2.0	3.0		10.0		10.0
Phase Duration, s	12.5	60.0	11.1	58.6		14.8		14.1
Change Period, ($Y+R_c$), s	6.0	6.0	6.0	6.0		5.0		5.0
Max Allow Headway (*MAH*), s	2.6	0.0	2.6	0.0		3.2		3.4
Queue Clearance Time (g_s), s	7.1		5.9			9.6		9.0
Green Extension Time (g_e), s	0.0	0.0	0.1	0.0		0.2		0.1
Phase Call Probability	0.92		0.86			1.00		1.00
Max Out Probability	1.00		0.00			0.16		1.00

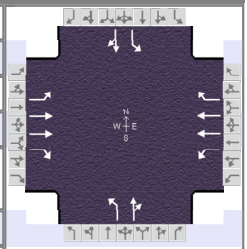
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	93	743	153	71	1439	31	139	117		95	124	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1795	1610	1810	1809	1610	1781	1684		1810	1731	
Queue Service Time (g_s), s	5.1	12.0	4.8	3.9	31.3	0.9	7.6	6.7		5.0	7.0	
Cycle Queue Clearance Time (g_c), s	5.1	12.0	4.8	3.9	31.3	0.9	7.6	6.7		5.0	7.0	
Green Ratio (*g/C*)	0.07	0.54	0.54	0.05	0.53	0.53	0.10	0.10		0.09	0.09	
Capacity (*c*), veh/h	118	1937	869	92	1901	846	175	166		165	157	
Volume-to-Capacity Ratio (*X*)	0.787	0.384	0.176	0.769	0.757	0.037	0.791	0.705		0.578	0.788	
Back of Queue (*Q*), ft/ln (95 th percentile)	140	208	78.2	83.1	466.2	15.3	160.6	128.1		105.6	163.7	
Back of Queue (*Q*), veh/ln (95 th percentile)	5.6	8.3	3.1	3.3	18.6	0.6	6.3	5.1		4.2	6.5	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.65	0.00	0.39	0.38	0.00	0.10	0.80	0.00		0.00	0.00	
Uniform Delay (d_1), s/veh	46.1	13.4	11.7	46.9	18.7	11.7	44.1	43.7		43.6	44.5	
Incremental Delay (d_2), s/veh	26.8	0.6	0.4	4.9	2.9	0.1	4.5	2.1		1.2	13.4	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Control Delay (*d*), s/veh	72.8	13.9	12.2	51.8	21.6	11.8	48.5	45.7		44.8	57.9	
Level of Service (LOS)	E	B	B	D	C	B	D	D		D	E	
Approach Delay, s/veh / LOS	19.2	B		22.8	C		47.3	D		52.2	D	
Intersection Delay, s/veh / LOS	25.8						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.90	B	1.96	B	2.46	B	2.49	B
Bicycle LOS Score / LOS	1.30	A	1.76	B	0.91	A	0.85	A

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HCS Signalized Intersection Intermediate Values

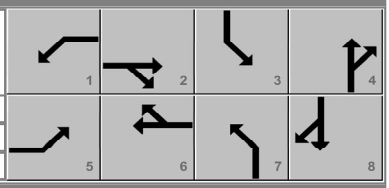
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.83
Urban Street	E Judge Perez	Analysis Year	2030 No Build (No Port)	Analysis Period	1> 7:00
Intersection	Palmisano Blvd	File Name	Judge Perez at Palmisano 2030 No Build (No Por…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	77	617	142	59	1194	29	115	28	77	79	47	63

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	51	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	5.1	41.4	6.5	9.1	9.8	0.0
Yellow	5.0	5.0	5.0	4.0	4.0	0.0
Red	1.0	1.0	1.0	1.0	1.0	0.0



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	0.992	1.000	1.000	1.000	1.000	0.984	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	0.952	1.000	1.000	0.952	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.000	0.847		0.886	0.886		0.911	0.911
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00								
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)												
Movement Saturation Flow Rate (s), veh/h	1810	3589	1610	1810	3618	1610	1781	486	1198	1810	790	941
Proportion of Vehicles Arriving on Green (P)	0.07	0.54	0.54	0.05	0.53	0.53	0.10	0.10	0.10	0.09	0.09	0.09
Incremental Delay Factor (k)	0.30	0.50	0.50	0.04	0.50	0.50	0.06	0.04		0.04	0.18	

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.0	6.0	6.0	6.0		5.0		5.0
Green Ratio (g/C)	0.07	0.54	0.05	0.53		0.10		0.09
Permitted Saturation Flow Rate (s_p), veh/h/ln	0	0	0	0		1781		1810
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	0.0	0.0	0.0	0.0		0.0		0.0
Permitted Service Time (g_u), s	0.0	0.0	0.0	0.0		0.0		0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0		0.0		0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		0		0				
Protected Right Effective Green Time (g_R), s		0.0		0.0				

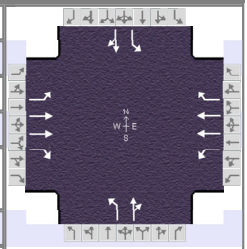
Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.198	0.011	1.198	0.010	1.710	0.004	1.710	0.021
Pedestrian F_s / F_{delay}	0.000	0.095	0.000	0.151	0.000	0.149	0.000	0.157
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	1079.14	10.60	130.32	43.70	196.71	40.65		56.18

Bicycle F_w / F_v	-3.64	0.82	-3.64	1.27	-3.64	0.42	-3.64	0.36

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HCS Signalized Intersection Results Graphical Summary

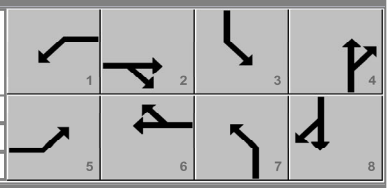
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.83
Urban Street	E Judge Perez	Analysis Year	2030 No Build (No Port)	Analysis Period	1> 7:00
Intersection	Palmisano Blvd	File Name	Judge Perez at Palmisano 2030 No Build (No Por…		
Project Description	23-040				



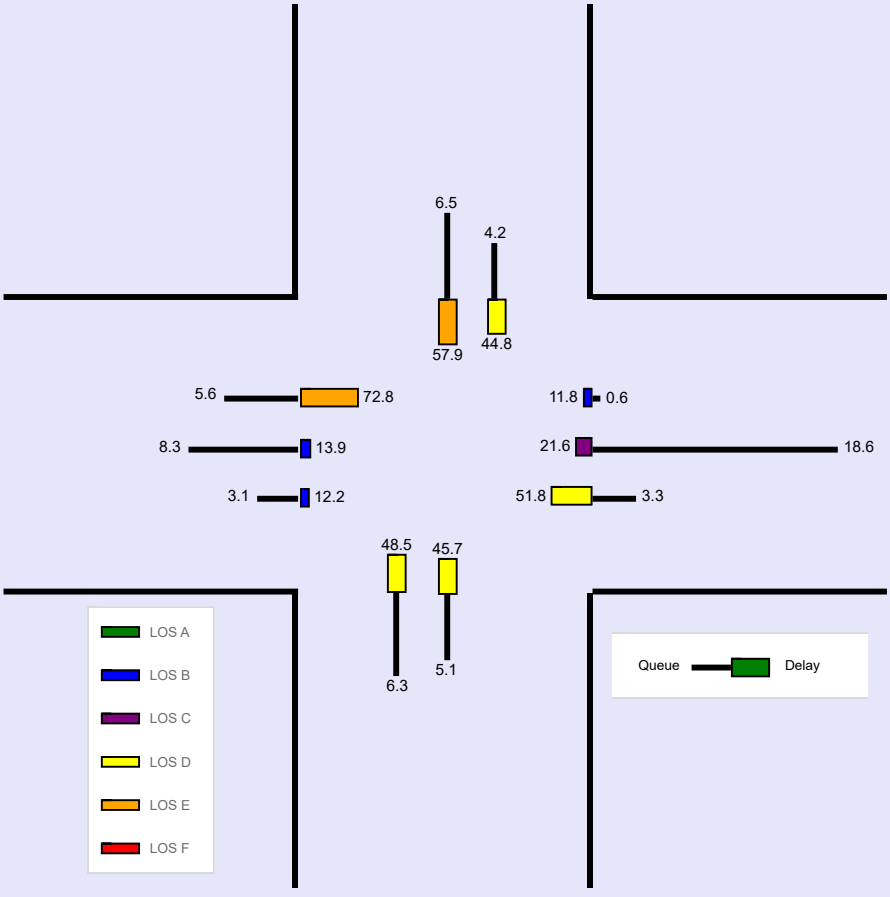
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	77	617	142	59	1194	29	115	28	77	79	47	63

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	51	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	5.1	41.4	6.5	9.1	9.8	0.0
Yellow	5.0	5.0	5.0	4.0	4.0	0.0
Red	1.0	1.0	1.0	1.0	1.0	0.0



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	140	208	78.2	83.1	466.2	15.3	160.6	128.1		105.6	163.7	
Back of Queue (*Q*), veh/ln (95 th percentile)	5.6	8.3	3.1	3.3	18.6	0.6	6.3	5.1		4.2	6.5	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.65	0.00	0.39	0.38	0.00	0.10	0.80	0.00		0.00	0.00	
Control Delay (*d*), s/veh	72.8	13.9	12.2	51.8	21.6	11.8	48.5	45.7		44.8	57.9	
Level of Service (LOS)	E	B	B	D	C	B	D	D		D	E	
Approach Delay, s/veh / LOS	19.2	B		22.8	C		47.3	D		52.2	D	
Intersection Delay, s/veh / LOS	25.8						C					



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--- Messages ---

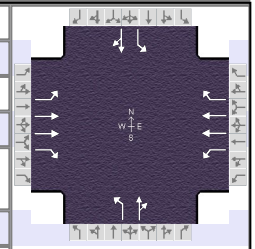
No errors or warnings exist.

--- Comments ---

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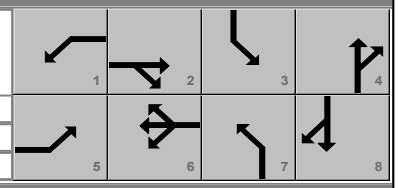
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.95
Urban Street	E Judge Perez	Analysis Year	2030 No Build (No Port)	Analysis Period	1> 7:00
Intersection	Palmisano Blvd	File Name	Judge Perez at Palmisano 2030 No Build (No Por…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	42	1388	68	26	981	55	52	54	57	74	17	66

Signal Information					EB			WB			NB			SB		
Cycle, s	140.0	Reference Phase	2													
Offset, s	51	Reference Point	End	Green	4.5	85.0		2.6	11.0	8.9	0.0					
Uncoordinated	No	Simult. Gap E/W	On	Yellow	5.0	5.0		5.0	4.0	4.0	0.0					
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	1.0		1.0	1.0	1.0	0.0					



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	42	1388	68	26	981	55	52	54	57	74	17	66
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	1	0	0	1	0	0	0		0	0	
Ped / Bike / RTOR, /h	0	0	7	0	0	6	0	0	6	0	0	7
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0	
Turn Bay Length, ft	215	0	200	220	0	150	200	0		0	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	35	35	35	20	20	20

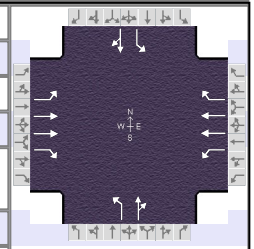
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	22.0	75.0	22.0	75.0	25.0	25.0	18.0	18.0
Yellow Change Interval (*Y*), s	5.0	5.0	5.0	5.0	4.0	4.0	4.0	4.0
Red Clearance Interval (R_c), s	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s	4	15	4	15	5	5	5	5
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	1.5	2.0	1.5	2.0	2.0	2.0	2.0	2.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	No	No	No	No	No	No	No	No
Walk (*Walk*), s		0.0		0.0		7.0		7.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		17.0		17.0

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

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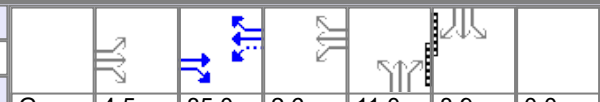
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.95
Urban Street	E Judge Perez	Analysis Year	2030 No Build (No Port)	Analysis Period	1> 7:00
Intersection	Palmisano Blvd	File Name	Judge Perez at Palmisano 2030 No Build (No Por…		
Project Description	23-040				

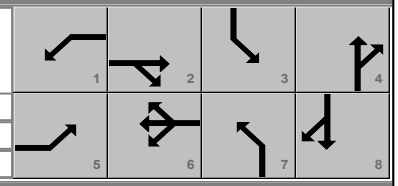


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	42	1388	68	26	981	55	52	54	57	74	17	66

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	51	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	4.5	85.0	2.6	11.0	8.9	0.0
Yellow	5.0	5.0	5.0	4.0	4.0	0.0
Red	1.0	1.0	1.0	1.0	1.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6		4		8
Case Number	2.0	3.0	1.3	3.0		10.0		10.0
Phase Duration, s	10.5	101.5	8.6	99.7		16.0		13.9
Change Period, ($Y+R_c$), s	6.0	6.0	6.0	6.0		5.0		5.0
Max Allow Headway (*MAH*), s	2.6	0.0	2.6	0.0		3.2		3.4
Queue Clearance Time (g_s), s	5.4		2.0			10.7		8.6
Green Extension Time (g_e), s	0.0	0.0	1.9	0.0		0.3		0.3
Phase Call Probability	0.82		0.66			1.00		1.00
Max Out Probability	0.00		0.01			0.00		0.00

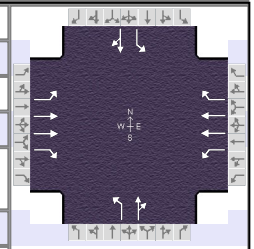
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	44	1461	64	27	1033	52	55	111		78	80	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1795	1610	1810	1795	1610	1810	1747		1810	1667	
Queue Service Time (g_s), s	3.4	30.6	1.8	0.0	18.7	1.5	4.0	8.7		5.9	6.6	
Cycle Queue Clearance Time (g_c), s	3.4	30.6	1.8	0.0	18.7	1.5	4.0	8.7		5.9	6.6	
Green Ratio (*g/C*)	0.03	0.68	0.68	0.61	0.67	0.67	0.08	0.08		0.06	0.06	
Capacity (*c*), veh/h	58	2448	1098	251	2401	1077	142	137		115	106	
Volume-to-Capacity Ratio (*X*)	0.767	0.597	0.058	0.109	0.430	0.048	0.386	0.807		0.676	0.754	
Back of Queue (*Q*), ft/ln (95 th percentile)	76	439.1	29.2	23.6	294.7	24.5	84.3	181		128.1	133.7	
Back of Queue (*Q*), veh/ln (95 th percentile)	3.0	17.4	1.2	0.9	11.7	1.0	3.4	7.2		5.1	5.3	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.35	0.00	0.15	0.11	0.00	0.16	0.42	0.00		0.00	0.00	
Uniform Delay (d_1), s/veh	67.3	11.9	8.2	21.4	10.8	7.9	61.3	63.5		64.1	64.5	
Incremental Delay (d_2), s/veh	7.6	1.1	0.1	0.1	0.6	0.1	0.6	4.2		2.6	4.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Control Delay (*d*), s/veh	74.9	13.0	8.3	21.5	11.3	8.0	61.9	67.7		66.7	68.5	
Level of Service (LOS)	E	B	A	C	B	A	E	E		E	E	
Approach Delay, s/veh / LOS	14.6	B		11.4	B		65.8	E		67.6	E	
Intersection Delay, s/veh / LOS	19.0						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.97	B	1.89	B	2.48	B	2.49	B
Bicycle LOS Score / LOS	1.78	B	1.40	A	0.76	A	0.75	A

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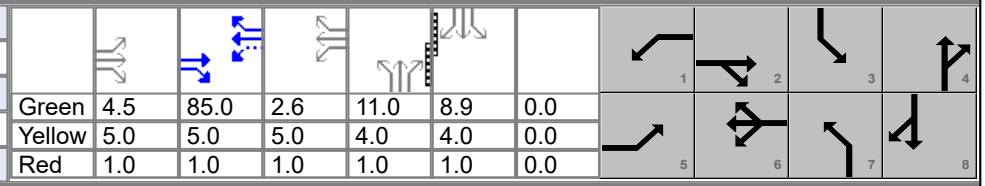
HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.95
Urban Street	E Judge Perez	Analysis Year	2030 No Build (No Port)	Analysis Period	1> 7:00
Intersection	Palmisano Blvd	File Name	Judge Perez at Palmisano 2030 No Build (No Por…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	42	1388	68	26	981	55	52	54	57	74	17	66

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	51	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	4.5	85.0	2.6	11.0	8.9	0.0						
Yellow	5.0	5.0	5.0	4.0	4.0	0.0						
Red	1.0	1.0	1.0	1.0	1.0	0.0						

Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	0.992	1.000	1.000	0.992	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	0.952	1.000	1.000	0.952	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.000	0.847		0.920	0.920		0.877	0.877
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00								
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)												
Movement Saturation Flow Rate (s), veh/h	1810	3589	1610	1810	3589	1610	1810	899	849	1810	373	1294
Proportion of Vehicles Arriving on Green (P)	0.03	0.68	0.68	0.02	0.67	0.67	0.08	0.08	0.08	0.06	0.06	0.06
Incremental Delay Factor (k)	0.04	0.50	0.50	0.04	0.50	0.50	0.04	0.04		0.04	0.04	

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.0	6.0	6.0	6.0		5.0		5.0
Green Ratio (g/C)	0.03	0.68	0.61	0.67		0.08		0.06
Permitted Saturation Flow Rate (s_p), veh/h/ln	0	0	369	0		1810		1810
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	0.0	0.0	83.0	0.0		0.0		0.0
Permitted Service Time (g_u), s	0.0	0.0	62.9	0.0		0.0		0.0
Permitted Queue Service Time (g_{ps}), s			6.0					
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0		0.0		0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		0		0				
Protected Right Effective Green Time (g_R), s		0.0		0.0				

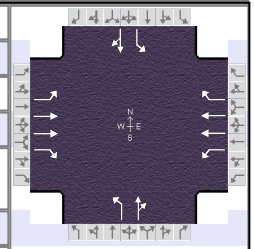
Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.198	0.009	1.198	0.010	1.710	0.009	1.710	0.010
Pedestrian F_s / F_{delay}	0.000	0.169	0.000	0.082	0.000	0.165	0.000	0.170
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	37.44	67.40	1337.86	7.67	127.35	61.37	-85.71	76.13

Bicycle F_w / F_v	-3.64	1.29	-3.64	0.92	-3.64	0.27	-3.64	0.26

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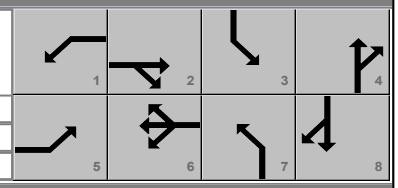
HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.95
Urban Street	E Judge Perez	Analysis Year	2030 No Build (No Port)	Analysis Period	1> 7:00
Intersection	Palmisano Blvd	File Name	Judge Perez at Palmisano 2030 No Build (No Por…		
Project Description	23-040				

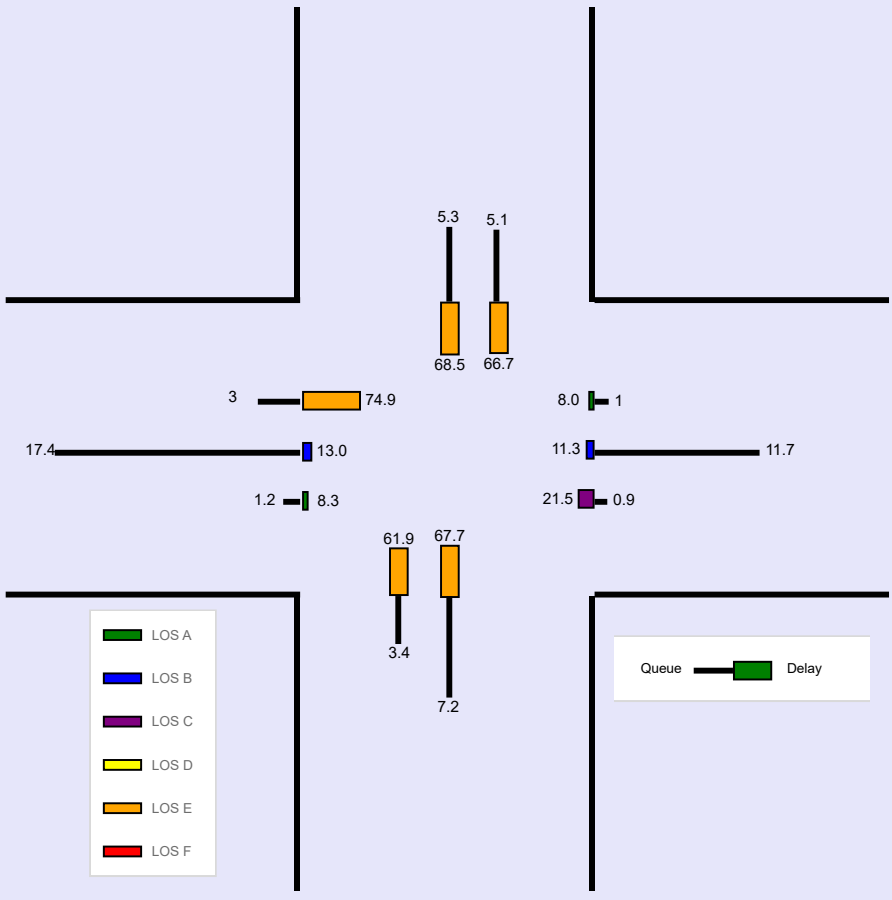


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	42	1388	68	26	981	55	52	54	57	74	17	66

Signal Information												
Cycle, s	140.0	Reference Phase	2									
Offset, s	51	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On									
Force Mode	Fixed	Simult. Gap N/S	On									
				Green	4.5	85.0	2.6	11.0	8.9	0.0		
				Yellow	5.0	5.0	5.0	4.0	4.0	0.0		
				Red	1.0	1.0	1.0	1.0	1.0	0.0		



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	76	439.1	29.2	23.6	294.7	24.5	84.3	181		128.1	133.7	
Back of Queue (*Q*), veh/ln (95 th percentile)	3.0	17.4	1.2	0.9	11.7	1.0	3.4	7.2		5.1	5.3	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.35	0.00	0.15	0.11	0.00	0.16	0.42	0.00		0.00	0.00	
Control Delay (*d*), s/veh	74.9	13.0	8.3	21.5	11.3	8.0	61.9	67.7		66.7	68.5	
Level of Service (LOS)	E	B	A	C	B	A	E	E		E	E	
Approach Delay, s/veh / LOS	14.6	B		11.4	B		65.8	E		67.6	E	
Intersection Delay, s/veh / LOS	19.0						B					



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--- Messages ---

No errors or warnings exist.

--- Comments ---

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HCS Two-Way Stop-Control Report

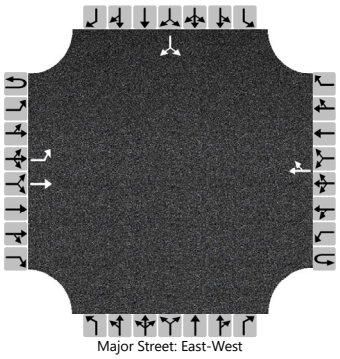
General Information

Analyst	RAW
Agency/Co.	USI
Date Performed	8/19/2024
Analysis Year	2030
Time Analyzed	2030 AM No Build(No Port)
Intersection Orientation	East-West
Project Description	23-040

Site Information

Intersection	E St Bernard Hwy at Palmisano Blvd
Jurisdiction	LADOTD
East/West Street	E St Bernard Hwy
North/South Street	Palmisano Blvd
Peak Hour Factor	0.85
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		L	T					TR							LR	
Volume (veh/h)		76	407				1101	101						7		103
Percent Heavy Vehicles (%)		0												0		0
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type | Storage					Undivided											

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.10												6.40		6.20
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.20												3.50		3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		89													129	
Capacity, c (veh/h)		488													160	
v/c Ratio		0.18													0.81	
95% Queue Length, Q_{95} (veh)		0.7													5.3	
Control Delay (s/veh)		14.0													84.9	
Level of Service (LOS)		B													F	
Approach Delay (s/veh)		2.2												84.9		
Approach LOS		A												F		

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HCS Two-Way Stop-Control Report

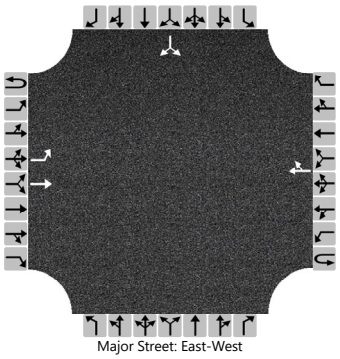
General Information

Analyst	RAW
Agency/Co.	USI
Date Performed	8/19/2024
Analysis Year	2030
Time Analyzed	2030 PM No Build(No Port)
Intersection Orientation	East-West
Project Description	23-040

Site Information

Intersection	E St Bernard Hwy at Palmisano Blvd
Jurisdiction	LADOTD
East/West Street	E St Bernard Hwy
North/South Street	Palmisano Blvd
Peak Hour Factor	0.94
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		L	T					TR							LR	
Volume (veh/h)		81	996				636	26						19		73
Percent Heavy Vehicles (%)		0												0		0
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.10												6.40		6.20
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.20												3.50		3.30

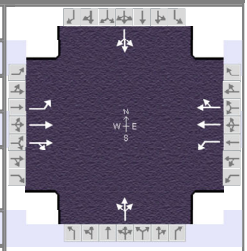
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		86													98	
Capacity, c (veh/h)		903													207	
v/c Ratio		0.10													0.47	
95% Queue Length, Q_{95} (veh)		0.3													2.3	
Control Delay (s/veh)		9.4													37.1	
Level of Service (LOS)		A													E	
Approach Delay (s/veh)		0.7												37.1		
Approach LOS		A												E		

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HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	2030 No Build (No Port)	Analysis Period	1> 7:00
Intersection	Campagna Dr	File Name	Judge Perez at Campagna 2030 No Build (No Po…		
Project Description	23-040				

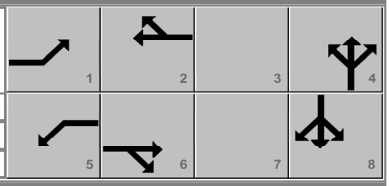


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	38	714	8	13	1149	16	17	6	3	20	5	45

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	3	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	4.8	59.6	2.3	9.3	0.0	0.0
Yellow	5.0	5.0	5.0	5.0	0.0	0.0
Red	1.0	1.0	1.0	1.0	0.0	0.0



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	38	714	8	13	1149	16	17	6	3	20	5	45
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	1		0	0			0			0	
Ped / Bike / RTOR, /h	0	0	1	0	0	2	0	0	1	0	0	5
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0		12.0	12.0			12.0			12.0	
Turn Bay Length, ft	210	0		220	0			0			0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	20	20	20	20	20	20

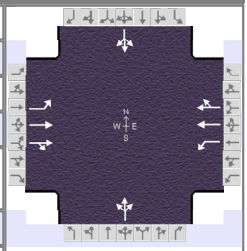
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	16.0	56.0	16.0	56.0		28.0		28.0
Yellow Change Interval (*Y*), s	5.0	5.0	5.0	5.0		5.0		5.0
Red Clearance Interval (R_c), s	1.0	1.0	1.0	1.0		1.0		1.0
Minimum Green (G_{min}), s	7	15	7	15		10		10
Start-Up Lost Time (*l*t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.5	2.0	2.5	2.0		1.5		1.5
Recall Mode	Off	Min	Off	Min		Off		Off
Dual Entry	No	Yes	No	Yes		Yes		Yes
Walk (*Walk*), s		0.0		0.0		4.0		4.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		20.0		20.0

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

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HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	2030 No Build (No Port)	Analysis Period	1> 7:00
Intersection	Campagna Dr	File Name	Judge Perez at Campagna 2030 No Build (No Po…		
Project Description	23-040				

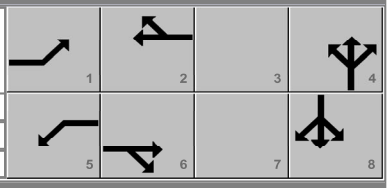


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	38	714	8	13	1149	16	17	6	3	20	5	45

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	3	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	4.8	59.6	2.3	9.3	0.0	0.0
Yellow	5.0	5.0	5.0	5.0	0.0	0.0
Red	1.0	1.0	1.0	1.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2		4		8
Case Number	2.0	4.0	2.0	4.0		8.0		8.0
Phase Duration, s	10.8	76.4	8.3	73.9		15.3		15.3
Change Period, ($Y+R_c$), s	6.0	6.0	6.0	6.0		6.0		6.0
Max Allow Headway (*MAH*), s	3.6	0.0	3.6	0.0		2.9		2.9
Queue Clearance Time (g_s), s	4.2		2.8			3.4		6.0
Green Extension Time (g_e), s	0.1	0.0	1.9	0.0		0.1		0.1
Phase Call Probability	0.68		0.32			0.93		0.93
Max Out Probability	0.00		0.90			0.00		0.00

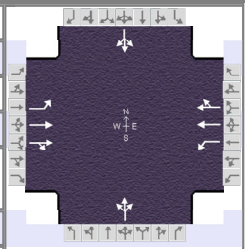
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	41	393	391	14	633	631		27			71	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1885	1879	1810	1900	1892		1537			1613	
Queue Service Time (g_s), s	2.2	7.8	7.8	0.8	16.1	16.1		0.0			1.0	
Cycle Queue Clearance Time (g_c), s	2.2	7.8	7.8	0.8	16.1	16.1		1.4			4.0	
Green Ratio (*g/C*)	0.05	0.70	0.70	0.02	0.68	0.68		0.09			0.09	
Capacity (*c*), veh/h	86	1327	1322	41	1290	1284		204			198	
Volume-to-Capacity Ratio (*X*)	0.478	0.296	0.296	0.344	0.491	0.491		0.133			0.357	
Back of Queue (*Q*), ft/ln (95 th percentile)	47.7	124.7	123.4	17.3	250.5	250.4		28.5			76.4	
Back of Queue (*Q*), veh/ln (95 th percentile)	1.9	5.0	4.9	0.7	10.0	10.0		1.1			3.1	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.23	0.00	0.00	0.08	0.00	0.00		0.00			0.00	
Uniform Delay (d_1), s/veh	46.4	5.5	5.5	48.1	7.7	7.7		41.7			42.9	
Incremental Delay (d_2), s/veh	3.0	0.6	0.6	3.6	1.3	1.3		0.1			0.4	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	
Control Delay (*d*), s/veh	49.4	6.1	6.1	51.8	9.1	9.1		41.8			43.3	
Level of Service (LOS)	D	A	A	D	A	A		D			D	
Approach Delay, s/veh / LOS	8.3	A		9.6	A		41.8	D		43.3	D	
Intersection Delay, s/veh / LOS	10.6						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.73	B	1.65	B	2.31	B	2.31	B
Bicycle LOS Score / LOS	1.17	A	1.54	B	0.53	A	0.60	A

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HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	2030 No Build (No Port)	Analysis Period	1> 7:00
Intersection	Campagna Dr	File Name	Judge Perez at Campagna 2030 No Build (No Po…		
Project Description	23-040				

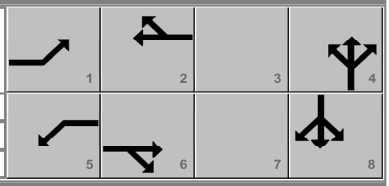


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	38	714	8	13	1149	16	17	6	3	20	5	45

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	3	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	4.8	59.6	2.3	9.3	0.0	0.0
Yellow	5.0	5.0	5.0	5.0	0.0	0.0
Red	1.0	1.0	1.0	1.0	0.0	0.0



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	0.992	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.816	0.809		0.937	0.849	
Right-Turn Adjustment Factor (f_{RT})		0.997	0.997		0.996	0.996		0.000	0.809		0.000	0.849
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00								
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)							1.00			1.00		
Movement Saturation Flow Rate (s), veh/h	1810	3727	37	1810	3746	46	1045	369	123	496	124	993
Proportion of Vehicles Arriving on Green (P)	0.05	0.70	0.70	0.02	0.68	0.68	0.09	0.09	0.09	0.09	0.09	0.09
Incremental Delay Factor (k)	0.08	0.50	0.50	0.08	0.50	0.50		0.04			0.04	

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.0	6.0	6.0	6.0		6.0		6.0
Green Ratio (g/C)	0.05	0.70	0.02	0.68		0.09		0.09
Permitted Saturation Flow Rate (s_p), veh/h/ln	0	0	0	0		1378		1429
Shared Saturation Flow Rate (s_{sh}), veh/h/ln						1511		1725
Permitted Effective Green Time (g_p), s	0.0	0.0	0.0	0.0		9.3		9.3
Permitted Service Time (g_u), s	0.0	0.0	0.0	0.0		5.4		7.9
Permitted Queue Service Time (g_{ps}), s						0.0		1.0
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0		0.9		3.0
Queue Service Time Before Blockage (g_{fs}), s						0.9		3.0
Protected Right Saturation Flow (s_R), veh/h/ln								
Protected Right Effective Green Time (g_R), s								

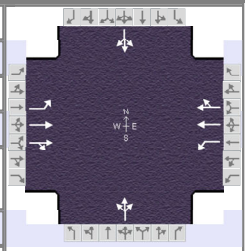
Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	0.972	0.001	0.972	0.007	1.557	0.003	1.557	0.001
Pedestrian F_s / F_{delay}	0.000	0.155	0.000	0.066	0.000	0.149	0.000	0.149
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	45.45	47.75	1357.65	5.16	186.80	41.10	186.80	41.10

Bicycle F_w / F_v	-3.64	0.68	-3.64	1.05	-3.64	0.04	-3.64	0.12

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HCS Signalized Intersection Results Graphical Summary

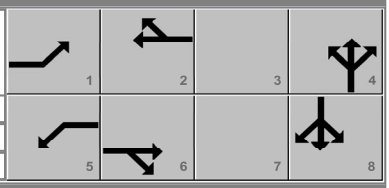
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	2030 No Build (No Port)	Analysis Period	1> 7:00
Intersection	Campagna Dr	File Name	Judge Perez at Campagna 2030 No Build (No Po…		
Project Description	23-040				



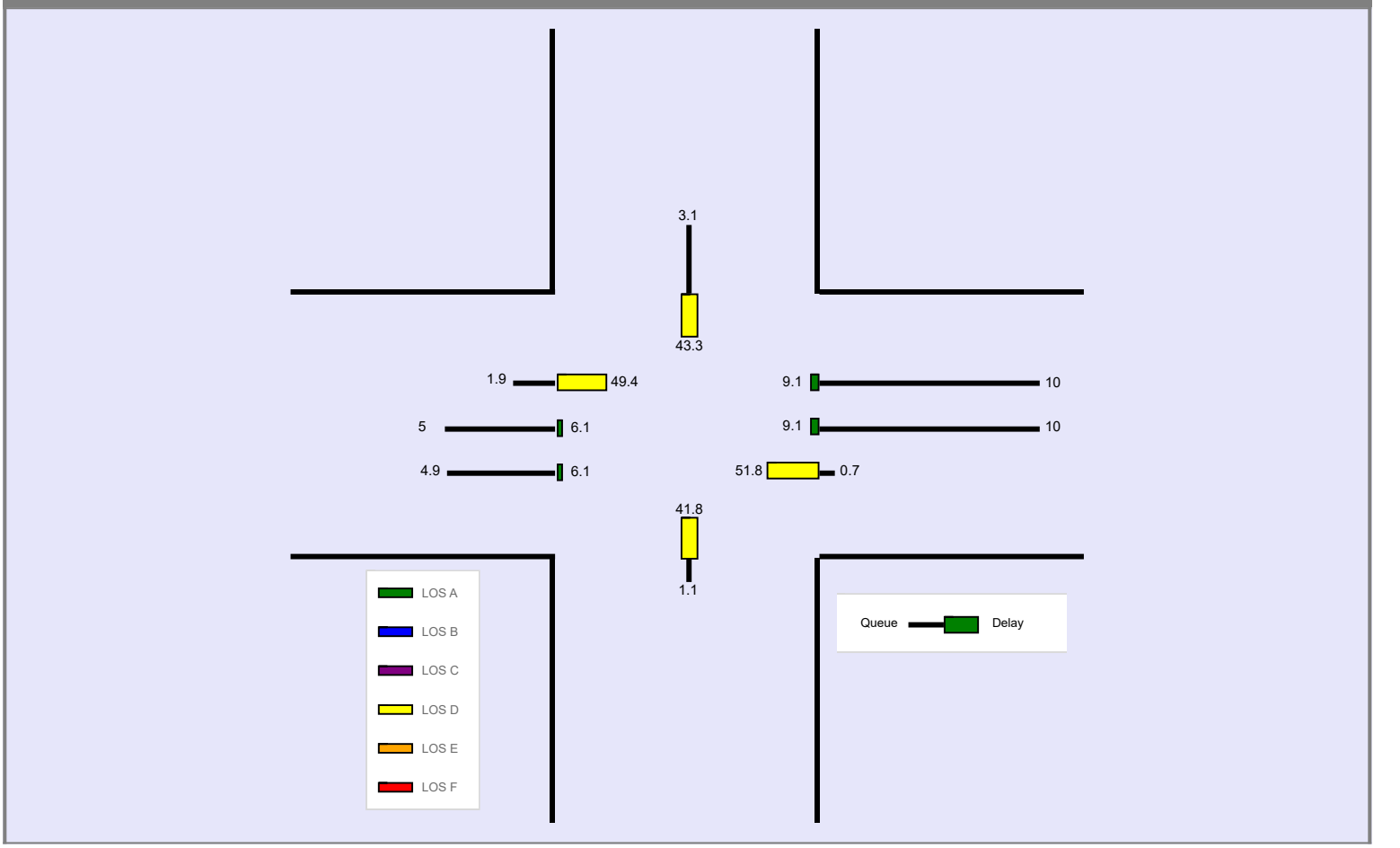
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	38	714	8	13	1149	16	17	6	3	20	5	45

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	3	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	4.8	59.6	2.3	9.3	0.0	0.0	
Yellow	5.0	5.0	5.0	5.0	0.0	0.0	
Red	1.0	1.0	1.0	1.0	0.0	0.0	



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	47.7	124.7	123.4	17.3	250.5	250.4		28.5			76.4	
Back of Queue (*Q*), veh/ln (95 th percentile)	1.9	5.0	4.9	0.7	10.0	10.0		1.1			3.1	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.23	0.00	0.00	0.08	0.00	0.00		0.00			0.00	
Control Delay (*d*), s/veh	49.4	6.1	6.1	51.8	9.1	9.1		41.8			43.3	
Level of Service (LOS)	D	A	A	D	A	A		D			D	
Approach Delay, s/veh / LOS	8.3	A		9.6	A		41.8	D		43.3	D	
Intersection Delay, s/veh / LOS	10.6						B					



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--- Messages ---

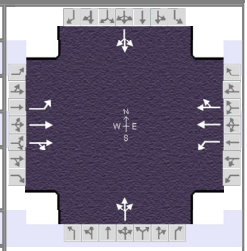
No errors or warnings exist.

--- Comments ---

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HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.94
Urban Street	E Judge Perez	Analysis Year	2030 No Build (No Port)	Analysis Period	1> 7:00
Intersection	Campagna Dr	File Name	Judge Perez at Campagna 2030 No Build (No Po…		
Project Description	23-040				

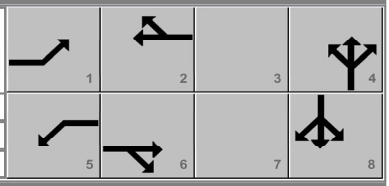


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	68	1347	20	14	913	14	21	5	9	22	2	27

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	3	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	7.2	96.1	3.1	9.7	0.0	0.0
Yellow	5.0	5.0	5.0	5.0	0.0	0.0
Red	1.0	1.0	1.0	1.0	0.0	0.0



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	68	1347	20	14	913	14	21	5	9	22	2	27
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	0		0	0			0			0	
Ped / Bike / RTOR, /h	0	0	2	0	0	2	0	0	1	0	0	3
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0		12.0	12.0			12.0			12.0	
Turn Bay Length, ft	210	0		220	0			0			0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	20	20	20	20	20	20

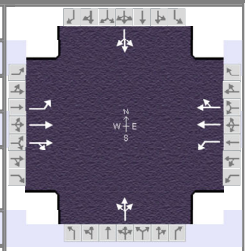
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	25.0	93.0	25.0	93.0		22.0		22.0
Yellow Change Interval (*Y*), s	5.0	5.0	5.0	5.0		5.0		5.0
Red Clearance Interval (R_c), s	1.0	1.0	1.0	1.0		1.0		1.0
Minimum Green (G_{min}), s	7	15	7	15		10		10
Start-Up Lost Time (*l*t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.5	2.0	2.5	2.0		1.5		1.5
Recall Mode	Off	Min	Off	Min		Off		Off
Dual Entry	No	Yes	No	Yes		Yes		Yes
Walk (*Walk*), s		0.0		0.0		4.0		4.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		20.0		20.0

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

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HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.94
Urban Street	E Judge Perez	Analysis Year	2030 No Build (No Port)	Analysis Period	1> 7:00
Intersection	Campagna Dr	File Name	Judge Perez at Campagna 2030 No Build (No Po…		
Project Description	23-040				

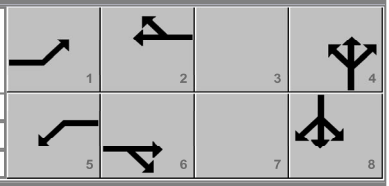


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	68	1347	20	14	913	14	21	5	9	22	2	27

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	3	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	7.2	96.1	3.1	9.7	0.0	0.0
Yellow	5.0	5.0	5.0	5.0	0.0	0.0
Red	1.0	1.0	1.0	1.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2		4		8
Case Number	2.0	4.0	2.0	4.0		8.0		8.0
Phase Duration, s	13.2	115.3	9.1	111.1		15.7		15.7
Change Period, ($Y+R_c$), s	6.0	6.0	6.0	6.0		6.0		6.0
Max Allow Headway (*MAH*), s	3.6	0.0	3.6	0.0		2.9		2.9
Queue Clearance Time (g_s), s	7.5		3.1			4.9		6.1
Green Extension Time (g_e), s	0.1	0.0	1.3	0.0		0.1		0.1
Phase Call Probability	0.94		0.44			0.97		0.97
Max Out Probability	0.00		0.94			0.00		0.00

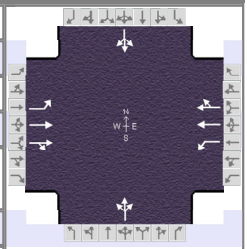
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	72	727	725	15	493	491		36			51	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1900	1891	1810	1900	1891		1563			1585	
Queue Service Time (g_s), s	5.5	19.1	19.1	1.1	12.2	12.2		0.0			1.2	
Cycle Queue Clearance Time (g_c), s	5.5	19.1	19.1	1.1	12.2	12.2		2.9			4.1	
Green Ratio (*g/C*)	0.05	0.78	0.78	0.02	0.75	0.75		0.07			0.07	
Capacity (*c*), veh/h	93	1483	1476	40	1427	1420		150			147	
Volume-to-Capacity Ratio (*X*)	0.778	0.491	0.491	0.374	0.346	0.346		0.242			0.348	
Back of Queue (*Q*), ft/ln (95 th percentile)	126.1	279.7	279	25.7	204.6	203.9		56.7			81	
Back of Queue (*Q*), veh/ln (95 th percentile)	5.0	11.2	11.2	1.0	8.2	8.2		2.3			3.2	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.60	0.00	0.00	0.12	0.00	0.00		0.00			0.00	
Uniform Delay (d_1), s/veh	65.6	5.5	5.5	67.5	5.9	5.9		62.0			62.5	
Incremental Delay (d_2), s/veh	9.9	1.2	1.2	4.3	0.7	0.7		0.3			0.5	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	
Control Delay (*d*), s/veh	75.5	6.6	6.6	71.8	6.5	6.5		62.3			63.1	
Level of Service (LOS)	E	A	A	E	A	A		E			E	
Approach Delay, s/veh / LOS	9.9	A		7.5	A		62.3	E		63.1	E	
Intersection Delay, s/veh / LOS	10.8						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.74	B	1.64	B	2.32	B	2.32	B
Bicycle LOS Score / LOS	1.75	B	1.31	A	0.55	A	0.57	A

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HCS Signalized Intersection Intermediate Values

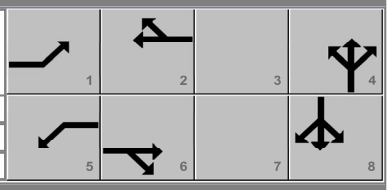
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.94
Urban Street	E Judge Perez	Analysis Year	2030 No Build (No Port)	Analysis Period	1> 7:00
Intersection	Campagna Dr	File Name	Judge Perez at Campagna 2030 No Build (No Po…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	68	1347	20	14	913	14	21	5	9	22	2	27

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	3	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	7.2	96.1	3.1	9.7	0.0	0.0
Yellow	5.0	5.0	5.0	5.0	0.0	0.0
Red	1.0	1.0	1.0	1.0	0.0	0.0



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.844	0.823		0.897	0.834	
Right-Turn Adjustment Factor (f_{RT})		0.995	0.995		0.995	0.995		0.000	0.823		0.000	0.834
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00								
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)							1.00			1.00		
Movement Saturation Flow Rate (s), veh/h	1810	3741	50	1810	3742	49	966	230	368	727	66	793
Proportion of Vehicles Arriving on Green (P)	0.05	0.78	0.78	0.02	0.75	0.75	0.07	0.07	0.07	0.07	0.07	0.07
Incremental Delay Factor (k)	0.08	0.50	0.50	0.08	0.50	0.50		0.04			0.04	

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.0	6.0	6.0	6.0		6.0		6.0
Green Ratio (g/C)	0.05	0.78	0.02	0.75		0.07		0.07
Permitted Saturation Flow Rate (s_p), veh/h/ln	0	0	0	0		1404		1422
Shared Saturation Flow Rate (s_{sh}), veh/h/ln						1560		1646
Permitted Effective Green Time (g_p), s	0.0	0.0	0.0	0.0		9.7		9.7
Permitted Service Time (g_u), s	0.0	0.0	0.0	0.0		5.5		6.8
Permitted Queue Service Time (g_{ps}), s						0.0		1.2
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0		1.2		2.2
Queue Service Time Before Blockage (g_{fs}), s						1.2		1.5
Protected Right Saturation Flow (s_R), veh/h/ln								
Protected Right Effective Green Time (g_R), s								

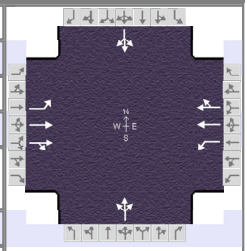
Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	0.972	0.001	0.972	0.004	1.557	0.003	1.557	0.003
Pedestrian F_s / F_{delay}	0.000	0.169	0.000	0.059	0.000	0.165	0.000	0.165
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	43.97	66.96	1502.08	4.34	138.06	60.67	138.06	60.67

Bicycle F_w / F_v	-3.64	1.26	-3.64	0.82	-3.64	0.06	-3.64	0.08

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HCS Signalized Intersection Results Graphical Summary

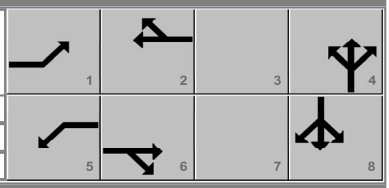
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.94
Urban Street	E Judge Perez	Analysis Year	2030 No Build (No Port)	Analysis Period	1> 7:00
Intersection	Campagna Dr	File Name	Judge Perez at Campagna 2030 No Build (No Po…		
Project Description	23-040				



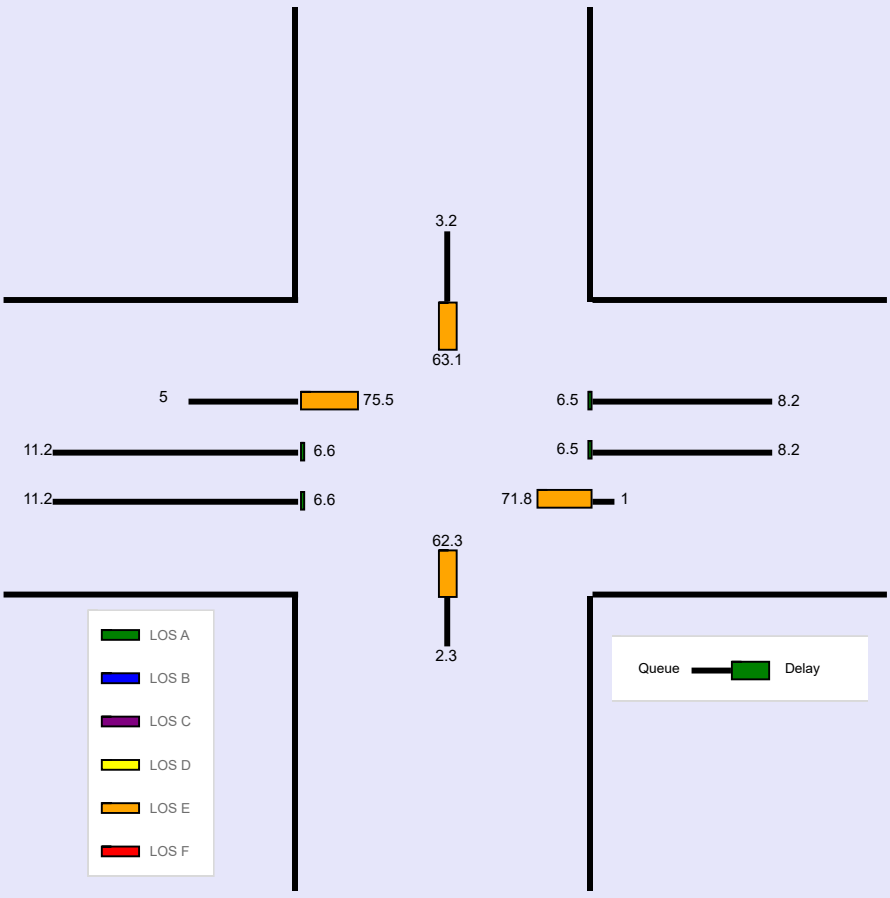
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	68	1347	20	14	913	14	21	5	9	22	2	27

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	3	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	7.2	96.1	3.1	9.7	0.0	0.0
Yellow	5.0	5.0	5.0	5.0	0.0	0.0
Red	1.0	1.0	1.0	1.0	0.0	0.0



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	126.1	279.7	279	25.7	204.6	203.9		56.7			81	
Back of Queue (*Q*), veh/ln (95 th percentile)	5.0	11.2	11.2	1.0	8.2	8.2		2.3			3.2	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.60	0.00	0.00	0.12	0.00	0.00		0.00			0.00	
Control Delay (*d*), s/veh	75.5	6.6	6.6	71.8	6.5	6.5		62.3			63.1	
Level of Service (LOS)	E	A	A	E	A	A		E			E	
Approach Delay, s/veh / LOS	9.9	A		7.5	A		62.3	E		63.1	E	
Intersection Delay, s/veh / LOS	10.8						B					



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--- Messages ---

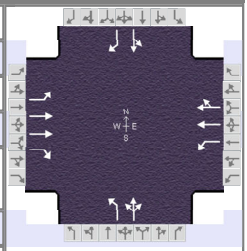
No errors or warnings exist.

--- Comments ---

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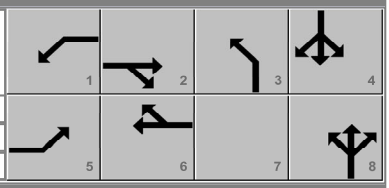
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	2030 No Build (No Port)	Analysis Period	1> 7:00
Intersection	Archbishop Hannan Blvd	File Name	Judge Perez at Archbishop Hannan 2030 No Buil…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	27	481	102	59	789	4	87	25	56	6	46	142

Signal Information					EB			WB			NB			SB		
Cycle, s	130.0	Reference Phase	2													
Offset, s	0	Reference Point	End	Green	3.9	2.0		78.1	13.1	8.8	0.0					
Uncoordinated	No	Simult. Gap E/W	On	Yellow	4.5	0.0		4.5	4.0	4.0	0.0					
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.5	0.0		1.5	2.0	2.0	0.0					



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	27	481	102	59	789	4	87	25	56	6	46	142
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	2	1	2	0	0		0	0			0	0
Ped / Bike / RTOR, /h	0	0	11	0	0	1	0	0	6	0	0	15
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0	12.0	12.0	12.0		12.0	12.0			12.0	12.0
Turn Bay Length, ft	195	0	185	220	0		220	0			0	0
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	45	45	45	45	45	45	30	30	30	20	20	20

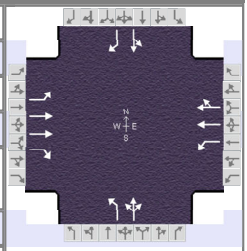
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	24.0	60.0	24.0	60.0	23.0	23.0		23.0
Yellow Change Interval (*Y*), s	4.5	4.5	4.5	4.5	4.0	4.0		4.0
Red Clearance Interval (R_c), s	1.5	1.5	1.5	1.5	2.0	2.0		2.0
Minimum Green (G_{min}), s	6	15	6	15	6	6		6
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	1.5	2.0	1.5	2.0	1.5	1.5		1.5
Recall Mode	Off	Min	Off	Min	Off	Off		Off
Dual Entry	No	No	No	No	No	No		No
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

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

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HCS Signalized Intersection Results Summary

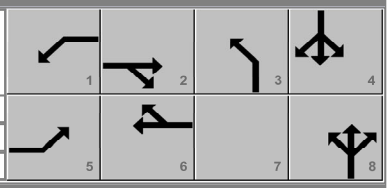
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	2030 No Build (No Port)	Analysis Period	1> 7:00
Intersection	Archbishop Hannan Blvd	File Name	Judge Perez at Archbishop Hannan 2030 No Buil…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	27	481	102	59	789	4	87	25	56	6	46	142

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	3.9	2.0	78.1	13.1	8.8	0.0
Yellow	4.5	0.0	4.5	4.0	4.0	0.0
Red	1.5	0.0	1.5	2.0	2.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6		8		4
Case Number	2.0	3.0	2.0	4.0		10.0		11.0
Phase Duration, s	9.9	84.1	12.0	86.2		14.8		19.1
Change Period, ($Y+R_c$), s	6.0	6.0	6.0	6.0		6.0		6.0
Max Allow Headway (*MAH*), s	2.5	0.0	2.5	0.0		2.7		3.0
Queue Clearance Time (g_s), s	4.1		6.6			8.7		13.0
Green Extension Time (g_e), s	0.0	0.0	0.1	0.0		0.2		0.1
Phase Call Probability	0.65		0.90			1.00		1.00
Max Out Probability	0.00		0.00			0.00		0.32

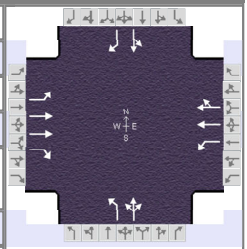
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	29	523	99	64	431	430	95	82			57	138
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1781	1795	1585	1810	1900	1897	1810	1696			1889	1610
Queue Service Time (g_s), s	2.1	8.8	3.5	4.6	14.6	14.6	6.7	6.1			3.6	11.0
Cycle Queue Clearance Time (g_c), s	2.1	8.8	3.5	4.6	14.6	14.6	6.7	6.1			3.6	11.0
Green Ratio (*g/C*)	0.03	0.60	0.60	0.05	0.62	0.62	0.07	0.07			0.10	0.10
Capacity (*c*), veh/h	54	2157	953	83	1172	1170	123	115			190	162
Volume-to-Capacity Ratio (*X*)	0.546	0.242	0.104	0.774	0.368	0.368	0.769	0.707			0.298	0.853
Back of Queue (*Q*), ft/ln (95 th percentile)	45	153.8	54.9	98.3	250.7	250.9	144	122.8			79.5	229
Back of Queue (*Q*), veh/ln (95 th percentile)	1.8	6.1	2.2	3.9	10.0	10.0	5.8	4.9			3.2	9.2
Queue Storage Ratio (*RQ*) (95 th percentile)	0.23	0.00	0.30	0.45	0.00	0.00	0.65	0.00			0.00	0.00
Uniform Delay (d_1), s/veh	62.2	12.1	11.0	61.4	12.3	12.3	59.6	59.3			54.2	57.5
Incremental Delay (d_2), s/veh	3.2	0.3	0.2	5.6	0.9	0.9	3.8	2.9			0.3	18.5
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0
Control Delay (*d*), s/veh	65.3	12.4	11.3	67.0	13.2	13.2	63.3	62.3			54.5	76.0
Level of Service (LOS)	E	B	B	E	B	B	E	E			D	E
Approach Delay, s/veh / LOS	14.6	B		17.0	B		62.8	E		69.7	E	
Intersection Delay, s/veh / LOS	25.6						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.90	B	1.91	B	2.33	B	2.49	B
Bicycle LOS Score / LOS	1.02	A	1.25	A	0.78	A	0.81	A

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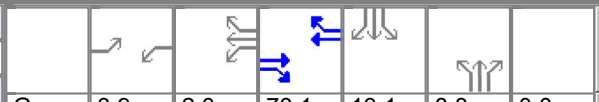
HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	2030 No Build (No Port)	Analysis Period	1> 7:00
Intersection	Archbishop Hannan Blvd	File Name	Judge Perez at Archbishop Hannan 2030 No Buil…		
Project Description	23-040				

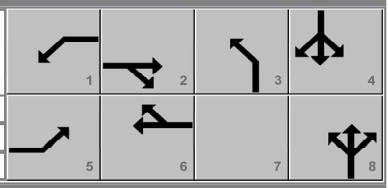


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	27	481	102	59	789	4	87	25	56	6	46	142

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	3.9	2.0	78.1	13.1	8.8	0.0
Yellow	4.5	0.0	4.5	4.0	4.0	0.0
Red	1.5	0.0	1.5	2.0	2.0	0.0



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	0.984	0.992	0.984	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	0.952	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.994	0.994	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.999	0.999		0.893	0.893		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00								
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)												
Movement Saturation Flow Rate (s), veh/h	1781	3589	1585	1810	3783	14	1810	565	1131	218	1671	1610
Proportion of Vehicles Arriving on Green (P)	0.03	0.60	0.60	0.05	0.62	0.62	0.07	0.07	0.07	0.10	0.10	0.10
Incremental Delay Factor (k)	0.04	0.50	0.50	0.04	0.50	0.50	0.04	0.04			0.04	0.18

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.0	6.0	6.0	6.0		6.0		6.0
Green Ratio (g/C)	0.03	0.60	0.05	0.62		0.07		0.10
Permitted Saturation Flow Rate (s_p), veh/h/ln	0	0	0	0		1810		0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	0.0	0.0	0.0	0.0		0.0		0.0
Permitted Service Time (g_u), s	0.0	0.0	0.0	0.0		0.0		0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0		0.0		0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		0						0
Protected Right Effective Green Time (g_R), s		0.0						0.0

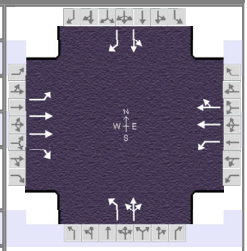
Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.198	0.009	1.198	0.021	1.557	0.001	1.710	0.016
Pedestrian F_s / F_{delay}	0.000	0.094	0.000	0.090	0.000	0.167	0.000	0.162
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	1202.12	10.34	1233.43	9.55		72.19	135.96	56.46

Bicycle F_w / F_v	-3.64	0.54	-3.64	0.76	-3.64	0.29	-3.64	0.32

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HCS Signalized Intersection Results Graphical Summary

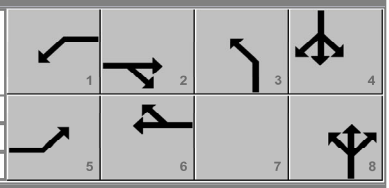
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	2030 No Build (No Port)	Analysis Period	1> 7:00
Intersection	Archbishop Hannan Blvd	File Name	Judge Perez at Archbishop Hannan 2030 No Buil…		
Project Description	23-040				



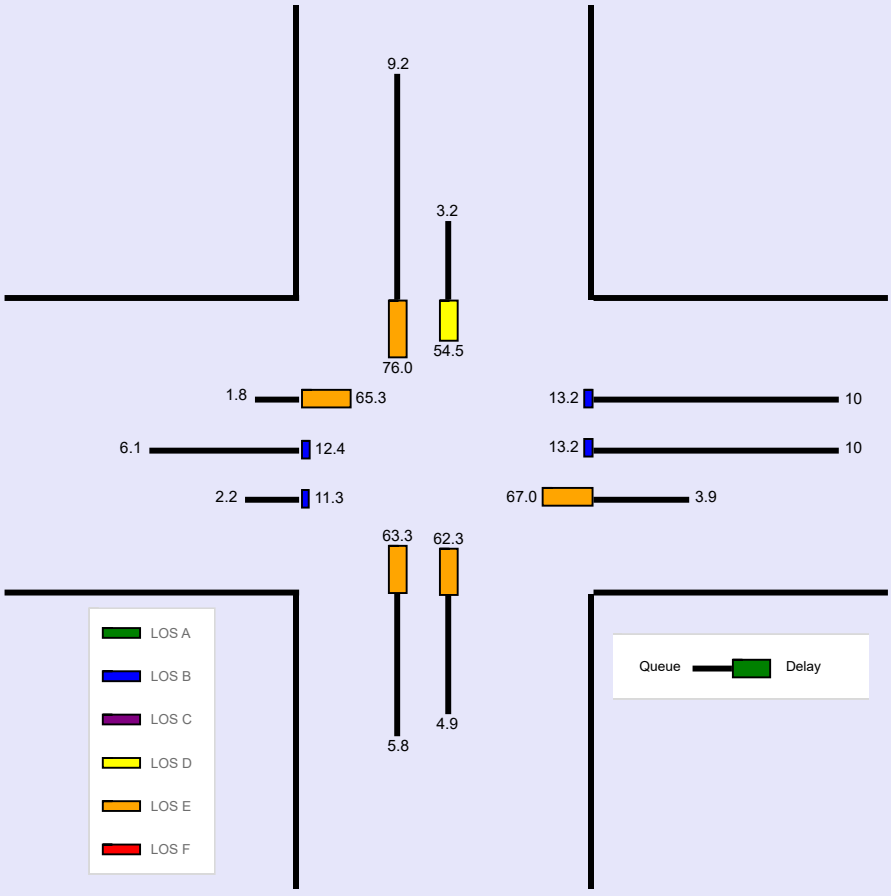
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	27	481	102	59	789	4	87	25	56	6	46	142

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	3.9	2.0	78.1	13.1	8.8	0.0	
Yellow	4.5	0.0	4.5	4.0	4.0	0.0	
Red	1.5	0.0	1.5	2.0	2.0	0.0	



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	45	153.8	54.9	98.3	250.7	250.9	144	122.8			79.5	229
Back of Queue (*Q*), veh/ln (95 th percentile)	1.8	6.1	2.2	3.9	10.0	10.0	5.8	4.9			3.2	9.2
Queue Storage Ratio (*RQ*) (95 th percentile)	0.23	0.00	0.30	0.45	0.00	0.00	0.65	0.00			0.00	0.00
Control Delay (*d*), s/veh	65.3	12.4	11.3	67.0	13.2	13.2	63.3	62.3			54.5	76.0
Level of Service (LOS)	E	B	B	E	B	B	E	E			D	E
Approach Delay, s/veh / LOS	14.6	B		17.0	B		62.8	E		69.7	E	
Intersection Delay, s/veh / LOS	25.6						C					



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--- Messages ---

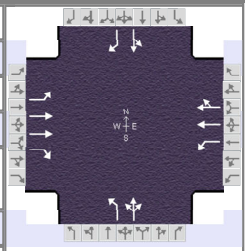
WARNING: The shared-plus-exclusive turn lane solution is an approximation of the HCM method, because more than three lane groups cannot be accommodated. Input data for Percent Turns in Shared Lane are used to specify proportion of turning vehicles in the shared lane.

--- Comments ---

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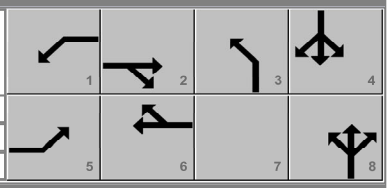
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.97
Urban Street	E Judge Perez	Analysis Year	2030 No Build (No Port)	Analysis Period	1> 7:00
Intersection	Archbishop Hannan Blvd	File Name	Judge Perez at Archbishop Hannan 2030 No Buil…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	95	867	185	79	530	16	125	50	174	30	32	99

Signal Information												
Cycle, s	130.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On									
Force Mode	Fixed	Simult. Gap N/S	On									
				Green	7.4	1.3	69.3	9.4	18.5	0.0		
				Yellow	4.5	0.0	4.5	4.0	4.0	0.0		
				Red	1.5	0.0	1.5	2.0	2.0	0.0		



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	95	867	185	79	530	16	125	50	174	30	32	99
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	0	1	0	0		2	0			0	0
Ped / Bike / RTOR, /h	0	0	19	0	0	2	0	0	18	0	0	10
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0	12.0	12.0	12.0		12.0	12.0			12.0	12.0
Turn Bay Length, ft	195	0	185	220	0		220	0			0	0
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	45	45	45	45	45	45	30	30	30	20	20	20

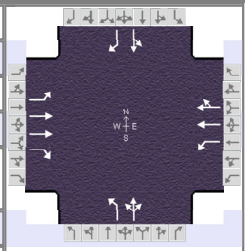
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	24.0	60.0	24.0	60.0	23.0	23.0		23.0
Yellow Change Interval (*Y*), s	4.5	4.5	4.5	4.5	4.0	4.0		4.0
Red Clearance Interval (R_c), s	1.5	1.5	1.5	1.5	2.0	2.0		2.0
Minimum Green (G_{min}), s	6	15	6	15	6	6		6
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	1.5	2.0	1.5	2.0	1.5	1.5		1.5
Recall Mode	Off	Min	Off	Min	Off	Off		Off
Dual Entry	No	No	No	No	No	No		No
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

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

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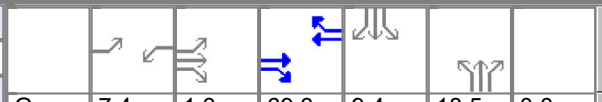
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.97
Urban Street	E Judge Perez	Analysis Year	2030 No Build (No Port)	Analysis Period	1> 7:00
Intersection	Archbishop Hannan Blvd	File Name	Judge Perez at Archbishop Hannan 2030 No Buil…		
Project Description	23-040				

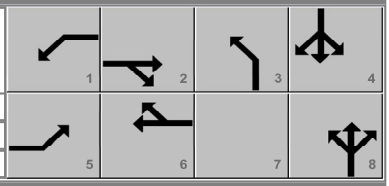


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	95	867	185	79	530	16	125	50	174	30	32	99

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	7.4	1.3	69.3	9.4	18.5	0.0
Yellow	4.5	0.0	4.5	4.0	4.0	0.0
Red	1.5	0.0	1.5	2.0	2.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6		8		4
Case Number	2.0	3.0	2.0	4.0		10.0		11.0
Phase Duration, s	14.7	76.7	13.4	75.3		24.5		15.4
Change Period, ($Y+R_c$), s	6.0	6.0	6.0	6.0		6.0		6.0
Max Allow Headway (*MAH*), s	2.5	0.0	2.5	0.0		2.8		3.0
Queue Clearance Time (g_s), s	8.9		7.8			18.2		9.3
Green Extension Time (g_e), s	0.1	0.0	0.1	0.0		0.3		0.1
Phase Call Probability	0.97		0.95			1.00		1.00
Max Out Probability	0.00		0.00			0.04		0.00

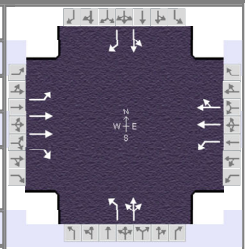
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	98	894	171	81	281	279	129	212			64	92
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1809	1598	1810	1900	1882	1781	1672			1855	1610
Queue Service Time (g_s), s	6.9	19.5	7.1	5.8	10.5	10.6	8.7	16.2			4.3	7.3
Cycle Queue Clearance Time (g_c), s	6.9	19.5	7.1	5.8	10.5	10.6	8.7	16.2			4.3	7.3
Green Ratio (*g/C*)	0.07	0.54	0.54	0.06	0.53	0.53	0.14	0.14			0.07	0.07
Capacity (*c*), veh/h	122	1967	869	103	1014	1004	254	238			134	116
Volume-to-Capacity Ratio (*X*)	0.804	0.454	0.197	0.788	0.278	0.278	0.508	0.892			0.477	0.789
Back of Queue (*Q*), ft/ln (95 th percentile)	147.3	311.7	117.7	123.2	202.2	201.3	180.1	316.5			94.2	142.4
Back of Queue (*Q*), veh/ln (95 th percentile)	5.9	12.5	4.7	4.9	8.1	8.1	7.1	12.7			3.8	5.7
Queue Storage Ratio (*RQ*) (95 th percentile)	0.76	0.00	0.64	0.56	0.00	0.00	0.82	0.00			0.00	0.00
Uniform Delay (d_1), s/veh	59.8	18.0	15.2	60.5	16.6	16.6	51.5	54.8			57.9	59.3
Incremental Delay (d_2), s/veh	4.6	0.8	0.5	4.9	0.7	0.7	0.6	17.9			1.0	4.4
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0
Control Delay (*d*), s/veh	64.4	18.7	15.7	65.5	17.3	17.3	52.1	72.7			58.9	63.8
Level of Service (LOS)	E	B	B	E	B	B	D	E			E	E
Approach Delay, s/veh / LOS	22.1	C		23.4	C		64.9	E		61.8	E	
Intersection Delay, s/veh / LOS	31.5						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.93	B	1.92	B	2.33	B	2.49	B
Bicycle LOS Score / LOS	1.45	A	1.02	A	1.05	A	0.74	A

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HCS Signalized Intersection Intermediate Values

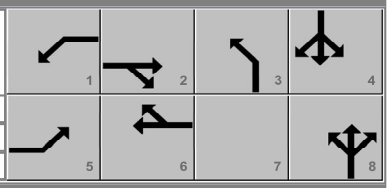
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.97
Urban Street	E Judge Perez	Analysis Year	2030 No Build (No Port)	Analysis Period	1> 7:00
Intersection	Archbishop Hannan Blvd	File Name	Judge Perez at Archbishop Hannan 2030 No Buil…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	95	867	185	79	530	16	125	50	174	30	32	99

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	7.4	1.3	69.3	9.4	18.5	0.0						
Yellow	4.5	0.0	4.5	4.0	4.0	0.0						
Red	1.5	0.0	1.5	2.0	2.0	0.0						



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	0.992	1.000	1.000	1.000	0.984	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	0.952	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.976	0.976	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.991	0.991		0.880	0.880		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00								
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)												
Movement Saturation Flow Rate (s), veh/h	1810	3618	1598	1810	3685	97	1781	406	1266	898	957	1610
Proportion of Vehicles Arriving on Green (P)	0.07	0.54	0.54	0.06	0.53	0.53	0.14	0.14	0.14	0.07	0.07	0.07
Incremental Delay Factor (k)	0.04	0.50	0.50	0.04	0.50	0.50	0.04	0.20			0.04	0.04

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.0	6.0	6.0	6.0		6.0		6.0
Green Ratio (g/C)	0.07	0.54	0.06	0.53		0.14		0.07
Permitted Saturation Flow Rate (s_p), veh/h/ln	0	0	0	0		1781		0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	0.0	0.0	0.0	0.0		0.0		0.0
Permitted Service Time (g_u), s	0.0	0.0	0.0	0.0		0.0		0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0		0.0		0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		0						0
Protected Right Effective Green Time (g_R), s		0.0						0.0

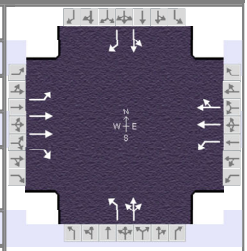
Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.198	0.026	1.198	0.014	1.557	0.003	1.710	0.027
Pedestrian F_s / F_{delay}	0.000	0.104	0.000	0.106	0.000	0.167	0.000	0.155
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	1087.29	13.54	1066.88	14.15		72.19	284.90	47.80

Bicycle F_w / F_v	-3.64	0.96	-3.64	0.53	-3.64	0.56	-3.64	0.26

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HCS Signalized Intersection Results Graphical Summary

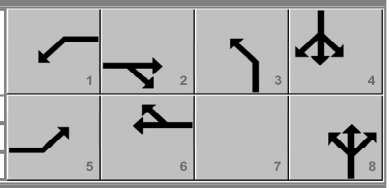
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.97
Urban Street	E Judge Perez	Analysis Year	2030 No Build (No Port)	Analysis Period	1> 7:00
Intersection	Archbishop Hannan Blvd	File Name	Judge Perez at Archbishop Hannan 2030 No Buil…		
Project Description	23-040				



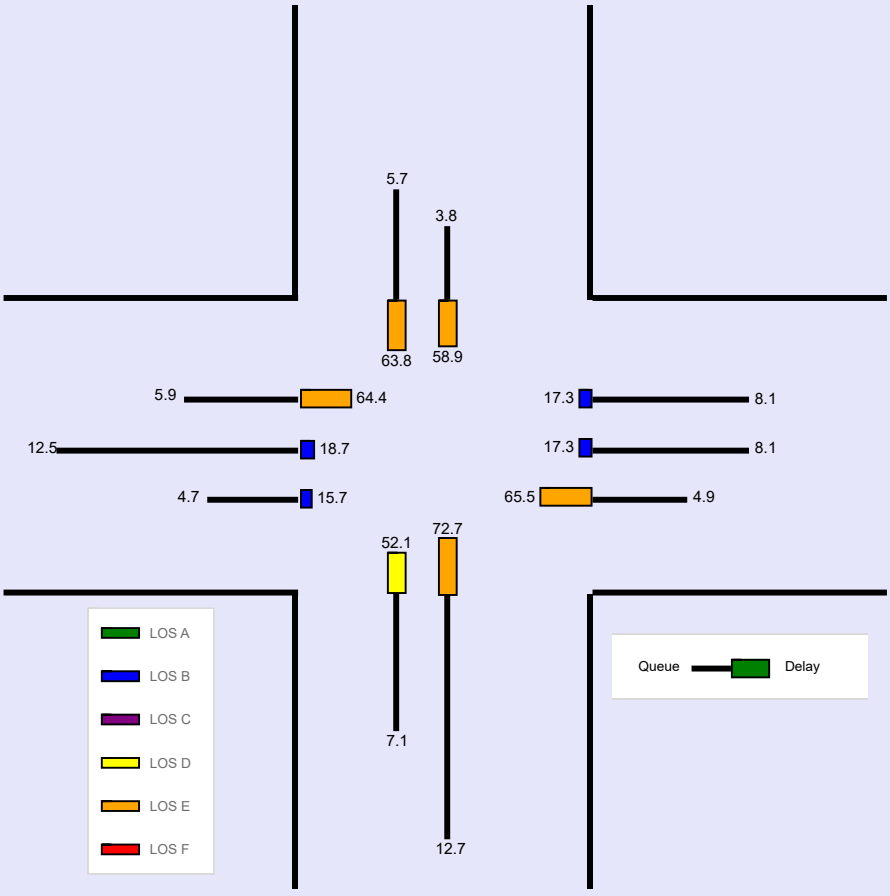
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	95	867	185	79	530	16	125	50	174	30	32	99

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	7.4	1.3	69.3	9.4	18.5	0.0	
Yellow	4.5	0.0	4.5	4.0	4.0	0.0	
Red	1.5	0.0	1.5	2.0	2.0	0.0	



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	147.3	311.7	117.7	123.2	202.2	201.3	180.1	316.5			94.2	142.4
Back of Queue (*Q*), veh/ln (95 th percentile)	5.9	12.5	4.7	4.9	8.1	8.1	7.1	12.7			3.8	5.7
Queue Storage Ratio (*RQ*) (95 th percentile)	0.76	0.00	0.64	0.56	0.00	0.00	0.82	0.00			0.00	0.00
Control Delay (*d*), s/veh	64.4	18.7	15.7	65.5	17.3	17.3	52.1	72.7			58.9	63.8
Level of Service (LOS)	E	B	B	E	B	B	D	E			E	E
Approach Delay, s/veh / LOS	22.1	C		23.4	C		64.9	E		61.8	E	
Intersection Delay, s/veh / LOS	31.5						C					



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--- Messages ---

WARNING: The shared-plus-exclusive turn lane solution is an approximation of the HCM method, because more than three lane groups cannot be accommodated. Input data for Percent Turns in Shared Lane are used to specify proportion of turning vehicles in the shared lane.

--- Comments ---

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HCS Two-Way Stop-Control Report

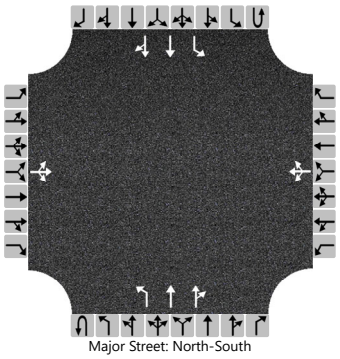
General Information

Analyst	RAW
Agency/Co.	USI
Date Performed	8/19/2024
Analysis Year	2030
Time Analyzed	2030 AM No Build(No Port)
Intersection Orientation	North-South
Project Description	23-040

Site Information

Intersection	Guerra at Judge Perez
Jurisdiction	LADOTD
East/West Street	Guerra Dr
North/South Street	Judge Perez Dr
Peak Hour Factor	0.94
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	2	0	0	1	2	0
Configuration			LTR				LTR			L	T	TR		L	T	TR
Volume (veh/h)		13	5	5		7	6	18	0	28	532	7	0	50	363	10
Percent Heavy Vehicles (%)		0	0	0		0	0	0	0	0			0	0		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Left + Thru								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.9		4.1				4.1		
Critical Headway (sec)		7.50	6.50	6.90		7.50	6.50	6.90		4.10				4.10		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.50	4.00	3.30		3.50	4.00	3.30		2.20				2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			24				33			30				53		
Capacity, c (veh/h)			377				463			1173				1010		
v/c Ratio			0.06				0.07			0.03				0.05		
95% Queue Length, Q_{95} (veh)			0.2				0.2			0.1				0.2		
Control Delay (s/veh)			15.2				13.4			8.1				8.8		
Level of Service (LOS)			C				B			A				A		
Approach Delay (s/veh)	15.2				13.4				0.4				1.0			
Approach LOS	C				B				A				A			

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HCS Two-Way Stop-Control Report

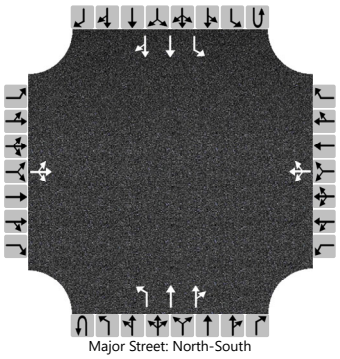
General Information

Analyst	RAW
Agency/Co.	USI
Date Performed	8/19/2024
Analysis Year	2030
Time Analyzed	2030 PM No Build(No Port)
Intersection Orientation	North-South
Project Description	23-040

Site Information

Intersection	Guerra at Judge Perez
Jurisdiction	LADOTD
East/West Street	Guerra Dr
North/South Street	Judge Perez Dr
Peak Hour Factor	0.94
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	2	0	0	1	2	0
Configuration			LTR				LTR			L	T	TR		L	T	TR
Volume (veh/h)		12	10	17		11	5	16	0	27	419	16	0	126	651	15
Percent Heavy Vehicles (%)		0	0	0		0	0	0	0	0			0	0		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Left + Thru								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.9		4.1				4.1		
Critical Headway (sec)		7.50	6.50	6.90		7.50	6.50	6.90		4.10				4.10		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.50	4.00	3.30		3.50	4.00	3.30		2.20				2.20		

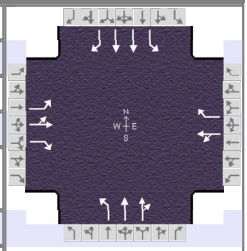
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			41				34			29				134		
Capacity, c (veh/h)			280				349			900				1109		
v/c Ratio			0.15				0.10			0.03				0.12		
95% Queue Length, Q_{95} (veh)			0.5				0.3			0.1				0.4		
Control Delay (s/veh)			20.1				16.4			9.1				8.7		
Level of Service (LOS)			C				C			A				A		
Approach Delay (s/veh)	20.1				16.4				0.5				1.4			
Approach LOS	C				C				A				A			

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HCS Signalized Intersection Input Data

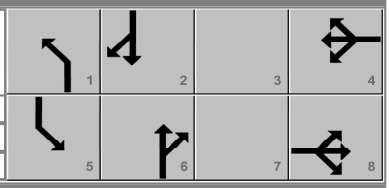
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.89
Urban Street	E Judge Perez Dr	Analysis Year	2030 No Build (No Port)	Analysis Period	1> 7:00
Intersection	Colonial Blvd	File Name	Judge Perez at Colonial Blvd 2030 No Build (No…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	102	8	32	2	11	5	17	351	4	1	212	155

Signal Information			
Cycle, s	58.4	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	0.1	1.7	20.0	11.1	1.9	0.0	
Yellow	5.0	0.0	5.0	3.8	3.8	0.0	
Red	1.0	0.0	1.0	2.0	2.0	0.0	



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	102	8	32	2	11	5	17	351	4	1	212	155
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	0	0		0	0	0	0		0	1	0
Ped / Bike / RTOR, /h	0	0	0	0	0	1	0	0	1	0	0	0
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0	12.0		12.0	12.0	12.0	12.0		12.0	12.0	12.0
Turn Bay Length, ft	0	0	0		0	0	300	0		260	0	0
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	30	30	30	30	30	30	45	45	45	45	45	45

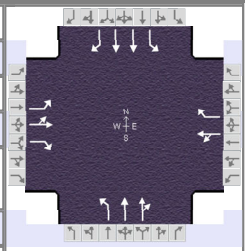
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		30.0		20.0	20.0	55.0	20.0	55.0
Yellow Change Interval (*Y*), s		3.8		3.8	5.0	5.0	5.0	5.0
Red Clearance Interval (R_c), s		2.0		2.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s		12		7	7	20	8	20
Start-Up Lost Time (*l*t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s		3.8		3.8	2.5	4.2	2.0	4.2
Recall Mode		Off		Off	Off	Min	Off	Min
Dual Entry		No		No	No	No	No	No
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

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

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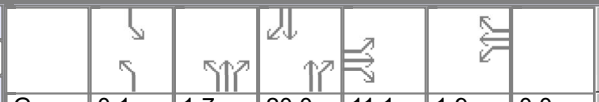
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.89
Urban Street	E Judge Perez Dr	Analysis Year	2030 No Build (No Port)	Analysis Period	1> 7:00
Intersection	Colonial Blvd	File Name	Judge Perez at Colonial Blvd 2030 No Build (No…		
Project Description	23-040				

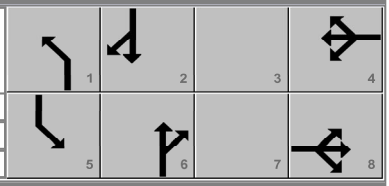


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	102	8	32	2	11	5	17	351	4	1	212	155

Signal Information			
Cycle, s	58.4	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	0.1	1.7	20.0	11.1	1.9	0.0
Yellow	5.0	0.0	5.0	3.8	3.8	0.0
Red	1.0	0.0	1.0	2.0	2.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4	1	6	5	2
Case Number		9.0		11.0	2.0	4.0	2.0	3.0
Phase Duration, s		16.9		7.7	7.9	27.7	6.1	26.0
Change Period, ($Y+R_c$), s		5.8		5.8	6.0	6.0	6.0	6.0
Max Allow Headway (*MAH*), s		5.0		5.0	3.5	5.2	3.0	5.2
Queue Clearance Time (g_s), s		5.2		2.4	2.6	6.3	2.0	6.7
Green Extension Time (g_e), s		0.8		0.0	0.0	5.7	0.0	5.7
Phase Call Probability		0.93		0.27	0.27	1.00	0.02	1.00
Max Out Probability		0.00		0.00	0.00	0.00	0.00	0.00

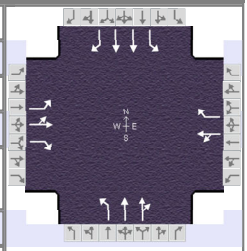
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h	115	9	36		15	4	19	199	199	1	238	174
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1900			1885	1610	1810	1900	1894	1810	1795	
Queue Service Time (g_s), s	3.2	0.2			0.4	0.2	0.6	4.3	4.3	0.0	2.7	
Cycle Queue Clearance Time (g_c), s	3.2	0.2			0.4	0.2	0.6	4.3	4.3	0.0	2.7	
Green Ratio (*g/C*)	0.19	0.19			0.03	0.03	0.03	0.37	0.37	0.00	0.34	
Capacity (*c*), veh/h	344	361			60	52	58	706	704	5	1228	
Volume-to-Capacity Ratio (*X*)	0.333	0.025			0.242	0.087	0.330	0.282	0.282	0.248	0.194	
Back of Queue (*Q*), ft/ln (95 th percentile)	59.8	4.3			10.5	3.2	12.3	69.4	69.2	1.2	42	
Back of Queue (*Q*), veh/ln (95 th percentile)	2.4	0.2			0.4	0.1	0.5	2.8	2.8	0.0	1.7	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00			0.00	0.00	0.04	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	20.5	19.3			27.6	27.5	27.7	12.9	12.9	29.1	13.5	
Incremental Delay (d_2), s/veh	0.8	0.0			2.7	1.0	2.4	0.3	0.3	10.2	0.1	
Initial Queue Delay (d_3), s/veh	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	21.2	19.3	0.0		30.3	28.4	30.1	13.2	13.2	39.3	13.7	0.0
Level of Service (LOS)	C	B	A		C	C	C	B	B	D	B	A
Approach Delay, s/veh / LOS	16.3	B		29.9	C		14.0	B		8.0	A	
Intersection Delay, s/veh / LOS	12.2						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.29	B	2.44	B	1.90	B	2.09	B
Bicycle LOS Score / LOS	0.75	A	0.52	A	0.83	A	0.83	A

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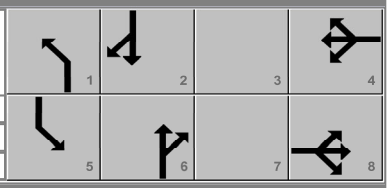
HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.89
Urban Street	E Judge Perez Dr	Analysis Year	2030 No Build (No Port)	Analysis Period	1> 7:00
Intersection	Colonial Blvd	File Name	Judge Perez at Colonial Blvd 2030 No Build (No…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	102	8	32	2	11	5	17	351	4	1	212	155

Signal Information												
Cycle, s	58.4	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	Yes	Simult. Gap E/W	On									
Force Mode	Fixed	Simult. Gap N/S	On									
				Green	0.1	1.7	20.0	11.1	1.9	0.0		
				Yellow	5.0	0.0	5.0	3.8	3.8	0.0		
				Red	1.0	0.0	1.0	2.0	2.0	0.0		



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.992	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.952	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.992	0.992		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.000	0.847		0.997	0.997		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)							1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)												
Movement Saturation Flow Rate (s), veh/h	1810	1900	1610	290	1595	1610	1810	3762	32	1810	3589	1610
Proportion of Vehicles Arriving on Green (P)	0.19	0.19	0.19	0.03	0.03	0.03	0.03	0.37	0.37	0.00	0.34	0.34
Incremental Delay Factor (k)	0.14	0.14	0.14		0.14	0.14	0.08	0.17	0.17	0.04	0.17	0.17

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		4.0		5.8	6.0	6.0	6.0	6.0
Green Ratio (g/C)		0.19		0.03	0.03	0.37	0.00	0.34
Permitted Saturation Flow Rate (s_p), veh/h/ln		1810		0	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s		0.0		0.0	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s		0.0		0.0	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s		0.0		0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		0		0				0
Protected Right Effective Green Time (g_R), s		0.0		0.0				0.0

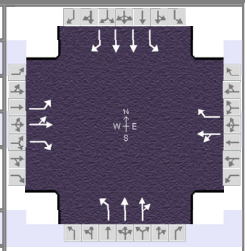
Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.001	1.710	0.000	1.198	0.001	1.389	0.000
Pedestrian F_s / F_{delay}	0.000	0.135	0.000	0.133	0.000	0.098	0.000	0.102
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	-232.71	36.42	63.95	27.38	743.46	11.53	684.49	12.64

Bicycle F_w / F_v	-3.64	0.26	-3.64	0.03	-3.64	0.34	-3.64	0.34

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HCS Signalized Intersection Results Graphical Summary

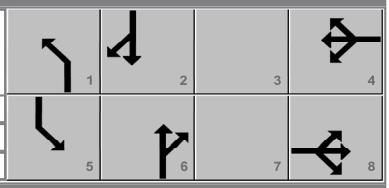
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.89
Urban Street	E Judge Perez Dr	Analysis Year	2030 No Build (No Port)	Analysis Period	1> 7:00
Intersection	Colonial Blvd	File Name	Judge Perez at Colonial Blvd 2030 No Build (No…		
Project Description	23-040				



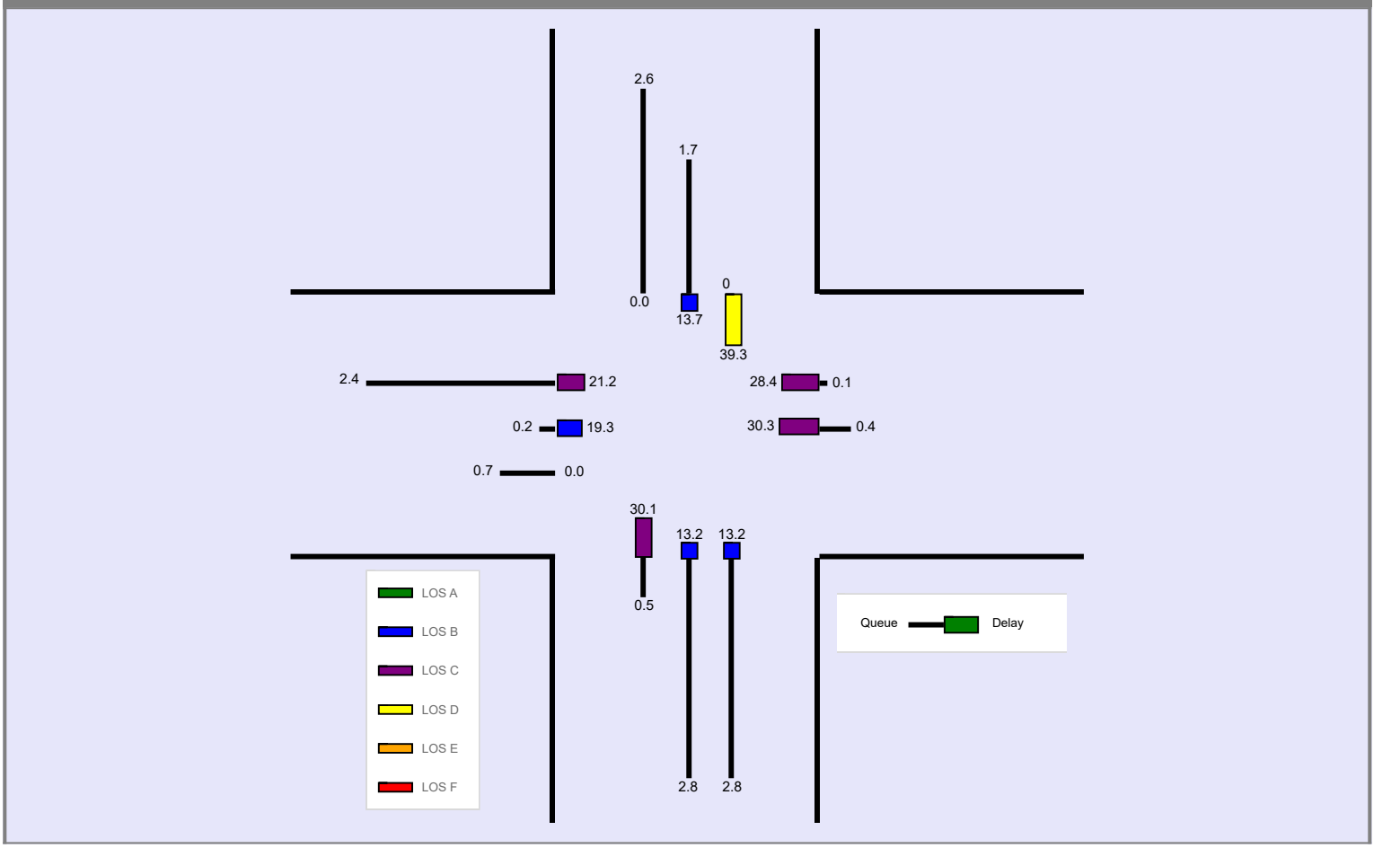
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	102	8	32	2	11	5	17	351	4	1	212	155

Signal Information			
Cycle, s	58.4	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	0.1	1.7	20.0	11.1	1.9	0.0
Yellow	5.0	0.0	5.0	3.8	3.8	0.0
Red	1.0	0.0	1.0	2.0	2.0	0.0



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	59.8	4.3			10.5	3.2	12.3	69.4	69.2	1.2	42	
Back of Queue (*Q*), veh/ln (95 th percentile)	2.4	0.2			0.4	0.1	0.5	2.8	2.8	0.0	1.7	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00			0.00	0.00	0.04	0.00	0.00	0.00	0.00	
Control Delay (*d*), s/veh	21.2	19.3	0.0		30.3	28.4	30.1	13.2	13.2	39.3	13.7	0.0
Level of Service (LOS)	C	B	A		C	C	C	B	B	D	B	A
Approach Delay, s/veh / LOS	16.3		B	29.9		C	14.0		B	8.0		A
Intersection Delay, s/veh / LOS	12.2						B					



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--- Messages ---

WARNING: The shared-plus-exclusive turn lane solution is an approximation of the HCM method, because more than three lane groups cannot be accommodated. Input data for Percent Turns in Shared Lane are used to specify proportion of turning vehicles in the shared lane.

INFO: EBR was specified to have Unsignalized Delay of 0 seconds.

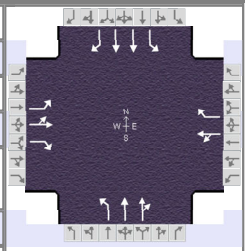
INFO: SBR was specified to have Unsignalized Delay of 0 seconds.

--- Comments ---

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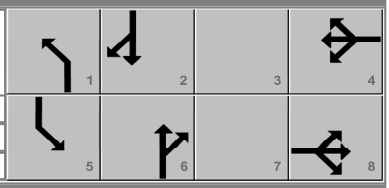
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.94
Urban Street	E Judge Perez Dr	Analysis Year	2030 No Build (No Port)	Analysis Period	1> 7:00
Intersection	Colonial Blvd	File Name	Judge Perez at Colonial Blvd 2030 No Build (No…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	113	12	36	5	2	10	21	247	6	9	389	167

Signal Information												
Cycle, s	58.7	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	Yes	Simult. Gap E/W	On									
Force Mode	Fixed	Simult. Gap N/S	On									
				Green	1.2	1.0	20.0	11.3	1.7	0.0		
				Yellow	5.0	0.0	5.0	3.8	3.8	0.0		
				Red	1.0	0.0	1.0	2.0	2.0	0.0		



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	113	12	36	5	2	10	21	247	6	9	389	167
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	0	0		0	0	0	0		0	1	0
Ped / Bike / RTOR, /h	0	0	0	0	0	1	0	0	1	0	0	0
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0	12.0		12.0	12.0	12.0	12.0		12.0	12.0	12.0
Turn Bay Length, ft	0	0	0		0	0	300	0		260	0	0
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	30	30	30	30	30	30	45	45	45	45	45	45

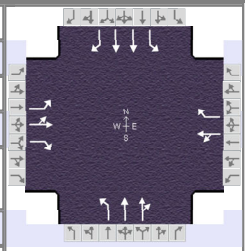
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		30.0		20.0	20.0	55.0	20.0	55.0
Yellow Change Interval (*Y*), s		3.8		3.8	5.0	5.0	5.0	5.0
Red Clearance Interval (R_c), s		2.0		2.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s		12		7	7	20	8	20
Start-Up Lost Time (*l*t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s		3.8		3.8	2.5	4.2	2.0	4.2
Recall Mode		Off		Off	Off	Min	Off	Min
Dual Entry		No		No	No	No	No	No
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

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

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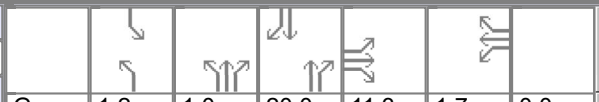
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.94
Urban Street	E Judge Perez Dr	Analysis Year	2030 No Build (No Port)	Analysis Period	1> 7:00
Intersection	Colonial Blvd	File Name	Judge Perez at Colonial Blvd 2030 No Build (No…		
Project Description	23-040				

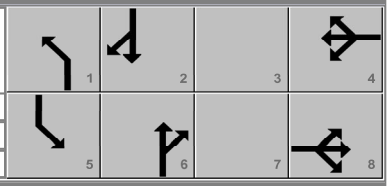


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	113	12	36	5	2	10	21	247	6	9	389	167

Signal Information			
Cycle, s	58.7	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	1.2	1.0	20.0	11.3	1.7	0.0
Yellow	5.0	0.0	5.0	3.8	3.8	0.0
Red	1.0	0.0	1.0	2.0	2.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4	1	6	5	2
Case Number		9.0		11.0	2.0	4.0	2.0	3.0
Phase Duration, s		17.1		7.5	8.1	27.0	7.2	26.0
Change Period, ($Y+R_c$), s		5.8		5.8	6.0	6.0	6.0	6.0
Max Allow Headway (*MAH*), s		5.0		5.1	3.5	5.2	3.0	5.2
Queue Clearance Time (g_s), s		5.4		2.3	2.7	4.9	2.3	7.0
Green Extension Time (g_e), s		0.8		0.0	0.0	6.3	0.0	6.3
Phase Call Probability		0.94		0.24	0.31	1.00	0.14	1.00
Max Out Probability		0.00		0.00	0.00	0.00	0.00	0.00

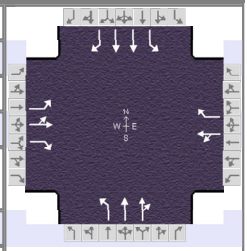
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h	120	13	38		7	10	22	134	134	10	414	178
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1900			1834	1610	1810	1900	1887	1810	1795	
Queue Service Time (g_s), s	3.4	0.3			0.2	0.3	0.7	2.9	2.9	0.3	5.0	
Cycle Queue Clearance Time (g_c), s	3.4	0.3			0.2	0.3	0.7	2.9	2.9	0.3	5.0	
Green Ratio (*g/C*)	0.19	0.19			0.03	0.03	0.04	0.36	0.36	0.02	0.34	
Capacity (*c*), veh/h	347	365			53	47	66	679	674	36	1223	
Volume-to-Capacity Ratio (*X*)	0.346	0.035			0.140	0.205	0.338	0.198	0.198	0.268	0.338	
Back of Queue (*Q*), ft/ln (95 th percentile)	63.1	6.2			5.4	7.2	14.2	46.8	46.7	6	78	
Back of Queue (*Q*), veh/ln (95 th percentile)	2.5	0.2			0.2	0.3	0.6	1.9	1.9	0.2	3.1	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00			0.00	0.00	0.05	0.00	0.00	0.02	0.00	
Uniform Delay (d_1), s/veh	20.5	19.3			27.8	27.8	27.6	13.0	13.0	28.4	14.4	
Incremental Delay (d_2), s/veh	0.8	0.1			1.6	2.8	2.2	0.2	0.2	1.5	0.2	
Initial Queue Delay (d_3), s/veh	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	21.3	19.4	0.0		29.4	30.7	29.8	13.3	13.3	29.8	14.7	0.0
Level of Service (LOS)	C	B	A		C	C	C	B	B	C	B	A
Approach Delay, s/veh / LOS	16.4	B		30.1	C		14.5	B		10.6	B	
Intersection Delay, s/veh / LOS	12.9						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.29	B	2.44	B	1.90	B	2.09	B
Bicycle LOS Score / LOS	0.77	A	0.52	A	0.73	A	0.98	A

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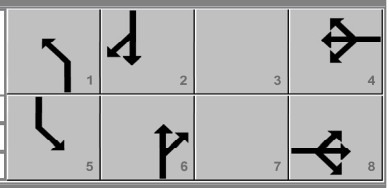
HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.94
Urban Street	E Judge Perez Dr	Analysis Year	2030 No Build (No Port)	Analysis Period	1> 7:00
Intersection	Colonial Blvd	File Name	Judge Perez at Colonial Blvd 2030 No Build (No…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	113	12	36	5	2	10	21	247	6	9	389	167

Signal Information												
Cycle, s	58.7	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	Yes	Simult. Gap E/W	On	Green	1.2	1.0	20.0	11.3	1.7	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	5.0	0.0	5.0	3.8	3.8	0.0		
				Red	1.0	0.0	1.0	2.0	2.0	0.0		



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.992	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.952	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.966	0.966		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.000	0.847		0.993	0.993		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)							1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)												
Movement Saturation Flow Rate (s), veh/h	1810	1900	1610	1310	524	1610	1810	3712	75	1810	3589	1610
Proportion of Vehicles Arriving on Green (P)	0.19	0.19	0.19	0.03	0.03	0.03	0.04	0.36	0.36	0.02	0.34	0.34
Incremental Delay Factor (k)	0.14	0.14	0.14		0.14	0.14	0.08	0.17	0.17	0.04	0.17	0.17

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		4.0		5.8	6.0	6.0	6.0	6.0
Green Ratio (g/C)		0.19		0.03	0.04	0.36	0.02	0.34
Permitted Saturation Flow Rate (s_p), veh/h/ln		1810		0	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s		0.0		0.0	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s		0.0		0.0	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s		0.0		0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		0		0				0
Protected Right Effective Green Time (g_R), s		0.0		0.0				0.0

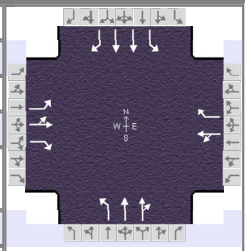
Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.001	1.710	0.000	1.198	0.001	1.389	0.000
Pedestrian F_s / F_{delay}	0.000	0.136	0.000	0.133	0.000	0.100	0.000	0.102
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	-231.66	36.55	57.87	27.68	714.82	12.12	681.38	12.76

Bicycle F_w / F_v	-3.64	0.28	-3.64	0.03	-3.64	0.24	-3.64	0.50

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HCS Signalized Intersection Results Graphical Summary

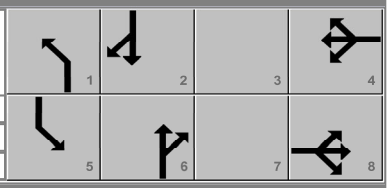
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.94
Urban Street	E Judge Perez Dr	Analysis Year	2030 No Build (No Port)	Analysis Period	1> 7:00
Intersection	Colonial Blvd	File Name	Judge Perez at Colonial Blvd 2030 No Build (No…		
Project Description	23-040				



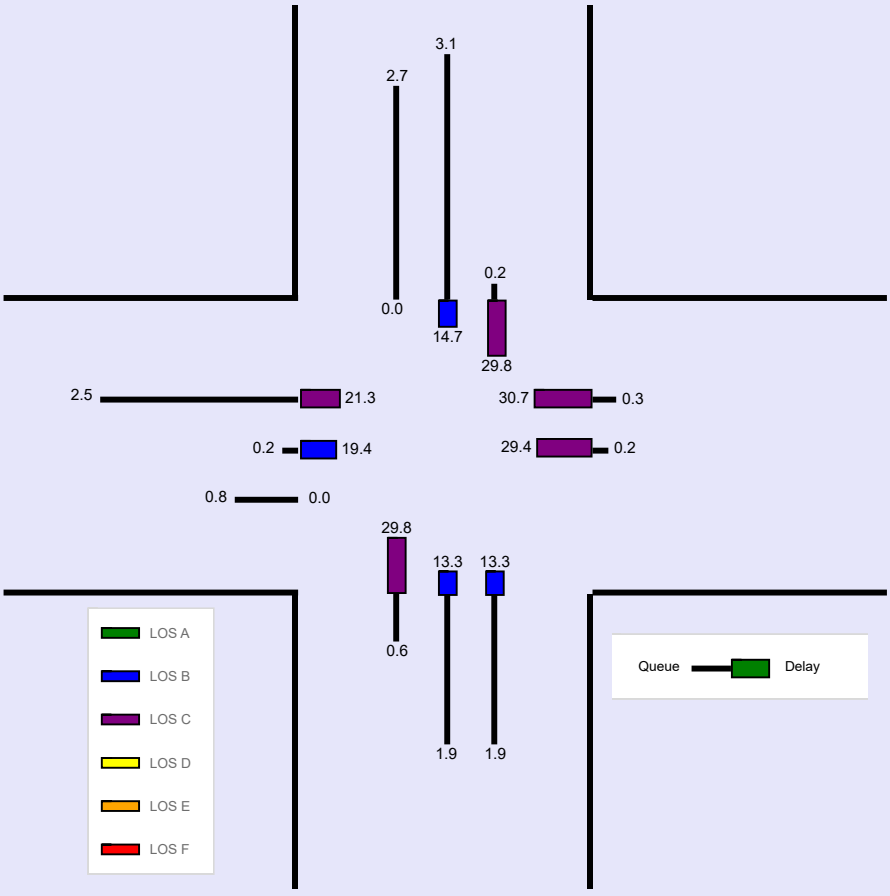
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	113	12	36	5	2	10	21	247	6	9	389	167

Signal Information			
Cycle, s	58.7	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	1.2	1.0	20.0	11.3	1.7	0.0	
Yellow	5.0	0.0	5.0	3.8	3.8	0.0	
Red	1.0	0.0	1.0	2.0	2.0	0.0	



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	63.1	6.2			5.4	7.2	14.2	46.8	46.7	6	78	
Back of Queue (*Q*), veh/ln (95 th percentile)	2.5	0.2			0.2	0.3	0.6	1.9	1.9	0.2	3.1	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00			0.00	0.00	0.05	0.00	0.00	0.02	0.00	
Control Delay (*d*), s/veh	21.3	19.4	0.0		29.4	30.7	29.8	13.3	13.3	29.8	14.7	0.0
Level of Service (LOS)	C	B	A		C	C	C	B	B	C	B	A
Approach Delay, s/veh / LOS	16.4		B	30.1		C	14.5		B	10.6		B
Intersection Delay, s/veh / LOS	12.9						B					



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--- Messages ---

WARNING: The shared-plus-exclusive turn lane solution is an approximation of the HCM method, because more than three lane groups cannot be accommodated. Input data for Percent Turns in Shared Lane are used to specify proportion of turning vehicles in the shared lane.

INFO: EBR was specified to have Unsignalized Delay of 0 seconds.

INFO: SBR was specified to have Unsignalized Delay of 0 seconds.

--- Comments ---

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HCS Two-Way Stop-Control Report

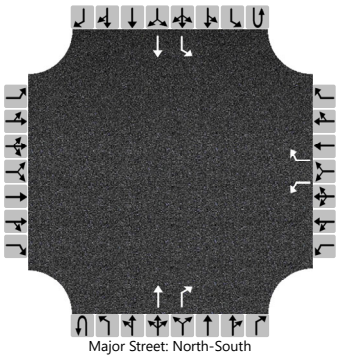
General Information

Analyst	RAW
Agency/Co.	USI
Date Performed	8/19/2024
Analysis Year	2030
Time Analyzed	2030 AM No Build(No Port)
Intersection Orientation	North-South
Project Description	23-040

Site Information

Intersection	Colonial Blvd at E St Bernard Hwy
Jurisdiction	LADOTD
East/West Street	Colonial Blvd
North/South Street	E St Bernard Hwy
Peak Hour Factor	0.91
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		1	0	1	0	0	1	1	0	1	1	0
Configuration						L		R			T	R		L	T	
Volume (veh/h)						148		61			442	71		34	210	
Percent Heavy Vehicles (%)						0		0						3		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized						No				No						
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.40		6.20						4.13		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.50		3.30						2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						163		67						37		
Capacity, c (veh/h)						348		586						1003		
v/c Ratio						0.47		0.11						0.04		
95% Queue Length, Q_{95} (veh)						2.4		0.4						0.1		
Control Delay (s/veh)						24.1		11.9						8.7		
Level of Service (LOS)						C		B						A		
Approach Delay (s/veh)						20.6								1.2		
Approach LOS						C								A		

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HCS Two-Way Stop-Control Report

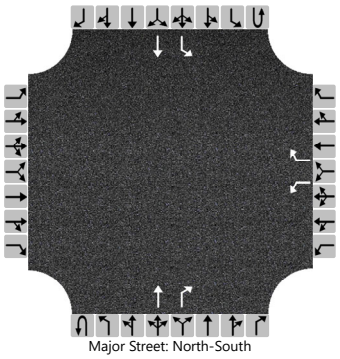
General Information

Analyst	RAW
Agency/Co.	USI
Date Performed	8/19/2024
Analysis Year	2030
Time Analyzed	2030 PM No Build(No Port)
Intersection Orientation	North-South
Project Description	23-040

Site Information

Intersection	Colonial Blvd at E St Bernard Hwy
Jurisdiction	LADOTD
East/West Street	Colonial Blvd
North/South Street	E St Bernard Hwy
Peak Hour Factor	0.97
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		1	0	1	0	0	1	1	0	1	1	0
Configuration						L		R			T	R		L	T	
Volume (veh/h)						116		67			327	79		87	393	
Percent Heavy Vehicles (%)						0		0						0		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized						No				No						
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.40		6.20						4.10		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.50		3.30						2.20		

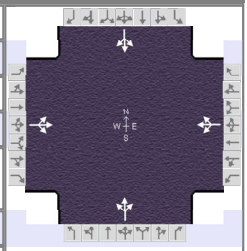
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						120		69						90		
Capacity, c (veh/h)						279		710						1151		
v/c Ratio						0.43		0.10						0.08		
95% Queue Length, Q_{95} (veh)						2.0		0.3						0.3		
Control Delay (s/veh)						27.2		10.6						8.4		
Level of Service (LOS)						D		B						A		
Approach Delay (s/veh)						21.2								1.5		
Approach LOS						C								A		

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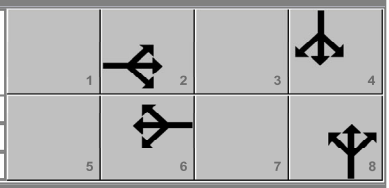
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.84
Urban Street	St Bernard Hwy	Analysis Year	2030 No Build (No Port)	Analysis Period	1> 7:00
Intersection	LA 39/Christie St	File Name	St Bernard Hwy at LA 39.Chrstie St 2030 No Buil…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	14	69	63	24	130	7	128	2	23	12	7	28

Signal Information													
Cycle, s	50.0	Reference Phase	2										
Offset, s	0	Reference Point	End										
Uncoordinated	No	Simult. Gap E/W	On										
Force Mode	Fixed	Simult. Gap N/S	On										
Green				27.5	11.5	0.0	0.0	0.0	0.0				
Yellow				4.5	4.5	0.0	0.0	0.0	0.0				
Red				1.0	1.0	0.0	0.0	0.0	0.0				



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	14	69	63	24	130	7	128	2	23	12	7	28
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %		2			1			0			0	
Ped / Bike / RTOR, /h	0	0	7	0	0	1	0	0	3	0	0	3
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft		12.0			12.0			12.0			12.0	
Turn Bay Length, ft		0			0			0			0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	45	45	45	40	40	40	40	40	40	40	40	40

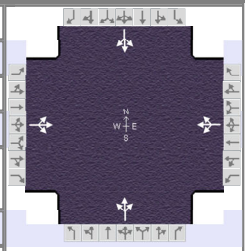
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		30.0		30.0		20.0		20.0
Yellow Change Interval (*Y*), s		4.5		4.5		4.5		4.5
Red Clearance Interval (R_c), s		1.0		1.0		1.0		1.0
Minimum Green (G_{min}), s		15		15		12		12
Start-Up Lost Time (*l*t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s		2.0		2.0		2.0		2.0
Recall Mode		Min		Min		Off		Off
Dual Entry		Yes		Yes		Yes		Yes
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

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

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HCS Signalized Intersection Results Summary

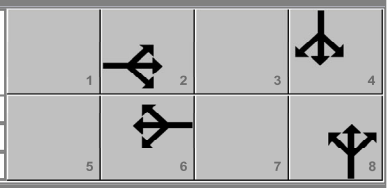
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.84
Urban Street	St Bernard Hwy	Analysis Year	2030 No Build (No Port)	Analysis Period	1> 7:00
Intersection	LA 39/Christie St	File Name	St Bernard Hwy at LA 39.Chrstie St 2030 No Buil…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	14	69	63	24	130	7	128	2	23	12	7	28

Signal Information			
Cycle, s	50.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	27.5	11.5	0.0	0.0	0.0	0.0	
Yellow	4.5	4.5	0.0	0.0	0.0	0.0	
Red	1.0	1.0	0.0	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6		8		4
Case Number		8.0		8.0		8.0		8.0
Phase Duration, s		33.0		33.0		17.0		17.0
Change Period, ($Y+R_c$), s		5.5		5.5		5.5		5.5
Max Allow Headway (*MAH*), s		0.0		0.0		3.1		3.1
Queue Clearance Time (g_s), s						7.4		3.2
Green Extension Time (g_e), s		0.0		0.0		0.2		0.3
Phase Call Probability						0.96		0.96
Max Out Probability						0.02		0.00

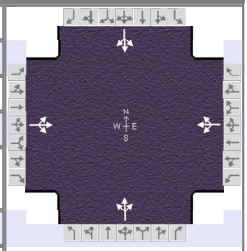
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h		165			190			179			52	
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1703			1789			1437			1651	
Queue Service Time (g_s), s		0.0			0.0			4.2			0.0	
Cycle Queue Clearance Time (g_c), s		2.4			2.5			5.4			1.2	
Green Ratio (*g/C*)		0.55			0.55			0.23			0.23	
Capacity (*c*), veh/h		1015			1066			464			472	
Volume-to-Capacity Ratio (*X*)		0.163			0.179			0.385			0.111	
Back of Queue (*Q*), ft/ln (95 th percentile)		27.1			33.2			68.3			18.1	
Back of Queue (*Q*), veh/ln (95 th percentile)		1.1			1.3			2.7			0.7	
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00			0.00			0.00	
Uniform Delay (d_1), s/veh		5.6			5.6			16.8			15.3	
Incremental Delay (d_2), s/veh		0.3			0.4			0.2			0.0	
Initial Queue Delay (d_3), s/veh		0.0			0.0			0.0			0.0	
Control Delay (*d*), s/veh		5.9			6.0			17.0			15.3	
Level of Service (LOS)		A			A			B			B	
Approach Delay, s/veh / LOS	5.9	A		6.0	A		17.0	B		15.3	B	
Intersection Delay, s/veh / LOS	10.2						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.64	B	1.64	B	1.68	B	1.69	B
Bicycle LOS Score / LOS	0.76	A	0.80	A	0.78	A	0.57	A

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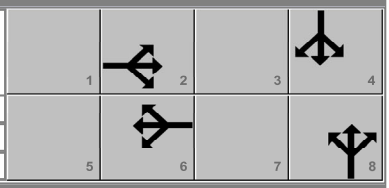
HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.84
Urban Street	St Bernard Hwy	Analysis Year	2030 No Build (No Port)	Analysis Period	1> 7:00
Intersection	LA 39/Christie St	File Name	St Bernard Hwy at LA 39.Chrstie St 2030 No Buil…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	14	69	63	24	130	7	128	2	23	12	7	28

Signal Information												
Cycle, s	50.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On									
Force Mode	Fixed	Simult. Gap N/S	On									
				Green	27.5	11.5	0.0	0.0	0.0	0.0		
				Yellow	4.5	4.5	0.0	0.0	0.0	0.0		
				Red	1.0	1.0	0.0	0.0	0.0	0.0		



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	0.984	1.000	1.000	0.992	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.975	0.910		0.955	0.949		0.769	0.756		0.947	0.869	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.910		0.000	0.949		0.000	0.756		0.000	0.869
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)												
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)	1.00			1.00			1.00			1.00		
Movement Saturation Flow Rate (s), veh/h	171	845	686	268	1454	67	1226	19	192	450	263	938
Proportion of Vehicles Arriving on Green (P)	0.55	0.55	0.55	0.55	0.55	0.55	0.23	0.23	0.23	0.23	0.23	0.23
Incremental Delay Factor (k)		0.50			0.50			0.04			0.04	

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		5.5		5.5		5.5		5.5
Green Ratio (g/C)		0.55		0.55		0.23		0.23
Permitted Saturation Flow Rate (s_p), veh/h/ln		1244		1258		1391		1406
Shared Saturation Flow Rate (s_{sh}), veh/h/ln		1776		1751		1448		1734
Permitted Effective Green Time (g_p), s		27.5		27.5		11.5		11.5
Permitted Service Time (g_u), s		24.9		25.1		10.3		6.1
Permitted Queue Service Time (g_{ps}), s		0.0		0.0		4.2		0.0
Time to First Blockage (g_f), s		13.7		10.1		0.3		4.5
Queue Service Time Before Blockage (g_{fs}), s		1.1		2.4		0.3		4.5
Protected Right Saturation Flow (s_R), veh/h/ln								
Protected Right Effective Green Time (g_R), s								

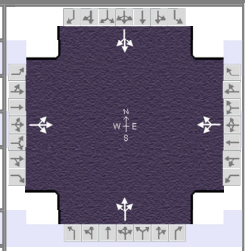
Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	0.972	0.004	0.972	0.004	0.972	0.001	0.972	0.010
Pedestrian F_s / F_{delay}	0.000	0.065	0.000	0.065	0.000	0.108	0.000	0.108
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	1099.41	5.07	1099.41	5.07	460.59	14.81	460.59	14.81

Bicycle F_w / F_v	-3.64	0.27	-3.64	0.31	-3.64	0.29	-3.64	0.09

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HCS Signalized Intersection Results Graphical Summary

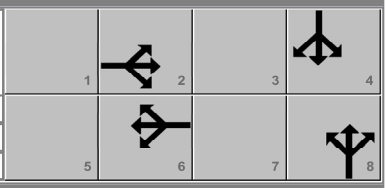
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.84
Urban Street	St Bernard Hwy	Analysis Year	2030 No Build (No Port)	Analysis Period	1> 7:00
Intersection	LA 39/Christie St	File Name	St Bernard Hwy at LA 39.Chrstie St 2030 No Buil…		
Project Description	23-040				



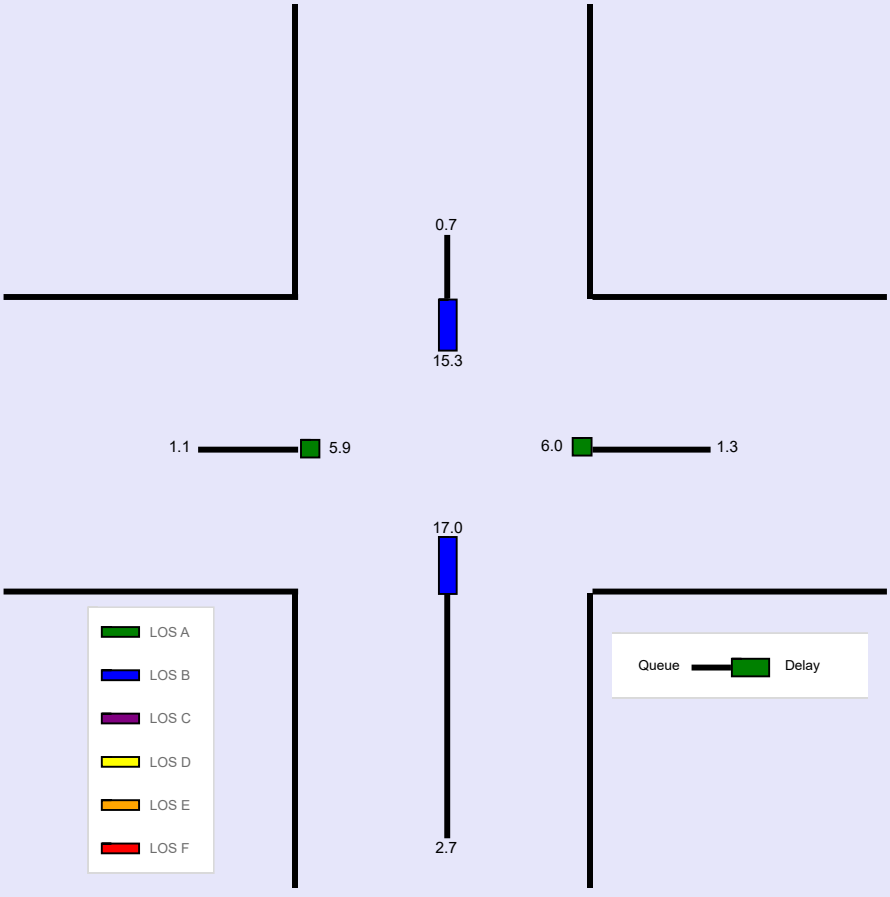
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	14	69	63	24	130	7	128	2	23	12	7	28

Signal Information			
Cycle, s	50.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	27.5	11.5	0.0	0.0	0.0	0.0	
Yellow	4.5	4.5	0.0	0.0	0.0	0.0	
Red	1.0	1.0	0.0	0.0	0.0	0.0	



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)		27.1			33.2			68.3			18.1	
Back of Queue (*Q*), veh/ln (95 th percentile)		1.1			1.3			2.7			0.7	
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00			0.00			0.00	
Control Delay (*d*), s/veh		5.9			6.0			17.0			15.3	
Level of Service (LOS)		A			A			B			B	
Approach Delay, s/veh / LOS	5.9		A	6.0		A	17.0		B	15.3		B
Intersection Delay, s/veh / LOS	10.2						B					



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--- Messages ---

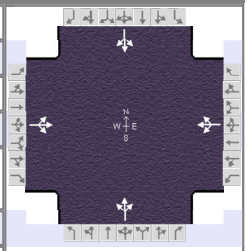
No errors or warnings exist.

--- Comments ---

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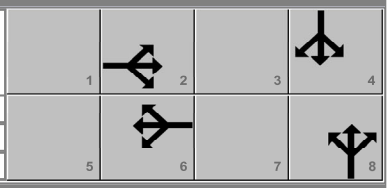
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.88
Urban Street	St Bernard Hwy	Analysis Year	2030 No Build (No Port)	Analysis Period	1> 7:00
Intersection	LA 39/Christie St	File Name	St Bernard Hwy at LA 39.Christie St 2030 No Buil…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	27	166	105	25	124	8	136	6	30	14	11	30

Signal Information												
Cycle, s	60.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On									
Force Mode	Fixed	Simult. Gap N/S	On									
				Green	37.2	11.8	0.0	0.0	0.0	0.0		
				Yellow	4.5	4.5	0.0	0.0	0.0	0.0		
				Red	1.0	1.0	0.0	0.0	0.0	0.0		



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	27	166	105	25	124	8	136	6	30	14	11	30
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %		0			0			0			0	
Ped / Bike / RTOR, /h	0	0	11	0	0	1	0	0	3	0	0	3
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft		12.0			12.0			12.0			12.0	
Turn Bay Length, ft		0			0			0			0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	45	45	45	40	40	40	40	40	40	40	40	40

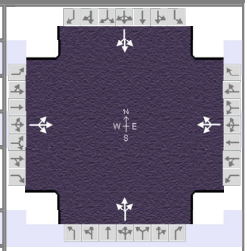
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		30.0		30.0		30.0		30.0
Yellow Change Interval (*Y*), s		4.5		4.5		4.5		4.5
Red Clearance Interval (R_c), s		1.0		1.0		1.0		1.0
Minimum Green (G_{min}), s		15		15		12		12
Start-Up Lost Time (*l*t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s		2.0		2.0		2.0		2.0
Recall Mode		Min		Min		Off		Off
Dual Entry		Yes		Yes		Yes		Yes
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

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

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HCS Signalized Intersection Results Summary

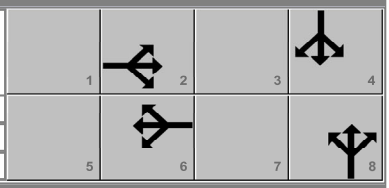
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.88
Urban Street	St Bernard Hwy	Analysis Year	2030 No Build (No Port)	Analysis Period	1> 7:00
Intersection	LA 39/Christie St	File Name	St Bernard Hwy at LA 39.Christie St 2030 No Buil…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	27	166	105	25	124	8	136	6	30	14	11	30

Signal Information			
Cycle, s	60.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	37.2	11.8	0.0	0.0	0.0	0.0	
Yellow	4.5	4.5	0.0	0.0	0.0	0.0	
Red	1.0	1.0	0.0	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6		8		4
Case Number		8.0		8.0		8.0		8.0
Phase Duration, s		42.7		42.7		17.3		17.3
Change Period, ($Y+R_c$), s		5.5		5.5		5.5		5.5
Max Allow Headway (*MAH*), s		0.0		0.0		3.1		3.1
Queue Clearance Time (g_s), s						9.3		3.7
Green Extension Time (g_e), s		0.0		0.0		0.4		0.4
Phase Call Probability						0.98		0.98
Max Out Probability						0.00		0.00

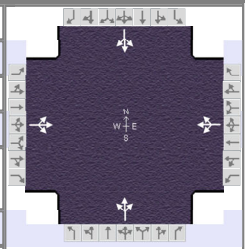
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h		326			177			192			59	
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1750			1743			1451			1681	
Queue Service Time (g_s), s		0.0			0.0			5.6			0.0	
Cycle Queue Clearance Time (g_c), s		5.1			2.4			7.3			1.7	
Green Ratio (*g/C*)		0.62			0.62			0.20			0.20	
Capacity (*c*), veh/h		1150			1150			394			407	
Volume-to-Capacity Ratio (*X*)		0.284			0.154			0.487			0.145	
Back of Queue (*Q*), ft/ln (95 th percentile)		59			30.7			101.6			27.9	
Back of Queue (*Q*), veh/ln (95 th percentile)		2.4			1.2			4.1			1.1	
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00			0.00			0.00	
Uniform Delay (d_1), s/veh		5.3			4.8			22.2			20.0	
Incremental Delay (d_2), s/veh		0.6			0.3			0.3			0.1	
Initial Queue Delay (d_3), s/veh		0.0			0.0			0.0			0.0	
Control Delay (*d*), s/veh		5.9			5.1			22.5			20.1	
Level of Service (LOS)		A			A			C			C	
Approach Delay, s/veh / LOS	5.9	A		5.1	A		22.5	C		20.1	C	
Intersection Delay, s/veh / LOS	11.1						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.64	B	1.64	B	1.69	B	1.71	B
Bicycle LOS Score / LOS	1.03	A	0.78	A	0.80	A	0.59	A

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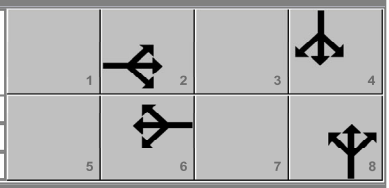
HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.88
Urban Street	St Bernard Hwy	Analysis Year	2030 No Build (No Port)	Analysis Period	1> 7:00
Intersection	LA 39/Christie St	File Name	St Bernard Hwy at LA 39.Christie St 2030 No Buil…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	27	166	105	25	124	8	136	6	30	14	11	30

Signal Information												
Cycle, s	60.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On									
Force Mode	Fixed	Simult. Gap N/S	On									
				Green	37.2	11.8	0.0	0.0	0.0	0.0		
				Yellow	4.5	4.5	0.0	0.0	0.0	0.0		
				Red	1.0	1.0	0.0	0.0	0.0	0.0		



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.974	0.921		0.924	0.917		0.779	0.764		0.945	0.885	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.921		0.000	0.917		0.000	0.764		0.000	0.885
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)												
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)	1.00			1.00			1.00			1.00		
Movement Saturation Flow Rate (s), veh/h	165	1012	573	279	1385	78	1168	52	232	453	356	873
Proportion of Vehicles Arriving on Green (P)	0.62	0.62	0.62	0.62	0.62	0.62	0.20	0.20	0.20	0.20	0.20	0.20
Incremental Delay Factor (k)		0.50			0.50			0.04			0.04	

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		5.5		5.5		5.5		5.5
Green Ratio (g/C)		0.62		0.62		0.20		0.20
Permitted Saturation Flow Rate (s_p), veh/h/ln		1258		1101		1385		1392
Shared Saturation Flow Rate (s_{sh}), veh/h/ln		1813		1702		1462		1730
Permitted Effective Green Time (g_p), s		37.2		37.2		11.8		11.8
Permitted Service Time (g_u), s		34.8		32.1		10.1		4.5
Permitted Queue Service Time (g_{ps}), s		0.0		0.0		5.6		0.0
Time to First Blockage (g_f), s		16.2		10.1		0.5		4.6
Queue Service Time Before Blockage (g_{fs}), s		2.7		2.2		0.5		4.6
Protected Right Saturation Flow (s_R), veh/h/ln								
Protected Right Effective Green Time (g_R), s								

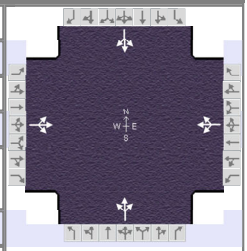
Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	0.972	0.004	0.972	0.004	0.972	0.001	0.972	0.016
Pedestrian F_s / F_{delay}	0.000	0.059	0.000	0.059	0.000	0.119	0.000	0.119
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	1239.41	4.34	1239.41	4.34	393.93	19.35	393.93	19.35

Bicycle F_w / F_v	-3.64	0.54	-3.64	0.29	-3.64	0.32	-3.64	0.10

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HCS Signalized Intersection Results Graphical Summary

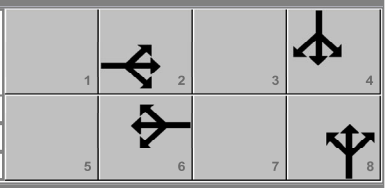
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.88
Urban Street	St Bernard Hwy	Analysis Year	2030 No Build (No Port)	Analysis Period	1> 7:00
Intersection	LA 39/Christie St	File Name	St Bernard Hwy at LA 39.Christie St 2030 No Buil…		
Project Description	23-040				



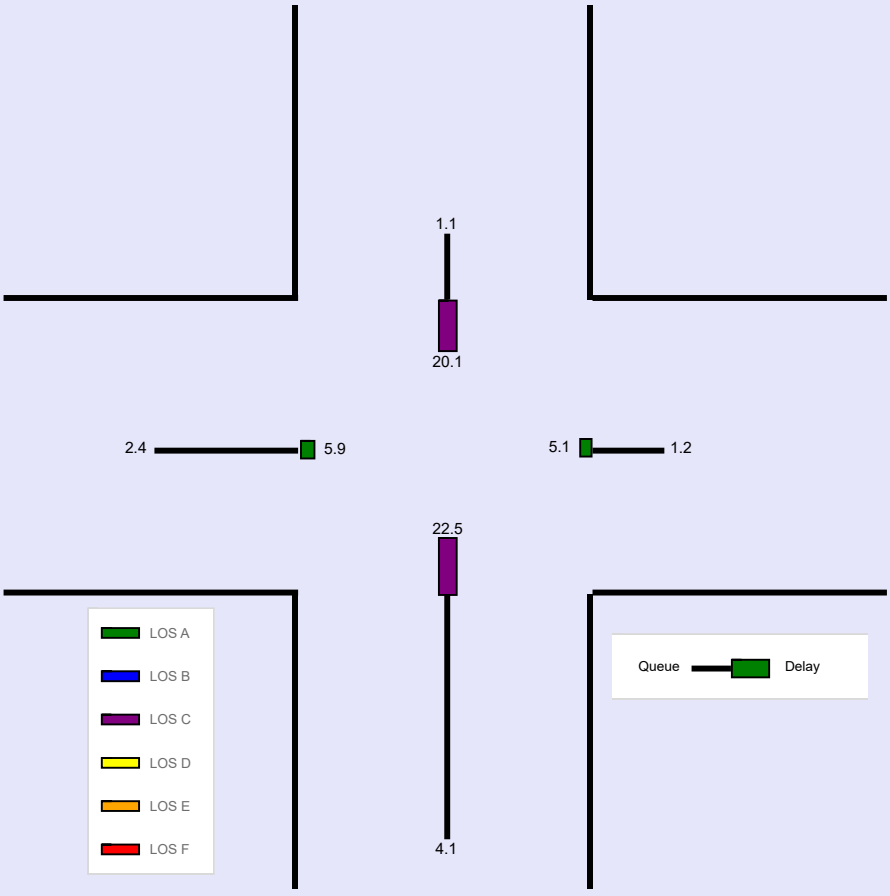
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	27	166	105	25	124	8	136	6	30	14	11	30

Signal Information			
Cycle, s	60.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	37.2	11.8	0.0	0.0	0.0	0.0	
Yellow	4.5	4.5	0.0	0.0	0.0	0.0	
Red	1.0	1.0	0.0	0.0	0.0	0.0	



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)		59			30.7			101.6			27.9	
Back of Queue (*Q*), veh/ln (95 th percentile)		2.4			1.2			4.1			1.1	
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00			0.00			0.00	
Control Delay (*d*), s/veh		5.9			5.1			22.5			20.1	
Level of Service (LOS)		A			A			C			C	
Approach Delay, s/veh / LOS	5.9	A		5.1	A		22.5	C		20.1	C	
Intersection Delay, s/veh / LOS	11.1						B					



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--- Messages ---

No errors or warnings exist.

--- Comments ---

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HCS Two-Way Stop-Control Report

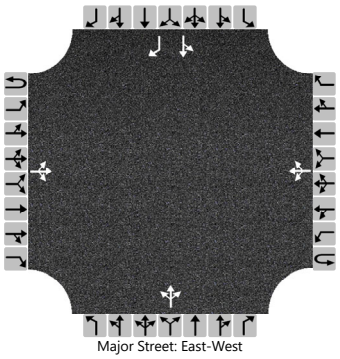
General Information

Analyst	RAW
Agency/Co.	USI
Date Performed	8/19/2024
Analysis Year	2030
Time Analyzed	2030 AM No Build(No Port)
Intersection Orientation	East-West
Project Description	23-040

Site Information

Intersection	Bayou Rd at LA 39
Jurisdiction	LADOTD
East/West Street	Bayou Rd
North/South Street	LA 39
Peak Hour Factor	0.87
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	1
Configuration			LTR				LTR				LTR			LT		R
Volume (veh/h)		65	22	6		1	30	58		13	18	1		16	3	58
Percent Heavy Vehicles (%)		0				0				0	6	0		0	0	0
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized													No			
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.10				4.10				7.10	6.56	6.20		7.10	6.50	6.20
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.20				2.20				3.50	4.05	3.30		3.50	4.00	3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		75				1					37			22		67
Capacity, c (veh/h)		1504				1593					598			636		1001
v/c Ratio		0.05				0.00					0.06			0.03		0.07
95% Queue Length, Q_{95} (veh)		0.2				0.0					0.2			0.1		0.2
Control Delay (s/veh)		7.5	0.4	0.4		7.3	0.0	0.0			11.4			10.9		8.9
Level of Service (LOS)		A	A	A		A	A	A			B			B		A
Approach Delay (s/veh)	5.4				0.1				11.4				9.3			
Approach LOS	A				A				B				A			

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HCS Two-Way Stop-Control Report

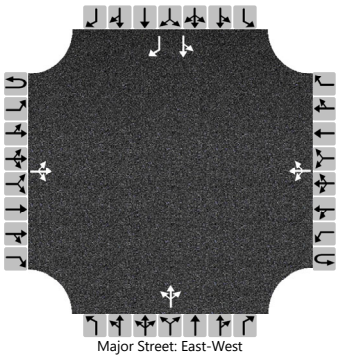
General Information

Analyst	RAW
Agency/Co.	USI
Date Performed	8/19/2024
Analysis Year	2030
Time Analyzed	2030 PM No Build(No Port)
Intersection Orientation	East-West
Project Description	23-040

Site Information

Intersection	Bayou Rd at LA 39
Jurisdiction	LADOTD
East/West Street	Bayou Rd
North/South Street	LA 39
Peak Hour Factor	0.94
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	1
Configuration			LTR				LTR				LTR			LT		R
Volume (veh/h)		105	41	7		2	39	27		11	11	0		47	21	86
Percent Heavy Vehicles (%)		0				0				0	6	0		0	0	0
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized													No			
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.10				4.10				7.10	6.56	6.20		7.10	6.50	6.20
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.20				2.20				3.50	4.05	3.30		3.50	4.00	3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		112				2					23			72		91
Capacity, c (veh/h)		1543				1568					494			556		1016
v/c Ratio		0.07				0.00					0.05			0.13		0.09
95% Queue Length, Q_{95} (veh)		0.2				0.0					0.1			0.4		0.3
Control Delay (s/veh)		7.5	0.6	0.6		7.3	0.0	0.0			12.6			12.4		8.9
Level of Service (LOS)		A	A	A		A	A	A			B			B		A
Approach Delay (s/veh)	5.3				0.2				12.6				10.5			
Approach LOS	A				A				B				B			

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LSB / LIT Road Network and Resilience
Stage 0 Feasibility Study
H.015428

Appendix D
Existing and No Build Analysis

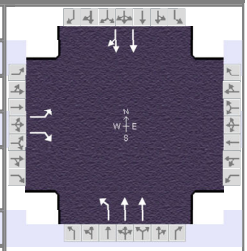
Appendix D.5 2050 No Build HCS Reports Without Port

Paris Rd (LA 47) at Forty Arpent Canal Rd.....**D-405**
LA 47 at Virtue St.....**D-423**
LA 47 at Genie St.....**D-441**
LA 47 at Solidelle St.....**D-459**
LA 47 at E Judge Perez Dr (LA 39).....**D-477**
LA 47 at E St Bernard Hwy (LA 46).....**D-495**
LA 39 at Palmisano Blvd.....**D-513**
LA 46 at Palmisano Blvd.....**D-531**
LA 39 at Campagna Dr.....**D-533**
LA 39 at Archbishop Hannan Blvd.....**D-551**
LA 39 at Guerra Dr.....**D-569**
LA 39 at Colonial Blvd.....**D-571**
LA 46 at Colonial Blvd.....**D-589**
LA 39 / E Christie St at LA 46.....**D-591**
LA 39 at Bayou Rd.....**D-609**

URBAN SYSTEMS inc.

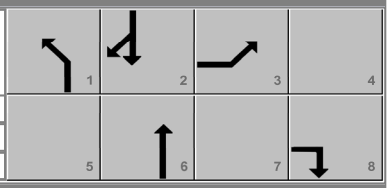
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.92
Urban Street	Paris Rd	Analysis Year	2050 No Build (No Port)	Analysis Period	1> 7:00
Intersection	Forty Arpent	File Name	Paris Rd at Forty Arpent Rd 2050 No Build (No P…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	0		23				33	959			1047	6

Signal Information					EB			WB			NB			SB		
Cycle, s	89.8	Reference Phase	2													
Offset, s	0	Reference Point	End	Green	3.0	65.0		3.4	0.0	0.0	0.0					
Uncoordinated	Yes	Simult. Gap E/W	On	Yellow	5.0	5.0		5.0	0.0	0.0	0.0					
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	1.0		1.5	0.0	0.0	0.0					



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	0		23				33	959			1047	6
Initial Queue (Q_b), veh/h	0		0				0	0			0	0
Base Saturation Flow Rate (s_o), veh/h	1900		1900				1900	1900			1900	1900
Parking (N_m), man/h		None						None			None	
Heavy Vehicles (P_{HV}), %	0		0				0	2			4	
Ped / Bike / RTOR, /h	0	0		0	0		0	0		0	0	1
Buses (N_b), buses/h	0	0	0				0	0	0	0	0	0
Arrival Type (*AT*)	3		3				3	3			3	3
Upstream Filtering (*I*)	1.00		1.00				1.00	1.00			1.00	1.00
Lane Width (*W*), ft	12.0		12.0				12.0	12.0			12.0	
Turn Bay Length, ft	0		0				150	0			0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	20		20				40	40			40	40

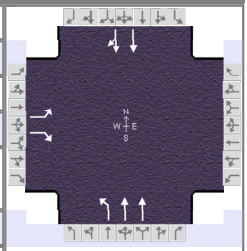
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	25.0	25.0			20.0	65.0		65.0
Yellow Change Interval (*Y*), s	5.0	5.0			5.0	5.0		5.0
Red Clearance Interval (R_c), s	1.5	1.5			1.0	1.0		1.0
Minimum Green (G_{min}), s	8	8			5	15		15
Start-Up Lost Time (*l*t), s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

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

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HCS Signalized Intersection Results Summary

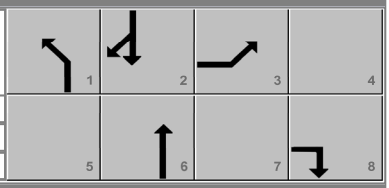
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.92
Urban Street	Paris Rd	Analysis Year	2050 No Build (No Port)	Analysis Period	1> 7:00
Intersection	Forty Arpent	File Name	Paris Rd at Forty Arpent Rd 2050 No Build (No P…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	0		23				33	959			1047	6

Signal Information			
Cycle, s	89.8	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	3.0	65.0	3.4	0.0	0.0	0.0
Yellow	5.0	5.0	5.0	0.0	0.0	0.0
Red	1.0	1.0	1.5	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8			1	6		2
Case Number		9.0			2.0	4.0		8.3
Phase Duration, s		9.9			9.0	80.0		71.0
Change Period, ($Y+R_c$), s		6.5			6.0	6.0		6.0
Max Allow Headway (*MAH*), s		3.6			2.6	1.0		1.0
Queue Clearance Time (g_s), s		5.4			3.8	8.6		30.6
Green Extension Time (g_e), s		0.0			0.0	0.2		0.2
Phase Call Probability		0.42			0.59	1.00		1.00
Max Out Probability		0.00			0.00	0.00		0.00

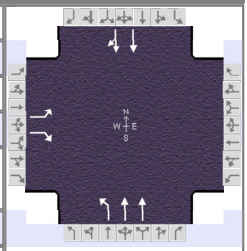
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3		18				1	6			2	12
Adjusted Flow Rate (*v*), veh/h	0		22				36	1042			572	571
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0		1610				1810	1781			1841	1838
Queue Service Time (g_s), s	3.4		1.2				1.8	6.6			28.6	11.2
Cycle Queue Clearance Time (g_c), s	3.4		1.2				1.8	6.6			28.6	11.2
Green Ratio (*g/C*)	0.04		0.04				0.03	0.82			0.72	0.72
Capacity (*c*), veh/h	0		60				60	2932			1332	1330
Volume-to-Capacity Ratio (*X*)	0.000		0.361				0.601	0.355			0.430	0.430
Back of Queue (*Q*), ft/ln (95 th percentile)	0		22.4				36.9	42			154.7	149.7
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0		0.9				1.5	1.7			6.0	6.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00		0.00				0.25	0.00			0.00	0.00
Uniform Delay (d_1), s/veh	0.0		42.2				42.8	2.0			5.0	5.0
Incremental Delay (d_2), s/veh	0.0		1.3				3.6	0.3			1.0	1.0
Initial Queue Delay (d_3), s/veh	0.0		0.0				0.0	0.0			0.0	0.0
Control Delay (*d*), s/veh	0.0		43.5				46.4	2.3			6.0	6.0
Level of Service (LOS)			D				D	A			A	A
Approach Delay, s/veh / LOS	43.5		D	0.0			3.8		A	6.0		A
Intersection Delay, s/veh / LOS	5.3						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.32	B	2.14	B	0.62	A	1.85	B
Bicycle LOS Score / LOS		F	0.00	A	1.37	A	1.43	A

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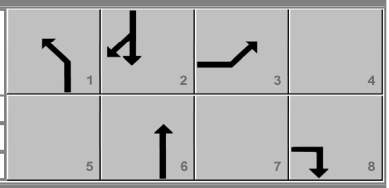
HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.92
Urban Street	Paris Rd	Analysis Year	2050 No Build (No Port)	Analysis Period	1> 7:00
Intersection	Forty Arpent	File Name	Paris Rd at Forty Arpent Rd 2050 No Build (No P…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	0		23				33	959			1047	6

Signal Information													
Cycle, s	89.8	Reference Phase	2										
Offset, s	0	Reference Point	End										
Uncoordinated	Yes	Simult. Gap E/W	On	Green	3.0	65.0	3.4	0.0	0.0	0.0			
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	5.0	5.0	5.0	0.0	0.0	0.0			
				Red	1.0	1.0	1.5	0.0	0.0	0.0			



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000				1.000	0.984	1.000	1.000	0.969	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	0.000	0.000	0.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	0.000	0.000	0.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.952	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000					0.952	0.000		1.000	1.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847					1.000	1.000		0.998	0.998
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000						1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000						1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)							1.00					
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)										1.00		
Movement Saturation Flow Rate (s), veh/h	1810	0	1610				1810	3651	0	0	3661	17
Proportion of Vehicles Arriving on Green (P)	0.00	0.00	0.04	0.00	0.00	0.00	0.03	0.82	0.00	0.00	0.72	0.72
Incremental Delay Factor (k)			0.04				0.04	0.50			0.50	0.50

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		6.5			6.0	6.0		6.0
Green Ratio (g/C)		0.04			0.03	0.82		0.72
Permitted Saturation Flow Rate (s_p), veh/h/ln		1810			0	0		550
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								0
Permitted Effective Green Time (g_p), s		0.0			0.0	0.0		0.0
Permitted Service Time (g_u), s		0.0			0.0	0.0		0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s		0.0			0.0	0.0		65.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		0						
Protected Right Effective Green Time (g_R), s		0.0						

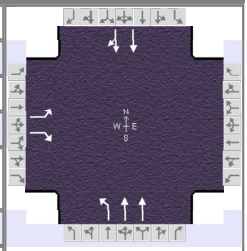
Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.006	1.389	0.001	0.000	0.009	1.198	0.004
Pedestrian F_s / F_{delay}	0.000	0.153	0.000	0.153	0.000	0.013	0.000	0.049
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b		52.72		50.05	1646.93	1.40	1447.46	3.43

Bicycle F_w / F_v	-3.64	Infinity	-3.64	-Infinity	-3.64	0.89	-3.64	0.94

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HCS Signalized Intersection Results Graphical Summary

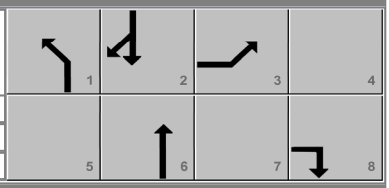
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.92
Urban Street	Paris Rd	Analysis Year	2050 No Build (No Port)	Analysis Period	1> 7:00
Intersection	Forty Arpent	File Name	Paris Rd at Forty Arpent Rd 2050 No Build (No P…		
Project Description	23-040				



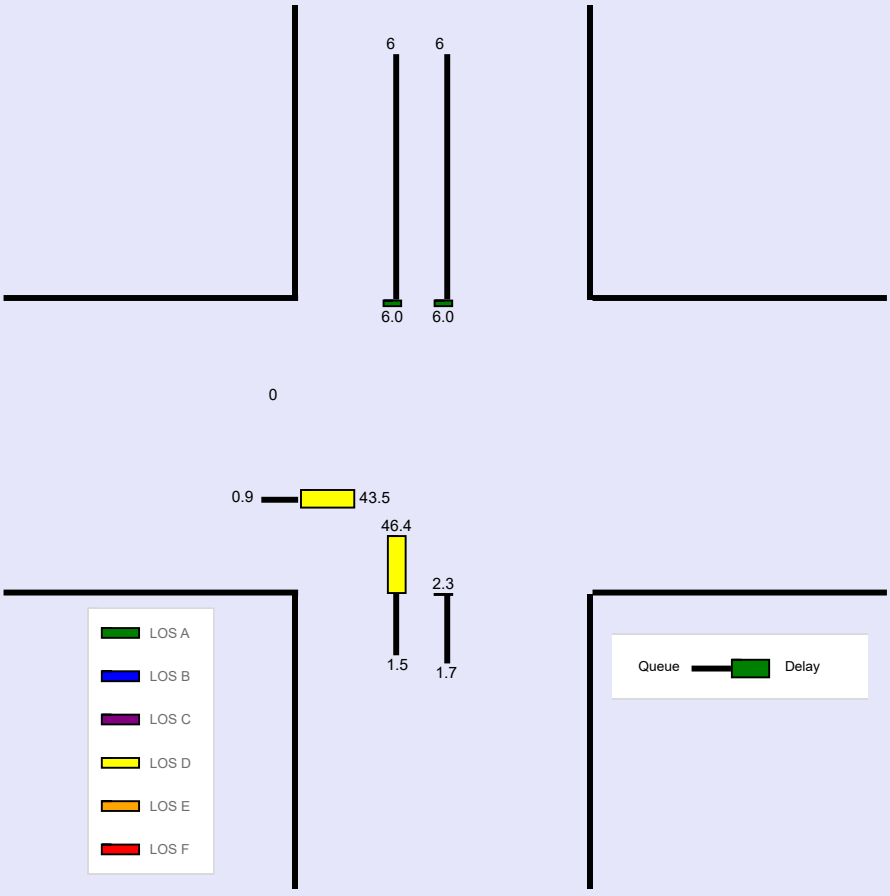
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	0		23				33	959			1047	6

Signal Information			
Cycle, s	89.8	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	3.0	65.0	3.4	0.0	0.0	0.0	
Yellow	5.0	5.0	5.0	0.0	0.0	0.0	
Red	1.0	1.0	1.5	0.0	0.0	0.0	



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	0		22.4				36.9	42			154.7	149.7
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0		0.9				1.5	1.7			6.0	6.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00		0.00				0.25	0.00			0.00	0.00
Control Delay (*d*), s/veh	0.0		43.5				46.4	2.3			6.0	6.0
Level of Service (LOS)			D				D	A			A	A
Approach Delay, s/veh / LOS	43.5		D	0.0			3.8		A	6.0		A
Intersection Delay, s/veh / LOS	5.3						A					



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--- Messages ---

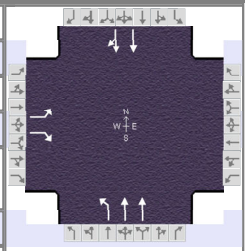
No errors or warnings exist.

--- Comments ---

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HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.94
Urban Street	Paris Rd	Analysis Year	2050 No Build (No Port)	Analysis Period	1> 7:00
Intersection	Forty Arpent	File Name	Paris Rd at Forty Arpent Rd 2050 No Build (No P…		
Project Description	23-040				

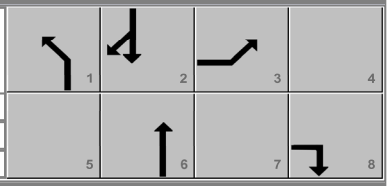


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	6		5				18	1445			1207	4

Signal Information			
Cycle, s	86.8	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	1.9	65.0	1.5	0.0	0.0	0.0
Yellow	5.0	5.0	5.0	0.0	0.0	0.0
Red	1.0	1.0	1.5	0.0	0.0	0.0



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	6		5				18	1445			1207	4
Initial Queue (Q_b), veh/h	0		0				0	0			0	0
Base Saturation Flow Rate (s_o), veh/h	1900		1900				1900	1900			1900	1900
Parking (N_m), man/h		None						None			None	
Heavy Vehicles (P_{HV}), %	0		0				0	0			1	
Ped / Bike / RTOR, /h	0	0		0	0		0	0		0	0	1
Buses (N_b), buses/h	0	0	0				0	0	0	0	0	0
Arrival Type (*AT*)	3		3				3	3			3	3
Upstream Filtering (*I*)	1.00		1.00				1.00	1.00			1.00	1.00
Lane Width (*W*), ft	12.0		12.0				12.0	12.0			12.0	
Turn Bay Length, ft	0		0				150	0			0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	20		20				40	40			40	40

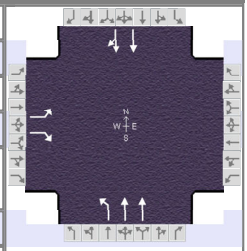
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	25.0	25.0			20.0	65.0		65.0
Yellow Change Interval (*Y*), s	5.0	5.0			5.0	5.0		5.0
Red Clearance Interval (R_c), s	1.5	1.5			1.0	1.0		1.0
Minimum Green (G_{min}), s	8	8			5	15		15
Start-Up Lost Time (*l*t), s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

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

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HCS Signalized Intersection Results Summary

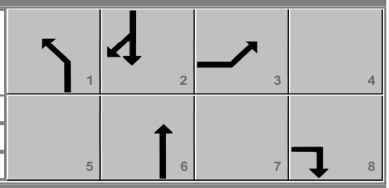
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.94
Urban Street	Paris Rd	Analysis Year	2050 No Build (No Port)	Analysis Period	1> 7:00
Intersection	Forty Arpent	File Name	Paris Rd at Forty Arpent Rd 2050 No Build (No P…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	6		5				18	1445			1207	4

Signal Information			
Cycle, s	86.8	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	1.9	65.0	1.5	0.0	0.0	0.0
Yellow	5.0	5.0	5.0	0.0	0.0	0.0
Red	1.0	1.0	1.5	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8			1	6		2
Case Number		9.0			2.0	4.0		8.3
Phase Duration, s		8.0			7.9	78.8		71.0
Change Period, ($Y+R_c$), s		6.5			6.0	6.0		6.0
Max Allow Headway (*MAH*), s		3.4			2.6	1.0		1.0
Queue Clearance Time (g_s), s		2.3			2.9	12.3		34.9
Green Extension Time (g_e), s		0.0			0.0	0.3		0.3
Phase Call Probability		0.19			0.37	1.00		1.00
Max Out Probability		0.00			0.00	0.00		0.00

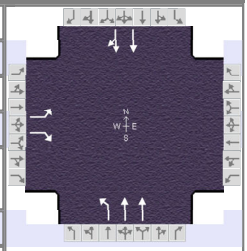
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3		18				1	6			2	12
Adjusted Flow Rate (*v*), veh/h	6		2				19	1537			644	643
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810		1610				1810	1809			1885	1883
Queue Service Time (g_s), s	0.3		0.1				0.9	10.3			32.9	11.3
Cycle Queue Clearance Time (g_c), s	0.3		0.1				0.9	10.3			32.9	11.3
Green Ratio (*g/C*)	0.02		0.02				0.02	0.84			0.75	0.75
Capacity (*c*), veh/h	31		28				39	3035			1411	1410
Volume-to-Capacity Ratio (*X*)	0.206		0.077				0.496	0.507			0.456	0.456
Back of Queue (*Q*), ft/ln (95 th percentile)	6.6		2.2				19.4	43.2			139.8	138.6
Back of Queue (*Q*), veh/ln (95 th percentile)	0.3		0.1				0.8	1.7			5.5	5.5
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00		0.00				0.13	0.00			0.00	0.00
Uniform Delay (d_1), s/veh	42.1		42.0				42.0	2.0			4.2	4.2
Incremental Delay (d_2), s/veh	1.2		0.4				3.6	0.6			1.1	1.1
Initial Queue Delay (d_3), s/veh	0.0		0.0				0.0	0.0			0.0	0.0
Control Delay (*d*), s/veh	43.3		42.4				45.7	2.6			5.2	5.2
Level of Service (LOS)	D		D				D	A			A	A
Approach Delay, s/veh / LOS	43.1		D	0.0			3.1		A	5.2		A
Intersection Delay, s/veh / LOS	4.2						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.31	B	2.14	B	0.61	A	1.84	B
Bicycle LOS Score / LOS		F	0.00	A	1.77	B	1.55	B

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HCS Signalized Intersection Intermediate Values

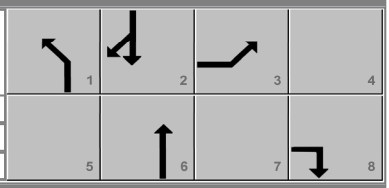
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.94
Urban Street	Paris Rd	Analysis Year	2050 No Build (No Port)	Analysis Period	1> 7:00
Intersection	Forty Arpent	File Name	Paris Rd at Forty Arpent Rd 2050 No Build (No P…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	6		5				18	1445			1207	4

Signal Information			
Cycle, s	86.8	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	1.9	65.0	1.5	0.0	0.0	0.0
Yellow	5.0	5.0	5.0	0.0	0.0	0.0
Red	1.0	1.0	1.5	0.0	0.0	0.0



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000				1.000	1.000	1.000	1.000	0.992	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	0.000	0.000	0.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	0.000	0.000	0.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.952	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000					0.952	0.000		1.000	1.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847					1.000	1.000		0.999	0.999
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000						1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000						1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)							1.00					
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)										1.00		
Movement Saturation Flow Rate (s), veh/h	1810	0	1610				1810	3709	0	0	3759	9
Proportion of Vehicles Arriving on Green (P)	0.02	0.00	0.02	0.00	0.00	0.00	0.02	0.84	0.00	0.00	0.75	0.75
Incremental Delay Factor (k)	0.04		0.04				0.04	0.50			0.50	0.50

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		6.5			6.0	6.0		6.0
Green Ratio (g/C)		0.02			0.02	0.84		0.75
Permitted Saturation Flow Rate (s_p), veh/h/ln		1810			0	0		343
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								0
Permitted Effective Green Time (g_p), s		0.0			0.0	0.0		0.0
Permitted Service Time (g_u), s		0.0			0.0	0.0		0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s		0.0			0.0	0.0		65.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		0						
Protected Right Effective Green Time (g_R), s		0.0						

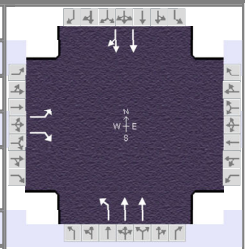
Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.006	1.389	0.001	0.000	0.009	1.198	0.004
Pedestrian F_s / F_{delay}	0.000	0.151	0.000	0.151	0.000	0.005	0.000	0.040
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b		51.24		48.56	1677.86	1.13	1497.07	2.75

Bicycle F_w / F_v	-3.64	Infinity	-3.64	-Infinity	-3.64	1.28	-3.64	1.06

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HCS Signalized Intersection Results Graphical Summary

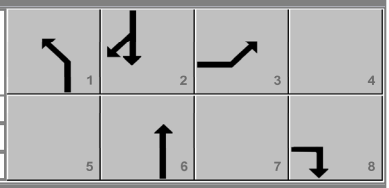
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.94
Urban Street	Paris Rd	Analysis Year	2050 No Build (No Port)	Analysis Period	1> 7:00
Intersection	Forty Arpent	File Name	Paris Rd at Forty Arpent Rd 2050 No Build (No P…		
Project Description	23-040				



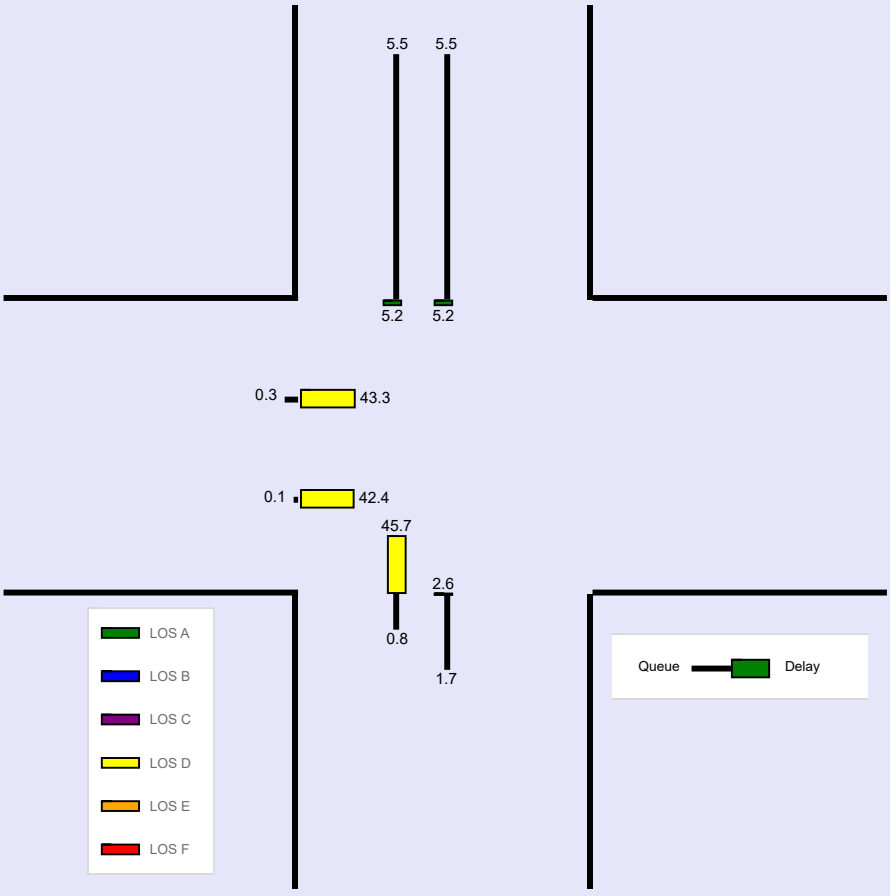
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	6		5				18	1445			1207	4

Signal Information			
Cycle, s	86.8	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	1.9	65.0	1.5	0.0	0.0	0.0	
Yellow	5.0	5.0	5.0	0.0	0.0	0.0	
Red	1.0	1.0	1.5	0.0	0.0	0.0	



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	6.6		2.2				19.4	43.2			139.8	138.6
Back of Queue (*Q*), veh/ln (95 th percentile)	0.3		0.1				0.8	1.7			5.5	5.5
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00		0.00				0.13	0.00			0.00	0.00
Control Delay (*d*), s/veh	43.3		42.4				45.7	2.6			5.2	5.2
Level of Service (LOS)	D		D				D	A			A	A
Approach Delay, s/veh / LOS	43.1		D	0.0			3.1		A	5.2		A
Intersection Delay, s/veh / LOS	4.2						A					



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--- Messages ---

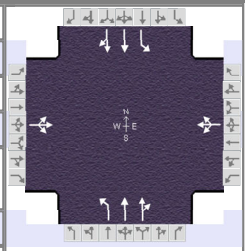
No errors or warnings exist.

--- Comments ---

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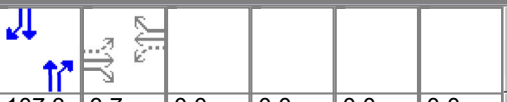
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.93
Urban Street	Paris Rd	Analysis Year	2050 No Build (No Port)	Analysis Period	1> 7:00
Intersection	E Virtue St	File Name	Paris Rd at E Virtue St 2050 No Build (No Port) A…		
Project Description	23-018				

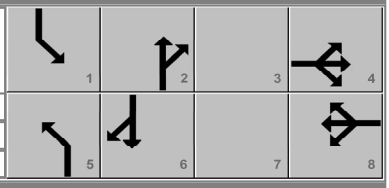


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	23	1	13	11	0	0	0	984	26	0	1009	20

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



Green	107.3	3.7	0.0	0.0	0.0	0.0						
Yellow	4.0	3.0	0.0	0.0	0.0	0.0						
Red	1.0	1.0	0.0	0.0	0.0	0.0						



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	23	1	13	11	0	0	0	984	26	0	1009	20
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %		0			0		0	2		0	4	
Ped / Bike / RTOR, /h	0	0	2	0	0		0	0	3	0	0	2
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft		12.0			12.0		12.0	12.0		12.0	12.0	
Turn Bay Length, ft		0			0		220	0		70	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	20	20	20	20	20	20	40	40	40	40	40	40

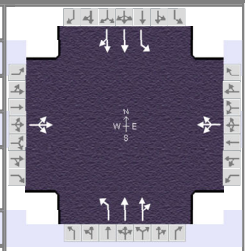
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		27.0		27.0	14.0	79.0	14.0	79.0
Yellow Change Interval (*Y*), s		3.0		3.0	3.0	4.0	3.0	4.0
Red Clearance Interval (R_c), s		1.0		1.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s		4		4	4	4	4	4
Start-Up Lost Time (*l*t),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

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

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HCS Signalized Intersection Results Summary

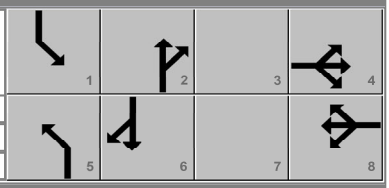
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.93
Urban Street	Paris Rd	Analysis Year	2050 No Build (No Port)	Analysis Period	1> 7:00
Intersection	E Virtue St	File Name	Paris Rd at E Virtue St 2050 No Build (No Port) A…		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	23	1	13	11	0	0	0	984	26	0	1009	20

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

Green	107.3	3.7	0.0	0.0	0.0	0.0	
Yellow	4.0	3.0	0.0	0.0	0.0	0.0	
Red	1.0	1.0	0.0	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8	5	2	1	6
Case Number		8.0		8.0	2.0	4.0	2.0	4.0
Phase Duration, s		7.7		7.7	0.0	112.3	0.0	112.3
Change Period, (*Y+R c*), s		4.0		4.0	4.0	5.0	5.0	5.0
Max Allow Headway (*MAH*), s		5.3		5.3	0.0	0.0	0.0	0.0
Queue Clearance Time (*g s*), s		4.9		3.0				
Green Extension Time (*g e*), s		0.2		0.2	0.0	0.0	0.0	0.0
Phase Call Probability		0.71		0.33				
Max Out Probability		0.00		0.00				

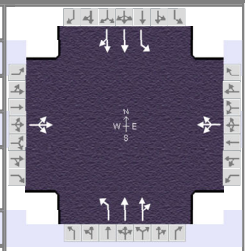
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h		38			12		0	544	539	0	554	550
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1519			1423		1810	1870	1855	1810	1841	1829
Queue Service Time (*g s*), s		2.0			0.0		0.0	5.2	5.2	0.0	5.5	5.5
Cycle Queue Clearance Time (*g c*), s		2.9			1.0		0.0	5.2	5.2	0.0	5.5	5.5
Green Ratio (*g/C*)		0.03			0.03			0.89	0.89		0.89	0.89
Capacity (*c*), veh/h		96			104		2	1673	1659	2	1646	1636
Volume-to-Capacity Ratio (*X*)		0.390			0.114		0.000	0.325	0.325	0.000	0.336	0.337
Back of Queue (*Q*), ft/ln (95 th percentile)		56.3			16.9		0	17.2	16.9	0	18.9	18.3
Back of Queue (*Q*), veh/ln (95 th percentile)		2.3			0.7		0.0	0.7	0.7	0.0	0.7	0.7
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (*d 1*), s/veh		57.8			56.8		0.0	0.9	0.9	0.0	1.0	1.0
Incremental Delay (*d 2*), s/veh		3.6			0.7		0.0	0.5	0.5	0.0	0.6	0.6
Initial Queue Delay (*d 3*), s/veh		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		61.4			57.5		0.0	1.5	1.5	0.0	1.5	1.5
Level of Service (LOS)		E			E			A	A		A	A
Approach Delay, s/veh / LOS	61.4	E		57.5	E		1.5	A		1.5	A	
Intersection Delay, s/veh / LOS	2.8						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.32	B	2.32	B	1.74	B	1.58	B
Bicycle LOS Score / LOS	0.55	A	0.51	A	1.38	A	1.40	A

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HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.93
Urban Street	Paris Rd	Analysis Year	2050 No Build (No Port)	Analysis Period	1> 7:00
Intersection	E Virtue St	File Name	Paris Rd at E Virtue St 2050 No Build (No Port) A…		
Project Description	23-018				

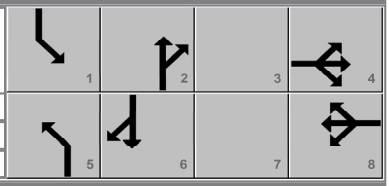


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	23	1	13	11	0	0	0	984	26	0	1009	20

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



Green	107.3	3.7	0.0	0.0	0.0	0.0						
Yellow	4.0	3.0	0.0	0.0	0.0	0.0						
Red	1.0	1.0	0.0	0.0	0.0	0.0						



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.984	1.000	1.000	0.969	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.826	0.799		0.749	0.749		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.799		0.000	0.749		0.992	0.992		0.994	0.994
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)							1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)	1.00			1.00								
Movement Saturation Flow Rate (s), veh/h	998	43	477	1423	0	0	1810	3640	85	1810	3606	64
Proportion of Vehicles Arriving on Green (P)	0.03	0.03	0.03	0.03	0.00	0.00	0.00	0.89	0.89	0.00	0.89	0.89
Incremental Delay Factor (k)		0.15			0.15			0.50	0.50		0.50	0.50

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		4.0		4.0	4.0	5.0	4.0	5.0
Green Ratio (g/C)		0.03		0.03	0.00	0.89	0.00	0.89
Permitted Saturation Flow Rate (s_p), veh/h/ln		1440		1423	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln		1570		1423				
Permitted Effective Green Time (g_p), s		3.7		3.7	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s		2.7		0.8	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s		2.0		0.0				
Time to First Blockage (g_f), s		0.0		0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s		0.0		0.0				
Protected Right Saturation Flow (s_R), veh/h/ln								
Protected Right Effective Green Time (g_R), s								

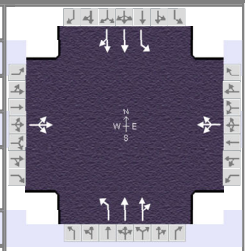
Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.004	1.557	0.003	0.972	0.000	0.972	0.003
Pedestrian F_s / F_{delay}	0.000	0.162	0.000	0.162	0.000	0.164	0.000	0.000
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	61.54	56.36	61.54	56.36	-83.33	65.10	1788.46	0.67

Bicycle F_w / F_v	-3.64	0.06	-3.64	0.02	-3.64	0.89	-3.64	0.91

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HCS Signalized Intersection Results Graphical Summary

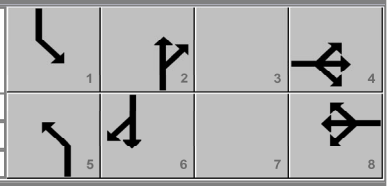
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.93
Urban Street	Paris Rd	Analysis Year	2050 No Build (No Port)	Analysis Period	1> 7:00
Intersection	E Virtue St	File Name	Paris Rd at E Virtue St 2050 No Build (No Port) A…		
Project Description	23-018				



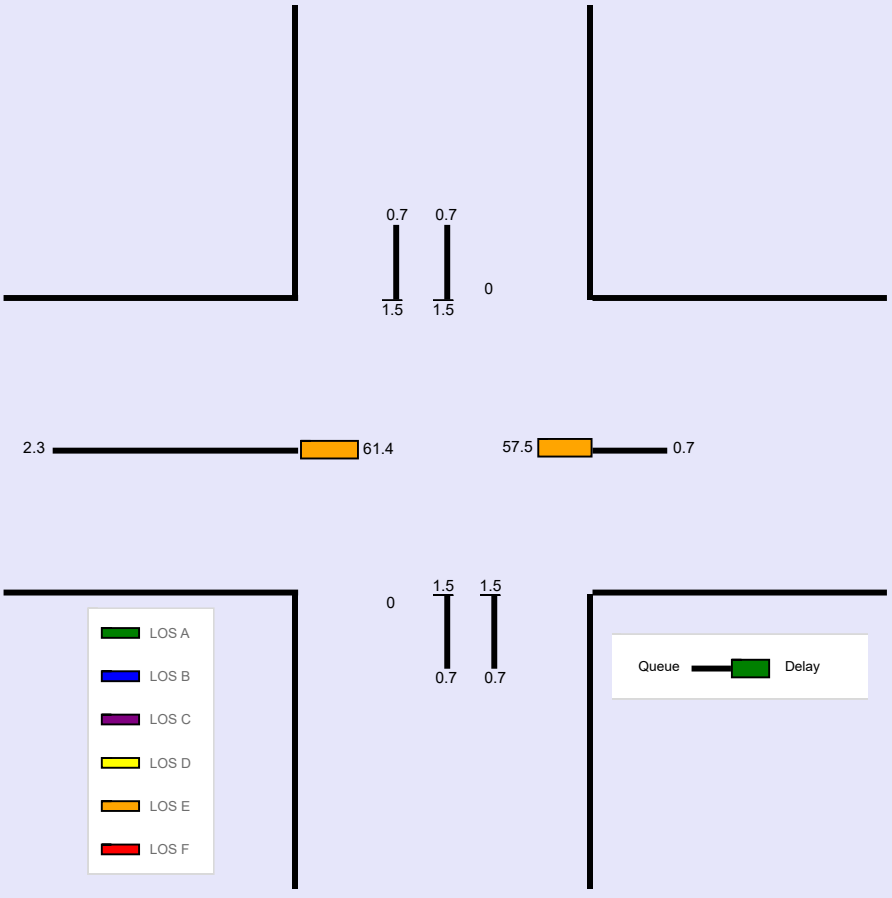
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	23	1	13	11	0	0	0	984	26	0	1009	20

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

Green	107.3	3.7	0.0	0.0	0.0	0.0	
Yellow	4.0	3.0	0.0	0.0	0.0	0.0	
Red	1.0	1.0	0.0	0.0	0.0	0.0	



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)		56.3			16.9		0	17.2	16.9	0	18.9	18.3
Back of Queue (*Q*), veh/ln (95 th percentile)		2.3			0.7		0.0	0.7	0.7	0.0	0.7	0.7
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.00	0.00	0.00	0.00	0.00	0.00
Control Delay (*d*), s/veh		61.4			57.5		0.0	1.5	1.5	0.0	1.5	1.5
Level of Service (LOS)		E			E			A	A		A	A
Approach Delay, s/veh / LOS	61.4		E	57.5		E	1.5		A	1.5		A
Intersection Delay, s/veh / LOS	2.8						A					



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--- Messages ---

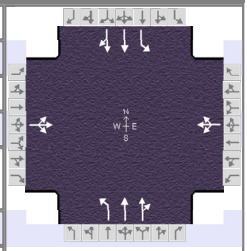
No errors or warnings exist.

--- Comments ---

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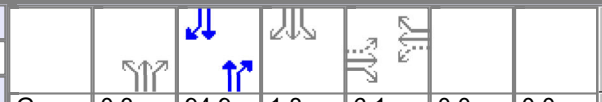
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.92
Urban Street	Paris Rd	Analysis Year	2050 No Build (No Port)	Analysis Period	1> 7:00
Intersection	E Virtue St	File Name	Paris Rd at E Virtue St 2050 No Build (No Port) P…		
Project Description	23-040				

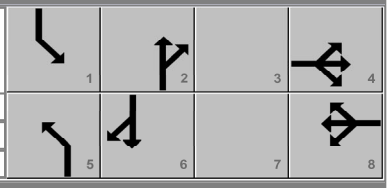


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	16	0	18	42	3	11	2	1448	19	6	1212	17

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



Green	0.3	94.9	1.8	6.1	0.0	0.0
Yellow	3.0	4.0	3.0	3.0	0.0	0.0
Red	1.0	1.0	1.0	1.0	0.0	0.0



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	16	0	18	42	3	11	2	1448	19	6	1212	17
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %		0			0		0	0		0	1	
Ped / Bike / RTOR, /h	0	0	2	0	0	2	0	0	2	0	0	2
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft		12.0			12.0		12.0	12.0		12.0	12.0	
Turn Bay Length, ft		0			0		220	0		70	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	20	20	20	20	20	20	40	40	40	40	40	40

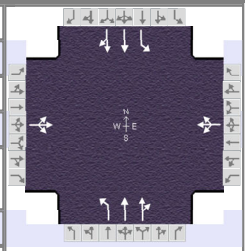
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		22.0		22.0	12.0	86.0	12.0	86.0
Yellow Change Interval (*Y*), s		3.0		3.0	3.0	4.0	3.0	4.0
Red Clearance Interval (R_c), s		1.0		1.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s		4		4	4	4	4	4
Start-Up Lost Time (*l*t),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

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

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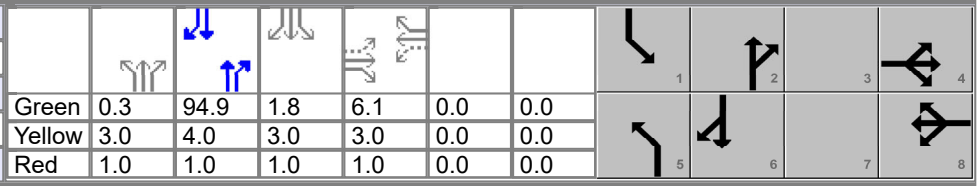
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.92
Urban Street	Paris Rd	Analysis Year	2050 No Build (No Port)	Analysis Period	1> 7:00
Intersection	E Virtue St	File Name	Paris Rd at E Virtue St 2050 No Build (No Port) P…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	16	0	18	42	3	11	2	1448	19	6	1212	17

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



Green	0.3	94.9	1.8	6.1	0.0	0.0
Yellow	3.0	4.0	3.0	3.0	0.0	0.0
Red	1.0	1.0	1.0	1.0	0.0	0.0

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8	5	2	1	6
Case Number		8.0		8.0	2.0	4.0	2.0	4.0
Phase Duration, s		10.1		10.1	4.3	104.2	5.8	105.7
Change Period, ($Y+R_c$), s		4.0		4.0	4.0	5.0	5.0	5.0
Max Allow Headway (*MAH*), s		5.4		5.4	2.1	0.0	2.1	0.0
Queue Clearance Time (g_s), s		4.4		6.7	2.1		2.4	
Green Extension Time (g_e), s		0.4		0.4	0.0	0.0	0.7	0.0
Phase Call Probability		0.69		0.86	0.07		0.20	
Max Out Probability		0.00		0.00	0.00		0.28	

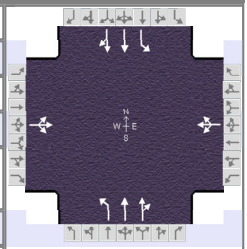
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h		35			59		2	797	795	7	668	666
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1626			1481		1810	1900	1892	1810	1885	1877
Queue Service Time (g_s), s		0.0			2.3		0.1	15.1	15.1	0.4	10.6	10.6
Cycle Queue Clearance Time (g_c), s		2.4			4.7		0.1	15.1	15.1	0.4	10.6	10.6
Green Ratio (*g/C*)		0.05			0.05		0.00	0.83	0.83	0.01	0.84	0.84
Capacity (*c*), veh/h		127			128		4	1570	1563	12	1581	1574
Volume-to-Capacity Ratio (*X*)		0.274			0.458		0.515	0.508	0.509	0.553	0.423	0.423
Back of Queue (*Q*), ft/ln (95 th percentile)		49.3			86.1		4.6	175.5	175.3	10.8	112.5	111.3
Back of Queue (*Q*), veh/ln (95 th percentile)		2.0			3.4		0.2	7.0	7.0	0.4	4.5	4.5
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.02	0.00	0.00	0.15	0.00	0.00
Uniform Delay (d_1), s/veh		55.2			56.3		59.8	3.1	3.1	59.4	2.4	2.4
Incremental Delay (d_2), s/veh		1.6			3.6		31.6	1.2	1.2	14.1	0.8	0.8
Initial Queue Delay (d_3), s/veh		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		56.8			59.9		91.4	4.3	4.3	73.6	3.2	3.3
Level of Service (LOS)		E			E		F	A	A	E	A	A
Approach Delay, s/veh / LOS	56.8	E		59.9	E		4.4	A		3.6	A	
Intersection Delay, s/veh / LOS	5.7						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.32	B	2.32	B	1.74	B	1.59	B
Bicycle LOS Score / LOS	0.54	A	0.58	A	1.80	B	1.59	B

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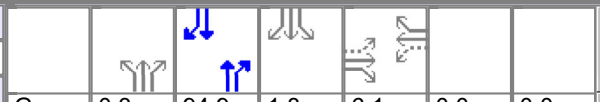
HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.92
Urban Street	Paris Rd	Analysis Year	2050 No Build (No Port)	Analysis Period	1> 7:00
Intersection	E Virtue St	File Name	Paris Rd at E Virtue St 2050 No Build (No Port) P…		
Project Description	23-040				

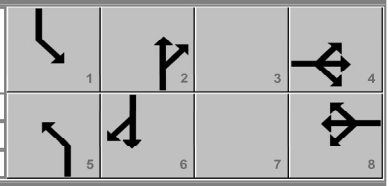


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	16	0	18	42	3	11	2	1448	19	6	1212	17

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



Green	0.3	94.9	1.8	6.1	0.0	0.0
Yellow	3.0	4.0	3.0	3.0	0.0	0.0
Red	1.0	1.0	1.0	1.0	0.0	0.0



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.992	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.887	0.856		0.791	0.780		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.856		0.000	0.780		0.996	0.996		0.996	0.996
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)							1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)	1.00			1.00								
Movement Saturation Flow Rate (s), veh/h	813	0	813	1152	82	247	1810	3748	44	1810	3716	46
Proportion of Vehicles Arriving on Green (P)	0.05	0.00	0.05	0.05	0.05	0.05	0.00	0.83	0.83	0.01	0.84	0.84
Incremental Delay Factor (k)		0.15			0.15		0.04	0.50	0.50	0.04	0.50	0.50

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		4.0		4.0	4.0	5.0	4.0	5.0
Green Ratio (g/C)		0.05		0.05	0.00	0.83	0.01	0.84
Permitted Saturation Flow Rate (s_p), veh/h/ln		1423		1418	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln		1627		1502				
Permitted Effective Green Time (g_p), s		6.1		6.1	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s		1.4		3.7	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s		0.0		2.3				
Time to First Blockage (g_f), s		1.3		0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s		0.9		0.0				
Protected Right Saturation Flow (s_R), veh/h/ln								
Protected Right Effective Green Time (g_R), s								

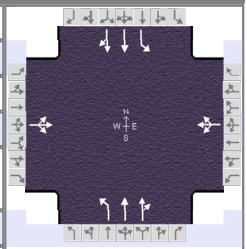
Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.003	1.557	0.003	0.972	0.003	0.972	0.003
Pedestrian F_s / F_{delay}	0.000	0.160	0.000	0.160	0.000	0.164	0.000	0.018
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	101.04	54.09	101.04	54.09	13.03	59.22	1677.63	1.56

Bicycle F_w / F_v	-3.64	0.06	-3.64	0.10	-3.64	1.32	-3.64	1.11

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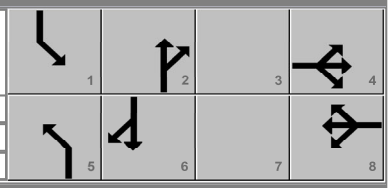
HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.92
Urban Street	Paris Rd	Analysis Year	2050 No Build (No Port)	Analysis Period	1> 7:00
Intersection	E Virtue St	File Name	Paris Rd at E Virtue St 2050 No Build (No Port) P…		
Project Description	23-040				

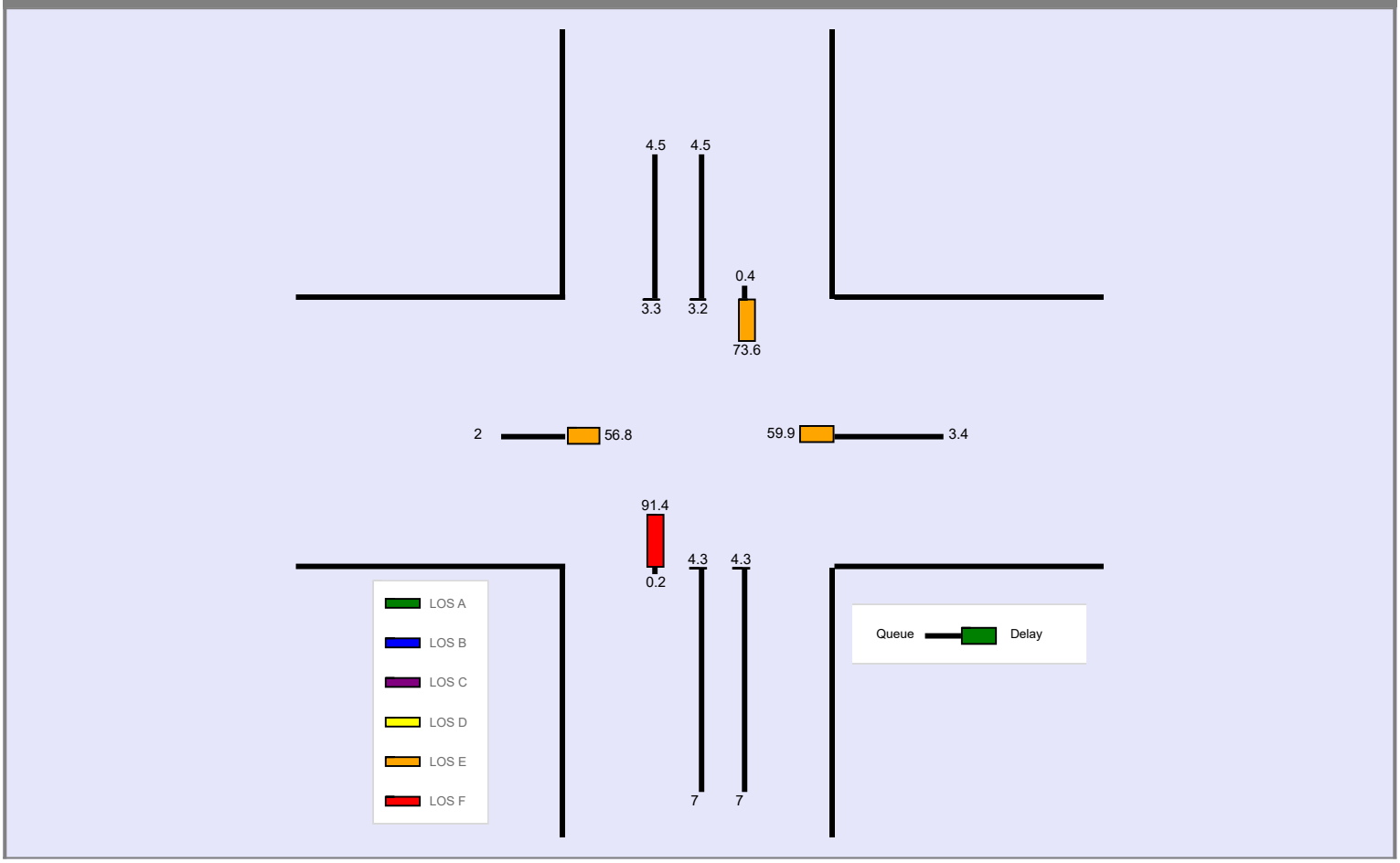


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	16	0	18	42	3	11	2	1448	19	6	1212	17

Signal Information					EB			WB			NB			SB		
Cycle, s	120.0	Reference Phase	2													
Offset, s	0	Reference Point	End	Green	0.3	94.9		1.8	6.1	0.0	0.0					
Uncoordinated	No	Simult. Gap E/W	On	Yellow	3.0	4.0		3.0	3.0	0.0	0.0					
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	1.0		1.0	1.0	0.0	0.0					



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)		49.3			86.1		4.6	175.5	175.3	10.8	112.5	111.3
Back of Queue (*Q*), veh/ln (95 th percentile)		2.0			3.4		0.2	7.0	7.0	0.4	4.5	4.5
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.02	0.00	0.00	0.15	0.00	0.00
Control Delay (*d*), s/veh		56.8			59.9		91.4	4.3	4.3	73.6	3.2	3.3
Level of Service (LOS)		E			E		F	A	A	E	A	A
Approach Delay, s/veh / LOS	56.8	E		59.9	E		4.4	A		3.6	A	
Intersection Delay, s/veh / LOS	5.7						A					



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--- Messages ---

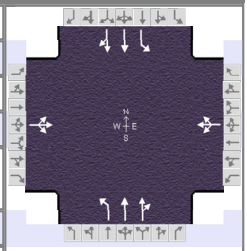
No errors or warnings exist.

--- Comments ---

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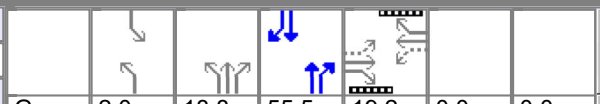
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.96
Urban Street	Paris Rd	Analysis Year	2050 No Build (No Port)	Analysis Period	1> 7:00
Intersection	E Genie St	File Name	Paris Rd at E Genie St 2050 No Build (No Port) A…		
Project Description	23-040				

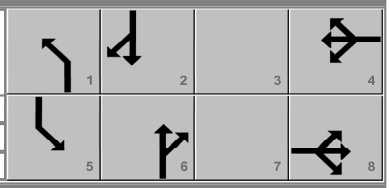


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	54	37	31	78	50	78	28	844	33	20	931	29

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



Green	2.0	18.8	55.5	19.2	0.0	0.0
Yellow	4.5	4.5	4.5	4.0	0.0	0.0
Red	2.0	2.0	2.0	1.0	0.0	0.0



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	54	37	31	78	50	78	28	844	33	20	931	29
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %		0			0		0	2		0	5	
Ped / Bike / RTOR, /h	0	0	4	0	0	8	0	0	4	0	0	3
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft		12.0			12.0		12.0	12.0		12.0	12.0	
Turn Bay Length, ft		0			0		220	0		200	0	
Grade (*Pg*), %		0			0			2			5	
Speed Limit, mi/h	20	20	20	20	20	20	40	40	40	40	40	40

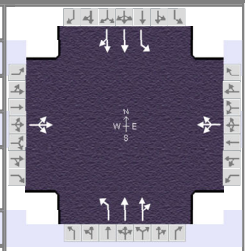
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		42.0		42.0	16.0	62.0	16.0	62.0
Yellow Change Interval (*Y*), s		4.0		4.0	4.5	4.5	4.5	4.5
Red Clearance Interval (R_c), s		1.0		1.0	2.0	2.0	2.0	2.0
Minimum Green (G_{min}), s		7		7	4	15	4	15
Start-Up Lost Time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

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

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HCS Signalized Intersection Results Summary

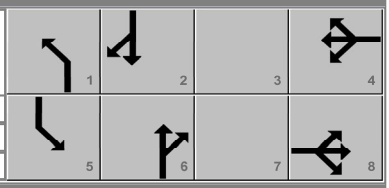
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.96
Urban Street	Paris Rd	Analysis Year	2050 No Build (No Port)	Analysis Period	1> 7:00
Intersection	E Genie St	File Name	Paris Rd at E Genie St 2050 No Build (No Port) A…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	54	37	31	78	50	78	28	844	33	20	931	29

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

Green	2.0	18.8	55.5	19.2	0.0	0.0
Yellow	4.5	4.5	4.5	4.0	0.0	0.0
Red	2.0	2.0	2.0	1.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4	1	6	5	2
Case Number		8.0		8.0	2.0	4.0	2.0	4.0
Phase Duration, s		24.2		24.2	33.8	87.3	8.5	62.0
Change Period, ($Y+R_c$), s		5.0		5.0	6.5	6.5	6.5	6.5
Max Allow Headway (*MAH*), s		5.4		5.4	2.1	0.0	2.1	0.0
Queue Clearance Time (g_s), s		11.7		17.3	3.5		3.5	
Green Extension Time (g_e), s		2.1		1.9	0.0	0.0	0.0	0.0
Phase Call Probability		0.98		1.00	1.00		0.50	
Max Out Probability		0.00		0.01	0.00		0.00	

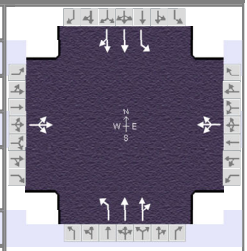
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h		123			206		29	457	452	21	501	496
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1378			1566		1787	1847	1825	1669	1679	1662
Queue Service Time (g_s), s		0.0			5.5		1.5	12.9	12.9	1.5	27.4	27.4
Cycle Queue Clearance Time (g_c), s		9.7			15.3		1.5	12.9	12.9	1.5	27.4	27.4
Green Ratio (*g/C*)		0.16			0.16		0.23	0.67	0.67	0.02	0.46	0.46
Capacity (*c*), veh/h		264			292		407	1244	1229	28	776	768
Volume-to-Capacity Ratio (*X*)		0.466			0.706		0.072	0.368	0.368	0.748	0.645	0.645
Back of Queue (*Q*), ft/ln (95 th percentile)		161			264.8		31.6	215.9	210.6	32.7	437.4	417.4
Back of Queue (*Q*), veh/ln (95 th percentile)		6.4			10.6		1.3	8.5	8.4	1.3	16.8	16.7
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.14	0.00	0.00	0.16	0.00	0.00
Uniform Delay (d_1), s/veh		46.1			48.7		36.4	8.5	8.5	58.7	24.7	24.7
Incremental Delay (d_2), s/veh		1.8			4.4		0.3	0.8	0.8	13.7	4.1	4.2
Initial Queue Delay (d_3), s/veh		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		47.9			53.1		36.7	9.3	9.3	72.4	28.8	28.9
Level of Service (LOS)		D			D		D	A	A	E	C	C
Approach Delay, s/veh / LOS	47.9	D		53.1	D		10.2	B		29.8	C	
Intersection Delay, s/veh / LOS	24.8						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.31	B	2.31	B	1.66	B	1.69	B
Bicycle LOS Score / LOS	0.69	A	0.83	A	1.26	A	1.33	A

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HCS Signalized Intersection Intermediate Values

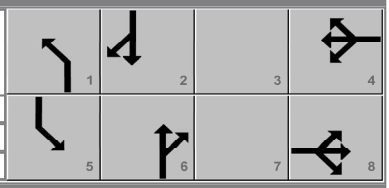
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.96
Urban Street	Paris Rd	Analysis Year	2050 No Build (No Port)	Analysis Period	1> 7:00
Intersection	E Genie St	File Name	Paris Rd at E Genie St 2050 No Build (No Port) A…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	54	37	31	78	50	78	28	844	33	20	931	29

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

Green	2.0	18.8	55.5	19.2	0.0	0.0
Yellow	4.5	4.5	4.5	4.0	0.0	0.0
Red	2.0	2.0	2.0	1.0	0.0	0.0



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000	1.000	1.000	1.000	0.988	0.972	0.988	0.923	0.884	0.923
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.736	0.725		0.852	0.824		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.725		0.000	0.824		0.988	0.988		0.990	0.990
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)							1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)	1.00			1.00								
Movement Saturation Flow Rate (s), veh/h	631	432	315	617	396	554	1787	3550	122	1669	3250	91
Proportion of Vehicles Arriving on Green (P)	0.16	0.16	0.16	0.16	0.16	0.16	0.23	0.67	0.67	0.02	0.46	0.46
Incremental Delay Factor (k)		0.15			0.15		0.50	0.50	0.50	0.04	0.50	0.50

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		5.0		5.0	6.5	6.5	6.5	6.5
Green Ratio (g/C)		0.16		0.16	0.23	0.67	0.02	0.46
Permitted Saturation Flow Rate (s_p), veh/h/ln		1286		1356	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln		1257		1529				
Permitted Effective Green Time (g_p), s		19.2		19.2	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s		3.9		9.4	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s		0.0		5.5				
Time to First Blockage (g_f), s		2.4		1.8	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s		2.4		1.8				
Protected Right Saturation Flow (s_R), veh/h/ln								
Protected Right Effective Green Time (g_R), s								

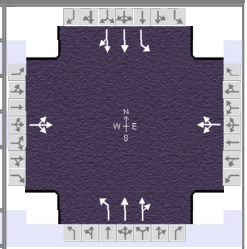
Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.006	1.557	0.004	0.972	0.011	0.972	0.006
Pedestrian F_s / F_{delay}	0.000	0.150	0.000	0.150	0.000	0.074	0.000	0.114
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	319.53	42.36	319.53	42.36	1347.09	6.39	924.75	17.34

Bicycle F_w / F_v	-3.64	0.20	-3.64	0.34	-3.64	0.77	-3.64	0.84

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HCS Signalized Intersection Results Graphical Summary

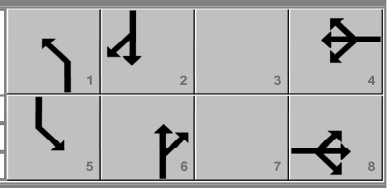
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.96
Urban Street	Paris Rd	Analysis Year	2050 No Build (No Port)	Analysis Period	1> 7:00
Intersection	E Genie St	File Name	Paris Rd at E Genie St 2050 No Build (No Port) A…		
Project Description	23-040				



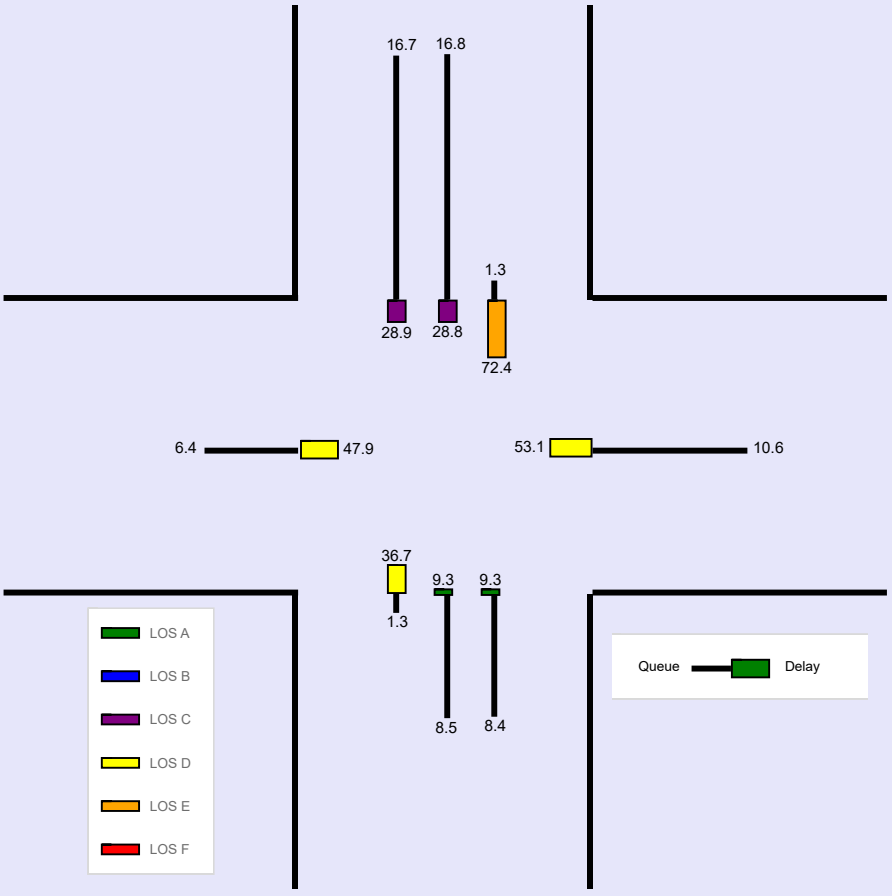
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	54	37	31	78	50	78	28	844	33	20	931	29

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

Green	2.0	18.8	55.5	19.2	0.0	0.0	
Yellow	4.5	4.5	4.5	4.0	0.0	0.0	
Red	2.0	2.0	2.0	1.0	0.0	0.0	



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)		161			264.8		31.6	215.9	210.6	32.7	437.4	417.4
Back of Queue (*Q*), veh/ln (95 th percentile)		6.4			10.6		1.3	8.5	8.4	1.3	16.8	16.7
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.14	0.00	0.00	0.16	0.00	0.00
Control Delay (*d*), s/veh		47.9			53.1		36.7	9.3	9.3	72.4	28.8	28.9
Level of Service (LOS)		D			D		D	A	A	E	C	C
Approach Delay, s/veh / LOS	47.9	D		53.1	D		10.2	B		29.8	C	
Intersection Delay, s/veh / LOS	24.8						C					



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--- Messages ---

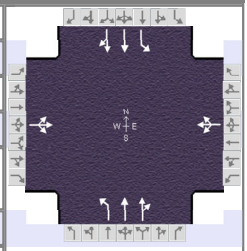
No errors or warnings exist.

--- Comments ---

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HCS Signalized Intersection Input Data

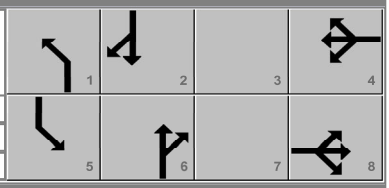
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.92
Urban Street	Paris Rd	Analysis Year	2050 No Build (No Port)	Analysis Period	1> 7:00
Intersection	E Genie St	File Name	Paris Rd at E Genie St 2050 No Build (No Port) P…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	93	103	67	60	40	61	33	1278	71	60	1036	64

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

Green	5.6	5.4	59.5	25.0	0.0	0.0						
Yellow	4.5	4.5	4.5	4.0	0.0	0.0						
Red	2.0	2.0	2.0	1.0	0.0	0.0						



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	93	103	67	60	40	61	33	1278	71	60	1036	64
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %		0			0		0	0		0	1	
Ped / Bike / RTOR, /h	0	0	7	0	0	7	0	0	8	0	0	7
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft		12.0			12.0		12.0	12.0		12.0	12.0	
Turn Bay Length, ft		0			0		220	0		200	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	20	20	20	20	20	20	40	40	40	40	40	40

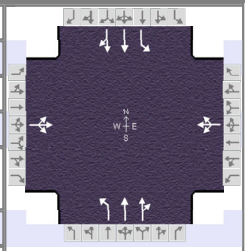
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		34.0		34.0	20.0	66.0	20.0	66.0
Yellow Change Interval (*Y*), s		4.0		4.0	4.5	4.5	4.5	4.5
Red Clearance Interval (R_c), s		1.0		1.0	2.0	2.0	2.0	2.0
Minimum Green (G_{min}), s		7		7	4	15	4	15
Start-Up Lost Time (*l*t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s		4.0		4.0	1.0	2.0	1.0	2.0
Recall Mode		Off		Min	Max	Min	Off	Min
Dual Entry		No		No	No	No	No	No
Walk (*Walk*), s		4.0		4.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		24.0		24.0		0.0		0.0

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

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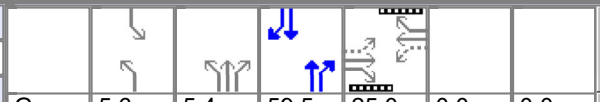
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.92
Urban Street	Paris Rd	Analysis Year	2050 No Build (No Port)	Analysis Period	1> 7:00
Intersection	E Genie St	File Name	Paris Rd at E Genie St 2050 No Build (No Port) P…		
Project Description	23-040				

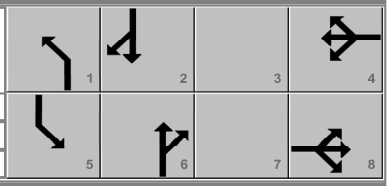


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	93	103	67	60	40	61	33	1278	71	60	1036	64

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



Green	5.6	5.4	59.5	25.0	0.0	0.0
Yellow	4.5	4.5	4.5	4.0	0.0	0.0
Red	2.0	2.0	2.0	1.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4	1	6	5	2
Case Number		8.0		8.0	2.0	4.0	2.0	4.0
Phase Duration, s		30.0		30.0	24.0	77.9	12.1	66.0
Change Period, (*Y+R c*), s		5.0		5.0	6.5	6.5	6.5	6.5
Max Allow Headway (*MAH*), s		5.4		5.4	2.1	0.0	2.1	0.0
Queue Clearance Time (*g s*), s		23.8		15.6	4.1		6.3	
Green Extension Time (*g e*), s		1.3		2.3	0.0	0.0	0.0	0.0
Phase Call Probability		1.00		1.00	1.00		0.89	
Max Out Probability		1.00		0.12	0.00		0.00	

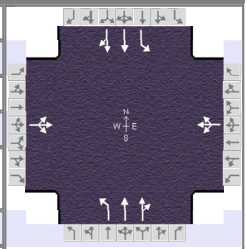
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h		278			167		36	733	724	65	599	589
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1503			1313		1810	1900	1868	1810	1885	1850
Queue Service Time (*g s*), s		8.2			0.0		2.1	30.6	30.8	4.3	28.2	28.2
Cycle Queue Clearance Time (*g c*), s		21.8			13.6		2.1	30.6	30.8	4.3	28.2	28.2
Green Ratio (*g/C*)		0.21			0.21		0.15	0.59	0.59	0.05	0.50	0.50
Capacity (*c*), veh/h		355			316		263	1130	1111	84	935	917
Volume-to-Capacity Ratio (*X*)		0.785			0.530		0.136	0.649	0.652	0.775	0.641	0.642
Back of Queue (*Q*), ft/ln (95 th percentile)		352.1			207.9		45	475	471.8	92.4	467.7	458.1
Back of Queue (*Q*), veh/ln (95 th percentile)		14.1			8.3		1.8	19.0	18.9	3.7	18.6	18.3
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.20	0.00	0.00	0.46	0.00	0.00
Uniform Delay (*d 1*), s/veh		46.3			42.5		44.7	16.0	16.1	56.6	22.4	22.4
Incremental Delay (*d 2*), s/veh		9.5			2.0		1.1	2.9	3.0	5.6	3.4	3.4
Initial Queue Delay (*d 3*), s/veh		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		55.8			44.4		45.8	18.9	19.1	62.2	25.7	25.8
Level of Service (LOS)		E			D		D	B	B	E	C	C
Approach Delay, s/veh / LOS	55.8	E		44.4	D		19.6	B		27.7	C	
Intersection Delay, s/veh / LOS	27.2						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.31	B	2.31	B	1.67	B	1.69	B
Bicycle LOS Score / LOS	0.95	A	0.76	A	1.72	B	1.52	B

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HCS Signalized Intersection Intermediate Values

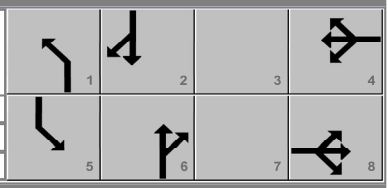
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.92
Urban Street	Paris Rd	Analysis Year	2050 No Build (No Port)	Analysis Period	1> 7:00
Intersection	E Genie St	File Name	Paris Rd at E Genie St 2050 No Build (No Port) P…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	93	103	67	60	40	61	33	1278	71	60	1036	64

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

Green	5.6	5.4	59.5	25.0	0.0	0.0						
Yellow	4.5	4.5	4.5	4.0	0.0	0.0						
Red	2.0	2.0	2.0	1.0	0.0	0.0						



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.992	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.808	0.791		0.704	0.691		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.791		0.000	0.691		0.983	0.983		0.981	0.981
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)							1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)	1.00			1.00								
Movement Saturation Flow Rate (s), veh/h	546	605	352	512	341	460	1810	3592	177	1810	3541	195
Proportion of Vehicles Arriving on Green (P)	0.21	0.21	0.21	0.21	0.21	0.21	0.15	0.59	0.59	0.05	0.50	0.50
Incremental Delay Factor (k)		0.28			0.15		0.50	0.50	0.50	0.04	0.50	0.50

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		5.0		5.0	6.5	6.5	6.5	6.5
Green Ratio (g/C)		0.21		0.21	0.15	0.59	0.05	0.50
Permitted Saturation Flow Rate (s_p), veh/h/ln		1313		1226	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln		1376		1203				
Permitted Effective Green Time (g_p), s		25.0		25.0	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s		11.5		3.3	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s		8.2		0.0				
Time to First Blockage (g_f), s		2.0		3.1	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s		2.0		3.1				
Protected Right Saturation Flow (s_R), veh/h/ln								
Protected Right Effective Green Time (g_R), s								

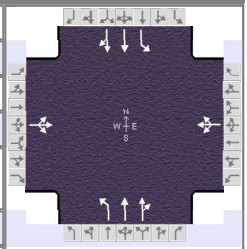
Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.011	1.557	0.010	0.972	0.010	0.972	0.010
Pedestrian F_s / F_{delay}	0.000	0.145	0.000	0.145	0.000	0.092	0.000	0.109
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	417.30	37.57	417.30	37.57	1189.66	9.85	991.65	15.25

Bicycle F_w / F_v	-3.64	0.46	-3.64	0.28	-3.64	1.23	-3.64	1.03

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HCS Signalized Intersection Results Graphical Summary

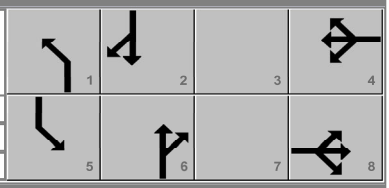
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.92
Urban Street	Paris Rd	Analysis Year	2050 No Build (No Port)	Analysis Period	1> 7:00
Intersection	E Genie St	File Name	Paris Rd at E Genie St 2050 No Build (No Port) P…		
Project Description	23-040				



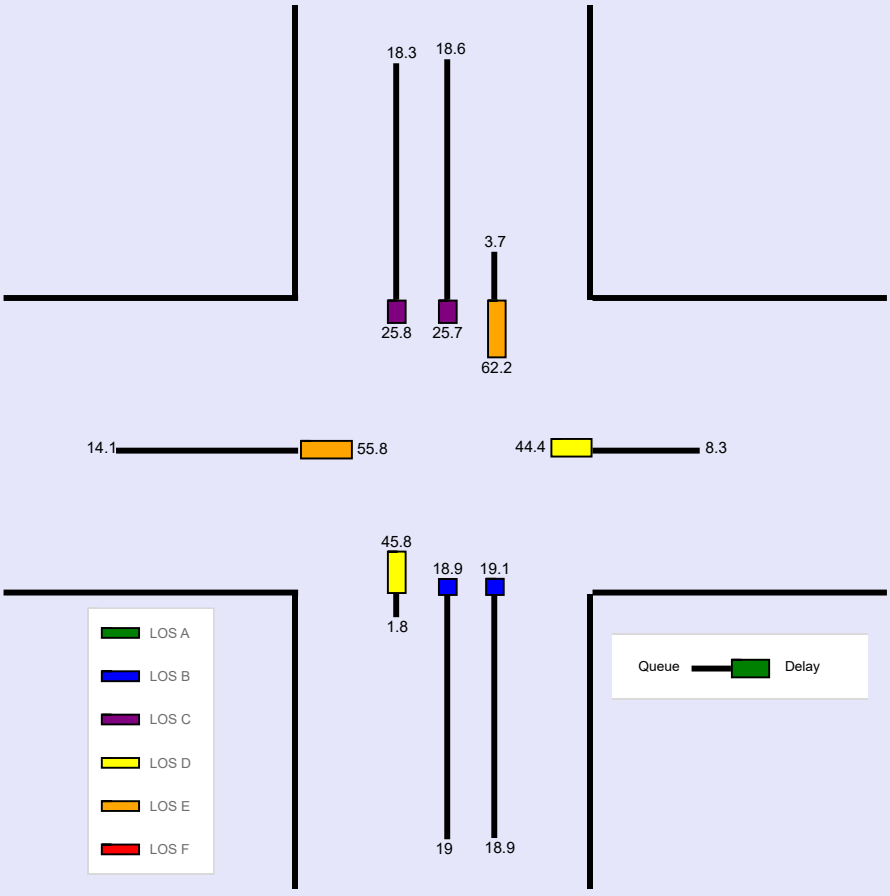
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	93	103	67	60	40	61	33	1278	71	60	1036	64

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

Green	5.6	5.4	59.5	25.0	0.0	0.0	
Yellow	4.5	4.5	4.5	4.0	0.0	0.0	
Red	2.0	2.0	2.0	1.0	0.0	0.0	



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)		352.1			207.9		45	475	471.8	92.4	467.7	458.1
Back of Queue (*Q*), veh/ln (95 th percentile)		14.1			8.3		1.8	19.0	18.9	3.7	18.6	18.3
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.20	0.00	0.00	0.46	0.00	0.00
Control Delay (*d*), s/veh		55.8			44.4		45.8	18.9	19.1	62.2	25.7	25.8
Level of Service (LOS)		E			D		D	B	B	E	C	C
Approach Delay, s/veh / LOS	55.8	E		44.4	D		19.6	B		27.7	C	
Intersection Delay, s/veh / LOS	27.2						C					



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--- Messages ---

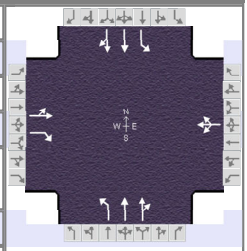
No errors or warnings exist.

--- Comments ---

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HCS Signalized Intersection Input Data

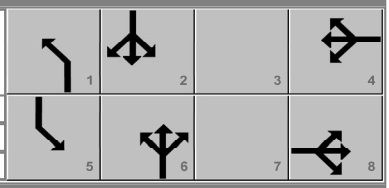
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.95
Urban Street	Paris Rd	Analysis Year	2050 No Build (No Port)	Analysis Period	1> 7:00
Intersection	Solidelle St	File Name	Paris Rd at Solidelle St 2050 No Build (No Port) A…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	8	2	38	20	1	5	27	961	23	10	1083	19

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

Green	1.2	1.3	100.1	4.5	0.0	0.0
Yellow	3.0	0.0	4.0	3.0	0.0	0.0
Red	1.0	0.0	1.0	1.0	0.0	0.0



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	8	2	38	20	1	5	27	961	23	10	1083	19
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %		0	0		0		0	2		0	4	
Ped / Bike / RTOR, /h	0	0	4	0	0	1	0	0	3	0	0	2
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft		12.0	12.0		12.0		12.0	12.0		12.0	12.0	
Turn Bay Length, ft		0	0		0		230	0		190	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	20	20	20	20	20	20	40	40	40	40	40	40

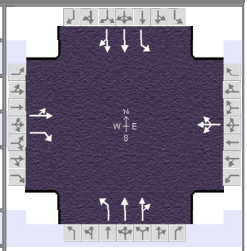
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		25.0		25.0	16.0	79.0	16.0	79.0
Yellow Change Interval (*Y*), s		3.0		3.0	3.0	4.0	3.0	4.0
Red Clearance Interval (R_c), s		1.0		1.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s		4		4	4	4	4	4
Start-Up Lost Time (*l*t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s		4.0		4.0	1.0	2.0	1.0	2.0
Recall Mode		Off		Off	Off	Min	Off	Min
Dual Entry		Yes		Yes	No	Yes	No	Yes
Walk (*Walk*), s		4.0		4.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		25.0		25.0		0.0		0.0

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

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HCS Signalized Intersection Results Summary

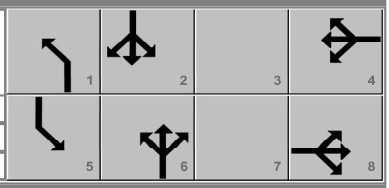
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.95
Urban Street	Paris Rd	Analysis Year	2050 No Build (No Port)	Analysis Period	1> 7:00
Intersection	Solidelle St	File Name	Paris Rd at Solidelle St 2050 No Build (No Port) A…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	8	2	38	20	1	5	27	961	23	10	1083	19

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

Green	1.2	1.3	100.1	4.5	0.0	0.0
Yellow	3.0	0.0	4.0	3.0	0.0	0.0
Red	1.0	0.0	1.0	1.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4	1	6	5	2
Case Number		7.0		8.0	1.1	4.0	1.1	4.0
Phase Duration, s		8.5		8.5	6.4	106.4	5.2	105.1
Change Period, ($Y+R_c$), s		4.0		4.0	4.0	5.0	4.0	5.0
Max Allow Headway (*MAH*), s		5.4		5.4	2.1	0.0	2.1	0.0
Queue Clearance Time (g_s), s		4.6		4.0	2.3		2.1	
Green Extension Time (g_e), s		0.3		0.3	0.0	0.0	0.0	0.0
Phase Call Probability		0.91		0.91	0.61		0.30	
Max Out Probability		0.00		0.00	0.00		0.00	

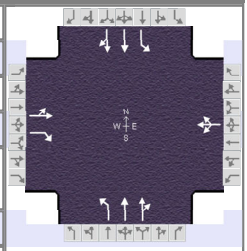
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h		11	36		26		28	518	514	11	580	577
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1550	1610		1500		1810	1870	1857	1810	1841	1831
Queue Service Time (g_s), s		0.0	2.6		1.3		0.3	7.1	7.1	0.1	9.2	9.2
Cycle Queue Clearance Time (g_c), s		0.7	2.6		2.0		0.3	7.1	7.1	0.1	9.2	9.2
Green Ratio (*g/C*)		0.04	0.04		0.04		0.85	0.84	0.84	0.84	0.83	0.83
Capacity (*c*), veh/h		111	60		110		470	1580	1568	504	1535	1527
Volume-to-Capacity Ratio (*X*)		0.094	0.599		0.240		0.060	0.328	0.328	0.021	0.378	0.378
Back of Queue (*Q*), ft/ln (95 th percentile)		14.9	58.5		37.9		2	71.7	70.1	0.9	100.9	97.4
Back of Queue (*Q*), veh/ln (95 th percentile)		0.6	2.3		1.5		0.1	2.8	2.8	0.0	3.9	3.9
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00	0.00		0.00		0.01	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh		55.9	56.9		56.6		1.7	2.0	2.0	1.7	2.4	2.4
Incremental Delay (d_2), s/veh		0.5	12.9		1.6		0.0	0.6	0.6	0.0	0.7	0.7
Initial Queue Delay (d_3), s/veh		0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		56.5	69.8		58.2		1.7	2.6	2.6	1.7	3.1	3.1
Level of Service (LOS)		E	E		E		A	A	A	A	A	A
Approach Delay, s/veh / LOS	66.8	E		58.2	E		2.5	A		3.1	A	
Intersection Delay, s/veh / LOS	4.8						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.32	B	2.32	B	1.59	B	1.82	B
Bicycle LOS Score / LOS	0.56	A	0.53	A	1.36	A	1.45	A

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HCS Signalized Intersection Intermediate Values

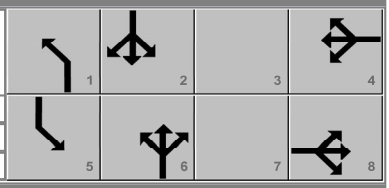
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.95
Urban Street	Paris Rd	Analysis Year	2050 No Build (No Port)	Analysis Period	1> 7:00
Intersection	Solidelle St	File Name	Paris Rd at Solidelle St 2050 No Build (No Port) A…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	8	2	38	20	1	5	27	961	23	10	1083	19

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

Green	1.2	1.3	100.1	4.5	0.0	0.0
Yellow	3.0	0.0	4.0	3.0	0.0	0.0
Red	1.0	0.0	1.0	1.0	0.0	0.0



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.984	1.000	1.000	0.969	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.816	0.816		0.806	0.789		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.000	0.789		0.993	0.993		0.994	0.994
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)							1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)	1.00			1.00								
Movement Saturation Flow Rate (s), veh/h	1240	310	1610	1200	60	240	1810	3651	76	1810	3614	57
Proportion of Vehicles Arriving on Green (P)	0.04	0.04	0.04	0.04	0.04	0.04	0.02	0.84	0.84	0.01	0.83	0.83
Incremental Delay Factor (k)		0.15	0.15		0.15		0.04	0.50	0.50	0.04	0.50	0.50

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		4.0		4.0	4.0	5.0	4.0	5.0
Green Ratio (g/C)		0.04		0.04	0.85	0.84	0.84	0.83
Permitted Saturation Flow Rate (s_p), veh/h/ln		1433		1437	493	0	555	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln		1507		1511				
Permitted Effective Green Time (g_p), s		4.5		4.5	100.1	0.0	100.1	0.0
Permitted Service Time (g_u), s		2.4		3.8	90.9	0.0	92.2	0.0
Permitted Queue Service Time (g_{ps}), s		0.0		1.3	0.6		0.2	
Time to First Blockage (g_f), s		0.5		0.2	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s		0.5		0.2				
Protected Right Saturation Flow (s_R), veh/h/ln		0						
Protected Right Effective Green Time (g_R), s		0.0						

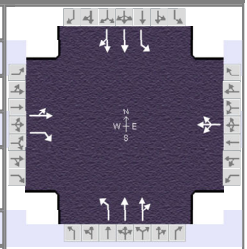
Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.004	1.557	0.003	0.972	0.001	1.198	0.006
Pedestrian F_s / F_{delay}	0.000	0.161	0.000	0.161	0.000	0.015	0.000	0.020
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	74.18	55.63	74.18	55.63	1689.42	1.45	1668.33	1.65

Bicycle F_w / F_v	-3.64	0.08	-3.64	0.04	-3.64	0.88	-3.64	0.96

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HCS Signalized Intersection Results Graphical Summary

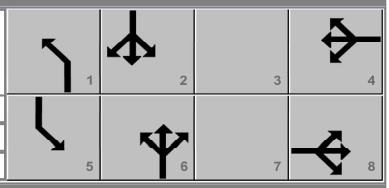
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.95
Urban Street	Paris Rd	Analysis Year	2050 No Build (No Port)	Analysis Period	1> 7:00
Intersection	Solidelle St	File Name	Paris Rd at Solidelle St 2050 No Build (No Port) A…		
Project Description	23-040				



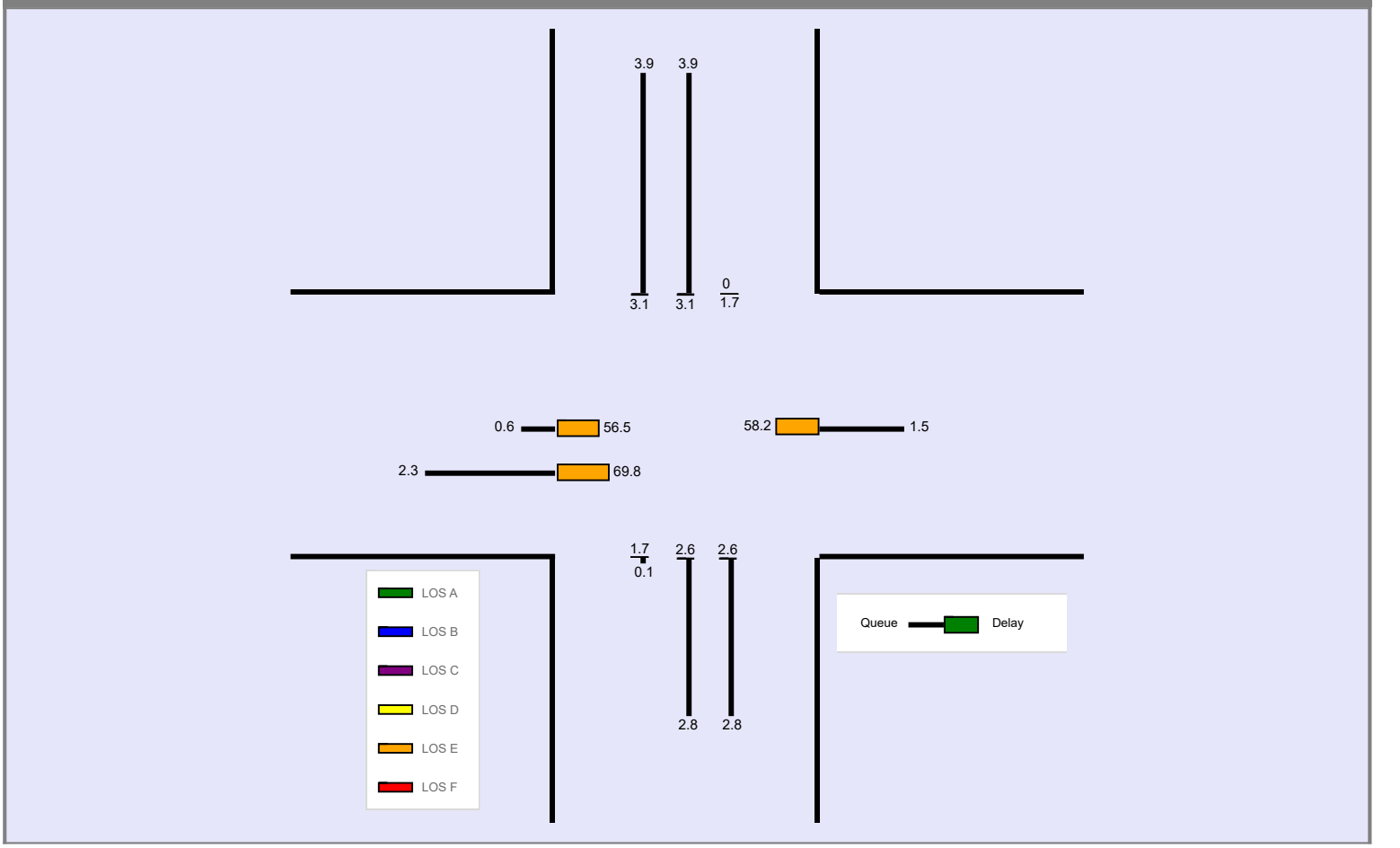
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	8	2	38	20	1	5	27	961	23	10	1083	19

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

Green	1.2	1.3	100.1	4.5	0.0	0.0	
Yellow	3.0	0.0	4.0	3.0	0.0	0.0	
Red	1.0	0.0	1.0	1.0	0.0	0.0	



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)		14.9	58.5		37.9		2	71.7	70.1	0.9	100.9	97.4
Back of Queue (*Q*), veh/ln (95 th percentile)		0.6	2.3		1.5		0.1	2.8	2.8	0.0	3.9	3.9
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00	0.00		0.00		0.01	0.00	0.00	0.00	0.00	0.00
Control Delay (*d*), s/veh		56.5	69.8		58.2		1.7	2.6	2.6	1.7	3.1	3.1
Level of Service (LOS)		E	E		E		A	A	A	A	A	A
Approach Delay, s/veh / LOS	66.8		E	58.2		E	2.5		A	3.1		A
Intersection Delay, s/veh / LOS	4.8						A					



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--- Messages ---

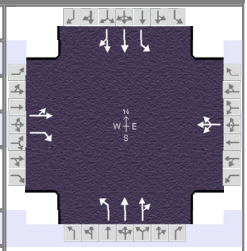
No errors or warnings exist.

--- Comments ---

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HCS Signalized Intersection Input Data

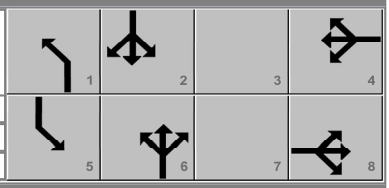
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.95
Urban Street	Paris Rd	Analysis Year	2050 No Build (No Port)	Analysis Period	1> 7:00
Intersection	Solidelle St	File Name	Paris Rd at Solidelle St 2050 No Build (No Port) P…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	43	27	72	58	16	26	92	1428	64	26	1177	50

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

Green	2.4	1.4		92.7	10.4	0.0	0.0					
Yellow	3.0	0.0		4.0	3.0	0.0	0.0					
Red	1.0	0.0		1.0	1.0	0.0	0.0					



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	43	27	72	58	16	26	92	1428	64	26	1177	50
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %		0	0		0		0	0		0	1	
Ped / Bike / RTOR, /h	0	0	8	0	0	3	0	0	7	0	0	5
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft		12.0	12.0		12.0		12.0	12.0		12.0	12.0	
Turn Bay Length, ft		0	0		0		230	0		190	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	20	20	20	20	20	20	40	40	40	40	40	40

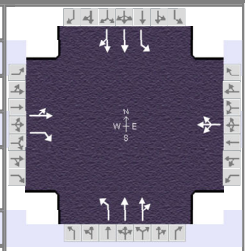
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		22.0		22.0	16.0	82.0	16.0	82.0
Yellow Change Interval (*Y*), s		3.0		3.0	3.0	4.0	3.0	4.0
Red Clearance Interval (R_c), s		1.0		1.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s		4		4	4	4	4	4
Start-Up Lost Time (*l*t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s		4.0		4.0	1.0	2.0	1.0	2.0
Recall Mode		Off		Off	Off	Min	Off	Min
Dual Entry		Yes		Yes	No	Yes	No	Yes
Walk (*Walk*), s		4.0		4.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		25.0		25.0		0.0		0.0

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

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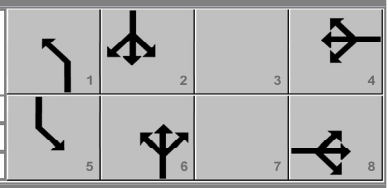
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.95
Urban Street	Paris Rd	Analysis Year	2050 No Build (No Port)	Analysis Period	1> 7:00
Intersection	Solidelle St	File Name	Paris Rd at Solidelle St 2050 No Build (No Port) P…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	43	27	72	58	16	26	92	1428	64	26	1177	50

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



Green	2.4	1.4	92.7	10.4	0.0	0.0
Yellow	3.0	0.0	4.0	3.0	0.0	0.0
Red	1.0	0.0	1.0	1.0	0.0	0.0

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4	1	6	5	2
Case Number		7.0		8.0	1.1	4.0	1.1	4.0
Phase Duration, s		14.4		14.4	7.8	99.2	6.4	97.7
Change Period, ($Y+R_c$), s		4.0		4.0	4.0	5.0	4.0	5.0
Max Allow Headway (*MAH*), s		5.4		5.4	2.1	0.0	2.1	0.0
Queue Clearance Time (g_s), s		7.2		9.6	3.3		2.4	
Green Extension Time (g_e), s		1.0		0.8	0.0	0.0	0.0	0.0
Phase Call Probability		1.00		1.00	0.96		0.60	
Max Out Probability		0.10		0.27	0.00		0.00	

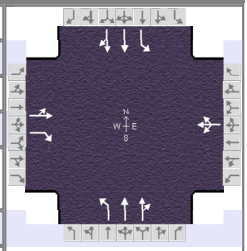
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h		74	67		102		97	785	778	27	647	639
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1589	1610		1559		1810	1900	1874	1810	1885	1860
Queue Service Time (g_s), s		0.0	4.8		2.4		1.3	18.2	18.3	0.4	14.2	14.3
Cycle Queue Clearance Time (g_c), s		5.2	4.8		7.6		1.3	18.2	18.3	0.4	14.2	14.3
Green Ratio (*g/C*)		0.09	0.09		0.09		0.80	0.78	0.78	0.79	0.77	0.77
Capacity (*c*), veh/h		186	140		183		403	1491	1471	302	1457	1438
Volume-to-Capacity Ratio (*X*)		0.395	0.482		0.557		0.240	0.526	0.529	0.091	0.444	0.445
Back of Queue (*Q*), ft/ln (95 th percentile)		101.7	6.3		146		15	240.3	239.7	4.6	203.4	200.7
Back of Queue (*Q*), veh/ln (95 th percentile)		4.1	0.3		5.8		0.6	9.6	9.6	0.2	8.1	8.0
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00	0.00		0.00		0.07	0.00	0.00	0.02	0.00	0.00
Uniform Delay (d_1), s/veh		52.3	52.2		53.4		3.5	4.7	4.7	4.2	4.7	4.7
Incremental Delay (d_2), s/veh		1.9	3.6		3.7		0.1	1.3	1.4	0.0	1.0	1.0
Initial Queue Delay (d_3), s/veh		0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		54.2	55.8		57.2		3.6	6.1	6.1	4.3	5.7	5.7
Level of Service (LOS)		D	E		E		A	A	A	A	A	A
Approach Delay, s/veh / LOS	55.0	E		57.2	E		5.9	A		5.7	A	
Intersection Delay, s/veh / LOS	9.6						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.32	B	2.32	B	1.62	B	1.85	B
Bicycle LOS Score / LOS	0.72	A	0.66	A	1.86	B	1.57	B

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HCS Signalized Intersection Intermediate Values

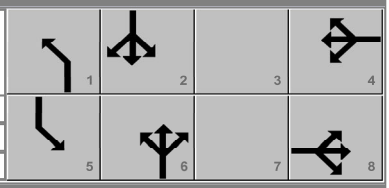
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.95
Urban Street	Paris Rd	Analysis Year	2050 No Build (No Port)	Analysis Period	1> 7:00
Intersection	Solidelle St	File Name	Paris Rd at Solidelle St 2050 No Build (No Port) P…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	43	27	72	58	16	26	92	1428	64	26	1177	50

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

Green	2.4	1.4	92.7	10.4	0.0	0.0
Yellow	3.0	0.0	4.0	3.0	0.0	0.0
Red	1.0	0.0	1.0	1.0	0.0	0.0



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.992	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.836	0.836		0.837	0.820		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.000	0.820		0.986	0.986		0.987	0.987
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)							1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)	1.00			1.00								
Movement Saturation Flow Rate (s), veh/h	976	613	1610	932	257	370	1810	3629	144	1810	3608	138
Proportion of Vehicles Arriving on Green (P)	0.09	0.09	0.09	0.09	0.09	0.09	0.03	0.78	0.78	0.02	0.77	0.77
Incremental Delay Factor (k)		0.15	0.15		0.15		0.04	0.50	0.50	0.04	0.50	0.50

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		4.0		4.0	4.0	5.0	4.0	5.0
Green Ratio (g/C)		0.09		0.09	0.80	0.78	0.79	0.77
Permitted Saturation Flow Rate (s_p), veh/h/ln		1388		1403	436	0	334	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln		1549		1568				
Permitted Effective Green Time (g_p), s		10.4		10.4	92.7	0.0	92.7	0.0
Permitted Service Time (g_u), s		2.8		5.2	78.5	0.0	73.8	0.0
Permitted Queue Service Time (g_{ps}), s		0.0		2.4	4.1		1.7	
Time to First Blockage (g_f), s		1.2		0.7	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s		1.2		0.7				
Protected Right Saturation Flow (s_R), veh/h/ln		0						
Protected Right Effective Green Time (g_R), s		0.0						

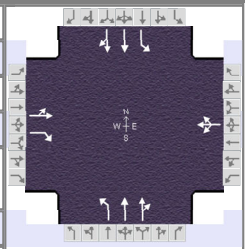
Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.010	1.557	0.007	0.972	0.004	1.198	0.011
Pedestrian F_s / F_{delay}	0.000	0.157	0.000	0.157	0.000	0.041	0.000	0.045
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	173.65	50.03	173.65	50.03	1569.79	2.78	1545.66	3.10

Bicycle F_w / F_v	-3.64	0.23	-3.64	0.17	-3.64	1.37	-3.64	1.08

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HCS Signalized Intersection Results Graphical Summary

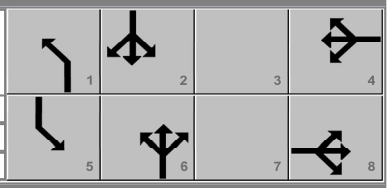
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.95
Urban Street	Paris Rd	Analysis Year	2050 No Build (No Port)	Analysis Period	1> 7:00
Intersection	Solidelle St	File Name	Paris Rd at Solidelle St 2050 No Build (No Port) P…		
Project Description	23-040				



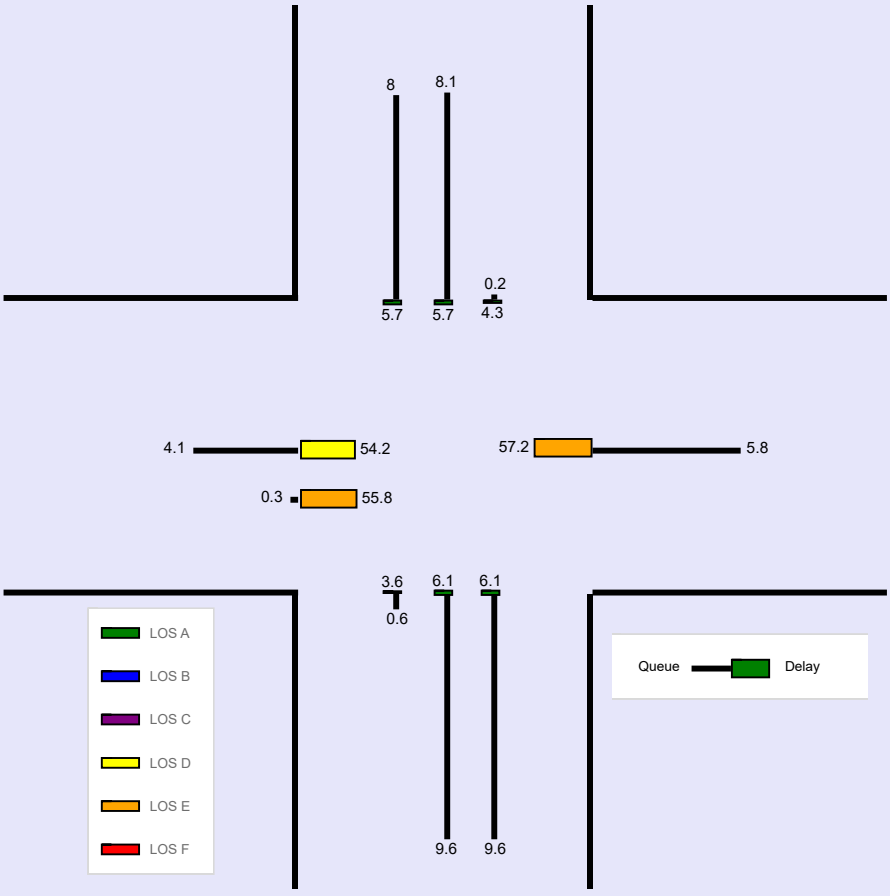
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	43	27	72	58	16	26	92	1428	64	26	1177	50

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

Green	2.4	1.4		92.7	10.4	0.0	0.0					
Yellow	3.0	0.0		4.0	3.0	0.0	0.0					
Red	1.0	0.0		1.0	1.0	0.0	0.0					



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)		101.7	6.3		146		15	240.3	239.7	4.6	203.4	200.7
Back of Queue (*Q*), veh/ln (95 th percentile)		4.1	0.3		5.8		0.6	9.6	9.6	0.2	8.1	8.0
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00	0.00		0.00		0.07	0.00	0.00	0.02	0.00	0.00
Control Delay (*d*), s/veh		54.2	55.8		57.2		3.6	6.1	6.1	4.3	5.7	5.7
Level of Service (LOS)		D	E		E		A	A	A	A	A	A
Approach Delay, s/veh / LOS	55.0	E		57.2	E		5.9	A		5.7	A	
Intersection Delay, s/veh / LOS	9.6						A					



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--- Messages ---

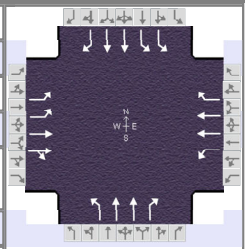
No errors or warnings exist.

--- Comments ---

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HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	2050 No Build (No Port)	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	Judge Perez at Paris 2050 No Build (No Port) AM…		
Project Description	23-040				

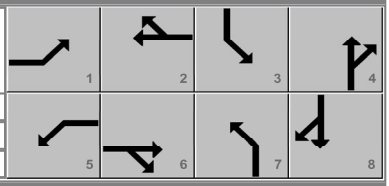


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	259	537	73	174	1056	366	79	384	88	311	508	401

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	13.6	3.0	53.2	8.4	5.9	25.8						
Yellow	5.0	0.0	5.0	5.0	5.0	5.0						
Red	1.0	0.0	1.0	1.0	1.0	1.0						



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	259	537	73	174	1056	366	79	384	88	311	508	401
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	1	1		0	0	1	1	3	0	3	6	1
Ped / Bike / RTOR, /h	0	0	8	0	0	37	0	0	9	0	0	41
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Turn Bay Length, ft	280	0		215	0	250	360	0	240	220	0	130
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	40	40	40	40	40	40

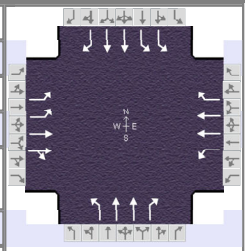
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	25.0	50.0	30.0	55.0	20.0	35.0	25.0	40.0
Yellow Change Interval (*Y*), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Red Clearance Interval (R_c), s	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s	4	10	4	10	4	7	4	4
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.5	2.0	2.5	2.0	2.0	4.0	2.0	4.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (*Walk*), s		7.0		7.0		7.0		7.0
Pedestrian Clearance Time (*PC*), s		28.0		28.0		14.0		17.0

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

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HCS Signalized Intersection Results Summary

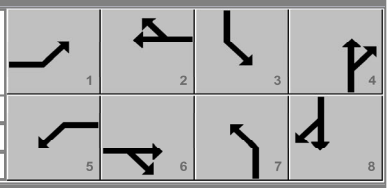
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	2050 No Build (No Port)	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	Judge Perez at Paris 2050 No Build (No Port) AM…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	259	537	73	174	1056	366	79	384	88	311	508	401

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	13.6	3.0	53.2	8.4	5.9	25.8						
Yellow	5.0	0.0	5.0	5.0	5.0	5.0						
Red	1.0	0.0	1.0	1.0	1.0	1.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	2.0	4.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	19.6	59.2	22.7	62.2	14.4	26.3	31.8	43.8
Change Period, ($Y+R_c$), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Allow Headway (*MAH*), s	3.6	0.0	3.6	0.0	3.1	5.0	4.6	4.6
Queue Clearance Time (g_s), s	13.1		16.4		8.6	18.0	14.5	35.2
Green Extension Time (g_e), s	0.5	0.0	0.3	0.0	0.0	2.3	5.7	2.6
Phase Call Probability	1.00		1.00		0.96	1.00	1.00	1.00
Max Out Probability	0.04		0.01		0.04	0.18	0.37	1.00

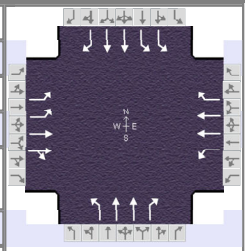
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	282	333	321	189	1148	358	86	417	86	338	552	391
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1743	1885	1813	1810	1809	1598	1795	1766	1610	1716	1724	1598
Queue Service Time (g_s), s	11.1	18.6	18.7	14.4	38.9	24.2	6.6	16.0	6.7	12.5	19.5	33.2
Cycle Queue Clearance Time (g_c), s	11.1	18.6	18.7	14.4	38.9	24.2	6.6	16.0	6.7	12.5	19.5	33.2
Green Ratio (*g/C*)	0.10	0.38	0.38	0.12	0.40	0.40	0.06	0.14	0.14	0.18	0.27	0.27
Capacity (*c*), veh/h	340	716	689	216	1453	641	107	512	233	634	931	431
Volume-to-Capacity Ratio (*X*)	0.829	0.465	0.467	0.877	0.790	0.557	0.802	0.815	0.368	0.534	0.593	0.907
Back of Queue (*Q*), ft/ln (95 th percentile)	223.9	348.5	336.8	295.2	619.3	364.2	143	306.8	121.9	233.8	344.2	556.1
Back of Queue (*Q*), veh/ln (95 th percentile)	8.9	13.8	13.5	11.8	24.8	14.5	5.7	12.0	4.9	9.1	13.1	22.1
Queue Storage Ratio (*RQ*) (95 th percentile)	0.80	0.00	0.00	1.37	0.00	1.46	0.40	0.00	0.51	1.06	0.00	4.28
Uniform Delay (d_1), s/veh	62.0	32.7	32.7	60.6	36.7	29.4	65.0	58.0	9.4	51.6	44.4	49.4
Incremental Delay (d_2), s/veh	5.5	2.2	2.3	13.0	4.5	3.5	5.2	5.9	1.4	0.3	1.1	21.8
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	67.6	34.9	35.0	73.7	41.2	32.9	70.2	63.9	10.8	51.9	45.5	71.2
Level of Service (LOS)	E	C	C	E	D	C	E	E	B	D	D	E
Approach Delay, s/veh / LOS	44.7	D		43.1	D		57.1	E		55.1	E	
Intersection Delay, s/veh / LOS	48.7						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.46	B	2.64	C	2.52	C	2.47	B
Bicycle LOS Score / LOS	1.26	A	1.89	B	0.97	A	1.54	B

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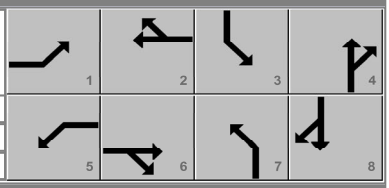
HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	2050 No Build (No Port)	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	Judge Perez at Paris 2050 No Build (No Port) AM…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	259	537	73	174	1056	366	79	384	88	311	508	401

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	13.6	3.0	53.2	8.4	5.9	25.8						
Yellow	5.0	0.0	5.0	5.0	5.0	5.0						
Red	1.0	0.0	1.0	1.0	1.0	1.0						

Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	0.992	0.992	1.000	1.000	1.000	0.992	0.992	0.977	1.000	0.977	0.953	0.992
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	0.971	1.000	1.000	1.000	0.952	1.000	1.000	0.952	1.000	0.971	0.952	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.962	0.962		0.000	0.847		0.000	0.847		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00			1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)												
Movement Saturation Flow Rate (s), veh/h	3487	3300	399	1810	3618	1598	1795	3533	1610	3432	3448	1598
Proportion of Vehicles Arriving on Green (P)	0.10	0.38	0.38	0.12	0.40	0.40	0.06	0.14	0.14	0.18	0.27	0.27
Incremental Delay Factor (k)	0.12	0.50	0.50	0.14	0.50	0.50	0.04	0.20	0.15	0.04	0.20	0.41

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Green Ratio (g/C)	0.10	0.38	0.12	0.40	0.06	0.14	0.18	0.27
Permitted Saturation Flow Rate (s_p), veh/h/ln	0	0	0	0	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln				0		0		0
Protected Right Effective Green Time (g_R), s				0.0		0.0		0.0

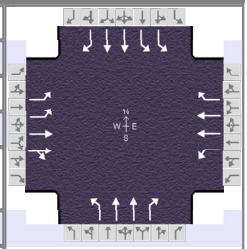
Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.710	0.013	1.852	0.058	1.710	0.053	1.710	0.011
Pedestrian F_s / F_{delay}	0.000	0.132	0.000	0.129	0.000	0.154	0.000	0.145
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	759.51	26.93	803.07	25.07	369.24	46.54	539.90	37.31

Bicycle F_w / F_v	-3.64	0.77	-3.64	1.40	-3.64	0.49	-3.64	1.06

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HCS Signalized Intersection Results Graphical Summary

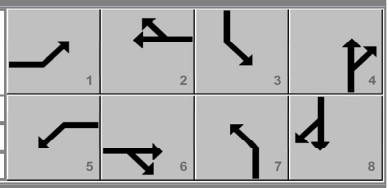
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	2050 No Build (No Port)	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	Judge Perez at Paris 2050 No Build (No Port) AM…		
Project Description	23-040				



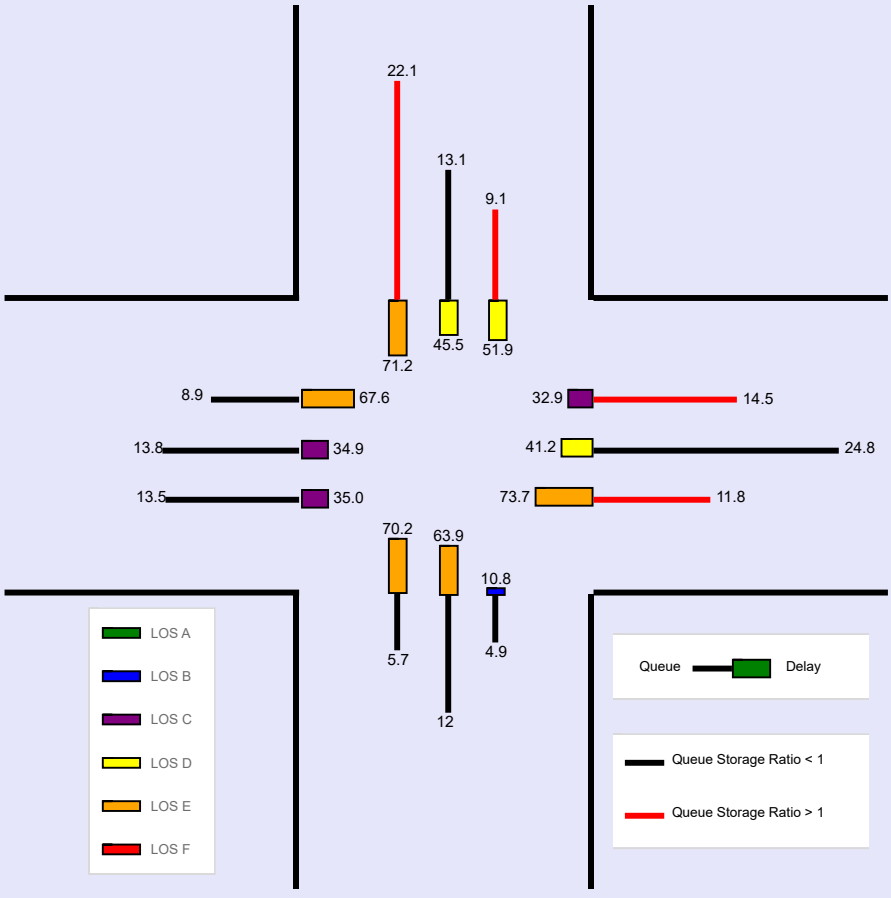
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	259	537	73	174	1056	366	79	384	88	311	508	401

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	13.6	3.0	53.2	8.4	5.9	25.8
Yellow	5.0	0.0	5.0	5.0	5.0	5.0
Red	1.0	0.0	1.0	1.0	1.0	1.0



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	223.9	348.5	336.8	295.2	619.3	364.2	143	306.8	121.9	233.8	344.2	556.1
Back of Queue (*Q*), veh/ln (95 th percentile)	8.9	13.8	13.5	11.8	24.8	14.5	5.7	12.0	4.9	9.1	13.1	22.1
Queue Storage Ratio (*RQ*) (95 th percentile)	0.80	0.00	0.00	1.37	0.00	1.46	0.40	0.00	0.51	1.06	0.00	4.28
Control Delay (*d*), s/veh	67.6	34.9	35.0	73.7	41.2	32.9	70.2	63.9	10.8	51.9	45.5	71.2
Level of Service (LOS)	E	C	C	E	D	C	E	E	B	D	D	E
Approach Delay, s/veh / LOS	44.7		D	43.1		D	57.1		E	55.1		E
Intersection Delay, s/veh / LOS	48.7						D					



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--- Messages ---

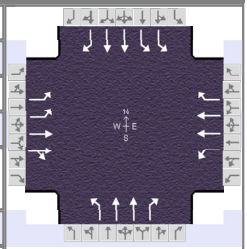
WARNING: Since queue spillover from turn lanes and spillback into upstream intersections is not accounted for in the HCM procedures, use of a simulation tool may be advised in situations where the Queue Storage Ratio exceeds 1.0.

--- Comments ---

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HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.97
Urban Street	E Judge Perez	Analysis Year	2050 No Build (No Port)	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	Judge Perez at Paris 2050 No Build (No Port) PM…		
Project Description	23-040				

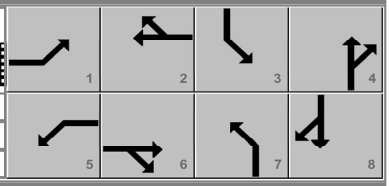


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	535	1178	121	124	742	423	103	691	104	471	453	388

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	10.0	28.0	23.9	19.1	8.3	14.7
Yellow	5.0	5.0	5.0	5.0	5.0	5.0
Red	1.0	1.0	1.0	1.0	1.0	1.0



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	535	1178	121	124	742	423	103	691	104	471	453	388
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	0		0	0	1	2	2	0	0	2	0
Ped / Bike / RTOR, /h	0	0	13	0	0	43	0	0	11	0	0	39
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Turn Bay Length, ft	280	0		215	0	250	360	0	240	220	0	130
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	40	40	40	40	40	40

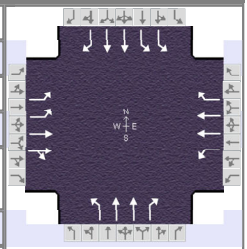
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	30.0	64.0	16.0	50.0	20.0	35.0	25.0	40.0
Yellow Change Interval (*Y*), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Red Clearance Interval (R_c), s	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s	4	10	4	10	4	7	4	4
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.5	2.0	2.5	2.0	2.0	4.0	2.0	4.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (*Walk*), s		7.0		7.0		7.0		7.0
Pedestrian Clearance Time (*PC*), s		28.0		28.0		14.0		17.0

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

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HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.97
Urban Street	E Judge Perez	Analysis Year	2050 No Build (No Port)	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	Judge Perez at Paris 2050 No Build (No Port) PM…		
Project Description	23-040				

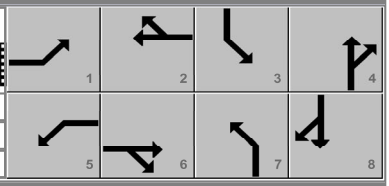


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	535	1178	121	124	742	423	103	691	104	471	453	388

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	10.0	28.0	23.9	19.1	8.3	14.7
Yellow	5.0	5.0	5.0	5.0	5.0	5.0
Red	1.0	1.0	1.0	1.0	1.0	1.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	2.0	4.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	29.9	63.9	16.0	50.0	20.7	35.0	25.1	39.4
Change Period, ($Y+R_c$), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Allow Headway (*MAH*), s	3.6	0.0	3.6	0.0	4.8	4.8	3.1	5.1
Queue Clearance Time (g_s), s	23.6		11.9		9.9	29.8	21.1	32.7
Green Extension Time (g_e), s	0.3	0.0	0.0	0.0	2.2	0.0	0.0	0.7
Phase Call Probability	1.00		0.99		0.98	1.00	1.00	1.00
Max Out Probability	1.00		1.00		1.00	1.00	1.00	1.00

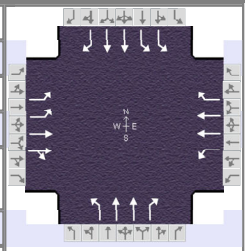
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	552	672	654	128	765	392	106	712	96	486	467	360
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1757	1900	1844	1810	1809	1598	1781	1781	1610	1757	1781	1610
Queue Service Time (g_s), s	21.6	44.9	45.2	9.9	25.7	31.2	7.9	27.8	7.0	19.1	16.1	30.7
Cycle Queue Clearance Time (g_c), s	21.6	44.9	45.2	9.9	25.7	31.2	7.9	27.8	7.0	19.1	16.1	30.7
Green Ratio (*g/C*)	0.17	0.41	0.41	0.07	0.31	0.31	0.10	0.21	0.21	0.14	0.24	0.24
Capacity (*c*), veh/h	600	786	762	129	1137	502	187	738	334	479	850	384
Volume-to-Capacity Ratio (*X*)	0.919	0.855	0.858	0.989	0.673	0.780	0.568	0.966	0.287	1.013	0.549	0.936
Back of Queue (*Q*), ft/ln (95 th percentile)	415	770.1	756.8	291.9	440	248.4	168.6	535.8	128.9	424.4	293.5	544.6
Back of Queue (*Q*), veh/ln (95 th percentile)	16.6	30.8	30.3	11.7	17.6	9.9	6.6	21.1	5.2	17.0	11.6	21.8
Queue Storage Ratio (*RQ*) (95 th percentile)	1.48	0.00	0.00	1.36	0.00	0.99	0.47	0.00	0.54	1.93	0.00	4.19
Uniform Delay (d_1), s/veh	57.1	37.2	37.3	64.9	41.7	8.0	59.6	55.0	46.8	60.5	46.7	52.2
Incremental Delay (d_2), s/veh	19.2	11.5	12.0	75.6	3.2	11.4	2.6	25.0	0.7	44.4	0.9	29.9
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	76.3	48.7	49.3	140.6	44.9	19.4	62.2	80.0	47.5	104.8	47.6	82.1
Level of Service (LOS)	E	D	D	F	D	B	E	E	D	F	D	F
Approach Delay, s/veh / LOS	57.0	E		46.6	D		74.5	E		78.2	E	
Intersection Delay, s/veh / LOS	62.7						E					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.45	B	2.66	C	2.52	C	2.49	B
Bicycle LOS Score / LOS	2.04	B	1.55	B	1.24	A	1.57	B

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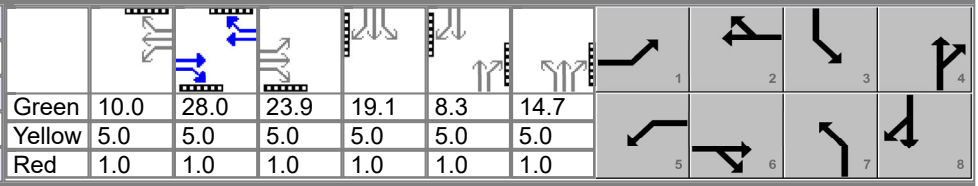
HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.97
Urban Street	E Judge Perez	Analysis Year	2050 No Build (No Port)	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	Judge Perez at Paris 2050 No Build (No Port) PM…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	535	1178	121	124	742	423	103	691	104	471	453	388

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	10.0	28.0	23.9	19.1	8.3	14.7
Yellow	5.0	5.0	5.0	5.0	5.0	5.0
Red	1.0	1.0	1.0	1.0	1.0	1.0

Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000	1.000	1.000	0.992	0.984	0.984	1.000	1.000	0.984	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	0.971	1.000	1.000	1.000	0.952	1.000	1.000	0.952	1.000	0.971	0.952	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.970	0.970		0.000	0.847		0.000	0.847		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00			1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)												
Movement Saturation Flow Rate (s), veh/h	3514	3430	314	1810	3618	1598	1781	3561	1610	3514	3561	1610
Proportion of Vehicles Arriving on Green (P)	0.17	0.41	0.41	0.07	0.31	0.31	0.10	0.21	0.21	0.14	0.24	0.24
Incremental Delay Factor (k)	0.43	0.50	0.50	0.49	0.50	0.50	0.10	0.48	0.15	0.50	0.18	0.44

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Green Ratio (g/C)	0.17	0.41	0.07	0.31	0.10	0.21	0.14	0.24
Permitted Saturation Flow Rate (s_p), veh/h/ln	0	0	0	0	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln				0		0		0
Protected Right Effective Green Time (g_R), s				0.0		0.0		0.0

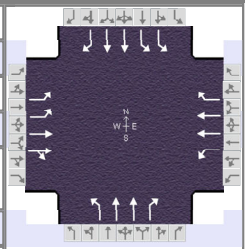
Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.710	0.016	1.852	0.055	1.710	0.061	1.710	0.018
Pedestrian F_s / F_{delay}	0.000	0.128	0.000	0.155	0.000	0.152	0.000	0.161
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	827.17	24.07	341.45	48.14	414.29	44.00	209.79	56.09

Bicycle F_w / F_v	-3.64	1.55	-3.64	1.06	-3.64	0.75	-3.64	1.08

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HCS Signalized Intersection Results Graphical Summary

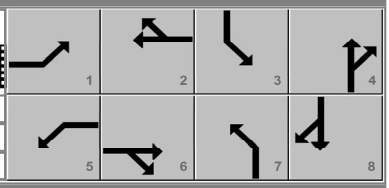
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.97
Urban Street	E Judge Perez	Analysis Year	2050 No Build (No Port)	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	Judge Perez at Paris 2050 No Build (No Port) PM…		
Project Description	23-040				



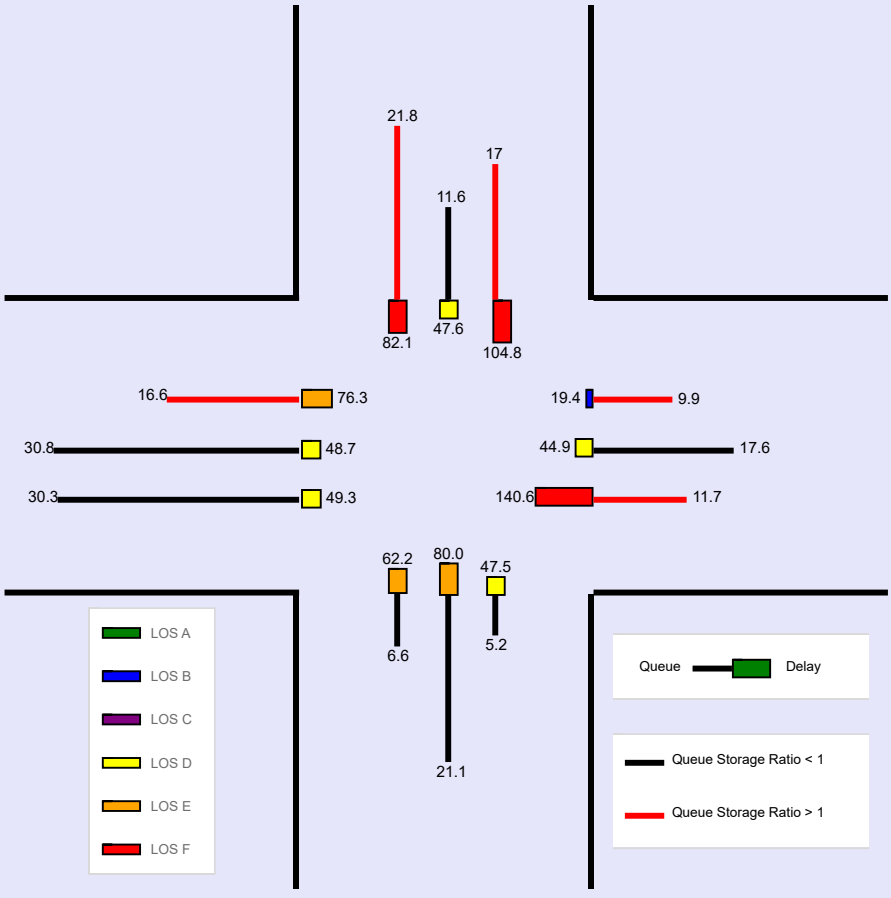
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	535	1178	121	124	742	423	103	691	104	471	453	388

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	10.0	28.0	23.9	19.1	8.3	14.7	
Yellow	5.0	5.0	5.0	5.0	5.0	5.0	
Red	1.0	1.0	1.0	1.0	1.0	1.0	



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	415	770.1	756.8	291.9	440	248.4	168.6	535.8	128.9	424.4	293.5	544.6
Back of Queue (*Q*), veh/ln (95 th percentile)	16.6	30.8	30.3	11.7	17.6	9.9	6.6	21.1	5.2	17.0	11.6	21.8
Queue Storage Ratio (*RQ*) (95 th percentile)	1.48	0.00	0.00	1.36	0.00	0.99	0.47	0.00	0.54	1.93	0.00	4.19
Control Delay (*d*), s/veh	76.3	48.7	49.3	140.6	44.9	19.4	62.2	80.0	47.5	104.8	47.6	82.1
Level of Service (LOS)	E	D	D	F	D	B	E	E	D	F	D	F
Approach Delay, s/veh / LOS	57.0	E		46.6	D		74.5	E		78.2	E	
Intersection Delay, s/veh / LOS	62.7						E					



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--- Messages ---

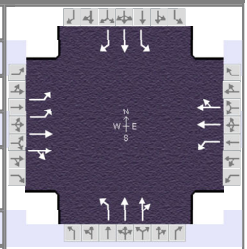
WARNING: Since queue spillover from turn lanes and spillback into upstream intersections is not accounted for in the HCM procedures, use of a simulation tool may be advised in situations where the Queue Storage Ratio exceeds 1.0.

--- Comments ---

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HCS Signalized Intersection Input Data

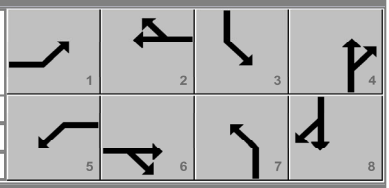
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.96
Urban Street	E St Bernard Hwy	Analysis Year	2050 No Build (No Port)	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	St Bernard Hwy at Paris 2050 No Build (No Port)…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	141	382	44	27	1199	257	29	41	10	190	85	455

Signal Information			
Cycle, s	136.7	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	3.9	4.4		70.6	4.8	8.1	16.9					
Yellow	4.5	0.0		4.5	4.0	4.0	4.0					
Red	2.0	0.0		2.0	1.0	1.0	1.0					



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	141	382	44	27	1199	257	29	41	10	190	85	455
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	7	1		0	1		8	16		6	18	3
Ped / Bike / RTOR, /h	0	0	5	0	0	26	0	0	1	0	0	0
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	12.0
Turn Bay Length, ft	215	0		0	0		130	0		0	0	0
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	40	40	40	40	40	40

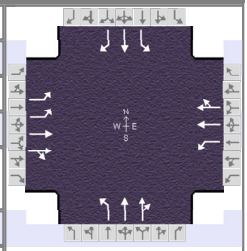
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	15.0	80.0	35.0	80.0	30.0	30.0	35.0	30.0
Yellow Change Interval (*Y*), s	4.5	4.5	4.5	4.5	4.0	4.0	4.0	4.0
Red Clearance Interval (R_c), s	2.0	2.0	2.0	2.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s	6	15	6	15	7	10	7	10
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	4.0	5.0	1.5	5.0	1.5	1.5	2.5	1.5
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	No	No	No	No	No	No	No	No
Walk (*Walk*), s		7.0		7.0		0.0		7.0
Pedestrian Clearance Time (*PC*), s		24.0		24.0		0.0		24.0

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

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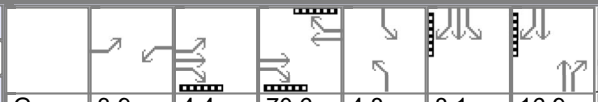
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.96
Urban Street	E St Bernard Hwy	Analysis Year	2050 No Build (No Port)	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	St Bernard Hwy at Paris 2050 No Build (No Port)…		
Project Description	23-040				

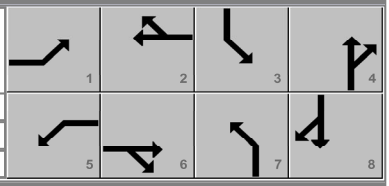


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	141	382	44	27	1199	257	29	41	10	190	85	455

Signal Information			
Cycle, s	136.7	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	3.9	4.4	70.6	4.8	8.1	16.9
Yellow	4.5	0.0	4.5	4.0	4.0	4.0
Red	2.0	0.0	2.0	1.0	1.0	1.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	2.0	4.0	2.0	4.0	2.0	4.0	2.0	3.0
Phase Duration, s	14.8	81.4	10.4	77.1	9.8	21.9	22.8	35.0
Change Period, ($Y+R_c$), s	6.5	6.5	6.5	6.5	5.0	5.0	5.0	5.0
Max Allow Headway (*MAH*), s	5.1	6.1	2.6	6.1	2.6	2.7	3.6	2.7
Queue Clearance Time (g_s), s	7.9	10.3	4.1	47.9	4.4	4.0	17.4	32.0
Green Extension Time (g_e), s	0.4	36.3	0.0	22.7	0.0	0.9	0.4	0.0
Phase Call Probability	1.00	1.00	0.66	1.00	0.68	0.86	1.00	1.00
Max Out Probability	0.28	0.37	0.00	0.67	0.00	0.00	0.00	1.00

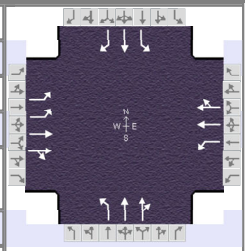
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	147	222	217	28	760	729	30	26	26	198	89	474
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1661	1885	1824	1810	1885	1779	1697	1663	1561	1725	1633	
Queue Service Time (g_s), s	5.9	8.2	8.3	2.1	44.7	45.9	2.4	1.9	2.0	15.4	6.1	
Cycle Queue Clearance Time (g_c), s	5.9	8.2	8.3	2.1	44.7	45.9	2.4	1.9	2.0	15.4	6.1	
Green Ratio (*g/C*)	0.06	0.55	0.55	0.03	0.52	0.52	0.03	0.12	0.12	0.13	0.22	
Capacity (*c*), veh/h	202	1034	1000	52	974	919	59	206	194	225	358	
Volume-to-Capacity Ratio (*X*)	0.728	0.215	0.217	0.539	0.781	0.793	0.509	0.127	0.134	0.879	0.247	
Back of Queue (*Q*), ft/ln (95 th percentile)	128.1	163	177.4	45.5	705.8	707.5	51	40.6	35.8	302	127.4	
Back of Queue (*Q*), veh/ln (95 th percentile)	4.9	6.5	6.3	1.8	28.0	27.4	1.9	1.4	1.4	11.5	4.5	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.60	0.00	0.00	0.00	0.00	0.00	0.39	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	63.1	15.8	15.8	65.5	26.8	27.1	64.8	53.3	53.3	58.4	44.0	
Incremental Delay (d_2), s/veh	7.0	0.2	0.2	3.2	4.2	4.8	2.5	0.1	0.1	8.1	0.1	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	70.0	16.0	16.0	68.6	31.0	31.9	67.3	53.4	53.5	66.5	44.2	0.0
Level of Service (LOS)	E	B	B	E	C	C	E	D	D	E	D	A
Approach Delay, s/veh / LOS	29.6	C		32.1	C		58.5	E		22.4	C	
Intersection Delay, s/veh / LOS	29.9						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS								
Bicycle LOS Score / LOS								

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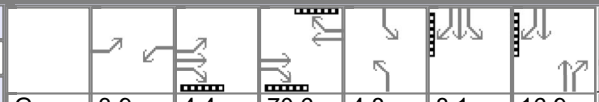
HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.96
Urban Street	E St Bernard Hwy	Analysis Year	2050 No Build (No Port)	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	St Bernard Hwy at Paris 2050 No Build (No Port)…		
Project Description	23-040				

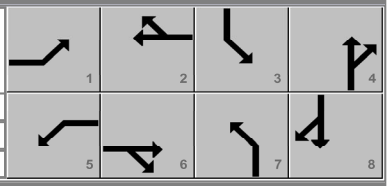


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	141	382	44	27	1199	257	29	41	10	190	85	455

Signal Information			
Cycle, s	136.7	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	3.9	4.4	70.6	4.8	8.1	16.9
Yellow	4.5	0.0	4.5	4.0	4.0	4.0
Red	2.0	0.0	2.0	1.0	1.0	1.0



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	0.945	0.992	0.883	1.000	0.992	0.969	0.938	0.875	1.000	0.953	0.860	0.977
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	0.971	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.967	0.967		0.944	0.944		0.939	0.939		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00			1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)												
Movement Saturation Flow Rate (s), veh/h	3322	3367	342	1810	3077	587	1697	2660	564	1725	1633	1572
Proportion of Vehicles Arriving on Green (P)	0.06	0.55	0.55	0.03	0.52	0.52	0.03	0.12	0.12	0.13	0.22	0.22
Incremental Delay Factor (k)	0.15	0.23	0.23	0.04	0.33	0.34	0.04	0.04	0.04	0.08	0.04	0.50

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.5	6.5	6.5	6.5	5.0	5.0	5.0	5.0
Green Ratio (g/C)	0.06	0.55	0.03	0.52	0.03	0.12	0.13	0.22
Permitted Saturation Flow Rate (s_p), veh/h/ln	0	0	0	0	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln								0
Protected Right Effective Green Time (g_R), s								0.0

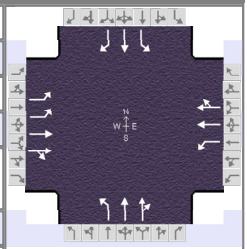
Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v								
Pedestrian F_s / F_{delay}								
Pedestrian M_{corner} / M_{cw}								
Bicycle c_b / d_b								

Bicycle F_w / F_v								

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HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.96
Urban Street	E St Bernard Hwy	Analysis Year	2050 No Build (No Port)	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	St Bernard Hwy at Paris 2050 No Build (No Port)…		
Project Description	23-040				

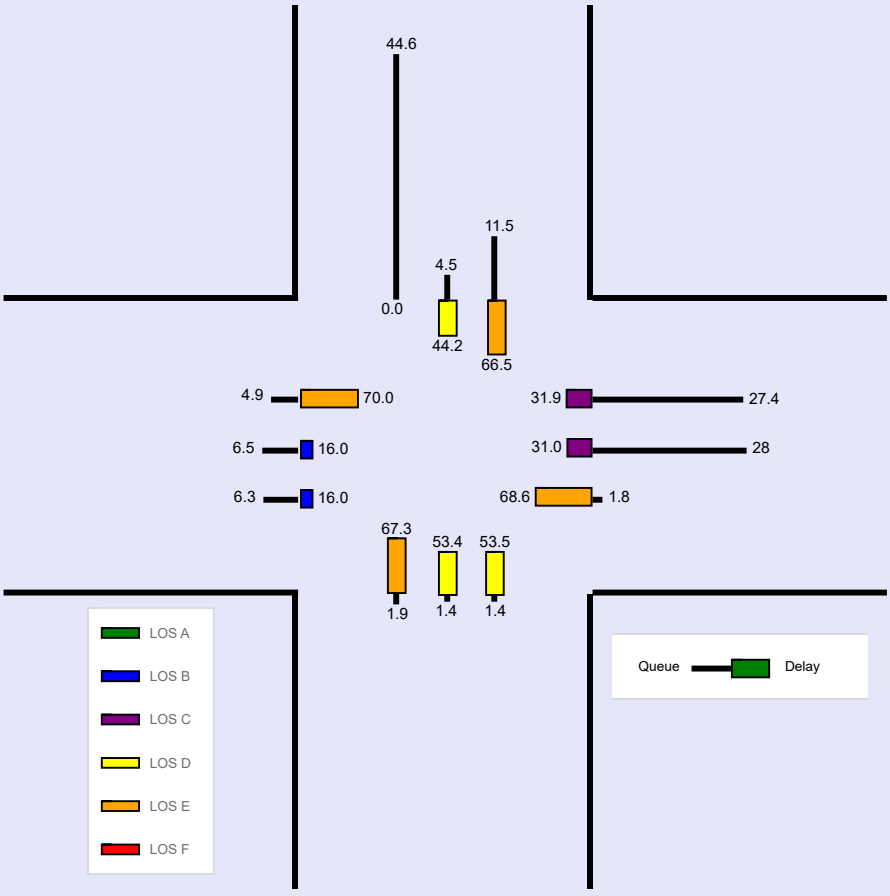


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	141	382	44	27	1199	257	29	41	10	190	85	455

Signal Information			
Cycle, s	136.7	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	3.9	4.4	70.6	4.8	8.1	16.9	1	2	3	4		
Yellow	4.5	0.0	4.5	4.0	4.0	4.0	5	6	7	8		
Red	2.0	0.0	2.0	1.0	1.0	1.0						

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	128.1	163	177.4	45.5	705.8	707.5	51	40.6	35.8	302	127.4	
Back of Queue (*Q*), veh/ln (95 th percentile)	4.9	6.5	6.3	1.8	28.0	27.4	1.9	1.4	1.4	11.5	4.5	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.60	0.00	0.00	0.00	0.00	0.00	0.39	0.00	0.00	0.00	0.00	
Control Delay (*d*), s/veh	70.0	16.0	16.0	68.6	31.0	31.9	67.3	53.4	53.5	66.5	44.2	0.0
Level of Service (LOS)	E	B	B	E	C	C	E	D	D	E	D	A
Approach Delay, s/veh / LOS	29.6		C	32.1		C	58.5		E	22.4		C
Intersection Delay, s/veh / LOS	29.9						C					



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--- Messages ---

WARNING: If demand exceeds capacity, a multiple-period analysis should be conducted.

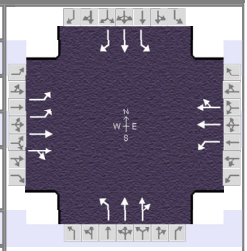
INFO: SBR was specified to have Unsignalized Delay of 0 seconds.

--- Comments ---

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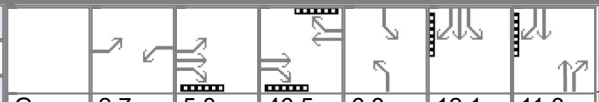
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.92
Urban Street	E St Bernard Hwy	Analysis Year	2050 No Build (No Port)	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	St Bernard Hwy at Paris 2050 No Build (No Port)…		
Project Description	23-040				

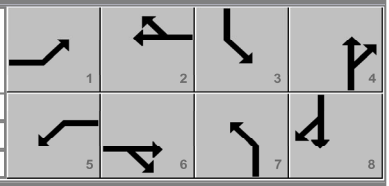


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	402	844	53	17	474	232	64	106	26	289	56	323

Signal Information			
Cycle, s	119.1	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	2.7	5.8	46.5	6.3	12.1	11.3
Yellow	4.5	4.5	4.5	4.0	4.0	4.0
Red	2.0	2.0	2.0	1.0	1.0	1.0



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	402	844	53	17	474	232	64	106	26	289	56	323
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	1	1		7	0		2	7		3	6	3
Ped / Bike / RTOR, /h	0	0	6	0	0	24	0	0	3	0	0	0
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	12.0
Turn Bay Length, ft	215	0		0	0		130	0		0	0	0
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	40	40	40	40	40	40

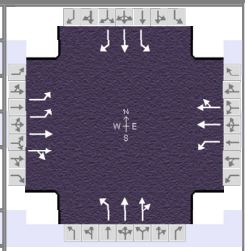
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	15.0	80.0	35.0	80.0	30.0	30.0	35.0	30.0
Yellow Change Interval (*Y*), s	4.5	4.5	4.5	4.5	4.0	4.0	4.0	4.0
Red Clearance Interval (R_c), s	2.0	2.0	2.0	2.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s	6	15	6	15	7	10	7	10
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	4.0	5.0	1.5	5.0	1.5	1.5	2.5	1.5
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	No	No	No	No	No	No	No	No
Walk (*Walk*), s		7.0		7.0		0.0		7.0
Pedestrian Clearance Time (*PC*), s		24.0		24.0		0.0		24.0

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

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HCS Signalized Intersection Results Summary

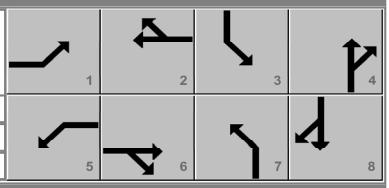
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.92
Urban Street	E St Bernard Hwy	Analysis Year	2050 No Build (No Port)	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	St Bernard Hwy at Paris 2050 No Build (No Port)…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	402	844	53	17	474	232	64	106	26	289	56	323

Signal Information			
Cycle, s	119.1	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	2.7	5.8	46.5	6.3	12.1	11.3						
Yellow	4.5	4.5	4.5	4.0	4.0	4.0						
Red	2.0	2.0	2.0	1.0	1.0	1.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	2.0	4.0	2.0	4.0	2.0	4.0	2.0	3.0
Phase Duration, s	21.5	65.2	9.2	53.0	11.3	16.3	28.4	33.3
Change Period, ($Y+R_c$), s	6.5	6.5	6.5	6.5	5.0	5.0	5.0	5.0
Max Allow Headway (*MAH*), s	5.1	6.1	2.6	6.1	2.6	2.7	3.6	2.7
Queue Clearance Time (g_s), s	16.9	23.2	3.3	20.9	6.6	6.6	22.7	28.1
Green Extension Time (g_e), s	0.0	25.2	0.0	25.5	0.1	0.7	0.7	0.2
Phase Call Probability	1.00	1.00	0.46	1.00	0.90	0.99	1.00	1.00
Max Out Probability	1.00	0.27	0.00	0.26	0.00	0.00	0.00	1.00

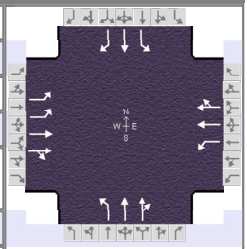
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	437	489	480	18	390	351	70	71	70	314	61	351
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1743	1885	1850	1711	1900	1703	1781	1796	1687	1767	1811	
Queue Service Time (g_s), s	14.9	21.2	21.2	1.3	18.8	18.9	4.6	4.4	4.6	20.7	3.2	
Cycle Queue Clearance Time (g_c), s	14.9	21.2	21.2	1.3	18.8	18.9	4.6	4.4	4.6	20.7	3.2	
Green Ratio (*g/C*)	0.13	0.49	0.49	0.02	0.39	0.39	0.05	0.09	0.09	0.20	0.24	
Capacity (*c*), veh/h	439	929	912	40	741	664	94	170	160	347	431	
Volume-to-Capacity Ratio (*X*)	0.996	0.526	0.526	0.468	0.526	0.529	0.738	0.416	0.436	0.905	0.141	
Back of Queue (*Q*), ft/ln (95 th percentile)	350.7	359.9	393.9	27.6	336.1	319.9	97.7	94.5	88.2	392.7	65.3	
Back of Queue (*Q*), veh/ln (95 th percentile)	13.9	14.3	14.1	1.0	13.4	12.4	3.8	3.6	3.5	15.3	2.5	
Queue Storage Ratio (*RQ*) (95 th percentile)	1.63	0.00	0.00	0.00	0.00	0.00	0.75	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	52.0	20.7	20.7	57.5	27.9	27.9	55.6	50.8	50.9	46.8	35.8	
Incremental Delay (d_2), s/veh	41.7	1.0	1.0	3.2	1.2	1.4	4.2	0.6	0.7	12.8	0.1	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	93.8	21.7	21.7	60.6	29.1	29.3	59.8	51.4	51.6	59.6	35.8	0.0
Level of Service (LOS)	F	C	C	E	C	C	E	D	D	E	D	A
Approach Delay, s/veh / LOS	44.1	D		30.0	C		54.3	D		28.8	C	
Intersection Delay, s/veh / LOS	37.7						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS								
Bicycle LOS Score / LOS								

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HCS Signalized Intersection Intermediate Values

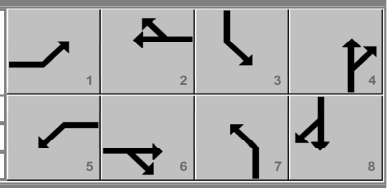
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.92
Urban Street	E St Bernard Hwy	Analysis Year	2050 No Build (No Port)	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	St Bernard Hwy at Paris 2050 No Build (No Port)…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	402	844	53	17	474	232	64	106	26	289	56	323

Signal Information			
Cycle, s	119.1	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	2.7	5.8	46.5	6.3	12.1	11.3
Yellow	4.5	4.5	4.5	4.0	4.0	4.0
Red	2.0	2.0	2.0	1.0	1.0	1.0



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	0.992	0.992	0.883	0.945	1.000	0.969	0.984	0.945	1.000	0.977	0.953	0.977
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	0.971	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.981	0.981		0.896	0.896		0.939	0.939		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00			1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)												
Movement Saturation Flow Rate (s), veh/h	3487	3538	197	1711	2507	1095	1781	2877	607	1767	1811	1572
Proportion of Vehicles Arriving on Green (P)	0.13	0.49	0.49	0.02	0.39	0.39	0.05	0.09	0.09	0.20	0.24	0.24
Incremental Delay Factor (k)	0.50	0.23	0.23	0.04	0.23	0.23	0.04	0.04	0.04	0.17	0.04	0.40

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.5	6.5	6.5	6.5	5.0	5.0	5.0	5.0
Green Ratio (g/C)	0.13	0.49	0.02	0.39	0.05	0.09	0.20	0.24
Permitted Saturation Flow Rate (s_p), veh/h/ln	0	0	0	0	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln								0
Protected Right Effective Green Time (g_R), s								0.0

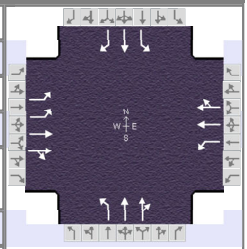
Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v								
Pedestrian F_s / F_{delay}								
Pedestrian M_{corner} / M_{cw}								
Bicycle c_b / d_b								

Bicycle F_w / F_v								

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HCS Signalized Intersection Results Graphical Summary

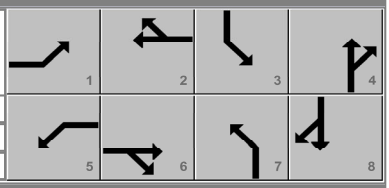
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.92
Urban Street	E St Bernard Hwy	Analysis Year	2050 No Build (No Port)	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	St Bernard Hwy at Paris 2050 No Build (No Port)…		
Project Description	23-040				



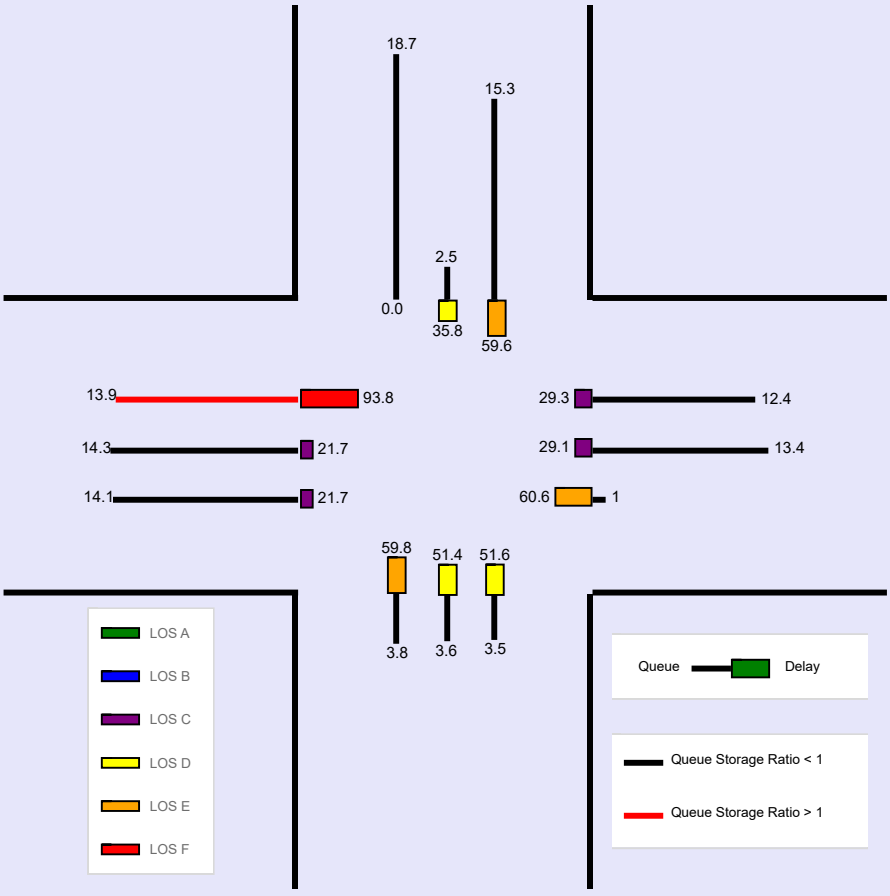
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	402	844	53	17	474	232	64	106	26	289	56	323

Signal Information			
Cycle, s	119.1	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	2.7	5.8	46.5	6.3	12.1	11.3						
Yellow	4.5	4.5	4.5	4.0	4.0	4.0						
Red	2.0	2.0	2.0	1.0	1.0	1.0						



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	350.7	359.9	393.9	27.6	336.1	319.9	97.7	94.5	88.2	392.7	65.3	
Back of Queue (*Q*), veh/ln (95 th percentile)	13.9	14.3	14.1	1.0	13.4	12.4	3.8	3.6	3.5	15.3	2.5	
Queue Storage Ratio (*RQ*) (95 th percentile)	1.63	0.00	0.00	0.00	0.00	0.00	0.75	0.00	0.00	0.00	0.00	
Control Delay (*d*), s/veh	93.8	21.7	21.7	60.6	29.1	29.3	59.8	51.4	51.6	59.6	35.8	0.0
Level of Service (LOS)	F	C	C	E	C	C	E	D	D	E	D	A
Approach Delay, s/veh / LOS	44.1	D		30.0	C		54.3	D		28.8	C	
Intersection Delay, s/veh / LOS	37.7						D					



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--- Messages ---

WARNING: Since queue spillover from turn lanes and spillback into upstream intersections is not accounted for in the HCM procedures, use of a simulation tool may be advised in situations where the Queue Storage Ratio exceeds 1.0.

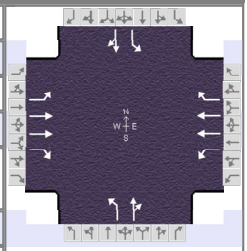
INFO: SBR was specified to have Unsignalized Delay of 0 seconds.

--- Comments ---

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HCS Signalized Intersection Input Data

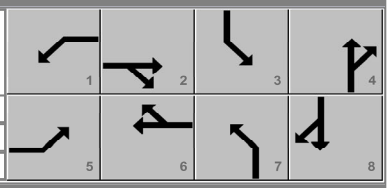
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.83
Urban Street	E Judge Perez	Analysis Year	2050 No Build (No Port)	Analysis Period	1> 7:00
Intersection	Palmisano Blvd	File Name	Judge Perez at Palmisano 2050 No Build (No Por…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	77	696	142	59	1346	29	115	28	77	79	47	63

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	51	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	5.1	41.4	6.5	9.1	9.8	0.0						
Yellow	5.0	5.0	5.0	4.0	4.0	0.0						
Red	1.0	1.0	1.0	1.0	1.0	0.0						



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	77	696	142	59	1346	29	115	28	77	79	47	63
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	1	0	0	0	0	2	0		0	0	
Ped / Bike / RTOR, /h	0	0	15	0	0	3	0	0	8	0	0	7
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0	
Turn Bay Length, ft	215	0	200	220	0	150	200	0		0	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	35	35	35	20	20	20

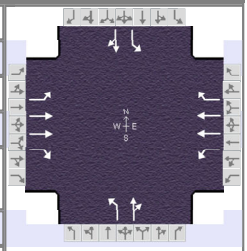
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	18.0	43.0	23.0	48.0	18.0	18.0	16.0	16.0
Yellow Change Interval (*Y*), s	5.0	5.0	5.0	5.0	4.0	4.0	4.0	4.0
Red Clearance Interval (R_c), s	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s	4	15	4	15	5	5	5	5
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	1.5	2.0	1.5	2.0	2.0	2.0	2.0	2.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	No	No	No	No	No	No	No	No
Walk (*Walk*), s		0.0		0.0		7.0		7.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		17.0		17.0

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

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HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.83
Urban Street	E Judge Perez	Analysis Year	2050 No Build (No Port)	Analysis Period	1> 7:00
Intersection	Palmisano Blvd	File Name	Judge Perez at Palmisano 2050 No Build (No Por…		
Project Description	23-040				

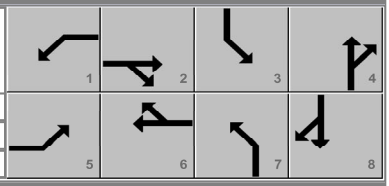


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	77	696	142	59	1346	29	115	28	77	79	47	63

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	51	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	5.1	41.4	6.5	9.1	9.8	0.0
Yellow	5.0	5.0	5.0	4.0	4.0	0.0
Red	1.0	1.0	1.0	1.0	1.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6		4		8
Case Number	2.0	3.0	2.0	3.0		10.0		10.0
Phase Duration, s	12.5	60.0	11.1	58.6		14.8		14.1
Change Period, ($Y+R_c$), s	6.0	6.0	6.0	6.0		5.0		5.0
Max Allow Headway (*MAH*), s	2.6	0.0	2.6	0.0		3.2		3.4
Queue Clearance Time (g_s), s	7.1		5.9			9.6		9.0
Green Extension Time (g_e), s	0.0	0.0	0.1	0.0		0.2		0.1
Phase Call Probability	0.92		0.86			1.00		1.00
Max Out Probability	1.00		0.00			0.16		1.00

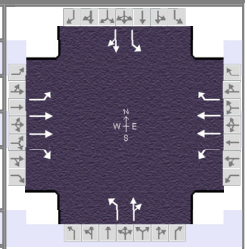
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	93	839	153	71	1622	31	139	117		95	124	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1795	1610	1810	1809	1610	1781	1684		1810	1731	
Queue Service Time (g_s), s	5.1	14.0	4.8	3.9	38.6	0.9	7.6	6.7		5.0	7.0	
Cycle Queue Clearance Time (g_c), s	5.1	14.0	4.8	3.9	38.6	0.9	7.6	6.7		5.0	7.0	
Green Ratio (*g/C*)	0.07	0.54	0.54	0.05	0.53	0.53	0.10	0.10		0.09	0.09	
Capacity (*c*), veh/h	118	1937	869	92	1901	846	175	166		165	157	
Volume-to-Capacity Ratio (*X*)	0.787	0.433	0.176	0.769	0.853	0.037	0.791	0.705		0.578	0.788	
Back of Queue (*Q*), ft/ln (95 th percentile)	140	235.2	78.2	83.1	568.4	15.3	160.6	128.1		105.6	163.7	
Back of Queue (*Q*), veh/ln (95 th percentile)	5.6	9.3	3.1	3.3	22.7	0.6	6.3	5.1		4.2	6.5	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.65	0.00	0.39	0.38	0.00	0.10	0.80	0.00		0.00	0.00	
Uniform Delay (d_1), s/veh	46.1	13.8	11.7	46.9	20.4	11.7	44.1	43.7		43.6	44.5	
Incremental Delay (d_2), s/veh	26.8	0.7	0.4	4.9	5.1	0.1	4.5	2.1		1.2	13.4	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Control Delay (*d*), s/veh	72.8	14.5	12.2	51.8	25.5	11.8	48.5	45.7		44.8	57.9	
Level of Service (LOS)	E	B	B	D	C	B	D	D		D	E	
Approach Delay, s/veh / LOS	19.2	B		26.3	C		47.3	D		52.2	D	
Intersection Delay, s/veh / LOS	27.3						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.90	B	1.96	B	2.46	B	2.49	B
Bicycle LOS Score / LOS	1.38	A	1.91	B	0.91	A	0.85	A

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HCS Signalized Intersection Intermediate Values

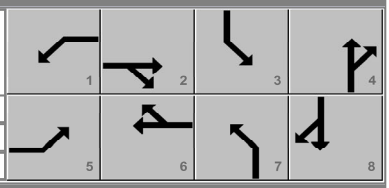
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.83
Urban Street	E Judge Perez	Analysis Year	2050 No Build (No Port)	Analysis Period	1> 7:00
Intersection	Palmisano Blvd	File Name	Judge Perez at Palmisano 2050 No Build (No Por…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	77	696	142	59	1346	29	115	28	77	79	47	63

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	51	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	5.1	41.4	6.5	9.1	9.8	0.0						
Yellow	5.0	5.0	5.0	4.0	4.0	0.0						
Red	1.0	1.0	1.0	1.0	1.0	0.0						



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	0.992	1.000	1.000	1.000	1.000	0.984	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	0.952	1.000	1.000	0.952	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.000	0.847		0.886	0.886		0.911	0.911
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00								
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)												
Movement Saturation Flow Rate (s), veh/h	1810	3589	1610	1810	3618	1610	1781	486	1198	1810	790	941
Proportion of Vehicles Arriving on Green (P)	0.07	0.54	0.54	0.05	0.53	0.53	0.10	0.10	0.10	0.09	0.09	0.09
Incremental Delay Factor (k)	0.30	0.50	0.50	0.04	0.50	0.50	0.06	0.04		0.04	0.18	

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.0	6.0	6.0	6.0		5.0		5.0
Green Ratio (g/C)	0.07	0.54	0.05	0.53		0.10		0.09
Permitted Saturation Flow Rate (s_p), veh/h/ln	0	0	0	0		1781		1810
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	0.0	0.0	0.0	0.0		0.0		0.0
Permitted Service Time (g_u), s	0.0	0.0	0.0	0.0		0.0		0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0		0.0		0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		0		0				
Protected Right Effective Green Time (g_R), s		0.0		0.0				

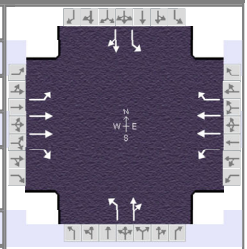
Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.198	0.011	1.198	0.010	1.710	0.004	1.710	0.021
Pedestrian F_s / F_{delay}	0.000	0.095	0.000	0.151	0.000	0.149	0.000	0.157
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	1079.14	10.60	130.32	43.70	196.71	40.65		56.18

Bicycle F_w / F_v	-3.64	0.89	-3.64	1.42	-3.64	0.42	-3.64	0.36

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HCS Signalized Intersection Results Graphical Summary

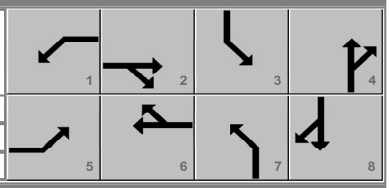
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.83
Urban Street	E Judge Perez	Analysis Year	2050 No Build (No Port)	Analysis Period	1> 7:00
Intersection	Palmisano Blvd	File Name	Judge Perez at Palmisano 2050 No Build (No Por…		
Project Description	23-040				



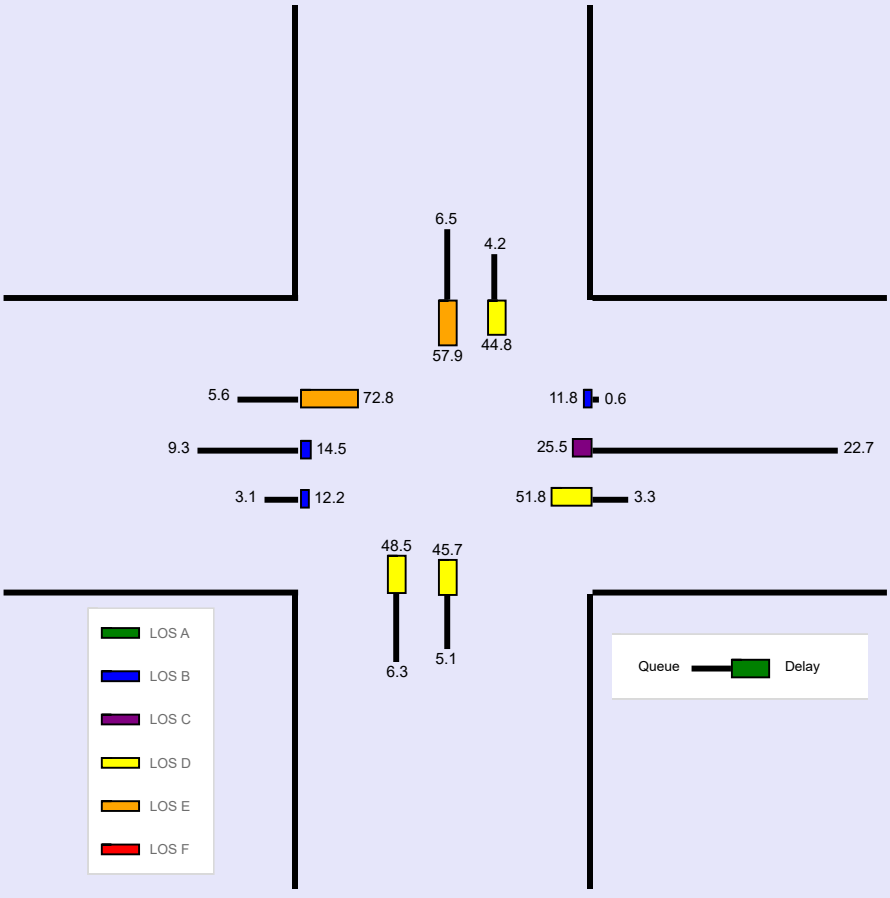
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	77	696	142	59	1346	29	115	28	77	79	47	63

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	51	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	5.1	41.4	6.5	9.1	9.8	0.0	
Yellow	5.0	5.0	5.0	4.0	4.0	0.0	
Red	1.0	1.0	1.0	1.0	1.0	0.0	



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	140	235.2	78.2	83.1	568.4	15.3	160.6	128.1		105.6	163.7	
Back of Queue (*Q*), veh/ln (95 th percentile)	5.6	9.3	3.1	3.3	22.7	0.6	6.3	5.1		4.2	6.5	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.65	0.00	0.39	0.38	0.00	0.10	0.80	0.00		0.00	0.00	
Control Delay (*d*), s/veh	72.8	14.5	12.2	51.8	25.5	11.8	48.5	45.7		44.8	57.9	
Level of Service (LOS)	E	B	B	D	C	B	D	D		D	E	
Approach Delay, s/veh / LOS	19.2	B		26.3	C		47.3	D		52.2	D	
Intersection Delay, s/veh / LOS	27.3						C					



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--- Messages ---

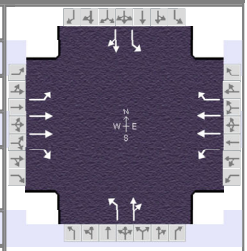
No errors or warnings exist.

--- Comments ---

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HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.95
Urban Street	E Judge Perez	Analysis Year	2050 No Build (No Port)	Analysis Period	1> 7:00
Intersection	Palmisano Blvd	File Name	Judge Perez at Palmisano 2050 No Build (No Por…		
Project Description	23-040				

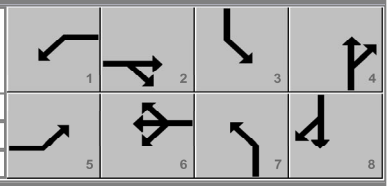


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	42	1564	68	28	1221	55	52	54	57	74	17	66

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	51	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	4.5	84.6	3.1	11.0	8.9	0.0						
Yellow	5.0	5.0	5.0	4.0	4.0	0.0						
Red	1.0	1.0	1.0	1.0	1.0	0.0						



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	42	1564	68	28	1221	55	52	54	57	74	17	66
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	1	0	0	1	0	0	0		0	0	
Ped / Bike / RTOR, /h	0	0	7	0	0	6	0	0	6	0	0	7
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0	
Turn Bay Length, ft	215	0	200	220	0	150	200	0		0	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	35	35	35	20	20	20

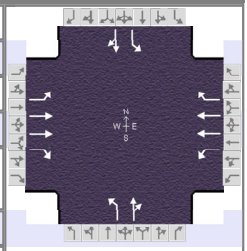
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	22.0	75.0	22.0	75.0	25.0	25.0	18.0	18.0
Yellow Change Interval (*Y*), s	5.0	5.0	5.0	5.0	4.0	4.0	4.0	4.0
Red Clearance Interval (R_c), s	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s	4	15	4	15	5	5	5	5
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	1.5	2.0	1.5	2.0	2.0	2.0	2.0	2.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	No	No	No	No	No	No	No	No
Walk (*Walk*), s		0.0		0.0		7.0		7.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		17.0		17.0

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

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HCS Signalized Intersection Results Summary

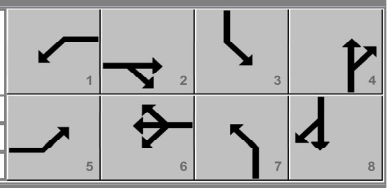
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.95
Urban Street	E Judge Perez	Analysis Year	2050 No Build (No Port)	Analysis Period	1> 7:00
Intersection	Palmisano Blvd	File Name	Judge Perez at Palmisano 2050 No Build (No Por…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	42	1564	68	28	1221	55	52	54	57	74	17	66

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	51	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	4.5	84.6	3.1	11.0	8.9	0.0	
Yellow	5.0	5.0	5.0	4.0	4.0	0.0	
Red	1.0	1.0	1.0	1.0	1.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6		4		8
Case Number	2.0	3.0	1.3	3.0		10.0		10.0
Phase Duration, s	10.5	101.0	9.1	99.7		16.0		13.9
Change Period, ($Y+R_c$), s	6.0	6.0	6.0	6.0		5.0		5.0
Max Allow Headway (*MAH*), s	2.6	0.0	2.6	0.0		3.2		3.4
Queue Clearance Time (g_s), s	5.4		2.0			10.7		8.6
Green Extension Time (g_e), s	0.0	0.0	2.5	0.0		0.3		0.3
Phase Call Probability	0.82		0.68			1.00		1.00
Max Out Probability	0.00		0.02			0.00		0.00

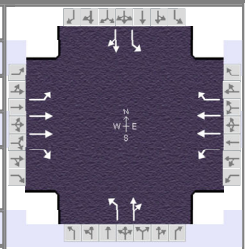
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	44	1646	64	29	1285	52	55	111		78	80	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1795	1610	1810	1795	1610	1810	1747		1810	1667	
Queue Service Time (g_s), s	3.4	38.1	1.9	0.0	25.9	1.5	4.0	8.7		5.9	6.6	
Cycle Queue Clearance Time (g_c), s	3.4	38.1	1.9	0.0	25.9	1.5	4.0	8.7		5.9	6.6	
Green Ratio (*g/C*)	0.03	0.68	0.68	0.61	0.67	0.67	0.08	0.08		0.06	0.06	
Capacity (*c*), veh/h	58	2437	1093	212	2401	1077	142	137		115	106	
Volume-to-Capacity Ratio (*X*)	0.767	0.676	0.059	0.139	0.535	0.048	0.386	0.807		0.676	0.754	
Back of Queue (*Q*), ft/ln (95 th percentile)	76	531.4	29.6	29.1	384.9	24.5	84.3	181		128.1	133.7	
Back of Queue (*Q*), veh/ln (95 th percentile)	3.0	21.1	1.2	1.2	15.3	1.0	3.4	7.2		5.1	5.3	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.35	0.00	0.15	0.13	0.00	0.16	0.42	0.00		0.00	0.00	
Uniform Delay (d_1), s/veh	67.3	13.3	8.2	26.6	12.0	7.9	61.3	63.5		64.1	64.5	
Incremental Delay (d_2), s/veh	7.6	1.5	0.1	0.1	0.9	0.1	0.6	4.2		2.6	4.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Control Delay (*d*), s/veh	74.9	14.9	8.3	26.7	12.8	8.0	62.0	67.7		66.7	68.5	
Level of Service (LOS)	E	B	A	C	B	A	E	E		E	E	
Approach Delay, s/veh / LOS	16.1	B		12.9	B		65.8	E		67.6	E	
Intersection Delay, s/veh / LOS	19.6						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.97	B	1.89	B	2.48	B	2.49	B
Bicycle LOS Score / LOS	1.94	B	1.61	B	0.76	A	0.75	A

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HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.95
Urban Street	E Judge Perez	Analysis Year	2050 No Build (No Port)	Analysis Period	1> 7:00
Intersection	Palmisano Blvd	File Name	Judge Perez at Palmisano 2050 No Build (No Por…		
Project Description	23-040				

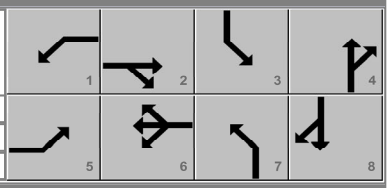


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	42	1564	68	28	1221	55	52	54	57	74	17	66

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	51	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	4.5	84.6	3.1	11.0	8.9	0.0						
Yellow	5.0	5.0	5.0	4.0	4.0	0.0						
Red	1.0	1.0	1.0	1.0	1.0	0.0						



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	0.992	1.000	1.000	0.992	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	0.952	1.000	1.000	0.952	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.000	0.847		0.920	0.920		0.877	0.877
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00								
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)												
Movement Saturation Flow Rate (s), veh/h	1810	3589	1610	1810	3589	1610	1810	899	849	1810	373	1294
Proportion of Vehicles Arriving on Green (P)	0.03	0.68	0.68	0.02	0.67	0.67	0.08	0.08	0.08	0.06	0.06	0.06
Incremental Delay Factor (k)	0.04	0.50	0.50	0.04	0.50	0.50	0.04	0.04		0.04	0.04	

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.0	6.0	6.0	6.0		5.0		5.0
Green Ratio (g/C)	0.03	0.68	0.61	0.67		0.08		0.06
Permitted Saturation Flow Rate (s_p), veh/h/ln	0	0	309	0		1810		1810
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	0.0	0.0	82.6	0.0		0.0		0.0
Permitted Service Time (g_u), s	0.0	0.0	54.9	0.0		0.0		0.0
Permitted Queue Service Time (g_{ps}), s			8.7					
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0		0.0		0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		0		0				
Protected Right Effective Green Time (g_R), s		0.0		0.0				

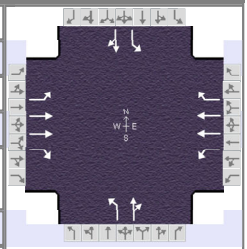
Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.198	0.009	1.198	0.010	1.710	0.009	1.710	0.010
Pedestrian F_s / F_{delay}	0.000	0.169	0.000	0.082	0.000	0.165	0.000	0.170
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	43.92	66.96	1337.90	7.67	127.33	61.37	-85.71	76.13

Bicycle F_w / F_v	-3.64	1.45	-3.64	1.13	-3.64	0.27	-3.64	0.26

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HCS Signalized Intersection Results Graphical Summary

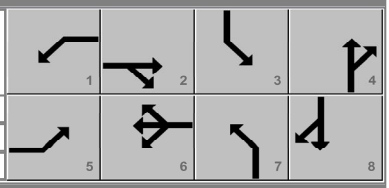
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.95
Urban Street	E Judge Perez	Analysis Year	2050 No Build (No Port)	Analysis Period	1> 7:00
Intersection	Palmisano Blvd	File Name	Judge Perez at Palmisano 2050 No Build (No Por…		
Project Description	23-040				



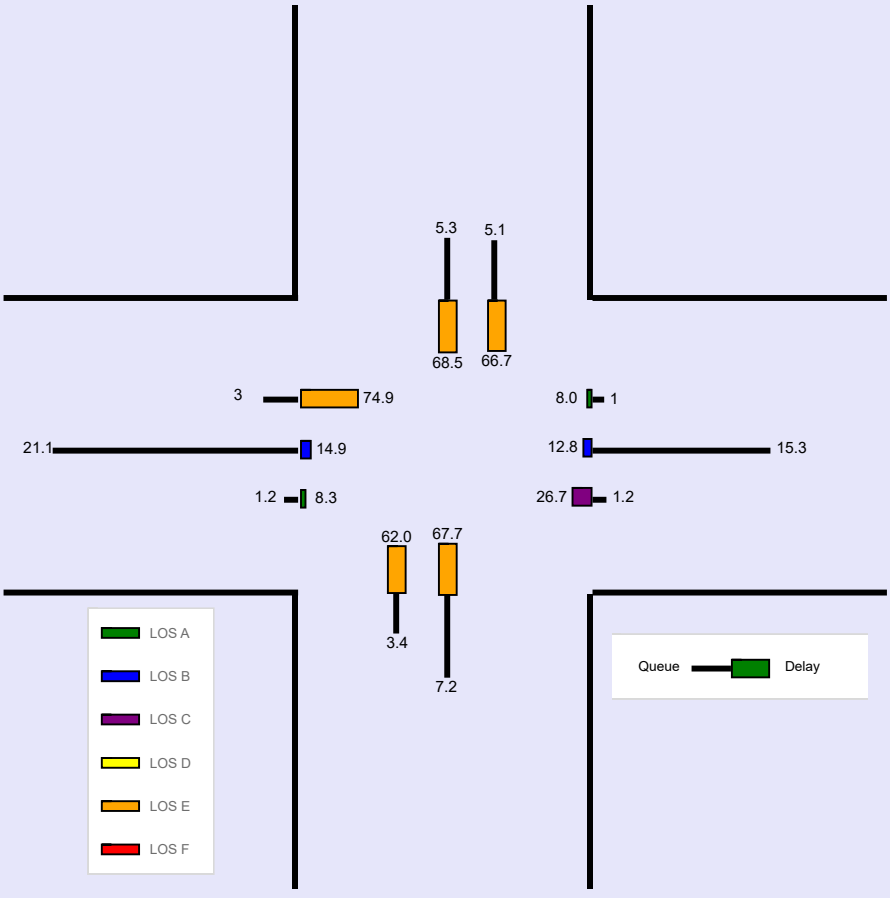
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	42	1564	68	28	1221	55	52	54	57	74	17	66

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	51	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	4.5	84.6	3.1	11.0	8.9	0.0	
Yellow	5.0	5.0	5.0	4.0	4.0	0.0	
Red	1.0	1.0	1.0	1.0	1.0	0.0	



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	76	531.4	29.6	29.1	384.9	24.5	84.3	181		128.1	133.7	
Back of Queue (*Q*), veh/ln (95 th percentile)	3.0	21.1	1.2	1.2	15.3	1.0	3.4	7.2		5.1	5.3	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.35	0.00	0.15	0.13	0.00	0.16	0.42	0.00		0.00	0.00	
Control Delay (*d*), s/veh	74.9	14.9	8.3	26.7	12.8	8.0	62.0	67.7		66.7	68.5	
Level of Service (LOS)	E	B	A	C	B	A	E	E		E	E	
Approach Delay, s/veh / LOS	16.1	B		12.9	B		65.8	E		67.6	E	
Intersection Delay, s/veh / LOS	19.6						B					



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--- Messages ---

No errors or warnings exist.

--- Comments ---

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HCS Two-Way Stop-Control Report

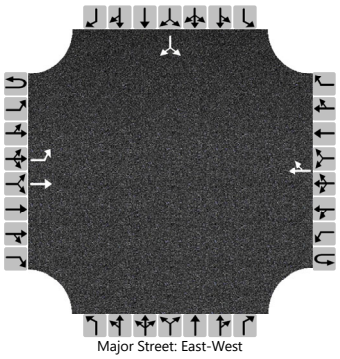
General Information

Analyst	RAW
Agency/Co.	USI
Date Performed	8/19/2024
Analysis Year	2050
Time Analyzed	2050 AM No Build(No Port)
Intersection Orientation	East-West
Project Description	23-040

Site Information

Intersection	E St Bernard Hwy at Palmisano Blvd
Jurisdiction	LADOTD
East/West Street	E St Bernard Hwy
North/South Street	Palmisano Blvd
Peak Hour Factor	0.85
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		L	T					TR							LR	
Volume (veh/h)		76	458				1241	101						7		103
Percent Heavy Vehicles (%)		0												0		0
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type | Storage																

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.10												6.40		6.20
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.20												3.50		3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		89													129	
Capacity, c (veh/h)		422													124	
v/c Ratio		0.21													1.04	
95% Queue Length, Q_{95} (veh)		0.8													7.3	
Control Delay (s/veh)		15.8													160.2	
Level of Service (LOS)		C													F	
Approach Delay (s/veh)	2.2												160.2			
Approach LOS	A												F			

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HCS Two-Way Stop-Control Report

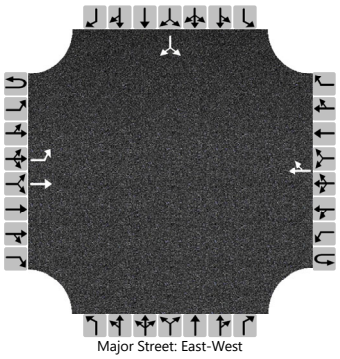
General Information

Analyst	RAW
Agency/Co.	USI
Date Performed	8/19/2024
Analysis Year	2050
Time Analyzed	2050 PM No Build(No Port)
Intersection Orientation	East-West
Project Description	23-040

Site Information

Intersection	E St Bernard Hwy at Palmisano Blvd
Jurisdiction	LADOTD
East/West Street	E St Bernard Hwy
North/South Street	Palmisano Blvd
Peak Hour Factor	0.94
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		L	T					TR							LR	
Volume (veh/h)		81	1123				717	26						19		73
Percent Heavy Vehicles (%)		0												0		0
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.10												6.40		6.20
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.20												3.50		3.30

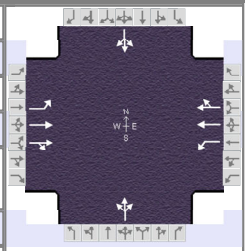
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		86													98	
Capacity, c (veh/h)		839													160	
v/c Ratio		0.10													0.61	
95% Queue Length, Q_{95} (veh)		0.3													3.3	
Control Delay (s/veh)		9.8													57.4	
Level of Service (LOS)		A													F	
Approach Delay (s/veh)		0.7												57.4		
Approach LOS		A												F		

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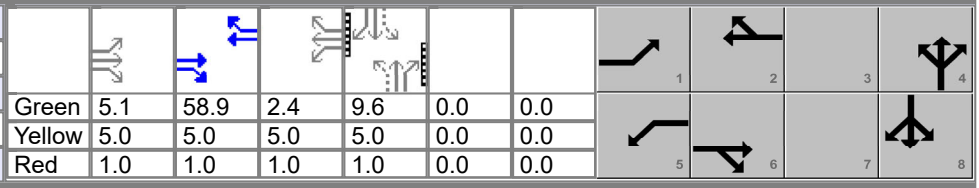
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	2050 No Build (No Port)	Analysis Period	1> 7:00
Intersection	Campagna Dr	File Name	Judge Perez at Campagna 2050 No Build (No Po…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	43	805	9	14	1296	18	21	7	3	24	5	51

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	3	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	5.1	58.9	2.4	9.6	0.0	0.0
Yellow	5.0	5.0	5.0	5.0	0.0	0.0
Red	1.0	1.0	1.0	1.0	0.0	0.0

Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	43	805	9	14	1296	18	21	7	3	24	5	51
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	1		0	0			0			0	
Ped / Bike / RTOR, /h	0	0	1	0	0	2	0	0	1	0	0	6
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0		12.0	12.0			12.0			12.0	
Turn Bay Length, ft	210	0		220	0			0			0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	20	20	20	20	20	20

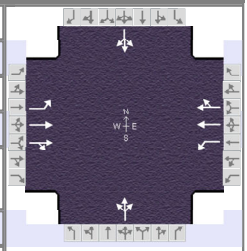
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	16.0	56.0	16.0	56.0		28.0		28.0
Yellow Change Interval (*Y*), s	5.0	5.0	5.0	5.0		5.0		5.0
Red Clearance Interval (R_c), s	1.0	1.0	1.0	1.0		1.0		1.0
Minimum Green (G_{min}), s	7	15	7	15		10		10
Start-Up Lost Time (*l*t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.5	2.0	2.5	2.0		1.5		1.5
Recall Mode	Off	Min	Off	Min		Off		Off
Dual Entry	No	Yes	No	Yes		Yes		Yes
Walk (*Walk*), s		0.0		0.0		4.0		4.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		20.0		20.0

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

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HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	2050 No Build (No Port)	Analysis Period	1> 7:00
Intersection	Campagna Dr	File Name	Judge Perez at Campagna 2050 No Build (No Po…		
Project Description	23-040				

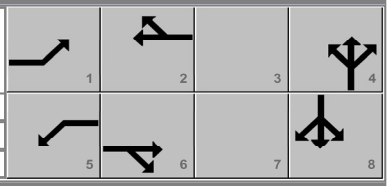


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	43	805	9	14	1296	18	21	7	3	24	5	51

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	3	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	5.1	58.9	2.4	9.6	0.0	0.0
Yellow	5.0	5.0	5.0	5.0	0.0	0.0
Red	1.0	1.0	1.0	1.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2		4		8
Case Number	2.0	4.0	2.0	4.0		8.0		8.0
Phase Duration, s	11.1	76.0	8.4	73.3		15.6		15.6
Change Period, ($Y+R_c$), s	6.0	6.0	6.0	6.0		6.0		6.0
Max Allow Headway (*MAH*), s	3.6	0.0	3.6	0.0		2.9		2.9
Queue Clearance Time (g_s), s	4.5		2.8			3.8		6.6
Green Extension Time (g_e), s	0.1	0.0	2.1	0.0		0.1		0.1
Phase Call Probability	0.73		0.34			0.96		0.96
Max Out Probability	0.00		0.92			0.00		0.00

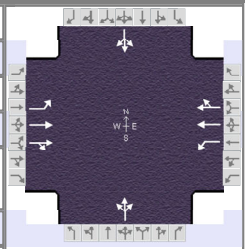
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	47	443	441	15	714	712		33			80	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1885	1879	1810	1900	1892		1523			1605	
Queue Service Time (g_s), s	2.5	9.2	9.2	0.8	19.7	19.7		0.0			1.9	
Cycle Queue Clearance Time (g_c), s	2.5	9.2	9.2	0.8	19.7	19.7		1.8			4.6	
Green Ratio (*g/C*)	0.05	0.70	0.70	0.02	0.67	0.67		0.10			0.10	
Capacity (*c*), veh/h	92	1320	1315	44	1280	1274		207			201	
Volume-to-Capacity Ratio (*X*)	0.508	0.335	0.335	0.348	0.558	0.559		0.158			0.400	
Back of Queue (*Q*), ft/ln (95 th percentile)	53.9	148.1	146.4	18.5	298.2	297.5		34.3			87.5	
Back of Queue (*Q*), veh/ln (95 th percentile)	2.2	5.9	5.9	0.7	11.9	11.9		1.4			3.5	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.26	0.00	0.00	0.08	0.00	0.00		0.00			0.00	
Uniform Delay (d_1), s/veh	46.2	5.9	5.9	48.0	8.5	8.5		41.7			42.9	
Incremental Delay (d_2), s/veh	3.2	0.7	0.7	3.5	1.8	1.8		0.1			0.5	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	
Control Delay (*d*), s/veh	49.4	6.6	6.6	51.5	10.3	10.3		41.8			43.4	
Level of Service (LOS)	D	A	A	D	B	B		D			D	
Approach Delay, s/veh / LOS	8.7	A		10.7	B		41.8	D		43.4	D	
Intersection Delay, s/veh / LOS	11.5						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.73	B	1.65	B	2.31	B	2.31	B
Bicycle LOS Score / LOS	1.26	A	1.68	B	0.54	A	0.62	A

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HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	2050 No Build (No Port)	Analysis Period	1> 7:00
Intersection	Campagna Dr	File Name	Judge Perez at Campagna 2050 No Build (No Po…		
Project Description	23-040				

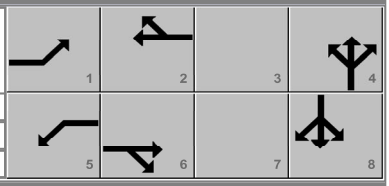


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	43	805	9	14	1296	18	21	7	3	24	5	51

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	3	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	5.1	58.9	2.4	9.6	0.0	0.0
Yellow	5.0	5.0	5.0	5.0	0.0	0.0
Red	1.0	1.0	1.0	1.0	0.0	0.0



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	0.992	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.806	0.801		0.931	0.845	
Right-Turn Adjustment Factor (f_{RT})		0.996	0.996		0.996	0.996		0.000	0.801		0.000	0.845
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00								
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)							1.00			1.00		
Movement Saturation Flow Rate (s), veh/h	1810	3727	37	1810	3745	46	1066	355	102	520	108	976
Proportion of Vehicles Arriving on Green (P)	0.05	0.70	0.70	0.02	0.67	0.67	0.10	0.10	0.10	0.10	0.10	0.10
Incremental Delay Factor (k)	0.08	0.50	0.50	0.08	0.50	0.50		0.04			0.04	

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.0	6.0	6.0	6.0		6.0		6.0
Green Ratio (g/C)	0.05	0.70	0.02	0.67		0.10		0.10
Permitted Saturation Flow Rate (s_p), veh/h/ln	0	0	0	0		1371		1427
Shared Saturation Flow Rate (s_{sh}), veh/h/ln						1496		1716
Permitted Effective Green Time (g_p), s	0.0	0.0	0.0	0.0		9.6		9.6
Permitted Service Time (g_u), s	0.0	0.0	0.0	0.0		4.9		7.8
Permitted Queue Service Time (g_{ps}), s						0.0		1.9
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0		0.9		2.7
Queue Service Time Before Blockage (g_{fs}), s						0.9		2.7
Protected Right Saturation Flow (s_R), veh/h/ln								
Protected Right Effective Green Time (g_R), s								

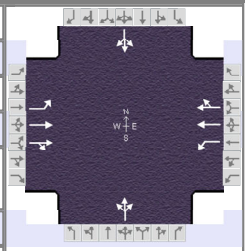
Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	0.972	0.001	0.972	0.009	1.557	0.003	1.557	0.001
Pedestrian F_s / F_{delay}	0.000	0.155	0.000	0.067	0.000	0.149	0.000	0.149
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	48.27	47.62	1346.86	5.33	191.35	40.89	191.35	40.89

Bicycle F_w / F_v	-3.64	0.77	-3.64	1.19	-3.64	0.05	-3.64	0.13

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HCS Signalized Intersection Results Graphical Summary

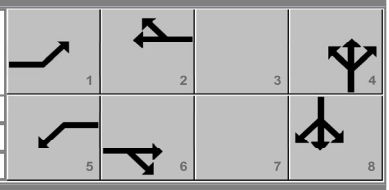
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	2050 No Build (No Port)	Analysis Period	1> 7:00
Intersection	Campagna Dr	File Name	Judge Perez at Campagna 2050 No Build (No Po…		
Project Description	23-040				



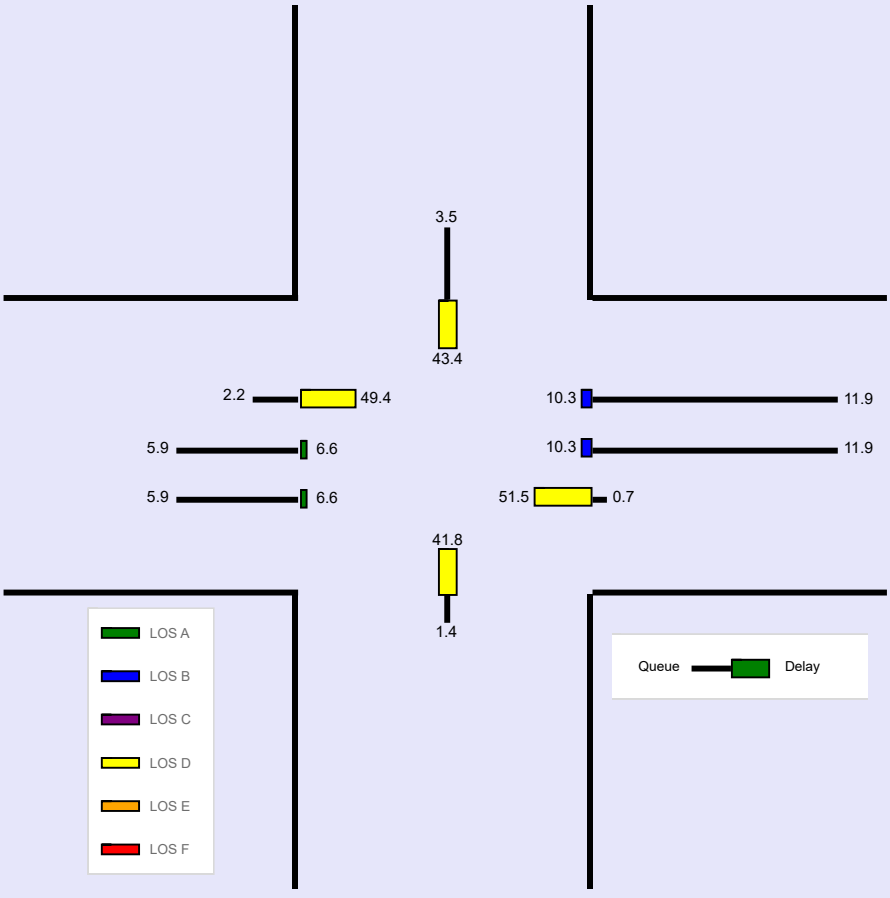
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	43	805	9	14	1296	18	21	7	3	24	5	51

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	3	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	5.1	58.9	2.4	9.6	0.0	0.0
Yellow	5.0	5.0	5.0	5.0	0.0	0.0
Red	1.0	1.0	1.0	1.0	0.0	0.0



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	53.9	148.1	146.4	18.5	298.2	297.5		34.3			87.5	
Back of Queue (*Q*), veh/ln (95 th percentile)	2.2	5.9	5.9	0.7	11.9	11.9		1.4			3.5	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.26	0.00	0.00	0.08	0.00	0.00		0.00			0.00	
Control Delay (*d*), s/veh	49.4	6.6	6.6	51.5	10.3	10.3		41.8			43.4	
Level of Service (LOS)	D	A	A	D	B	B		D			D	
Approach Delay, s/veh / LOS	8.7	A		10.7	B		41.8	D		43.4	D	
Intersection Delay, s/veh / LOS	11.5						B					



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--- Messages ---

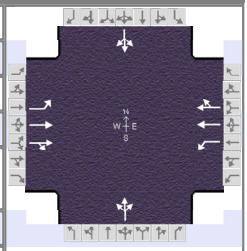
No errors or warnings exist.

--- Comments ---

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HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.94
Urban Street	E Judge Perez	Analysis Year	2050 No Build (No Port)	Analysis Period	1> 7:00
Intersection	Campagna Dr	File Name	Judge Perez at Campagna 2050 No Build (No Po…		
Project Description	23-040				

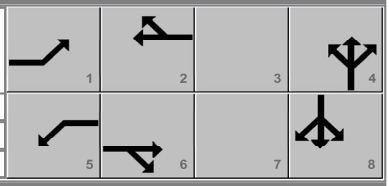


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	77	1518	23	15	1029	17	24	5	10	26	2	31

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	3	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	8.0	94.9	3.2	9.8	0.0	0.0
Yellow	5.0	5.0	5.0	5.0	0.0	0.0
Red	1.0	1.0	1.0	1.0	0.0	0.0



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	77	1518	23	15	1029	17	24	5	10	26	2	31
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	0		0	0			0			0	
Ped / Bike / RTOR, /h	0	0	3	0	0	2	0	0	1	0	0	4
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0		12.0	12.0			12.0			12.0	
Turn Bay Length, ft	210	0		220	0			0			0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	20	20	20	20	20	20

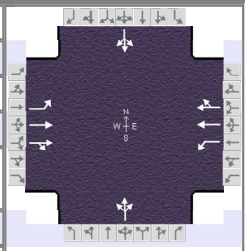
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	25.0	93.0	25.0	93.0		22.0		22.0
Yellow Change Interval (*Y*), s	5.0	5.0	5.0	5.0		5.0		5.0
Red Clearance Interval (R_c), s	1.0	1.0	1.0	1.0		1.0		1.0
Minimum Green (G_{min}), s	7	15	7	15		10		10
Start-Up Lost Time (*l*t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.5	2.0	2.5	2.0		1.5		1.5
Recall Mode	Off	Min	Off	Min		Off		Off
Dual Entry	No	Yes	No	Yes		Yes		Yes
Walk (*Walk*), s		0.0		0.0		4.0		4.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		20.0		20.0

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

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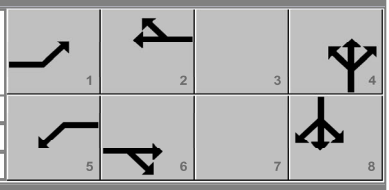
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.94
Urban Street	E Judge Perez	Analysis Year	2050 No Build (No Port)	Analysis Period	1> 7:00
Intersection	Campagna Dr	File Name	Judge Perez at Campagna 2050 No Build (No Po…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	77	1518	23	15	1029	17	24	5	10	26	2	31

Signal Information												
Cycle, s	140.0	Reference Phase	2									
Offset, s	3	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On									
Force Mode	Fixed	Simult. Gap N/S	On									
				Green	8.0	94.9	3.2	9.8	0.0	0.0		
				Yellow	5.0	5.0	5.0	5.0	0.0	0.0		
				Red	1.0	1.0	1.0	1.0	0.0	0.0		



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2		4		8
Case Number	2.0	4.0	2.0	4.0		8.0		8.0
Phase Duration, s	14.0	115.0	9.2	110.2		15.8		15.8
Change Period, ($Y+R_c$), s	6.0	6.0	6.0	6.0		6.0		6.0
Max Allow Headway (*MAH*), s	3.6	0.0	3.6	0.0		2.9		2.9
Queue Clearance Time (g_s), s	8.3		3.2			5.3		6.8
Green Extension Time (g_e), s	0.1	0.0	1.5	0.0		0.1		0.1
Phase Call Probability	0.96		0.46			0.98		0.98
Max Out Probability	0.00		0.97			0.00		0.00

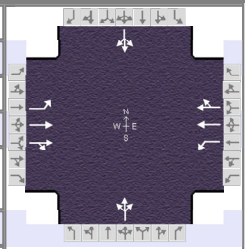
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	82	819	817	16	557	554		40			59	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1900	1891	1810	1900	1890		1556			1583	
Queue Service Time (g_s), s	6.3	23.5	23.6	1.2	14.9	14.9		0.0			1.5	
Cycle Queue Clearance Time (g_c), s	6.3	23.5	23.6	1.2	14.9	14.9		3.3			4.8	
Green Ratio (*g/C*)	0.06	0.78	0.78	0.02	0.74	0.74		0.07			0.07	
Capacity (*c*), veh/h	104	1479	1472	42	1414	1406		151			149	
Volume-to-Capacity Ratio (*X*)	0.788	0.554	0.555	0.381	0.394	0.394		0.268			0.394	
Back of Queue (*Q*), ft/ln (95 th percentile)	141.7	333.9	334	27.5	241.1	240.2		63.6			93.2	
Back of Queue (*Q*), veh/ln (95 th percentile)	5.7	13.4	13.4	1.1	9.6	9.6		2.5			3.7	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.67	0.00	0.00	0.12	0.00	0.00		0.00			0.00	
Uniform Delay (d_1), s/veh	65.1	6.0	6.1	67.4	6.5	6.5		62.0			62.7	
Incremental Delay (d_2), s/veh	9.4	1.5	1.5	4.2	0.8	0.8		0.3			0.6	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	
Control Delay (*d*), s/veh	74.5	7.5	7.6	71.6	7.3	7.3		62.4			63.3	
Level of Service (LOS)	E	A	A	E	A	A		E			E	
Approach Delay, s/veh / LOS	10.7	B		8.2	A		62.4	E		63.3	E	
Intersection Delay, s/veh / LOS	11.5						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.74	B	1.64	B	2.32	B	2.33	B
Bicycle LOS Score / LOS	1.91	B	1.42	A	0.55	A	0.58	A

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HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.94
Urban Street	E Judge Perez	Analysis Year	2050 No Build (No Port)	Analysis Period	1> 7:00
Intersection	Campagna Dr	File Name	Judge Perez at Campagna 2050 No Build (No Po…		
Project Description	23-040				

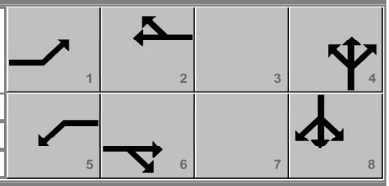


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	77	1518	23	15	1029	17	24	5	10	26	2	31

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	3	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	8.0	94.9	3.2	9.8	0.0	0.0
Yellow	5.0	5.0	5.0	5.0	0.0	0.0
Red	1.0	1.0	1.0	1.0	0.0	0.0



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.838	0.819		0.890	0.833	
Right-Turn Adjustment Factor (f_{RT})		0.995	0.995		0.995	0.995		0.000	0.819		0.000	0.833
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00								
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)							1.00			1.00		
Movement Saturation Flow Rate (s), veh/h	1810	3742	49	1810	3736	54	983	205	369	748	58	777
Proportion of Vehicles Arriving on Green (P)	0.06	0.78	0.78	0.02	0.74	0.74	0.07	0.07	0.07	0.07	0.07	0.07
Incremental Delay Factor (k)	0.08	0.50	0.50	0.08	0.50	0.50		0.04			0.04	

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.0	6.0	6.0	6.0		6.0		6.0
Green Ratio (g/C)	0.06	0.78	0.02	0.74		0.07		0.07
Permitted Saturation Flow Rate (s_p), veh/h/ln	0	0	0	0		1400		1421
Shared Saturation Flow Rate (s_{sh}), veh/h/ln						1551		1639
Permitted Effective Green Time (g_p), s	0.0	0.0	0.0	0.0		9.8		9.8
Permitted Service Time (g_u), s	0.0	0.0	0.0	0.0		5.0		6.5
Permitted Queue Service Time (g_{ps}), s						0.0		1.5
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0		1.2		2.0
Queue Service Time Before Blockage (g_{fs}), s						1.2		1.7
Protected Right Saturation Flow (s_R), veh/h/ln								
Protected Right Effective Green Time (g_R), s								

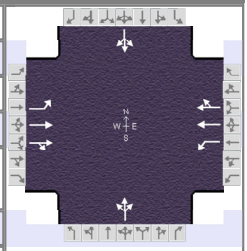
Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	0.972	0.001	0.972	0.006	1.557	0.003	1.557	0.004
Pedestrian F_s / F_{delay}	0.000	0.168	0.000	0.061	0.000	0.165	0.000	0.165
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	46.24	66.80	1488.09	4.59	139.81	60.56	139.81	60.56

Bicycle F_w / F_v	-3.64	1.42	-3.64	0.93	-3.64	0.07	-3.64	0.10

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HCS Signalized Intersection Results Graphical Summary

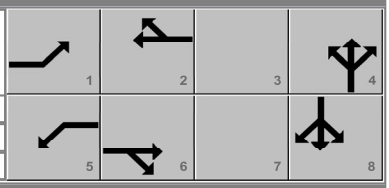
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.94
Urban Street	E Judge Perez	Analysis Year	2050 No Build (No Port)	Analysis Period	1> 7:00
Intersection	Campagna Dr	File Name	Judge Perez at Campagna 2050 No Build (No Po…		
Project Description	23-040				



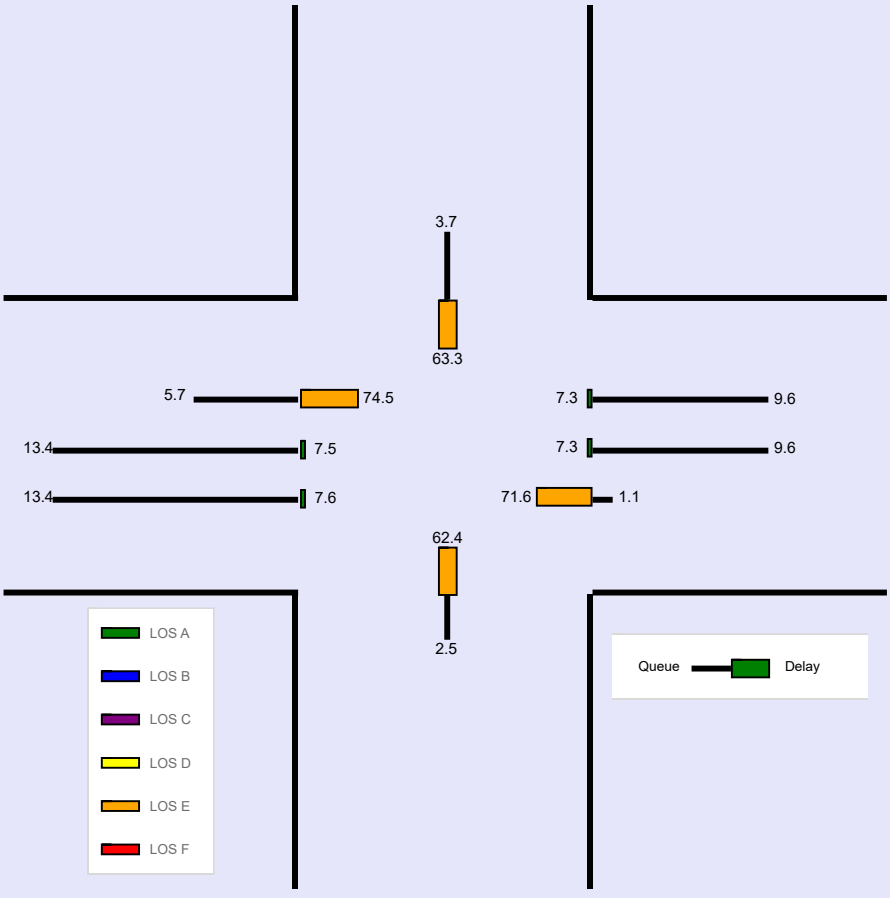
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	77	1518	23	15	1029	17	24	5	10	26	2	31

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	3	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	8.0	94.9	3.2	9.8	0.0	0.0	
Yellow	5.0	5.0	5.0	5.0	0.0	0.0	
Red	1.0	1.0	1.0	1.0	0.0	0.0	



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	141.7	333.9	334	27.5	241.1	240.2		63.6			93.2	
Back of Queue (*Q*), veh/ln (95 th percentile)	5.7	13.4	13.4	1.1	9.6	9.6		2.5			3.7	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.67	0.00	0.00	0.12	0.00	0.00		0.00			0.00	
Control Delay (*d*), s/veh	74.5	7.5	7.6	71.6	7.3	7.3		62.4			63.3	
Level of Service (LOS)	E	A	A	E	A	A		E			E	
Approach Delay, s/veh / LOS	10.7	B		8.2	A		62.4	E		63.3	E	
Intersection Delay, s/veh / LOS	11.5						B					



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--- Messages ---

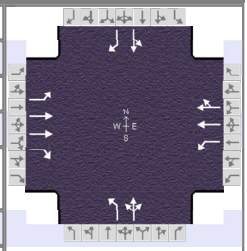
No errors or warnings exist.

--- Comments ---

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HCS Signalized Intersection Input Data

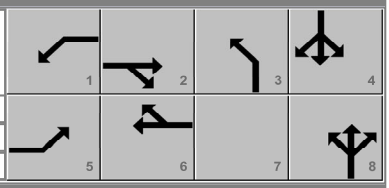
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	2050 No Build (No Port)	Analysis Period	1> 7:00
Intersection	Archbishop Hannan Blvd	File Name	Judge Perez at Archbishop Hannan 2050 No Buil…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	30	542	115	67	889	4	97	27	62	7	52	161

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	4.2	2.6	75.2	14.5	9.6	0.0	
Yellow	4.5	0.0	4.5	4.0	4.0	0.0	
Red	1.5	0.0	1.5	2.0	2.0	0.0	



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	30	542	115	67	889	4	97	27	62	7	52	161
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	2	1	2	0	0		0	0			0	0
Ped / Bike / RTOR, /h	0	0	12	0	0	1	0	0	7	0	0	17
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0	12.0	12.0	12.0		12.0	12.0			12.0	12.0
Turn Bay Length, ft	195	0	185	220	0		220	0			0	0
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	45	45	45	45	45	45	30	30	30	20	20	20

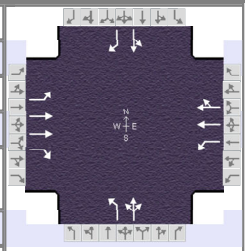
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	24.0	60.0	24.0	60.0	23.0	23.0		23.0
Yellow Change Interval (*Y*), s	4.5	4.5	4.5	4.5	4.0	4.0		4.0
Red Clearance Interval (R_c), s	1.5	1.5	1.5	1.5	2.0	2.0		2.0
Minimum Green (G_{min}), s	6	15	6	15	6	6		6
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	1.5	2.0	1.5	2.0	1.5	1.5		1.5
Recall Mode	Off	Min	Off	Min	Off	Off		Off
Dual Entry	No	No	No	No	No	No		No
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

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

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HCS Signalized Intersection Results Summary

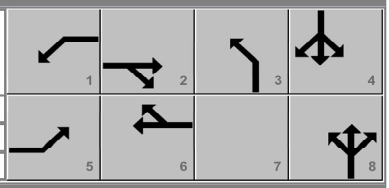
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	2050 No Build (No Port)	Analysis Period	1> 7:00
Intersection	Archbishop Hannan Blvd	File Name	Judge Perez at Archbishop Hannan 2050 No Buil…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	30	542	115	67	889	4	97	27	62	7	52	161

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	4.2	2.6	75.2	14.5	9.6	0.0	
Yellow	4.5	0.0	4.5	4.0	4.0	0.0	
Red	1.5	0.0	1.5	2.0	2.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6		8		4
Case Number	2.0	3.0	2.0	4.0		10.0		11.0
Phase Duration, s	10.2	81.2	12.7	83.7		15.6		20.5
Change Period, ($Y+R_c$), s	6.0	6.0	6.0	6.0		6.0		6.0
Max Allow Headway (*MAH*), s	2.5	0.0	2.5	0.0		2.7		3.0
Queue Clearance Time (g_s), s	4.3		7.2			9.4		14.4
Green Extension Time (g_e), s	0.0	0.0	0.1	0.0		0.2		0.1
Phase Call Probability	0.69		0.93			1.00		1.00
Max Out Probability	0.00		0.00			0.00		1.00

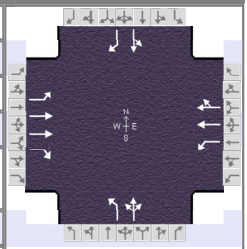
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	33	589	112	73	485	484	105	89			64	157
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1781	1795	1585	1810	1900	1898	1810	1695			1889	1610
Queue Service Time (g_s), s	2.3	10.8	4.2	5.2	17.9	17.9	7.4	6.7			4.1	12.4
Cycle Queue Clearance Time (g_c), s	2.3	10.8	4.2	5.2	17.9	17.9	7.4	6.7			4.1	12.4
Green Ratio (*g/C*)	0.03	0.58	0.58	0.05	0.60	0.60	0.07	0.07			0.11	0.11
Capacity (*c*), veh/h	57	2075	916	93	1136	1134	134	125			211	180
Volume-to-Capacity Ratio (*X*)	0.573	0.284	0.122	0.780	0.427	0.427	0.788	0.711			0.304	0.870
Back of Queue (*Q*), ft/ln (95 th percentile)	50.1	191.1	67.3	110.8	299.8	299.9	160.4	133.7			89.3	262.9
Back of Queue (*Q*), veh/ln (95 th percentile)	2.0	7.6	2.6	4.4	12.0	12.0	6.4	5.3			3.6	10.5
Queue Storage Ratio (*RQ*) (95 th percentile)	0.26	0.00	0.36	0.50	0.00	0.00	0.73	0.00			0.00	0.00
Uniform Delay (d_1), s/veh	62.0	13.8	12.4	60.9	14.1	14.1	59.2	58.8			53.1	56.8
Incremental Delay (d_2), s/veh	3.3	0.3	0.3	5.2	1.2	1.2	3.8	2.8			0.3	24.8
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0
Control Delay (*d*), s/veh	65.4	14.2	12.7	66.1	15.3	15.3	63.0	61.6			53.4	81.6
Level of Service (LOS)	E	B	B	E	B	B	E	E			D	F
Approach Delay, s/veh / LOS	16.2	B		18.9	B		62.4	E		73.4	E	
Intersection Delay, s/veh / LOS	27.3						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.91	B	1.92	B	2.33	B	2.49	B
Bicycle LOS Score / LOS	1.09	A	1.35	A	0.81	A	0.85	A

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HCS Signalized Intersection Intermediate Values

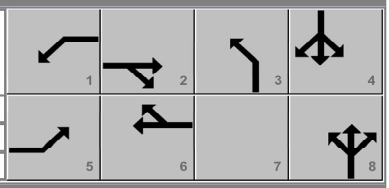
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	2050 No Build (No Port)	Analysis Period	1> 7:00
Intersection	Archbishop Hannan Blvd	File Name	Judge Perez at Archbishop Hannan 2050 No Buil…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	30	542	115	67	889	4	97	27	62	7	52	161

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	4.2	2.6	75.2	14.5	9.6	0.0						
Yellow	4.5	0.0	4.5	4.0	4.0	0.0						
Red	1.5	0.0	1.5	2.0	2.0	0.0						



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	0.984	0.992	0.984	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	0.952	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.994	0.994	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.999	0.999		0.892	0.892		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00								
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)												
Movement Saturation Flow Rate (s), veh/h	1781	3589	1585	1810	3785	13	1810	558	1137	224	1665	1610
Proportion of Vehicles Arriving on Green (P)	0.03	0.58	0.58	0.05	0.60	0.60	0.07	0.07	0.07	0.11	0.11	0.11
Incremental Delay Factor (k)	0.04	0.50	0.50	0.04	0.50	0.50	0.04	0.04			0.04	0.26

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.0	6.0	6.0	6.0		6.0		6.0
Green Ratio (g/C)	0.03	0.58	0.05	0.60		0.07		0.11
Permitted Saturation Flow Rate (s_p), veh/h/ln	0	0	0	0		1810		0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	0.0	0.0	0.0	0.0		0.0		0.0
Permitted Service Time (g_u), s	0.0	0.0	0.0	0.0		0.0		0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0		0.0		0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		0						0
Protected Right Effective Green Time (g_R), s		0.0						0.0

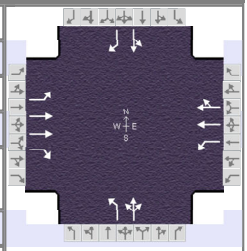
Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.198	0.010	1.198	0.024	1.557	0.001	1.710	0.017
Pedestrian F_s / F_{delay}	0.000	0.098	0.000	0.094	0.000	0.167	0.000	0.161
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	1156.20	11.57	1195.48	10.52		72.19	147.95	55.74

Bicycle F_w / F_v	-3.64	0.61	-3.64	0.86	-3.64	0.32	-3.64	0.36

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HCS Signalized Intersection Results Graphical Summary

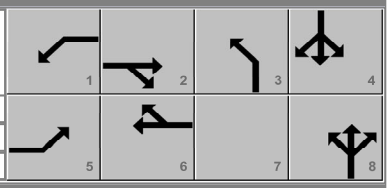
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	2050 No Build (No Port)	Analysis Period	1> 7:00
Intersection	Archbishop Hannan Blvd	File Name	Judge Perez at Archbishop Hannan 2050 No Buil…		
Project Description	23-040				



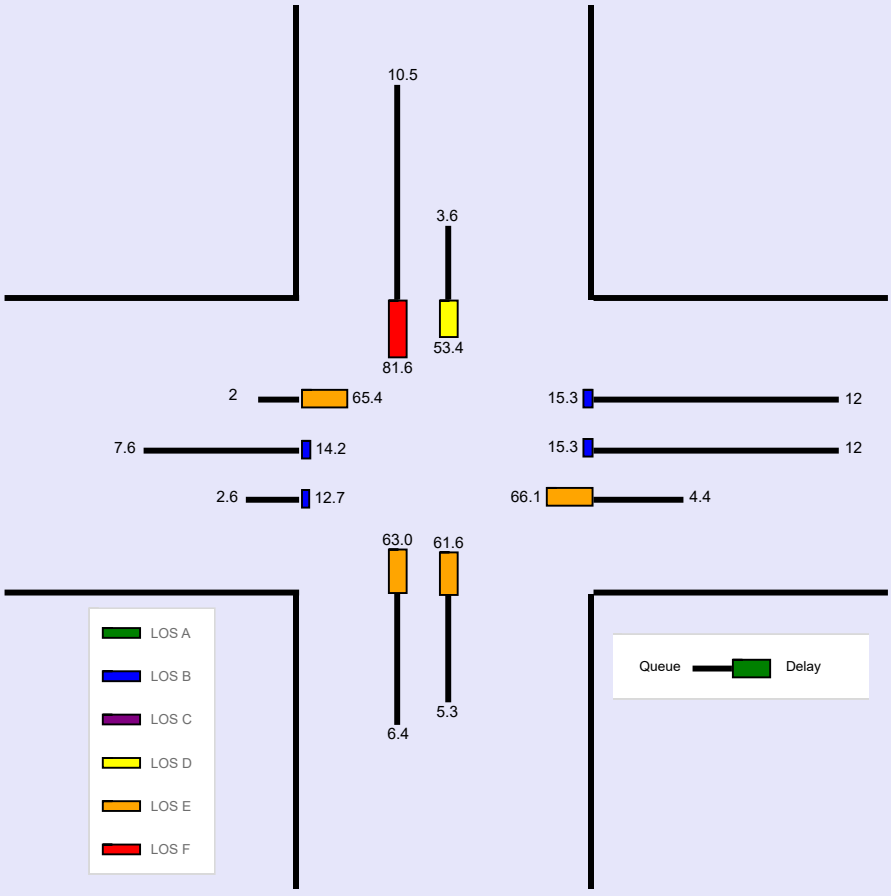
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	30	542	115	67	889	4	97	27	62	7	52	161

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	4.2	2.6	75.2	14.5	9.6	0.0	
Yellow	4.5	0.0	4.5	4.0	4.0	0.0	
Red	1.5	0.0	1.5	2.0	2.0	0.0	



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	50.1	191.1	67.3	110.8	299.8	299.9	160.4	133.7			89.3	262.9
Back of Queue (*Q*), veh/ln (95 th percentile)	2.0	7.6	2.6	4.4	12.0	12.0	6.4	5.3			3.6	10.5
Queue Storage Ratio (*RQ*) (95 th percentile)	0.26	0.00	0.36	0.50	0.00	0.00	0.73	0.00			0.00	0.00
Control Delay (*d*), s/veh	65.4	14.2	12.7	66.1	15.3	15.3	63.0	61.6			53.4	81.6
Level of Service (LOS)	E	B	B	E	B	B	E	E			D	F
Approach Delay, s/veh / LOS	16.2	B		18.9	B		62.4	E		73.4	E	
Intersection Delay, s/veh / LOS	27.3						C					



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--- Messages ---

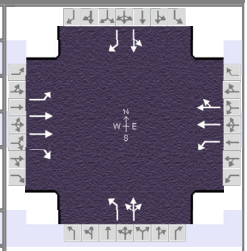
WARNING: The shared-plus-exclusive turn lane solution is an approximation of the HCM method, because more than three lane groups cannot be accommodated. Input data for Percent Turns in Shared Lane are used to specify proportion of turning vehicles in the shared lane.

--- Comments ---

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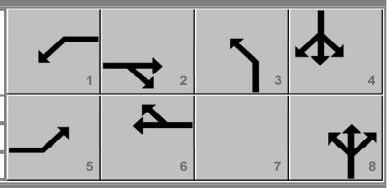
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.97
Urban Street	E Judge Perez	Analysis Year	2050 No Build (No Port)	Analysis Period	1> 7:00
Intersection	Archbishop Hannan Blvd	File Name	Judge Perez at Archbishop Hannan 2050 No Buil…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	106	977	209	91	598	18	141	56	196	35	36	111

Signal Information					EB			WB			NB			SB		
Cycle, s	130.0	Reference Phase	2													
Offset, s	0	Reference Point	End	Green	8.4	1.2		65.6	10.2	20.5	0.0					
Uncoordinated	No	Simult. Gap E/W	On	Yellow	4.5	0.0		4.5	4.0	4.0	0.0					
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.5	0.0		1.5	2.0	2.0	0.0					



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	106	977	209	91	598	18	141	56	196	35	36	111
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	0	1	0	0		2	0			0	0
Ped / Bike / RTOR, /h	0	0	21	0	0	2	0	0	20	0	0	12
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0	12.0	12.0	12.0		12.0	12.0			12.0	12.0
Turn Bay Length, ft	195	0	185	220	0		220	0			0	0
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	45	45	45	45	45	45	30	30	30	20	20	20

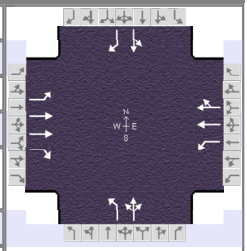
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	24.0	60.0	24.0	60.0	23.0	23.0		23.0
Yellow Change Interval (*Y*), s	4.5	4.5	4.5	4.5	4.0	4.0		4.0
Red Clearance Interval (R_c), s	1.5	1.5	1.5	1.5	2.0	2.0		2.0
Minimum Green (G_{min}), s	6	15	6	15	6	6		6
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	1.5	2.0	1.5	2.0	1.5	1.5		1.5
Recall Mode	Off	Min	Off	Min	Off	Off		Off
Dual Entry	No	No	No	No	No	No		No
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

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

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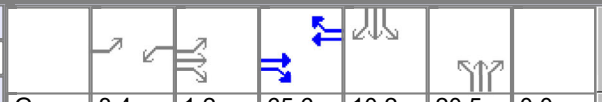
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.97
Urban Street	E Judge Perez	Analysis Year	2050 No Build (No Port)	Analysis Period	1> 7:00
Intersection	Archbishop Hannan Blvd	File Name	Judge Perez at Archbishop Hannan 2050 No Buil…		
Project Description	23-040				

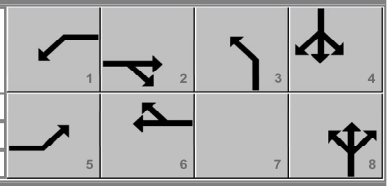


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	106	977	209	91	598	18	141	56	196	35	36	111

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	8.4	1.2	65.6	10.2	20.5	0.0
Yellow	4.5	0.0	4.5	4.0	4.0	0.0
Red	1.5	0.0	1.5	2.0	2.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6		8		4
Case Number	2.0	3.0	2.0	4.0		10.0		11.0
Phase Duration, s	15.6	72.8	14.4	71.6		26.5		16.2
Change Period, ($Y+R_c$), s	6.0	6.0	6.0	6.0		6.0		6.0
Max Allow Headway (*MAH*), s	2.5	0.0	2.5	0.0		2.8		3.0
Queue Clearance Time (g_s), s	9.7		8.6			20.3		10.1
Green Extension Time (g_e), s	0.1	0.0	0.1	0.0		0.2		0.1
Phase Call Probability	0.98		0.97			1.00		1.00
Max Out Probability	0.00		0.00			0.56		0.01

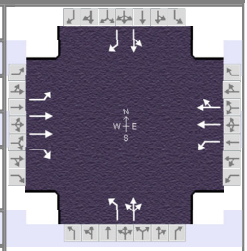
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	109	1007	194	94	318	315	145	239			73	102
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1809	1598	1810	1900	1882	1781	1672			1854	1610
Queue Service Time (g_s), s	7.7	24.4	8.7	6.6	12.9	12.9	9.7	18.3			4.9	8.1
Cycle Queue Clearance Time (g_c), s	7.7	24.4	8.7	6.6	12.9	12.9	9.7	18.3			4.9	8.1
Green Ratio (*g/C*)	0.07	0.51	0.51	0.06	0.50	0.50	0.16	0.16			0.08	0.08
Capacity (*c*), veh/h	134	1860	821	117	959	950	281	264			146	127
Volume-to-Capacity Ratio (*X*)	0.816	0.542	0.236	0.801	0.331	0.332	0.517	0.907			0.502	0.805
Back of Queue (*Q*), ft/ln (95 th percentile)	163.8	381	146.8	141.3	240.5	239.3	199.1	364.1			107.5	158.2
Back of Queue (*Q*), veh/ln (95 th percentile)	6.6	15.2	5.8	5.7	9.6	9.6	7.8	14.6			4.3	6.3
Queue Storage Ratio (*RQ*) (95 th percentile)	0.84	0.00	0.79	0.64	0.00	0.00	0.91	0.00			0.00	0.00
Uniform Delay (d_1), s/veh	59.3	21.3	17.5	60.0	19.1	19.1	50.2	53.8			57.4	58.9
Incremental Delay (d_2), s/veh	4.5	1.1	0.7	4.7	0.9	0.9	0.5	24.9			1.0	4.5
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0
Control Delay (*d*), s/veh	63.8	22.4	18.1	64.7	20.1	20.1	50.7	78.7			58.4	63.4
Level of Service (LOS)	E	C	B	E	C	C	D	E			E	E
Approach Delay, s/veh / LOS	25.2	C		25.8	C		68.2	E		61.3	E	
Intersection Delay, s/veh / LOS	34.2						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.94	B	1.93	B	2.33	B	2.49	B
Bicycle LOS Score / LOS	1.57	B	1.09	A	1.12	A	0.78	A

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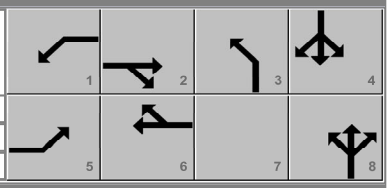
HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.97
Urban Street	E Judge Perez	Analysis Year	2050 No Build (No Port)	Analysis Period	1> 7:00
Intersection	Archbishop Hannan Blvd	File Name	Judge Perez at Archbishop Hannan 2050 No Buil…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	106	977	209	91	598	18	141	56	196	35	36	111

Signal Information												
Cycle, s	130.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On									
Force Mode	Fixed	Simult. Gap N/S	On									
				Green	8.4	1.2	65.6	10.2	20.5	0.0		
				Yellow	4.5	0.0	4.5	4.0	4.0	0.0		
				Red	1.5	0.0	1.5	2.0	2.0	0.0		



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	0.992	1.000	1.000	1.000	0.984	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	0.952	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.976	0.976	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.991	0.991		0.880	0.880		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00								
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)												
Movement Saturation Flow Rate (s), veh/h	1810	3618	1598	1810	3684	99	1781	404	1268	914	940	1610
Proportion of Vehicles Arriving on Green (P)	0.07	0.51	0.51	0.06	0.50	0.50	0.16	0.16	0.16	0.08	0.08	0.08
Incremental Delay Factor (k)	0.04	0.50	0.50	0.04	0.50	0.50	0.04	0.30			0.04	0.04

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.0	6.0	6.0	6.0		6.0		6.0
Green Ratio (g/C)	0.07	0.51	0.06	0.50		0.16		0.08
Permitted Saturation Flow Rate (s_p), veh/h/ln	0	0	0	0		1781		0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	0.0	0.0	0.0	0.0		0.0		0.0
Permitted Service Time (g_u), s	0.0	0.0	0.0	0.0		0.0		0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0		0.0		0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		0						0
Protected Right Effective Green Time (g_R), s		0.0						0.0

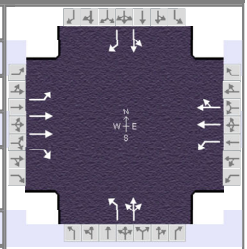
Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.198	0.028	1.198	0.017	1.557	0.003	1.710	0.030
Pedestrian F_s / F_{delay}	0.000	0.110	0.000	0.111	0.000	0.167	0.000	0.154
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	1028.29	15.34	1009.76	15.93		72.19	315.61	46.10

Bicycle F_w / F_v	-3.64	1.08	-3.64	0.60	-3.64	0.63	-3.64	0.29

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HCS Signalized Intersection Results Graphical Summary

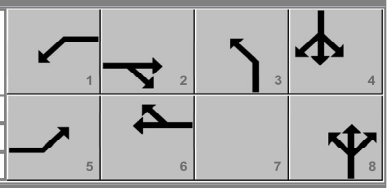
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.97
Urban Street	E Judge Perez	Analysis Year	2050 No Build (No Port)	Analysis Period	1> 7:00
Intersection	Archbishop Hannan Blvd	File Name	Judge Perez at Archbishop Hannan 2050 No Buil…		
Project Description	23-040				



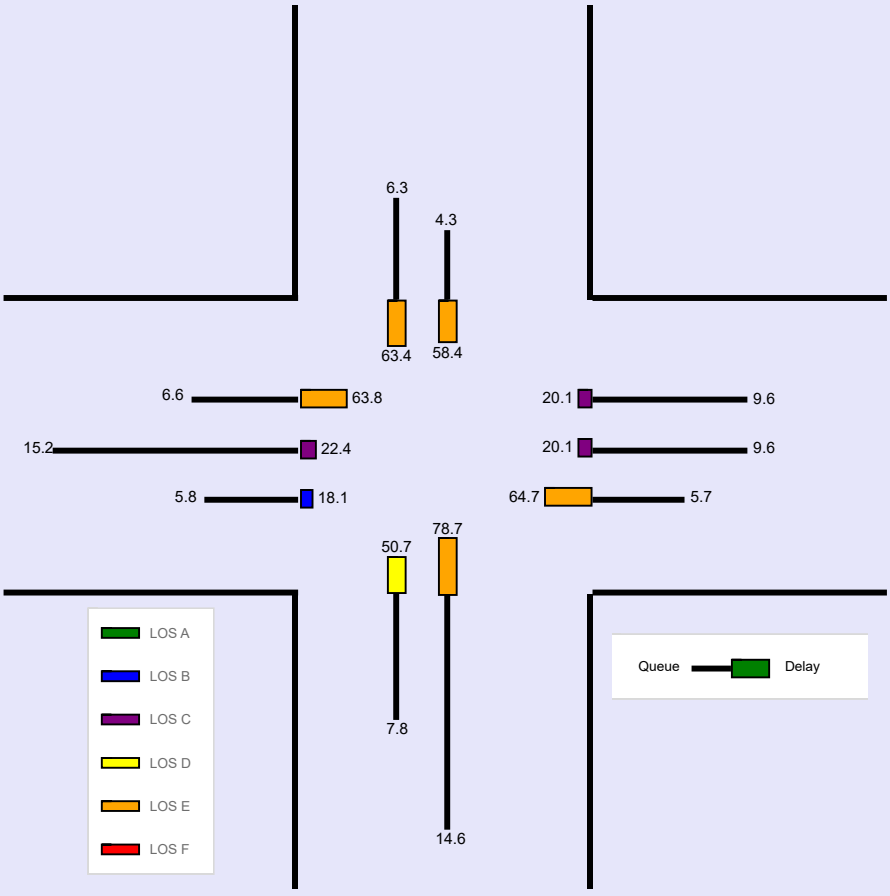
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	106	977	209	91	598	18	141	56	196	35	36	111

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	8.4	1.2	65.6	10.2	20.5	0.0	
Yellow	4.5	0.0	4.5	4.0	4.0	0.0	
Red	1.5	0.0	1.5	2.0	2.0	0.0	



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	163.8	381	146.8	141.3	240.5	239.3	199.1	364.1			107.5	158.2
Back of Queue (*Q*), veh/ln (95 th percentile)	6.6	15.2	5.8	5.7	9.6	9.6	7.8	14.6			4.3	6.3
Queue Storage Ratio (*RQ*) (95 th percentile)	0.84	0.00	0.79	0.64	0.00	0.00	0.91	0.00			0.00	0.00
Control Delay (*d*), s/veh	63.8	22.4	18.1	64.7	20.1	20.1	50.7	78.7			58.4	63.4
Level of Service (LOS)	E	C	B	E	C	C	D	E			E	E
Approach Delay, s/veh / LOS	25.2	C		25.8	C		68.2	E		61.3	E	
Intersection Delay, s/veh / LOS	34.2						C					



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--- Messages ---

WARNING: The shared-plus-exclusive turn lane solution is an approximation of the HCM method, because more than three lane groups cannot be accommodated. Input data for Percent Turns in Shared Lane are used to specify proportion of turning vehicles in the shared lane.

--- Comments ---

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HCS Two-Way Stop-Control Report

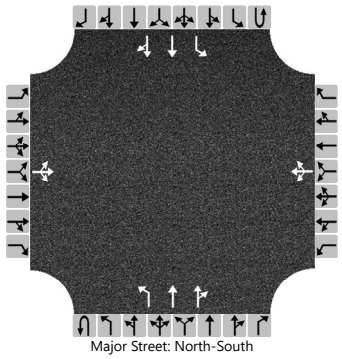
General Information

Analyst	RAW
Agency/Co.	USI
Date Performed	8/19/2024
Analysis Year	2050
Time Analyzed	2050 AM No Build(No Port)
Intersection Orientation	North-South
Project Description	23-040

Site Information

Intersection	Guerra at Judge Perez
Jurisdiction	LADOTD
East/West Street	Guerra Dr
North/South Street	Judge Perez Dr
Peak Hour Factor	0.94
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	2	0	0	1	2	0
Configuration			LTR				LTR			L	T	TR		L	T	TR
Volume (veh/h)		15	5	5		8	6	21	0	32	600	8	0	57	409	11
Percent Heavy Vehicles (%)		0	0	0		0	0	0	0	0			0	0		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Left + Thru								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.9		4.1				4.1		
Critical Headway (sec)		7.50	6.50	6.90		7.50	6.50	6.90		4.10				4.10		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.50	4.00	3.30		3.50	4.00	3.30		2.20				2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			27				37			34				61		
Capacity, c (veh/h)			330				426			1124				948		
v/c Ratio			0.08				0.09			0.03				0.06		
95% Queue Length, Q_{95} (veh)			0.3				0.3			0.1				0.2		
Control Delay (s/veh)			16.9				14.3			8.3				9.1		
Level of Service (LOS)			C				B			A				A		
Approach Delay (s/veh)	16.9				14.3				0.4				1.1			
Approach LOS	C				B				A				A			

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HCS Two-Way Stop-Control Report

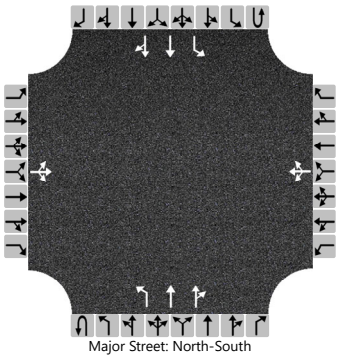
General Information

Analyst	RAW
Agency/Co.	USI
Date Performed	8/19/2024
Analysis Year	2050
Time Analyzed	2050 PM No Build(No Port)
Intersection Orientation	North-South
Project Description	23-040

Site Information

Intersection	Guerra at Judge Perez
Jurisdiction	LADOTD
East/West Street	Guerra Dr
North/South Street	Judge Perez Dr
Peak Hour Factor	0.94
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	2	0	0	1	2	0
Configuration			LTR				LTR			L	T	TR		L	T	TR
Volume (veh/h)		13	11	20		12	5	18	0	29	473	18	0	143	734	18
Percent Heavy Vehicles (%)		0	0	0		0	0	0	0	0			0	0		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Left + Thru								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.9		4.1				4.1		
Critical Headway (sec)		7.50	6.50	6.90		7.50	6.50	6.90		4.10				4.10		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.50	4.00	3.30		3.50	4.00	3.30		2.20				2.20		

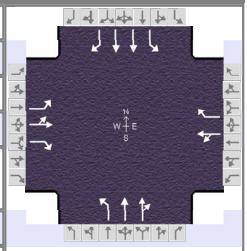
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			47				37			31				152		
Capacity, c (veh/h)			239				304			832				1054		
v/c Ratio			0.20				0.12			0.04				0.14		
95% Queue Length, Q_{95} (veh)			0.7				0.4			0.1				0.5		
Control Delay (s/veh)			23.7				18.5			9.5				9.0		
Level of Service (LOS)			C				C			A				A		
Approach Delay (s/veh)	23.7				18.5				0.5				1.4			
Approach LOS	C				C				A				A			

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HCS Signalized Intersection Input Data

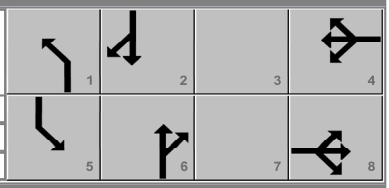
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.89
Urban Street	E Judge Perez Dr	Analysis Year	2050 No Build (No Port)	Analysis Period	1> 7:00
Intersection	Colonial Blvd	File Name	Judge Perez at Colonial Blvd 2050 No Build (No…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	115	9	37	2	13	5	19	395	4	1	240	175

Signal Information			
Cycle, s	59.1	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	0.1	1.9	20.0	11.4	2.1	0.0	
Yellow	5.0	0.0	5.0	3.8	3.8	0.0	
Red	1.0	0.0	1.0	2.0	2.0	0.0	



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	115	9	37	2	13	5	19	395	4	1	240	175
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	0	0		0	0	0	0		0	1	0
Ped / Bike / RTOR, /h	0	0	0	0	0	1	0	0	1	0	0	0
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0	12.0		12.0	12.0	12.0	12.0		12.0	12.0	12.0
Turn Bay Length, ft	0	0	0		0	0	300	0		260	0	0
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	30	30	30	30	30	30	45	45	45	45	45	45

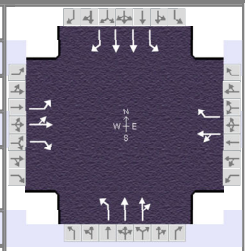
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		30.0		20.0	20.0	55.0	20.0	55.0
Yellow Change Interval (*Y*), s		3.8		3.8	5.0	5.0	5.0	5.0
Red Clearance Interval (R_c), s		2.0		2.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s		12		7	7	20	8	20
Start-Up Lost Time (*l*t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s		3.8		3.8	2.5	4.2	2.0	4.2
Recall Mode		Off		Off	Off	Min	Off	Min
Dual Entry		No		No	No	No	No	No
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

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

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HCS Signalized Intersection Results Summary

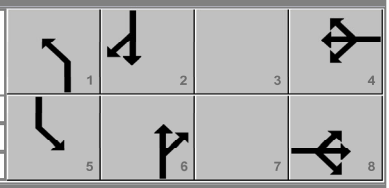
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.89
Urban Street	E Judge Perez Dr	Analysis Year	2050 No Build (No Port)	Analysis Period	1> 7:00
Intersection	Colonial Blvd	File Name	Judge Perez at Colonial Blvd 2050 No Build (No…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	115	9	37	2	13	5	19	395	4	1	240	175

Signal Information			
Cycle, s	59.1	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	0.1	1.9	20.0	11.4	2.1	0.0
Yellow	5.0	0.0	5.0	3.8	3.8	0.0
Red	1.0	0.0	1.0	2.0	2.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4	1	6	5	2
Case Number		9.0		11.0	2.0	4.0	2.0	3.0
Phase Duration, s		17.2		7.9	8.1	27.9	6.1	26.0
Change Period, ($Y+R_c$), s		5.8		5.8	6.0	6.0	6.0	6.0
Max Allow Headway (*MAH*), s		5.0		5.0	3.5	5.2	3.0	5.2
Queue Clearance Time (g_s), s		5.7		2.5	2.7	7.0	2.0	7.4
Green Extension Time (g_e), s		0.9		0.0	0.0	6.6	0.0	6.6
Phase Call Probability		0.95		0.30	0.30	1.00	0.02	1.00
Max Out Probability		0.00		0.00	0.00	0.00	0.00	0.00

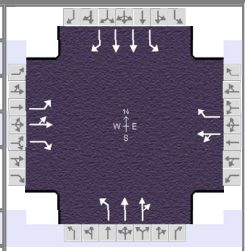
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h	129	10	42		17	4	21	224	223	1	270	197
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1900			1887	1610	1810	1900	1895	1810	1795	
Queue Service Time (g_s), s	3.7	0.3			0.5	0.2	0.7	5.0	5.0	0.0	3.2	
Cycle Queue Clearance Time (g_c), s	3.7	0.3			0.5	0.2	0.7	5.0	5.0	0.0	3.2	
Green Ratio (*g/C*)	0.19	0.19			0.04	0.04	0.04	0.37	0.37	0.00	0.34	
Capacity (*c*), veh/h	348	366			66	56	63	705	703	5	1214	
Volume-to-Capacity Ratio (*X*)	0.371	0.028			0.255	0.080	0.336	0.318	0.318	0.248	0.222	
Back of Queue (*Q*), ft/ln (95 th percentile)	68.7	4.9			12.1	3.2	13.7	80.7	80.5	1.2	49.3	
Back of Queue (*Q*), veh/ln (95 th percentile)	2.7	0.2			0.5	0.1	0.5	3.2	3.2	0.0	2.0	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00			0.00	0.00	0.05	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	20.8	19.4			27.8	27.6	27.9	13.3	13.3	29.4	14.0	
Incremental Delay (d_2), s/veh	0.9	0.0			2.7	0.8	2.3	0.4	0.4	10.2	0.1	
Initial Queue Delay (d_3), s/veh	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	21.6	19.4	0.0		30.4	28.4	30.1	13.7	13.7	39.7	14.1	0.0
Level of Service (LOS)	C	B	A		C	C	C	B	B	D	B	A
Approach Delay, s/veh / LOS	16.5	B		30.0	C		14.4	B		8.3	A	
Intersection Delay, s/veh / LOS	12.5						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.29	B	2.44	B	1.90	B	2.09	B
Bicycle LOS Score / LOS	0.79	A	0.52	A	0.87	A	0.87	A

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HCS Signalized Intersection Intermediate Values

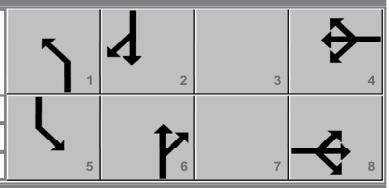
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.89
Urban Street	E Judge Perez Dr	Analysis Year	2050 No Build (No Port)	Analysis Period	1> 7:00
Intersection	Colonial Blvd	File Name	Judge Perez at Colonial Blvd 2050 No Build (No…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	115	9	37	2	13	5	19	395	4	1	240	175

Signal Information			
Cycle, s	59.1	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	0.1	1.9	20.0	11.4	2.1	0.0						
Yellow	5.0	0.0	5.0	3.8	3.8	0.0						
Red	1.0	0.0	1.0	2.0	2.0	0.0						



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.992	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.952	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.993	0.993		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.000	0.847		0.997	0.997		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)							1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)												
Movement Saturation Flow Rate (s), veh/h	1810	1900	1610	252	1636	1610	1810	3766	29	1810	3589	1610
Proportion of Vehicles Arriving on Green (P)	0.19	0.19	0.19	0.04	0.04	0.04	0.04	0.37	0.37	0.00	0.34	0.34
Incremental Delay Factor (k)	0.14	0.14	0.14		0.14	0.14	0.08	0.17	0.17	0.04	0.17	0.17

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		4.0		5.8	6.0	6.0	6.0	6.0
Green Ratio (g/C)		0.19		0.04	0.04	0.37	0.00	0.34
Permitted Saturation Flow Rate (s_p), veh/h/ln		1810		0	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s		0.0		0.0	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s		0.0		0.0	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s		0.0		0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		0		0				0
Protected Right Effective Green Time (g_R), s		0.0		0.0				0.0

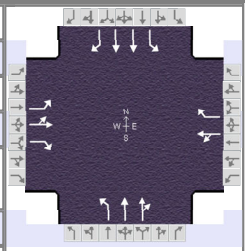
Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.001	1.710	0.000	1.198	0.001	1.389	0.000
Pedestrian F_s / F_{delay}	0.000	0.136	0.000	0.133	0.000	0.099	0.000	0.103
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	-229.98	36.76	70.11	27.53	741.59	11.71	676.46	12.95

Bicycle F_w / F_v	-3.64	0.30	-3.64	0.04	-3.64	0.39	-3.64	0.39

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HCS Signalized Intersection Results Graphical Summary

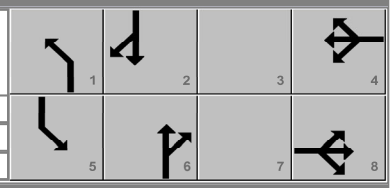
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.89
Urban Street	E Judge Perez Dr	Analysis Year	2050 No Build (No Port)	Analysis Period	1> 7:00
Intersection	Colonial Blvd	File Name	Judge Perez at Colonial Blvd 2050 No Build (No…		
Project Description	23-040				



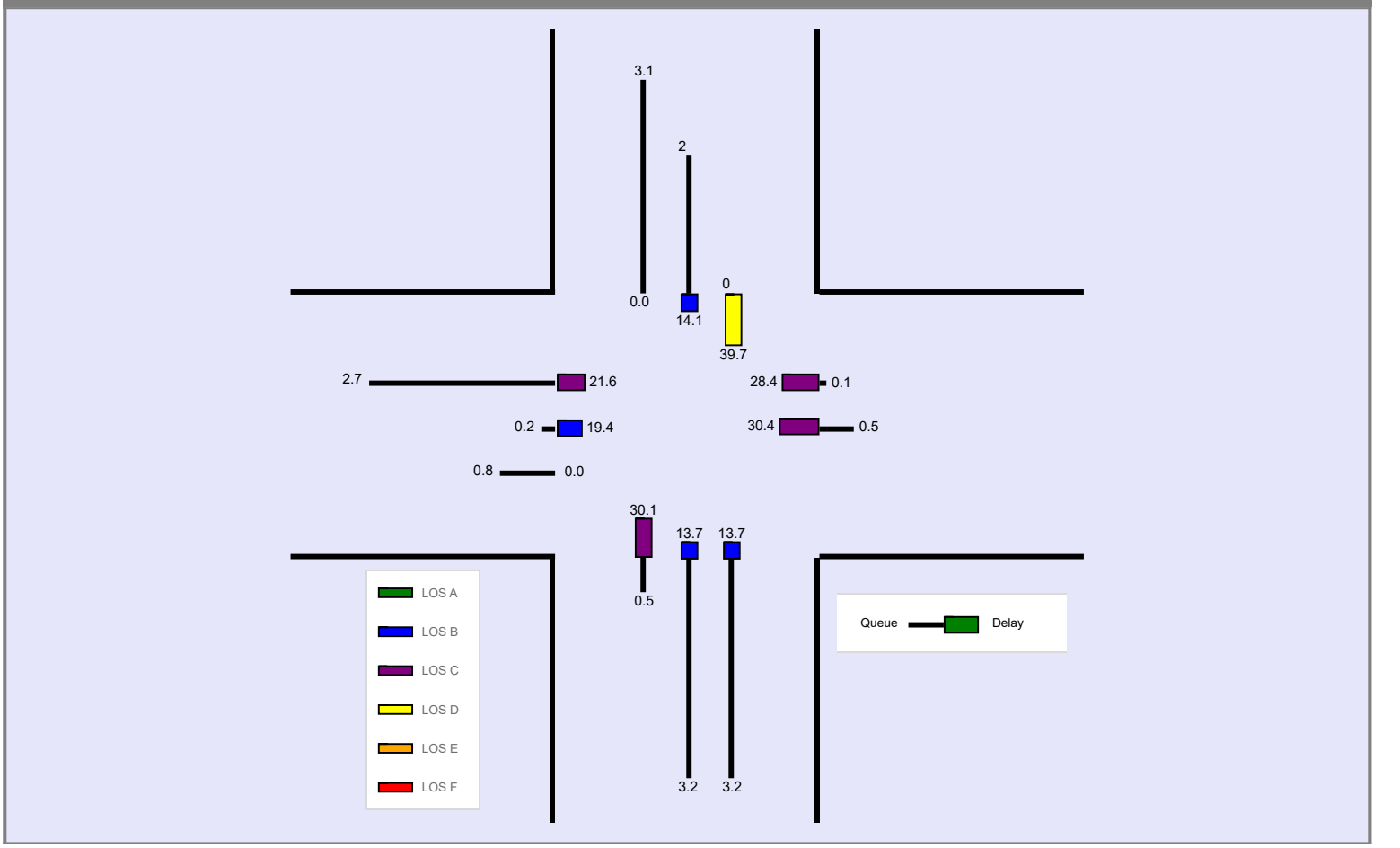
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	115	9	37	2	13	5	19	395	4	1	240	175

Signal Information			
Cycle, s	59.1	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	0.1	1.9	20.0	11.4	2.1	0.0
Yellow	5.0	0.0	5.0	3.8	3.8	0.0
Red	1.0	0.0	1.0	2.0	2.0	0.0



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	68.7	4.9			12.1	3.2	13.7	80.7	80.5	1.2	49.3	
Back of Queue (*Q*), veh/ln (95 th percentile)	2.7	0.2			0.5	0.1	0.5	3.2	3.2	0.0	2.0	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00			0.00	0.00	0.05	0.00	0.00	0.00	0.00	
Control Delay (*d*), s/veh	21.6	19.4	0.0		30.4	28.4	30.1	13.7	13.7	39.7	14.1	0.0
Level of Service (LOS)	C	B	A		C	C	C	B	B	D	B	A
Approach Delay, s/veh / LOS	16.5		B	30.0		C	14.4		B	8.3		A
Intersection Delay, s/veh / LOS	12.5						B					



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--- Messages ---

WARNING: The shared-plus-exclusive turn lane solution is an approximation of the HCM method, because more than three lane groups cannot be accommodated. Input data for Percent Turns in Shared Lane are used to specify proportion of turning vehicles in the shared lane.

INFO: EBR was specified to have Unsignalized Delay of 0 seconds.

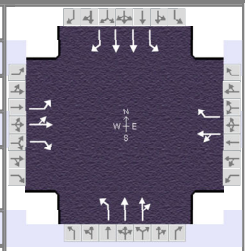
INFO: SBR was specified to have Unsignalized Delay of 0 seconds.

--- Comments ---

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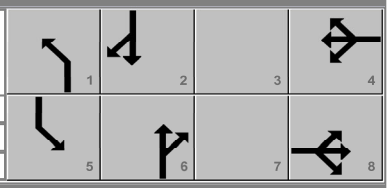
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.94
Urban Street	E Judge Perez Dr	Analysis Year	2050 No Build (No Port)	Analysis Period	1> 7:00
Intersection	Colonial Blvd	File Name	Judge Perez at Colonial Blvd 2050 No Build (No…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	126	14	40	5	2	11	25	279	6	9	439	188

Signal Information												
Cycle, s	59.3	Reference Phase	2									
Offset, s	0	Reference Point	End	Green	1.2	1.3	20.0	11.5	1.7	0.0		
Uncoordinated	Yes	Simult. Gap E/W	On	Yellow	5.0	0.0	5.0	3.8	3.8	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	0.0	1.0	2.0	2.0	0.0		



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	126	14	40	5	2	11	25	279	6	9	439	188
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	0	0		0	0	0	0		0	1	0
Ped / Bike / RTOR, /h	0	0	0	0	0	2	0	0	1	0	0	0
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0	12.0		12.0	12.0	12.0	12.0		12.0	12.0	12.0
Turn Bay Length, ft	0	0	0		0	0	300	0		260	0	0
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	30	30	30	30	30	30	45	45	45	45	45	45

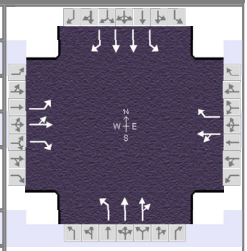
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		30.0		20.0	20.0	55.0	20.0	55.0
Yellow Change Interval (*Y*), s		3.8		3.8	5.0	5.0	5.0	5.0
Red Clearance Interval (R_c), s		2.0		2.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s		12		7	7	20	8	20
Start-Up Lost Time (*l*t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s		3.8		3.8	2.5	4.2	2.0	4.2
Recall Mode		Off		Off	Off	Min	Off	Min
Dual Entry		No		No	No	No	No	No
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

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

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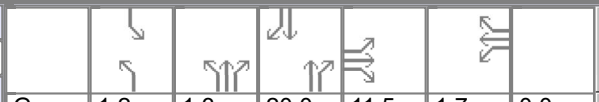
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.94
Urban Street	E Judge Perez Dr	Analysis Year	2050 No Build (No Port)	Analysis Period	1> 7:00
Intersection	Colonial Blvd	File Name	Judge Perez at Colonial Blvd 2050 No Build (No…		
Project Description	23-040				

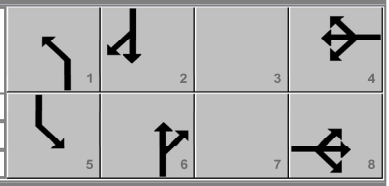


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	126	14	40	5	2	11	25	279	6	9	439	188

Signal Information			
Cycle, s	59.3	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	1.2	1.3	20.0	11.5	1.7	0.0
Yellow	5.0	0.0	5.0	3.8	3.8	0.0
Red	1.0	0.0	1.0	2.0	2.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4	1	6	5	2
Case Number		9.0		11.0	2.0	4.0	2.0	3.0
Phase Duration, s		17.3		7.5	8.5	27.3	7.2	26.0
Change Period, ($Y+R_c$), s		5.8		5.8	6.0	6.0	6.0	6.0
Max Allow Headway (*MAH*), s		5.0		5.1	3.5	5.2	3.0	5.2
Queue Clearance Time (g_s), s		5.8		2.3	2.8	5.3	2.3	7.9
Green Extension Time (g_e), s		0.9		0.0	0.0	7.4	0.0	7.3
Phase Call Probability		0.96		0.24	0.35	1.00	0.15	1.00
Max Out Probability		0.00		0.00	0.00	0.00	0.00	0.00

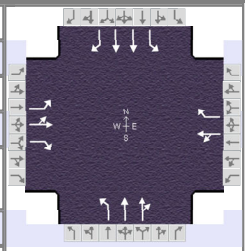
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h	134	15	43		7	10	27	151	151	10	467	200
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1900			1834	1610	1810	1900	1888	1810	1795	
Queue Service Time (g_s), s	3.8	0.4			0.2	0.3	0.8	3.3	3.3	0.3	5.9	
Cycle Queue Clearance Time (g_c), s	3.8	0.4			0.2	0.3	0.8	3.3	3.3	0.3	5.9	
Green Ratio (*g/C*)	0.19	0.19			0.03	0.03	0.04	0.36	0.36	0.02	0.34	
Capacity (*c*), veh/h	351	368			53	47	76	683	679	36	1211	
Volume-to-Capacity Ratio (*X*)	0.382	0.040			0.140	0.206	0.350	0.222	0.222	0.268	0.386	
Back of Queue (*Q*), ft/ln (95 th percentile)	71.9	7.3			5.5	7.3	16.8	53.7	53.6	6.1	91.8	
Back of Queue (*Q*), veh/ln (95 th percentile)	2.9	0.3			0.2	0.3	0.7	2.1	2.1	0.2	3.6	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00			0.00	0.00	0.06	0.00	0.00	0.02	0.00	
Uniform Delay (d_1), s/veh	20.8	19.4			28.1	28.1	27.6	13.2	13.2	28.6	15.0	
Incremental Delay (d_2), s/veh	0.9	0.1			1.6	2.9	2.0	0.2	0.3	1.5	0.3	
Initial Queue Delay (d_3), s/veh	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	21.7	19.5	0.0		29.7	31.0	29.7	13.5	13.5	30.1	15.3	0.0
Level of Service (LOS)	C	B	A		C	C	C	B	B	C	B	A
Approach Delay, s/veh / LOS	16.7	B		30.4	C		14.8	B		11.0	B	
Intersection Delay, s/veh / LOS	13.2						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.29	B	2.44	B	1.90	B	2.09	B
Bicycle LOS Score / LOS	0.80	A	0.52	A	0.76	A	1.05	A

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HCS Signalized Intersection Intermediate Values

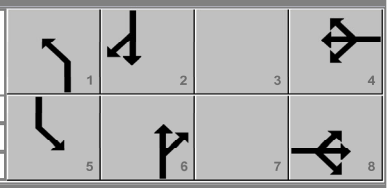
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.94
Urban Street	E Judge Perez Dr	Analysis Year	2050 No Build (No Port)	Analysis Period	1> 7:00
Intersection	Colonial Blvd	File Name	Judge Perez at Colonial Blvd 2050 No Build (No…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	126	14	40	5	2	11	25	279	6	9	439	188

Signal Information			
Cycle, s	59.3	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	1.2	1.3	20.0	11.5	1.7	0.0						
Yellow	5.0	0.0	5.0	3.8	3.8	0.0						
Red	1.0	0.0	1.0	2.0	2.0	0.0						



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.992	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.952	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.966	0.966		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.000	0.847		0.994	0.994		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)							1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)												
Movement Saturation Flow Rate (s), veh/h	1810	1900	1610	1310	524	1610	1810	3721	67	1810	3589	1610
Proportion of Vehicles Arriving on Green (P)	0.19	0.19	0.19	0.03	0.03	0.03	0.04	0.36	0.36	0.02	0.34	0.34
Incremental Delay Factor (k)	0.14	0.14	0.14		0.14	0.14	0.08	0.17	0.17	0.04	0.17	0.17

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		4.0		5.8	6.0	6.0	6.0	6.0
Green Ratio (g/C)		0.19		0.03	0.04	0.36	0.02	0.34
Permitted Saturation Flow Rate (s_p), veh/h/ln		1810		0	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s		0.0		0.0	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s		0.0		0.0	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s		0.0		0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		0		0				0
Protected Right Effective Green Time (g_R), s		0.0		0.0				0.0

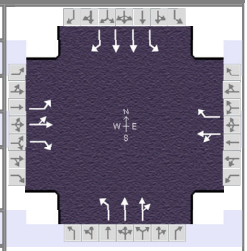
Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.001	1.710	0.000	1.198	0.003	1.389	0.000
Pedestrian F_s / F_{delay}	0.000	0.136	0.000	0.134	0.000	0.100	0.000	0.103
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	-229.38	36.83	57.80	27.96	719.10	12.16	674.69	13.02

Bicycle F_w / F_v	-3.64	0.32	-3.64	0.03	-3.64	0.27	-3.64	0.56

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HCS Signalized Intersection Results Graphical Summary

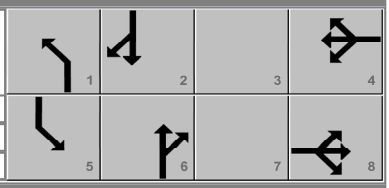
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.94
Urban Street	E Judge Perez Dr	Analysis Year	2050 No Build (No Port)	Analysis Period	1> 7:00
Intersection	Colonial Blvd	File Name	Judge Perez at Colonial Blvd 2050 No Build (No…		
Project Description	23-040				



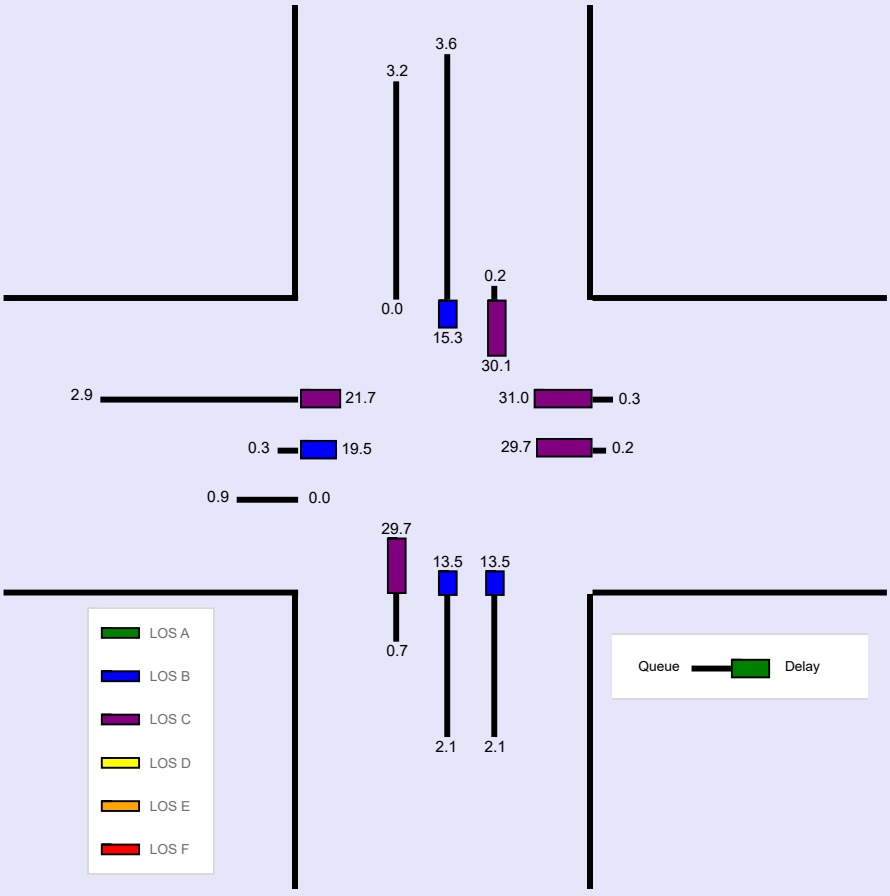
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	126	14	40	5	2	11	25	279	6	9	439	188

Signal Information			
Cycle, s	59.3	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	1.2	1.3	20.0	11.5	1.7	0.0	
Yellow	5.0	0.0	5.0	3.8	3.8	0.0	
Red	1.0	0.0	1.0	2.0	2.0	0.0	



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	71.9	7.3			5.5	7.3	16.8	53.7	53.6	6.1	91.8	
Back of Queue (*Q*), veh/ln (95 th percentile)	2.9	0.3			0.2	0.3	0.7	2.1	2.1	0.2	3.6	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00			0.00	0.00	0.06	0.00	0.00	0.02	0.00	
Control Delay (*d*), s/veh	21.7	19.5	0.0		29.7	31.0	29.7	13.5	13.5	30.1	15.3	0.0
Level of Service (LOS)	C	B	A		C	C	C	B	B	C	B	A
Approach Delay, s/veh / LOS	16.7		B	30.4		C	14.8		B	11.0		B
Intersection Delay, s/veh / LOS	13.2						B					



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--- Messages ---

WARNING: The shared-plus-exclusive turn lane solution is an approximation of the HCM method, because more than three lane groups cannot be accommodated. Input data for Percent Turns in Shared Lane are used to specify proportion of turning vehicles in the shared lane.

INFO: EBR was specified to have Unsignalized Delay of 0 seconds.

INFO: SBR was specified to have Unsignalized Delay of 0 seconds.

--- Comments ---

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HCS Two-Way Stop-Control Report

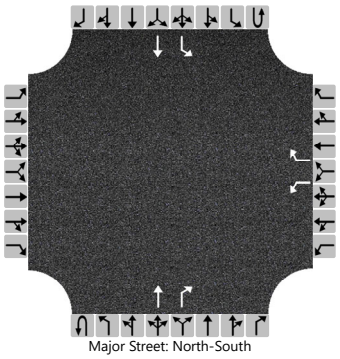
General Information

Analyst	RAW
Agency/Co.	USI
Date Performed	8/19/2024
Analysis Year	2050
Time Analyzed	2050 AM No Build(No Port)
Intersection Orientation	North-South
Project Description	23-040

Site Information

Intersection	Colonial Blvd at E St Bernard Hwy
Jurisdiction	LADOTD
East/West Street	Colonial Blvd
North/South Street	E St Bernard Hwy
Peak Hour Factor	0.91
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		1	0	1	0	0	1	1	0	1	1	0
Configuration						L		R			T	R		L	T	
Volume (veh/h)						166		68			498	81		38	237	
Percent Heavy Vehicles (%)						0		0						3		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized						No				No						
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.40		6.20						4.13		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.50		3.30						2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						182		75						42		
Capacity, c (veh/h)						301		541						942		
v/c Ratio						0.61		0.14						0.04		
95% Queue Length, Q_{95} (veh)						3.7		0.5						0.1		
Control Delay (s/veh)						33.7		12.7						9.0		
Level of Service (LOS)						D		B						A		
Approach Delay (s/veh)						27.6								1.2		
Approach LOS						D								A		

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HCS Two-Way Stop-Control Report

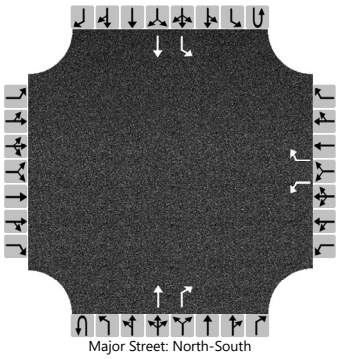
General Information

Analyst	RAW
Agency/Co.	USI
Date Performed	8/19/2024
Analysis Year	2050
Time Analyzed	2050 PM No Build(No Port)
Intersection Orientation	North-South
Project Description	23-040

Site Information

Intersection	Colonial Blvd at E St Bernard Hwy
Jurisdiction	LADOTD
East/West Street	Colonial Blvd
North/South Street	E St Bernard Hwy
Peak Hour Factor	0.97
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		1	0	1	0	0	1	1	0	1	1	0
Configuration						L		R			T	R		L	T	
Volume (veh/h)						130		76			368	89		99	443	
Percent Heavy Vehicles (%)						0		0						0		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized						No					No					
Median Type | Storage						Undivided										

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.40		6.20						4.10		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.50		3.30						2.20		

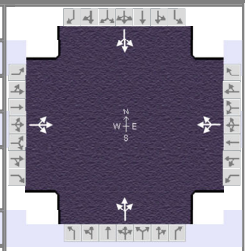
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						134		78						102		
Capacity, c (veh/h)						233		672						1101		
v/c Ratio						0.57		0.12						0.09		
95% Queue Length, Q_{95} (veh)						3.2		0.4						0.3		
Control Delay (s/veh)						39.4		11.1						8.6		
Level of Service (LOS)						E		B						A		
Approach Delay (s/veh)						28.9								1.6		
Approach LOS						D								A		

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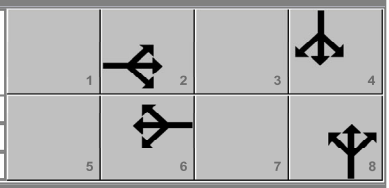
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.84
Urban Street	St Bernard Hwy	Analysis Year	2050 No Build (No Port)	Analysis Period	1> 7:00
Intersection	LA 39/Christie St	File Name	St Bernard Hwy at LA 39.Chrstie St 2050 No Buil…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	16	78	71	28	147	7	144	2	27	13	8	32

Signal Information												
Cycle, s	50.0	Reference Phase	2									
Offset, s	0	Reference Point	End	Green	27.3	11.7	0.0	0.0	0.0	0.0		
Uncoordinated	No	Simult. Gap E/W	On	Yellow	4.5	4.5	0.0	0.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	1.0	0.0	0.0	0.0	0.0		



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	16	78	71	28	147	7	144	2	27	13	8	32
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %		2			1			0			0	
Ped / Bike / RTOR, /h	0	0	8	0	0	1	0	0	3	0	0	4
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft		12.0			12.0			12.0			12.0	
Turn Bay Length, ft		0			0			0			0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	45	45	45	40	40	40	40	40	40	40	40	40

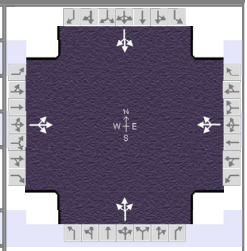
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		30.0		30.0		20.0		20.0
Yellow Change Interval (*Y*), s		4.5		4.5		4.5		4.5
Red Clearance Interval (R_c), s		1.0		1.0		1.0		1.0
Minimum Green (G_{min}), s		15		15		12		12
Start-Up Lost Time (*l*t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s		2.0		2.0		2.0		2.0
Recall Mode		Min		Min		Off		Off
Dual Entry		Yes		Yes		Yes		Yes
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

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

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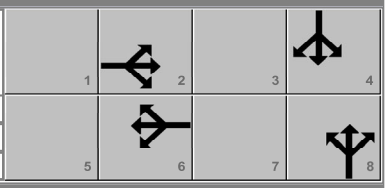
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.84
Urban Street	St Bernard Hwy	Analysis Year	2050 No Build (No Port)	Analysis Period	1> 7:00
Intersection	LA 39/Christie St	File Name	St Bernard Hwy at LA 39.Chrstie St 2050 No Buil…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	16	78	71	28	147	7	144	2	27	13	8	32

Signal Information			
Cycle, s	50.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	27.3	11.7	0.0	0.0	0.0	0.0		
Yellow	4.5	4.5	0.0	0.0	0.0	0.0		
Red	1.0	1.0	0.0	0.0	0.0	0.0		

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6		8		4
Case Number		8.0		8.0		8.0		8.0
Phase Duration, s		32.8		32.8		17.2		17.2
Change Period, ($Y+R_c$), s		5.5		5.5		5.5		5.5
Max Allow Headway (*MAH*), s		0.0		0.0		3.1		3.1
Queue Clearance Time (g_s), s						8.2		3.3
Green Extension Time (g_e), s		0.0		0.0		0.3		0.4
Phase Call Probability						0.97		0.97
Max Out Probability						0.06		0.00

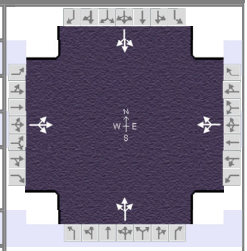
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h		187			215			202			58	
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1700			1783			1434			1661	
Queue Service Time (g_s), s		0.0			0.0			4.9			0.0	
Cycle Queue Clearance Time (g_c), s		2.7			2.9			6.2			1.3	
Green Ratio (*g/C*)		0.55			0.55			0.23			0.23	
Capacity (*c*), veh/h		1008			1057			468			479	
Volume-to-Capacity Ratio (*X*)		0.185			0.204			0.433			0.122	
Back of Queue (*Q*), ft/ln (95 th percentile)		31.3			38.4			78.8			20.2	
Back of Queue (*Q*), veh/ln (95 th percentile)		1.2			1.5			3.2			0.8	
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00			0.00			0.00	
Uniform Delay (d_1), s/veh		5.8			5.8			17.0			15.2	
Incremental Delay (d_2), s/veh		0.4			0.4			0.2			0.0	
Initial Queue Delay (d_3), s/veh		0.0			0.0			0.0			0.0	
Control Delay (*d*), s/veh		6.2			6.2			17.3			15.2	
Level of Service (LOS)		A			A			B			B	
Approach Delay, s/veh / LOS	6.2	A		6.2	A		17.3	B		15.2	B	
Intersection Delay, s/veh / LOS	10.4						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.64	B	1.64	B	1.68	B	1.69	B
Bicycle LOS Score / LOS	0.80	A	0.84	A	0.82	A	0.58	A

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HCS Signalized Intersection Intermediate Values

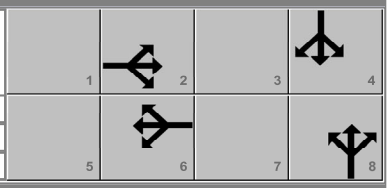
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.84
Urban Street	St Bernard Hwy	Analysis Year	2050 No Build (No Port)	Analysis Period	1> 7:00
Intersection	LA 39/Christie St	File Name	St Bernard Hwy at LA 39.Chrstie St 2050 No Buil…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	16	78	71	28	147	7	144	2	27	13	8	32

Signal Information			
Cycle, s	50.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	27.3	11.7	0.0	0.0	0.0	0.0						
Yellow	4.5	4.5	0.0	0.0	0.0	0.0						
Red	1.0	1.0	0.0	0.0	0.0	0.0						



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	0.984	1.000	1.000	0.992	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.973	0.909		0.951	0.946		0.768	0.754		0.948	0.874	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.909		0.000	0.946		0.000	0.754		0.000	0.874
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)												
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)	1.00			1.00			1.00			1.00		
Movement Saturation Flow Rate (s), veh/h	173	845	682	276	1448	59	1214	17	202	441	271	949
Proportion of Vehicles Arriving on Green (P)	0.55	0.55	0.55	0.55	0.55	0.55	0.23	0.23	0.23	0.23	0.23	0.23
Incremental Delay Factor (k)		0.50			0.50			0.04			0.04	

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		5.5		5.5		5.5		5.5
Green Ratio (g/C)		0.55		0.55		0.23		0.23
Permitted Saturation Flow Rate (s_p), veh/h/ln		1221		1237		1385		1400
Shared Saturation Flow Rate (s_{sh}), veh/h/ln		1770		1741		1445		1736
Permitted Effective Green Time (g_p), s		27.3		27.3		11.7		11.7
Permitted Service Time (g_u), s		24.4		24.6		10.3		5.5
Permitted Queue Service Time (g_{ps}), s		0.0		0.0		4.9		0.0
Time to First Blockage (g_f), s		13.6		9.8		0.4		4.6
Queue Service Time Before Blockage (g_{fs}), s		1.3		2.8		0.4		4.6
Protected Right Saturation Flow (s_R), veh/h/ln								
Protected Right Effective Green Time (g_R), s								

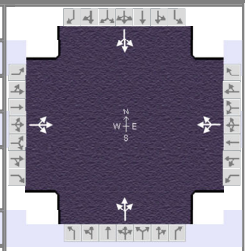
Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	0.972	0.004	0.972	0.006	0.972	0.001	0.972	0.011
Pedestrian F_s / F_{delay}	0.000	0.066	0.000	0.066	0.000	0.108	0.000	0.108
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	1092.84	5.14	1092.84	5.14	467.16	14.68	467.16	14.68

Bicycle F_w / F_v	-3.64	0.31	-3.64	0.36	-3.64	0.33	-3.64	0.10

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HCS Signalized Intersection Results Graphical Summary

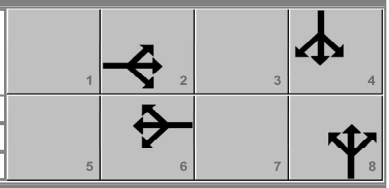
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.84
Urban Street	St Bernard Hwy	Analysis Year	2050 No Build (No Port)	Analysis Period	1> 7:00
Intersection	LA 39/Christie St	File Name	St Bernard Hwy at LA 39.Chrstie St 2050 No Buil…		
Project Description	23-040				



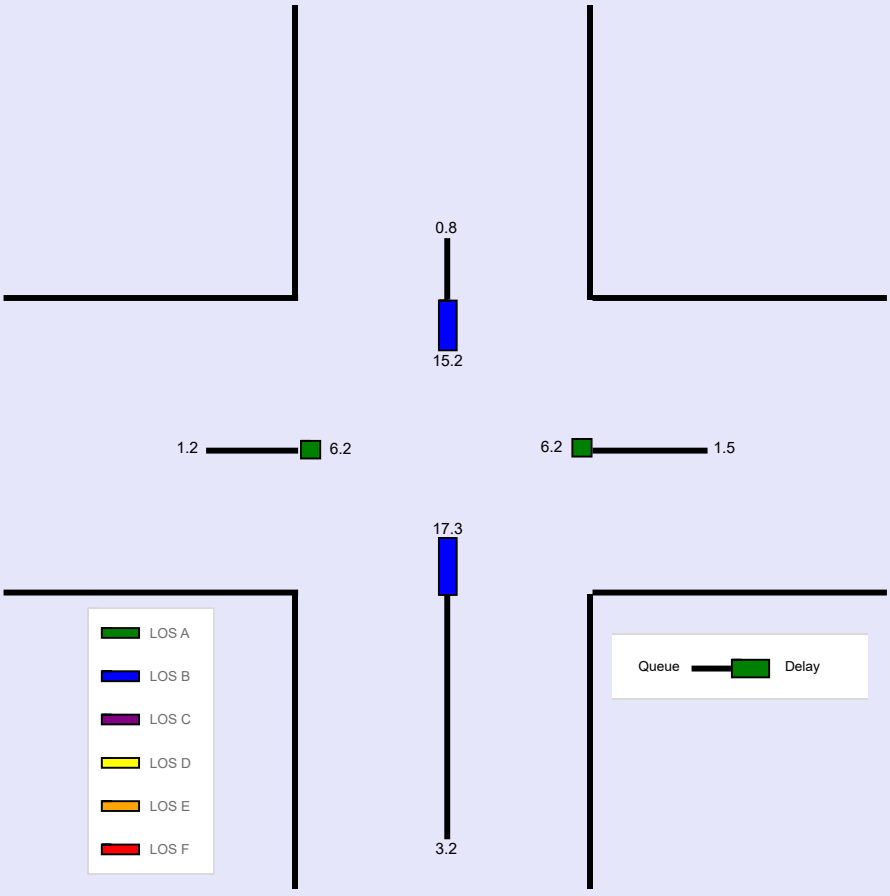
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	16	78	71	28	147	7	144	2	27	13	8	32

Signal Information			
Cycle, s	50.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	27.3	11.7	0.0	0.0	0.0	0.0	
Yellow	4.5	4.5	0.0	0.0	0.0	0.0	
Red	1.0	1.0	0.0	0.0	0.0	0.0	



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)		31.3			38.4			78.8			20.2	
Back of Queue (*Q*), veh/ln (95 th percentile)		1.2			1.5			3.2			0.8	
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00			0.00			0.00	
Control Delay (*d*), s/veh		6.2			6.2			17.3			15.2	
Level of Service (LOS)		A			A			B			B	
Approach Delay, s/veh / LOS	6.2	A		6.2	A		17.3	B		15.2	B	
Intersection Delay, s/veh / LOS	10.4						B					



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--- Messages ---

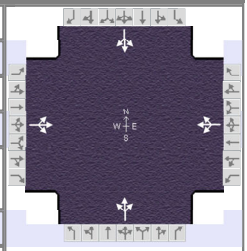
No errors or warnings exist.

--- Comments ---

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HCS Signalized Intersection Input Data

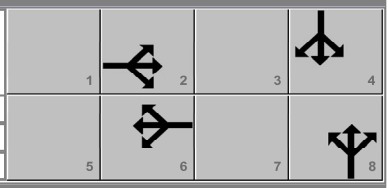
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.88
Urban Street	St Bernard Hwy	Analysis Year	2050 No Build (No Port)	Analysis Period	1> 7:00
Intersection	LA 39/Christie St	File Name	St Bernard Hwy at LA 39.Christie St 2050 No Buil…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	31	187	118	29	139	8	153	6	34	16	12	34

Signal Information			
Cycle, s	60.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	37.1	11.9	0.0	0.0	0.0	0.0	
Yellow	4.5	4.5	0.0	0.0	0.0	0.0	
Red	1.0	1.0	0.0	0.0	0.0	0.0	



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	31	187	118	29	139	8	153	6	34	16	12	34
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %		0			0			0			0	
Ped / Bike / RTOR, /h	0	0	12	0	0	1	0	0	4	0	0	4
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft		12.0			12.0			12.0			12.0	
Turn Bay Length, ft		0			0			0			0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	45	45	45	40	40	40	40	40	40	40	40	40

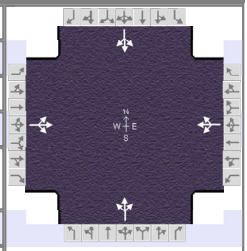
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		30.0		30.0		30.0		30.0
Yellow Change Interval (*Y*), s		4.5		4.5		4.5		4.5
Red Clearance Interval (R_c), s		1.0		1.0		1.0		1.0
Minimum Green (G_{min}), s		15		15		12		12
Start-Up Lost Time (*l*t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s		2.0		2.0		2.0		2.0
Recall Mode		Min		Min		Off		Off
Dual Entry		Yes		Yes		Yes		Yes
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

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

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HCS Signalized Intersection Results Summary

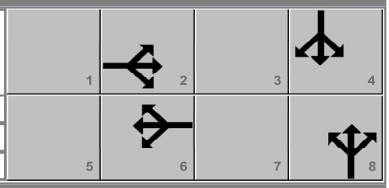
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.88
Urban Street	St Bernard Hwy	Analysis Year	2050 No Build (No Port)	Analysis Period	1> 7:00
Intersection	LA 39/Christie St	File Name	St Bernard Hwy at LA 39.Christie St 2050 No Buil…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	31	187	118	29	139	8	153	6	34	16	12	34

Signal Information			
Cycle, s	60.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	37.1	11.9	0.0	0.0	0.0	0.0	
Yellow	4.5	4.5	0.0	0.0	0.0	0.0	
Red	1.0	1.0	0.0	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6		8		4
Case Number		8.0		8.0		8.0		8.0
Phase Duration, s		42.6		42.6		17.4		17.4
Change Period, ($Y+R_c$), s		5.5		5.5		5.5		5.5
Max Allow Headway (*MAH*), s		0.0		0.0		3.1		3.1
Queue Clearance Time (g_s), s						10.4		3.9
Green Extension Time (g_e), s		0.0		0.0		0.4		0.5
Phase Call Probability						0.99		0.99
Max Out Probability						0.00		0.00

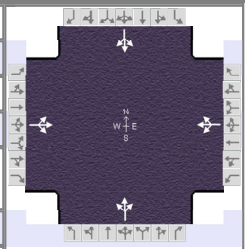
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h		368			199			215			66	
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1747			1727			1436			1690	
Queue Service Time (g_s), s		0.0			0.0			6.5			0.0	
Cycle Queue Clearance Time (g_c), s		5.9			2.7			8.4			1.9	
Green Ratio (*g/C*)		0.62			0.62			0.20			0.20	
Capacity (*c*), veh/h		1146			1138			393			412	
Volume-to-Capacity Ratio (*X*)		0.321			0.175			0.546			0.160	
Back of Queue (*Q*), ft/ln (95 th percentile)		69.1			34.8			116.3			31.3	
Back of Queue (*Q*), veh/ln (95 th percentile)		2.8			1.4			4.7			1.3	
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00			0.00			0.00	
Uniform Delay (d_1), s/veh		5.5			4.9			22.6			20.0	
Incremental Delay (d_2), s/veh		0.7			0.3			0.4			0.1	
Initial Queue Delay (d_3), s/veh		0.0			0.0			0.0			0.0	
Control Delay (*d*), s/veh		6.2			5.2			23.1			20.1	
Level of Service (LOS)		A			A			C			C	
Approach Delay, s/veh / LOS	6.2	A		5.2	A		23.1	C		20.1	C	
Intersection Delay, s/veh / LOS	11.3						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.64	B	1.64	B	1.69	B	1.71	B
Bicycle LOS Score / LOS	1.10	A	0.82	A	0.84	A	0.60	A

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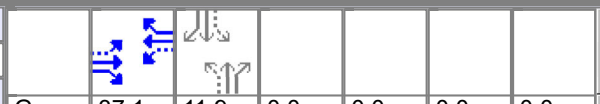
HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.88
Urban Street	St Bernard Hwy	Analysis Year	2050 No Build (No Port)	Analysis Period	1> 7:00
Intersection	LA 39/Christie St	File Name	St Bernard Hwy at LA 39.Christie St 2050 No Buil…		
Project Description	23-040				

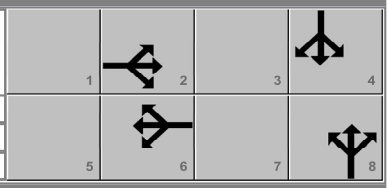


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	31	187	118	29	139	8	153	6	34	16	12	34

Signal Information			
Cycle, s	60.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	37.1	11.9	0.0	0.0	0.0	0.0						
Yellow	4.5	4.5	0.0	0.0	0.0	0.0						
Red	1.0	1.0	0.0	0.0	0.0	0.0						



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.972	0.920		0.915	0.909		0.770	0.756		0.942	0.890	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.920		0.000	0.909		0.000	0.756		0.000	0.890
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)												
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)	1.00			1.00			1.00			1.00		
Movement Saturation Flow Rate (s), veh/h	167	1008	572	286	1372	69	1163	46	228	466	350	874
Proportion of Vehicles Arriving on Green (P)	0.62	0.62	0.62	0.62	0.62	0.62	0.20	0.20	0.20	0.20	0.20	0.20
Incremental Delay Factor (k)		0.50			0.50			0.04			0.04	

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		5.5		5.5		5.5		5.5
Green Ratio (g/C)		0.62		0.62		0.20		0.20
Permitted Saturation Flow Rate (s_p), veh/h/ln		1239		1064		1379		1388
Shared Saturation Flow Rate (s_{sh}), veh/h/ln		1808		1681		1455		1724
Permitted Effective Green Time (g_p), s		37.1		37.1		11.9		11.9
Permitted Service Time (g_u), s		34.4		31.2		10.0		3.5
Permitted Queue Service Time (g_{ps}), s		0.0		0.0		6.5		0.0
Time to First Blockage (g_f), s		16.0		9.7		0.2		4.5
Queue Service Time Before Blockage (g_{fs}), s		3.1		2.5		0.2		4.5
Protected Right Saturation Flow (s_R), veh/h/ln								
Protected Right Effective Green Time (g_R), s								

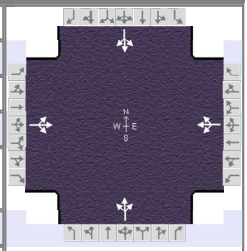
Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	0.972	0.006	0.972	0.006	0.972	0.001	0.972	0.017
Pedestrian F_s / F_{delay}	0.000	0.059	0.000	0.059	0.000	0.119	0.000	0.119
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	1237.04	4.37	1237.04	4.37	396.29	19.29	396.29	19.29

Bicycle F_w / F_v	-3.64	0.61	-3.64	0.33	-3.64	0.35	-3.64	0.11

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HCS Signalized Intersection Results Graphical Summary

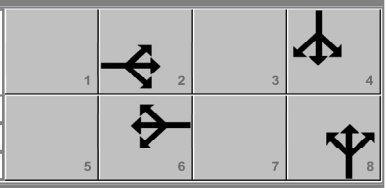
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 19, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.88
Urban Street	St Bernard Hwy	Analysis Year	2050 No Build (No Port)	Analysis Period	1> 7:00
Intersection	LA 39/Christie St	File Name	St Bernard Hwy at LA 39.Christie St 2050 No Buil…		
Project Description	23-040				



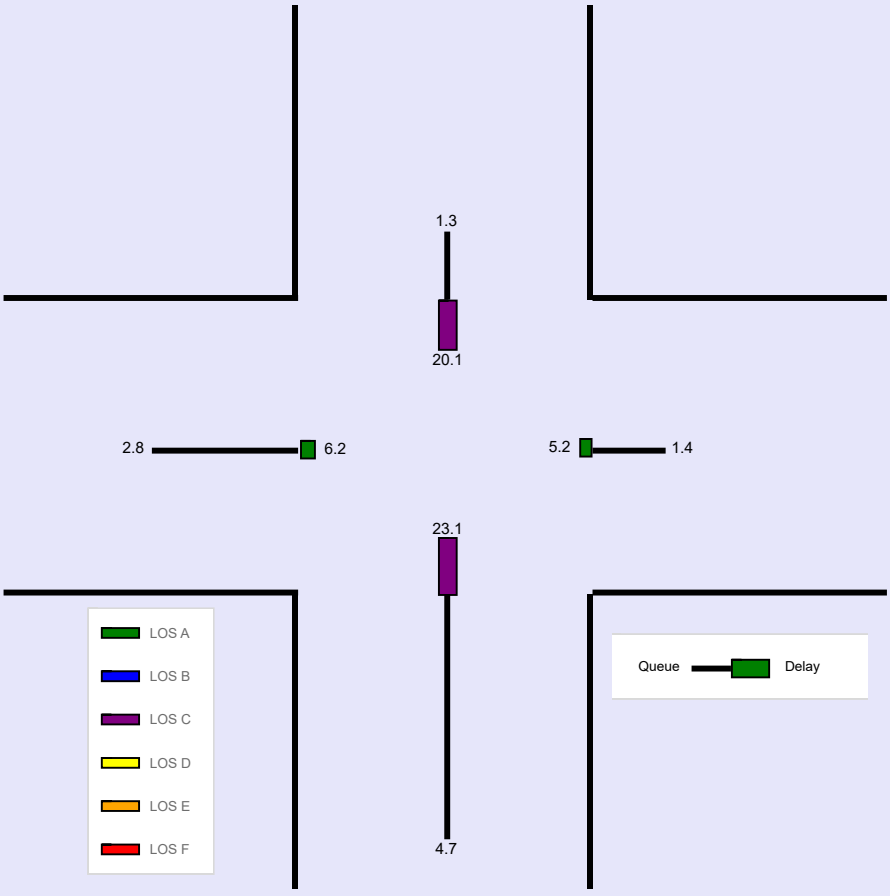
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	31	187	118	29	139	8	153	6	34	16	12	34

Signal Information			
Cycle, s	60.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	37.1	11.9	0.0	0.0	0.0	0.0	
Yellow	4.5	4.5	0.0	0.0	0.0	0.0	
Red	1.0	1.0	0.0	0.0	0.0	0.0	



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)		69.1			34.8			116.3			31.3	
Back of Queue (*Q*), veh/ln (95 th percentile)		2.8			1.4			4.7			1.3	
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00			0.00			0.00	
Control Delay (*d*), s/veh		6.2			5.2			23.1			20.1	
Level of Service (LOS)		A			A			C			C	
Approach Delay, s/veh / LOS	6.2	A		5.2	A		23.1	C		20.1	C	
Intersection Delay, s/veh / LOS	11.3	B										



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--- Messages ---

No errors or warnings exist.

--- Comments ---

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HCS Two-Way Stop-Control Report

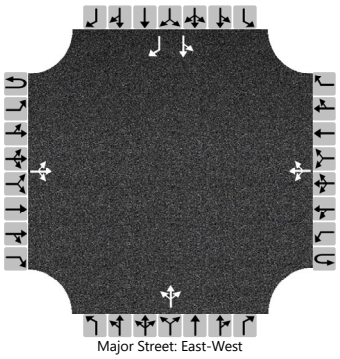
General Information

Analyst	RAW
Agency/Co.	USI
Date Performed	8/19/2024
Analysis Year	2050
Time Analyzed	2050 AM No Build(No Port)
Intersection Orientation	East-West
Project Description	23-040

Site Information

Intersection	Bayou Rd at LA 39
Jurisdiction	LADOTD
East/West Street	Bayou Rd
North/South Street	LA 39
Peak Hour Factor	0.87
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	1
Configuration			LTR				LTR				LTR			LT		R
Volume (veh/h)		72	26	6		1	34	66		15	21	1		19	3	66
Percent Heavy Vehicles (%)		0				0				0	6	0		0	0	0
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized													No			
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.10				4.10				7.10	6.56	6.20		7.10	6.50	6.20
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.20				2.20				3.50	4.05	3.30		3.50	4.00	3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		83				1					43			25		76
Capacity, c (veh/h)		1487				1587					564			600		990
v/c Ratio		0.06				0.00					0.08			0.04		0.08
95% Queue Length, Q_{95} (veh)		0.2				0.0					0.2			0.1		0.2
Control Delay (s/veh)		7.6	0.4	0.4		7.3	0.0	0.0			11.9			11.3		8.9
Level of Service (LOS)		A	A	A		A	A	A			B			B		A
Approach Delay (s/veh)	5.4				0.1				11.9				9.5			
Approach LOS	A				A				B				A			

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HCS Two-Way Stop-Control Report

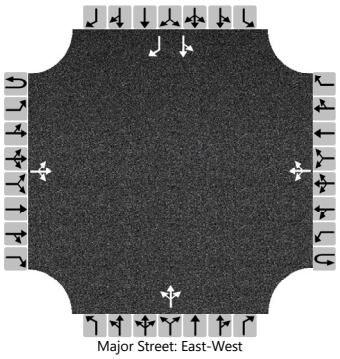
General Information

Analyst	RAW
Agency/Co.	USI
Date Performed	8/19/2024
Analysis Year	2050
Time Analyzed	2050 PM No Build(No Port)
Intersection Orientation	East-West
Project Description	23-040

Site Information

Intersection	Bayou Rd at LA 39
Jurisdiction	LADOTD
East/West Street	Bayou Rd
North/South Street	LA 39
Peak Hour Factor	0.94
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	1
Configuration			LTR				LTR				LTR			LT		R
Volume (veh/h)		118	46	8		2	44	31		13	13	0		52	25	97
Percent Heavy Vehicles (%)		0				0				0	6	0		0	0	0
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized													No			
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.10				4.10				7.10	6.56	6.20		7.10	6.50	6.20
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.20				2.20				3.50	4.05	3.30		3.50	4.00	3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		126				2					28			82		103
Capacity, c (veh/h)		1531				1560					452			516		1007
v/c Ratio		0.08				0.00					0.06			0.16		0.10
95% Queue Length, Q_{95} (veh)		0.3				0.0					0.2			0.6		0.3
Control Delay (s/veh)		7.6	0.6	0.6		7.3	0.0	0.0			13.5			13.3		9.0
Level of Service (LOS)		A	A	A		A	A	A			B			B		A
Approach Delay (s/veh)	5.4				0.2				13.5				10.9			
Approach LOS	A				A				B				B			

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LSB / LIT Road Network and Resilience
Stage 0 Feasibility Study
H.015428

Appendix D
Existing and No Build Analysis

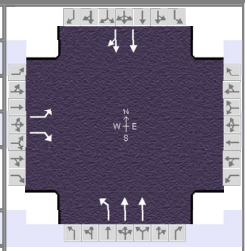
Appendix D.6 2030 No Build HCS Reports With Port

Paris Rd (LA 47) at Forty Arpent Canal Rd.....**D-612**
LA 47 at Virtue St.....**D-630**
LA 47 at Genie St.....**D-648**
LA 47 at Solidelle St.....**D-666**
LA 47 at E Judge Perez Dr (LA 39).....**D-684**
LA 47 at E St Bernard Hwy (LA 46).....**D-702**
LA 39 at Palmisano Blvd.....**D-720**
LA 46 at Palmisano Blvd.....**D-738**
LA 39 at Campagna Dr.....**D-740**
LA 39 at Archbishop Hannan Blvd.....**D-758**
LA 39 at Guerra Dr.....**D-776**
LA 39 at Colonial Blvd.....**D-778**
LA 46 at Colonial Blvd.....**D-796**
LA 39 / E Christie St at LA 46.....**D-798**
LA 39 at Bayou Rd.....**D-816**

URBAN SYSTEMS inc.

HCS Signalized Intersection Input Data

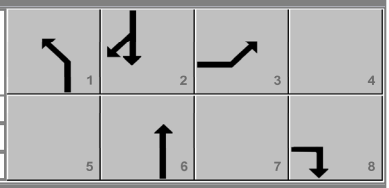
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 20, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.92
Urban Street	Paris Rd	Analysis Year	2030 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	Forty Arpent	File Name	Paris Rd at Forty Arpent Rd No Build (w.PORT) A…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	0		21				31	949			1025	5

Signal Information			
Cycle, s	89.4	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	2.8	65.0	3.1	0.0	0.0	0.0
Yellow	5.0	5.0	5.0	0.0	0.0	0.0
Red	1.0	1.0	1.5	0.0	0.0	0.0



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	0		21				31	949			1025	5
Initial Queue (Q_b), veh/h	0		0				0	0			0	0
Base Saturation Flow Rate (s_o), veh/h	1900		1900				1900	1900			1900	1900
Parking (N_m), man/h		None						None			None	
Heavy Vehicles (P_{HV}), %	0		0				0	10			12	
Ped / Bike / RTOR, /h	0	0		0	0		0	0		0	0	1
Buses (N_b), buses/h	0	0	0				0	0	0	0	0	0
Arrival Type (*AT*)	3		3				3	3			3	3
Upstream Filtering (*I*)	1.00		1.00				1.00	1.00			1.00	1.00
Lane Width (*W*), ft	12.0		12.0				12.0	12.0			12.0	
Turn Bay Length, ft	0		0				150	0			0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	20		20				40	40			40	40

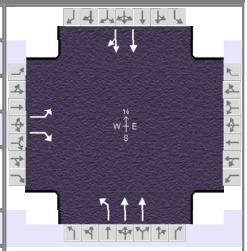
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	25.0	25.0			20.0	65.0		65.0
Yellow Change Interval (*Y*), s	5.0	5.0			5.0	5.0		5.0
Red Clearance Interval (R_c), s	1.5	1.5			1.0	1.0		1.0
Minimum Green (G_{min}), s	8	8			5	15		15
Start-Up Lost Time (*l*t), s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

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

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HCS Signalized Intersection Results Summary

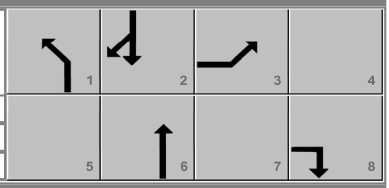
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 20, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.92
Urban Street	Paris Rd	Analysis Year	2030 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	Forty Arpent	File Name	Paris Rd at Forty Arpent Rd No Build (w.PORT) A…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	0		21				31	949			1025	5

Signal Information			
Cycle, s	89.4	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	2.8	65.0	3.1	0.0	0.0	0.0
Yellow	5.0	5.0	5.0	0.0	0.0	0.0
Red	1.0	1.0	1.5	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8			1	6		2
Case Number		9.0			2.0	4.0		8.3
Phase Duration, s		9.6			8.8	79.8		71.0
Change Period, ($Y+R_c$), s		6.5			6.0	6.0		6.0
Max Allow Headway (*MAH*), s		3.6			2.6	1.0		1.0
Queue Clearance Time (g_s), s		5.1			3.6	9.0		32.6
Green Extension Time (g_e), s		0.0			0.0	0.2		0.2
Phase Call Probability		0.38			0.57	1.00		1.00
Max Out Probability		0.00			0.00	0.00		0.00

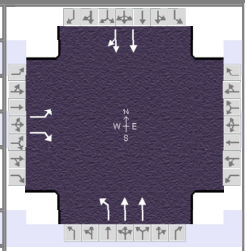
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3		18				1	6			2	12
Adjusted Flow Rate (*v*), veh/h	0		20				34	1032			560	559
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0		1610				1810	1668			1722	1720
Queue Service Time (g_s), s	3.1		1.1				1.6	7.0			30.6	11.8
Cycle Queue Clearance Time (g_c), s	3.1		1.1				1.6	7.0			30.6	11.8
Green Ratio (*g/C*)	0.03		0.03				0.03	0.83			0.73	0.73
Capacity (*c*), veh/h	0		56				57	2754			1252	1250
Volume-to-Capacity Ratio (*X*)	0.000		0.352				0.587	0.375			0.447	0.447
Back of Queue (*Q*), ft/ln (95 th percentile)	0		20.1				34.5	42.8			160.9	146.6
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0		0.8				1.4	1.6			5.9	5.9
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00		0.00				0.23	0.00			0.00	0.00
Uniform Delay (d_1), s/veh	0.0		42.2				42.7	2.0			4.9	4.9
Incremental Delay (d_2), s/veh	0.0		1.4				3.5	0.4			1.2	1.2
Initial Queue Delay (d_3), s/veh	0.0		0.0				0.0	0.0			0.0	0.0
Control Delay (*d*), s/veh	0.0		43.6				46.2	2.4			6.1	6.1
Level of Service (LOS)			D				D	A			A	A
Approach Delay, s/veh / LOS	43.6		D	0.0			3.7		A	6.1		A
Intersection Delay, s/veh / LOS	5.3						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.32	B	2.14	B	0.62	A	1.85	B
Bicycle LOS Score / LOS		F	0.00	A	1.36	A	1.41	A

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HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 20, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.92
Urban Street	Paris Rd	Analysis Year	2030 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	Forty Arpent	File Name	Paris Rd at Forty Arpent Rd No Build (w.PORT) A…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	0		21				31	949			1025	5

Signal Information			
Cycle, s	89.4	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

							1	2	3	4		
Green	2.8	65.0	3.1	0.0	0.0	0.0	5	6	7	8		
Yellow	5.0	5.0	5.0	0.0	0.0	0.0						
Red	1.0	1.0	1.5	0.0	0.0	0.0						

Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000				1.000	0.922	1.000	1.000	0.906	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	0.000	0.000	0.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	0.000	0.000	0.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.952	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000					0.952	0.000		1.000	1.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847					1.000	1.000		0.999	0.999
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000						1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000						1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)							1.00					
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)										1.00		
Movement Saturation Flow Rate (s), veh/h	1810	0	1610				1810	3420	0	0	3429	13
Proportion of Vehicles Arriving on Green (P)	0.00	0.00	0.03	0.00	0.00	0.00	0.03	0.83	0.00	0.00	0.73	0.73
Incremental Delay Factor (k)			0.04				0.04	0.50			0.50	0.50

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		6.5			6.0	6.0		6.0
Green Ratio (g/C)		0.03			0.03	0.83		0.73
Permitted Saturation Flow Rate (s_p), veh/h/ln		1810			0	0		556
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								0
Permitted Effective Green Time (g_p), s		0.0			0.0	0.0		0.0
Permitted Service Time (g_u), s		0.0			0.0	0.0		0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s		0.0			0.0	0.0		65.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		0						
Protected Right Effective Green Time (g_R), s		0.0						

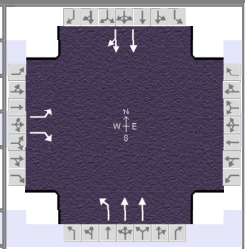
Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.006	1.389	0.001	0.000	0.009	1.198	0.004
Pedestrian F_s / F_{delay}	0.000	0.152	0.000	0.152	0.000	0.012	0.000	0.048
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b		52.52		49.85	1651.44	1.36	1453.82	3.33

Bicycle F_w / F_v	-3.64	Infinity	-3.64	-Infinity	-3.64	0.88	-3.64	0.92

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HCS Signalized Intersection Results Graphical Summary

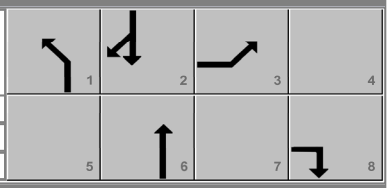
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 20, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.92
Urban Street	Paris Rd	Analysis Year	2030 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	Forty Arpent	File Name	Paris Rd at Forty Arpent Rd No Build (w.PORT) A…		
Project Description	23-040				



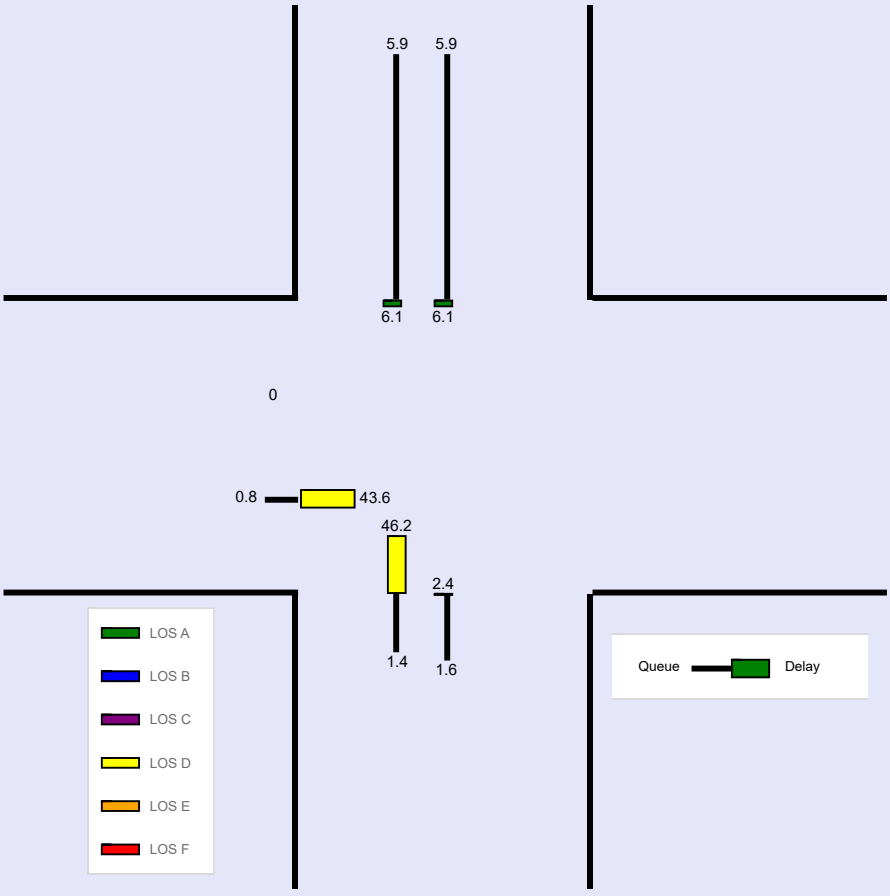
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	0		21				31	949			1025	5

Signal Information			
Cycle, s	89.4	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	2.8	65.0	3.1	0.0	0.0	0.0	
Yellow	5.0	5.0	5.0	0.0	0.0	0.0	
Red	1.0	1.0	1.5	0.0	0.0	0.0	



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	0		20.1				34.5	42.8			160.9	146.6
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0		0.8				1.4	1.6			5.9	5.9
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00		0.00				0.23	0.00			0.00	0.00
Control Delay (*d*), s/veh	0.0		43.6				46.2	2.4			6.1	6.1
Level of Service (LOS)			D				D	A			A	A
Approach Delay, s/veh / LOS	43.6		D	0.0			3.7		A	6.1		A
Intersection Delay, s/veh / LOS	5.3						A					



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--- Messages ---

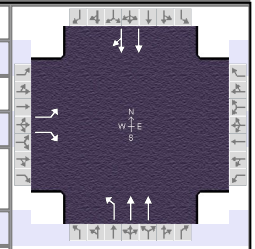
No errors or warnings exist.

--- Comments ---

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HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 20, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.94
Urban Street	Paris Rd	Analysis Year	2030 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	Forty Arpent	File Name	Paris Rd at Forty Arpent Rd 2030 No Build (w.PO…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	6		5				16	1323			1107	4

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

							1	2	3	4		
Green	1.7	65.0	1.5	0.0	0.0	0.0						
Yellow	5.0	5.0	5.0	0.0	0.0	0.0						
Red	1.0	1.0	1.5	0.0	0.0	0.0	5	6	7	8		

Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	6		5				16	1323			1107	4
Initial Queue (Q_b), veh/h	0		0				0	0			0	0
Base Saturation Flow Rate (s_o), veh/h	1900		1900				1900	1900			1900	1900
Parking (N_m), man/h		None						None			None	
Heavy Vehicles (P_{HV}), %	0		0				0	2			3	
Ped / Bike / RTOR, /h	0	0		0	0		0	0		0	0	1
Buses (N_b), buses/h	0	0	0				0	0	0	0	0	0
Arrival Type (*AT*)	3		3				3	3			3	3
Upstream Filtering (*I*)	1.00		1.00				1.00	1.00			1.00	1.00
Lane Width (*W*), ft	12.0		12.0				12.0	12.0			12.0	
Turn Bay Length, ft	0		0				150	0			0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	20		20				40	40			40	40

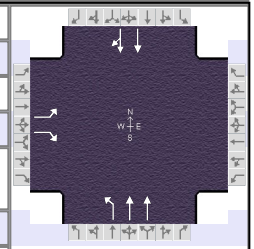
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	25.0	25.0			20.0	65.0		65.0
Yellow Change Interval (*Y*), s	5.0	5.0			5.0	5.0		5.0
Red Clearance Interval (R_c), s	1.5	1.5			1.0	1.0		1.0
Minimum Green (G_{min}), s	8	8			5	15		15
Start-Up Lost Time (*l*t), s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

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

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HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 20, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.94
Urban Street	Paris Rd	Analysis Year	2030 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	Forty Arpent	File Name	Paris Rd at Forty Arpent Rd 2030 No Build (w.PO…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	6		5				16	1323			1107	4

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

							1	2	3		4
Green	1.7	65.0	1.5	0.0	0.0	0.0					
Yellow	5.0	5.0	5.0	0.0	0.0	0.0					
Red	1.0	1.0	1.5	0.0	0.0	0.0	5	6	7		8

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8			1	6		2
Case Number		9.0			2.0	4.0		8.3
Phase Duration, s		8.0			7.7	78.7		71.0
Change Period, ($Y+R_c$), s		6.5			6.0	6.0		6.0
Max Allow Headway (*MAH*), s		3.4			2.6	1.0		1.0
Queue Clearance Time (g_s), s		2.3			2.8	11.1		31.7
Green Extension Time (g_e), s		0.0			0.0	0.2		0.2
Phase Call Probability		0.19			0.34	1.00		1.00
Max Out Probability		0.00			0.00	0.00		0.00

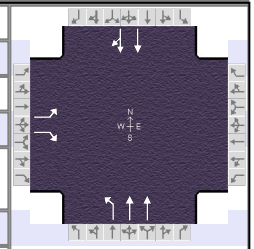
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3		18				1	6			2	12
Adjusted Flow Rate (*v*), veh/h	6		2				17	1407			591	590
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810		1610				1810	1781			1856	1854
Queue Service Time (g_s), s	0.3		0.1				0.8	9.1			29.7	10.1
Cycle Queue Clearance Time (g_c), s	0.3		0.1				0.8	9.1			29.7	10.1
Green Ratio (*g/C*)	0.02		0.02				0.02	0.84			0.75	0.75
Capacity (*c*), veh/h	31		28				35	2986			1392	1390
Volume-to-Capacity Ratio (*X*)	0.206		0.077				0.484	0.471			0.424	0.424
Back of Queue (*Q*), ft/ln (95 th percentile)	6.6		2.2				17.3	39.4			124	121
Back of Queue (*Q*), veh/ln (95 th percentile)	0.3		0.1				0.7	1.5			4.8	4.8
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00		0.00				0.12	0.00			0.00	0.00
Uniform Delay (d_1), s/veh	42.0		41.9				42.1	1.9			4.0	4.0
Incremental Delay (d_2), s/veh	1.2		0.4				3.8	0.5			1.0	1.0
Initial Queue Delay (d_3), s/veh	0.0		0.0				0.0	0.0			0.0	0.0
Control Delay (*d*), s/veh	43.2		42.4				45.9	2.4			4.9	4.9
Level of Service (LOS)	D		D				D	A			A	A
Approach Delay, s/veh / LOS	43.0		D	0.0			2.9		A	4.9		A
Intersection Delay, s/veh / LOS	4.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.31	B	2.14	B	0.61	A	1.84	B
Bicycle LOS Score / LOS		F	0.00	A	1.66	B	1.46	A

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HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 20, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.94
Urban Street	Paris Rd	Analysis Year	2030 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	Forty Arpent	File Name	Paris Rd at Forty Arpent Rd 2030 No Build (w.PO…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	6		5				16	1323			1107	4

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

							1	2	3	4
Green	1.7	65.0	1.5	0.0	0.0	0.0	5	6	7	8
Yellow	5.0	5.0	5.0	0.0	0.0	0.0				
Red	1.0	1.0	1.5	0.0	0.0	0.0				

Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000				1.000	0.984	1.000	1.000	0.977	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	0.000	0.000	0.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	0.000	0.000	0.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.952	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000					0.952	0.000		1.000	1.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847					1.000	1.000		0.999	0.999
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000						1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000						1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)							1.00					
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)										1.00		
Movement Saturation Flow Rate (s), veh/h	1810	0	1610				1810	3651	0	0	3699	10
Proportion of Vehicles Arriving on Green (P)	0.02	0.00	0.02	0.00	0.00	0.00	0.02	0.84	0.00	0.00	0.75	0.75
Incremental Delay Factor (k)	0.04		0.04				0.04	0.50			0.50	0.50

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		6.5			6.0	6.0		6.0
Green Ratio (g/C)		0.02			0.02	0.84		0.75
Permitted Saturation Flow Rate (s_p), veh/h/ln		1810			0	0		389
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								0
Permitted Effective Green Time (g_p), s		0.0			0.0	0.0		0.0
Permitted Service Time (g_u), s		0.0			0.0	0.0		0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s		0.0			0.0	0.0		65.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		0						
Protected Right Effective Green Time (g_R), s		0.0						

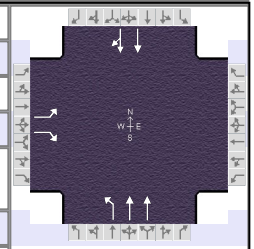
Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.006	1.389	0.001	0.000	0.009	1.198	0.004
Pedestrian F_s / F_{delay}	0.000	0.151	0.000	0.151	0.000	0.005	0.000	0.040
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b		51.16		48.48	1677.29	1.13	1500.03	2.71

Bicycle F_w / F_v	-3.64	Infinity	-3.64	-Infinity	-3.64	1.17	-3.64	0.97

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HCS Signalized Intersection Results Graphical Summary

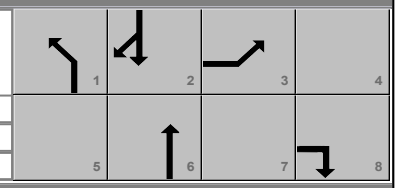
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 20, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.94
Urban Street	Paris Rd	Analysis Year	2030 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	Forty Arpent	File Name	Paris Rd at Forty Arpent Rd 2030 No Build (w.PO…		
Project Description	23-040				



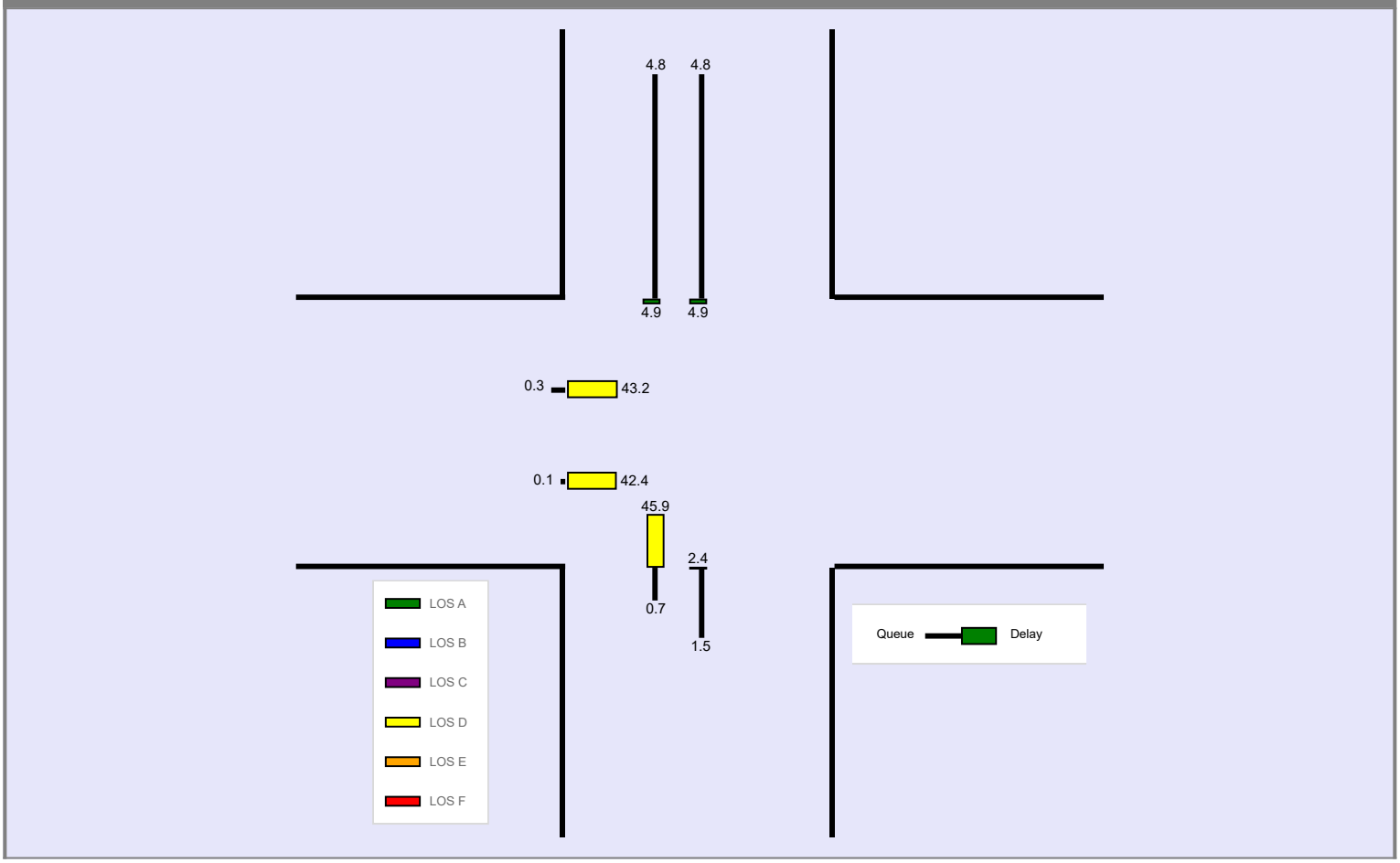
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	6		5				16	1323			1107	4

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

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



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	6.6		2.2				17.3	39.4			124	121
Back of Queue (*Q*), veh/ln (95 th percentile)	0.3		0.1				0.7	1.5			4.8	4.8
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00		0.00				0.12	0.00			0.00	0.00
Control Delay (*d*), s/veh	43.2		42.4				45.9	2.4			4.9	4.9
Level of Service (LOS)	D		D				D	A			A	A
Approach Delay, s/veh / LOS	43.0		D	0.0			2.9		A	4.9		A
Intersection Delay, s/veh / LOS	4.0						A					



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--- Messages ---

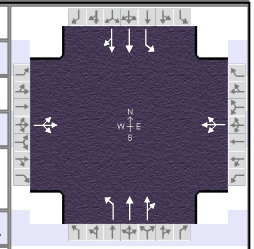
No errors or warnings exist.

--- Comments ---

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HCS Signalized Intersection Input Data

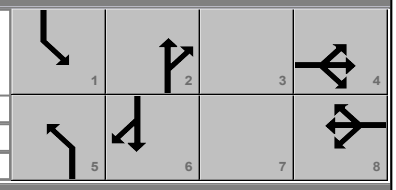
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 20, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.93
Urban Street	Paris Rd	Analysis Year	2030 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	E Virtue St	File Name	Paris Rd at E Virtue St 2030 No Build (w.PORT) A…		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	20	1	11	10	0	0	0	971	22	0	994	17

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

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



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	20	1	11	10	0	0	0	971	22	0	994	17
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %		0			0		0	10		0	12	
Ped / Bike / RTOR, /h	0	0	2	0	0		0	0	3	0	0	2
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft		12.0			12.0		12.0	12.0		12.0	12.0	
Turn Bay Length, ft		0			0		220	0		70	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	20	20	20	20	20	20	40	40	40	40	40	40

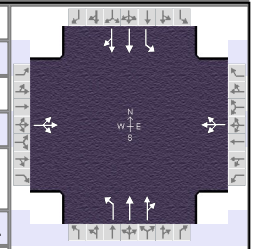
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		27.0		27.0	14.0	79.0	14.0	79.0
Yellow Change Interval (*Y*), s		3.0		3.0	3.0	4.0	3.0	4.0
Red Clearance Interval (R_c), s		1.0		1.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s		4		4	4	4	4	4
Start-Up Lost Time (*l*t),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

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

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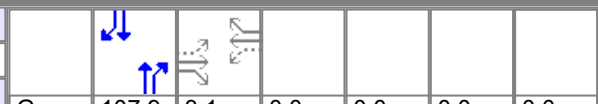
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 20, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.93
Urban Street	Paris Rd	Analysis Year	2030 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	E Virtue St	File Name	Paris Rd at E Virtue St 2030 No Build (w.PORT) A…		
Project Description	23-018				

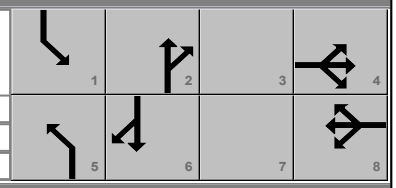


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	20	1	11	10	0	0	0	971	22	0	994	17

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



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



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

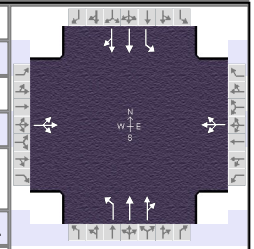
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h		32			11		0	534	530	0	544	541
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1519			1426		1810	1752	1740	1810	1722	1713
Queue Service Time (g_s), s		1.7			0.0		0.0	5.3	5.3	0.0	5.6	5.6
Cycle Queue Clearance Time (g_c), s		2.5			0.9		0.0	5.3	5.3	0.0	5.6	5.6
Green Ratio (*g/C*)		0.03			0.03			0.90	0.90		0.90	0.90
Capacity (*c*), veh/h		89			97		2	1575	1564	2	1548	1540
Volume-to-Capacity Ratio (*X*)		0.361			0.111		0.000	0.339	0.339	0.000	0.351	0.351
Back of Queue (*Q*), ft/ln (95 th percentile)		48.4			15.5		0	13.2	12.8	0	14.1	13.5
Back of Queue (*Q*), veh/ln (95 th percentile)		1.9			0.6		0.0	0.5	0.5	0.0	0.5	0.5
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh		58.2			57.4		0.0	0.9	0.9	0.0	0.9	0.9
Incremental Delay (d_2), s/veh		3.5			0.7		0.0	0.6	0.6	0.0	0.6	0.6
Initial Queue Delay (d_3), s/veh		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		61.6			58.1		0.0	1.5	1.5	0.0	1.5	1.5
Level of Service (LOS)		E			E			A	A		A	A
Approach Delay, s/veh / LOS	61.6	E		58.1	E		1.5	A		1.5	A	
Intersection Delay, s/veh / LOS	2.7						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.32	B	2.32	B	1.74	B	1.58	B
Bicycle LOS Score / LOS	0.54	A	0.51	A	1.37	A	1.38	A

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HCS Signalized Intersection Intermediate Values

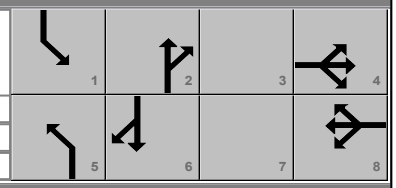
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 20, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.93
Urban Street	Paris Rd	Analysis Year	2030 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	E Virtue St	File Name	Paris Rd at E Virtue St 2030 No Build (w.PORT) A…		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	20	1	11	10	0	0	0	971	22	0	994	17

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

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



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.922	1.000	1.000	0.906	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.824	0.799		0.751	0.751		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.799		0.000	0.751		0.993	0.993		0.995	0.995
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)							1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)	1.00			1.00								
Movement Saturation Flow Rate (s), veh/h	1012	51	456	1426	0	0	1810	3425	67	1810	3384	51
Proportion of Vehicles Arriving on Green (P)	0.03	0.03	0.03	0.03	0.00	0.00	0.00	0.90	0.90	0.00	0.90	0.90
Incremental Delay Factor (k)		0.15			0.15			0.50	0.50		0.50	0.50

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

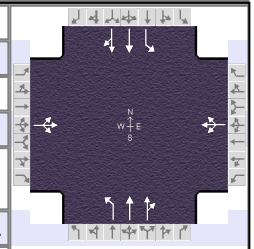
Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.004	1.557	0.003	0.972	0.000	0.972	0.003
Pedestrian F_s / F_{delay}	0.000	0.162	0.000	0.162	0.000	0.164	0.000	0.000
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	51.74	56.94	51.74	56.94	-83.33	65.10	1798.25	0.61

Bicycle F_w / F_v	-3.64	0.05	-3.64	0.02	-3.64	0.88	-3.64	0.90

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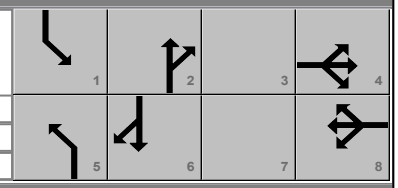
HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 20, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.93
Urban Street	Paris Rd	Analysis Year	2030 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	E Virtue St	File Name	Paris Rd at E Virtue St 2030 No Build (w.PORT) A…		
Project Description	23-018				

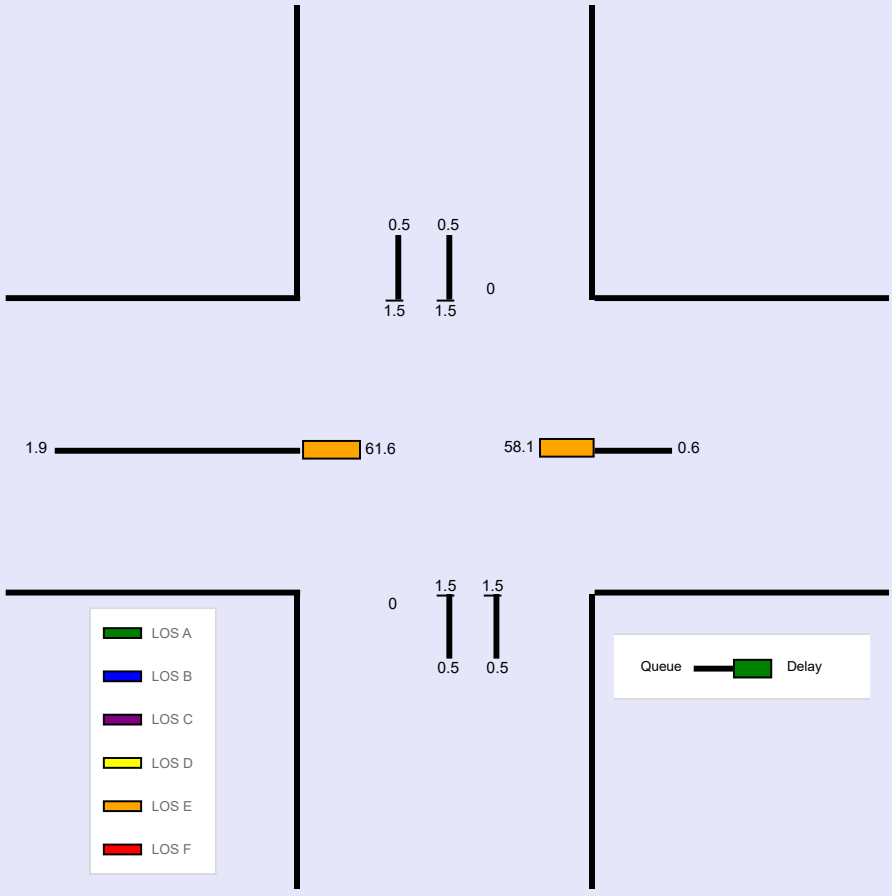


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	20	1	11	10	0	0	0	971	22	0	994	17

Signal Information										
Cycle, s	120.0	Reference Phase	2							
Offset, s	0	Reference Point	End							
Uncoordinated	No	Simult. Gap E/W	On	Green	107.9	3.1	0.0	0.0	0.0	0.0
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	3.0	0.0	0.0	0.0	0.0
				Red	1.0	1.0	0.0	0.0	0.0	0.0



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)		48.4			15.5		0	13.2	12.8	0	14.1	13.5
Back of Queue (*Q*), veh/ln (95 th percentile)		1.9			0.6		0.0	0.5	0.5	0.0	0.5	0.5
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.00	0.00	0.00	0.00	0.00	0.00
Control Delay (*d*), s/veh		61.6			58.1		0.0	1.5	1.5	0.0	1.5	1.5
Level of Service (LOS)		E			E			A	A		A	A
Approach Delay, s/veh / LOS	61.6	E		58.1	E		1.5	A		1.5	A	
Intersection Delay, s/veh / LOS	2.7						A					



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--- Messages ---

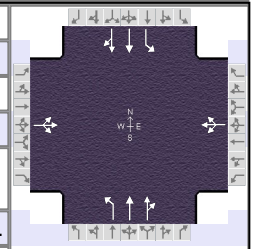
No errors or warnings exist.

--- Comments ---

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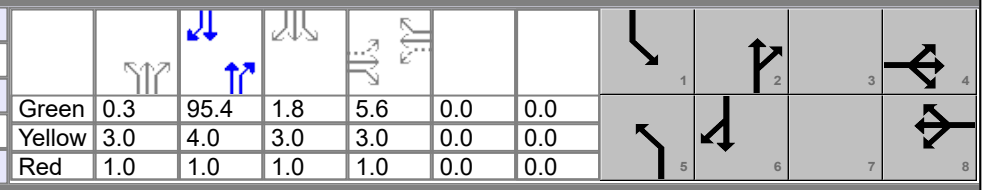
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 20, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.92
Urban Street	Paris Rd	Analysis Year	2030 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	E Virtue St	File Name	Paris Rd at E Virtue St 2030 No Build (w.PORT) P…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	14	0	16	39	3	9	2	1324	16	6	1110	15

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



Green	0.3	95.4	1.8	5.6	0.0	0.0						
Yellow	3.0	4.0	3.0	3.0	0.0	0.0						
Red	1.0	1.0	1.0	1.0	0.0	0.0						

Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	14	0	16	39	3	9	2	1324	16	6	1110	15
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %		0			0		0	2		17	2	
Ped / Bike / RTOR, /h	0	0	2	0	0	1	0	0	2	0	0	2
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft		12.0			12.0		12.0	12.0		12.0	12.0	
Turn Bay Length, ft		0			0		220	0		70	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	20	20	20	20	20	20	40	40	40	40	40	40

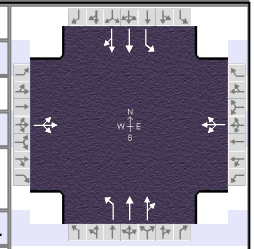
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		22.0		22.0	12.0	86.0	12.0	86.0
Yellow Change Interval (*Y*), s		3.0		3.0	3.0	4.0	3.0	4.0
Red Clearance Interval (R_c), s		1.0		1.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s		4		4	4	4	4	4
Start-Up Lost Time (*l*t),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

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

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HCS Signalized Intersection Results Summary

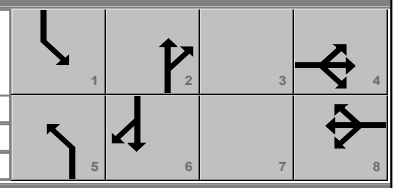
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 20, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.92
Urban Street	Paris Rd	Analysis Year	2030 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	E Virtue St	File Name	Paris Rd at E Virtue St 2030 No Build (w.PORT) P…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	14	0	16	39	3	9	2	1324	16	6	1110	15

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

Green	0.3	95.4	1.8	5.6	0.0	0.0	
Yellow	3.0	4.0	3.0	3.0	0.0	0.0	
Red	1.0	1.0	1.0	1.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8	5	2	1	6
Case Number		8.0		8.0	2.0	4.0	2.0	4.0
Phase Duration, s		9.6		9.6	4.3	104.6	5.8	106.1
Change Period, ($Y+R_c$), s		4.0		4.0	4.0	5.0	5.0	5.0
Max Allow Headway (*MAH*), s		5.4		5.4	2.1	0.0	2.1	0.0
Queue Clearance Time (g_s), s		4.1		6.3	2.1		2.5	
Green Extension Time (g_e), s		0.4		0.3	0.0	0.0	0.6	0.0
Phase Call Probability		0.64		0.84	0.07		0.20	
Max Out Probability		0.00		0.00	0.00		0.26	

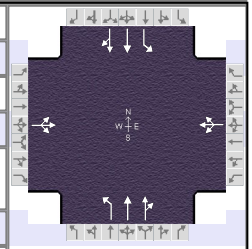
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h		30			54		2	728	726	7	612	609
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1627			1483		1810	1870	1863	1570	1870	1863
Queue Service Time (g_s), s		0.0			2.3		0.1	13.0	13.0	0.5	9.2	9.2
Cycle Queue Clearance Time (g_c), s		2.1			4.3		0.1	13.0	13.0	0.5	9.2	9.2
Green Ratio (*g/C*)		0.05			0.05		0.00	0.83	0.83	0.01	0.84	0.84
Capacity (*c*), veh/h		121			122		4	1553	1547	10	1576	1570
Volume-to-Capacity Ratio (*X*)		0.252			0.444		0.515	0.469	0.469	0.638	0.388	0.388
Back of Queue (*Q*), ft/ln (95 th percentile)		43.3			80		4.6	145.9	144.2	13.1	93.7	91.9
Back of Queue (*Q*), veh/ln (95 th percentile)		1.7			3.2		0.2	5.7	5.8	0.5	3.7	3.7
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.02	0.00	0.00	0.19	0.00	0.00
Uniform Delay (d_1), s/veh		55.5			56.6		59.8	2.8	2.8	59.5	2.2	2.2
Incremental Delay (d_2), s/veh		1.5			3.6		31.6	1.0	1.0	21.9	0.7	0.7
Initial Queue Delay (d_3), s/veh		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		57.1			60.2		91.4	3.8	3.9	81.3	2.9	2.9
Level of Service (LOS)		E			E		F	A	A	F	A	A
Approach Delay, s/veh / LOS	57.1	E		60.2	E		4.0	A		3.3	A	
Intersection Delay, s/veh / LOS	5.4						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.32	B	2.32	B	1.74	B	1.59	B
Bicycle LOS Score / LOS	0.54	A	0.58	A	1.69	B	1.50	B

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HCS Signalized Intersection Intermediate Values

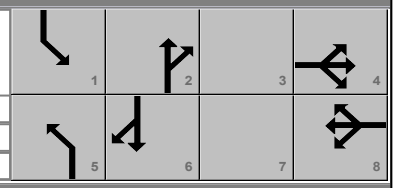
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 20, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.92
Urban Street	Paris Rd	Analysis Year	2030 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	E Virtue St	File Name	Paris Rd at E Virtue St 2030 No Build (w.PORT) P…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	14	0	16	39	3	9	2	1324	16	6	1110	15

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

Green	0.3	95.4	1.8	5.6	0.0	0.0
Yellow	3.0	4.0	3.0	3.0	0.0	0.0
Red	1.0	1.0	1.0	1.0	0.0	0.0



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.984	1.000	0.867	0.984	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.887	0.856		0.792	0.780		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.856		0.000	0.780		0.996	0.996		0.996	0.996
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)							1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)	1.00			1.00								
Movement Saturation Flow Rate (s), veh/h	813	0	813	1157	89	237	1810	3695	39	1570	3690	43
Proportion of Vehicles Arriving on Green (P)	0.05	0.00	0.05	0.05	0.05	0.05	0.00	0.83	0.83	0.01	0.84	0.84
Incremental Delay Factor (k)		0.15			0.15		0.04	0.50	0.50	0.04	0.50	0.50

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		4.0		4.0	4.0	5.0	4.0	5.0
Green Ratio (g/C)		0.05		0.05	0.00	0.83	0.01	0.84
Permitted Saturation Flow Rate (s_p), veh/h/ln		1425		1420	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln		1628		1504				
Permitted Effective Green Time (g_p), s		5.6		5.6	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s		1.2		3.5	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s		0.0		2.3				
Time to First Blockage (g_f), s		1.2		0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s		0.8		0.0				
Protected Right Saturation Flow (s_R), veh/h/ln								
Protected Right Effective Green Time (g_R), s								

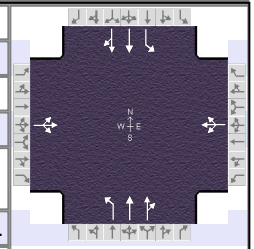
Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.003	1.557	0.003	0.972	0.001	0.972	0.003
Pedestrian F_s / F_{delay}	0.000	0.160	0.000	0.160	0.000	0.164	0.000	0.016
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	93.03	54.55	93.03	54.55	13.03	59.22	1685.64	1.48

Bicycle F_w / F_v	-3.64	0.05	-3.64	0.09	-3.64	1.20	-3.64	1.01

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HCS Signalized Intersection Results Graphical Summary

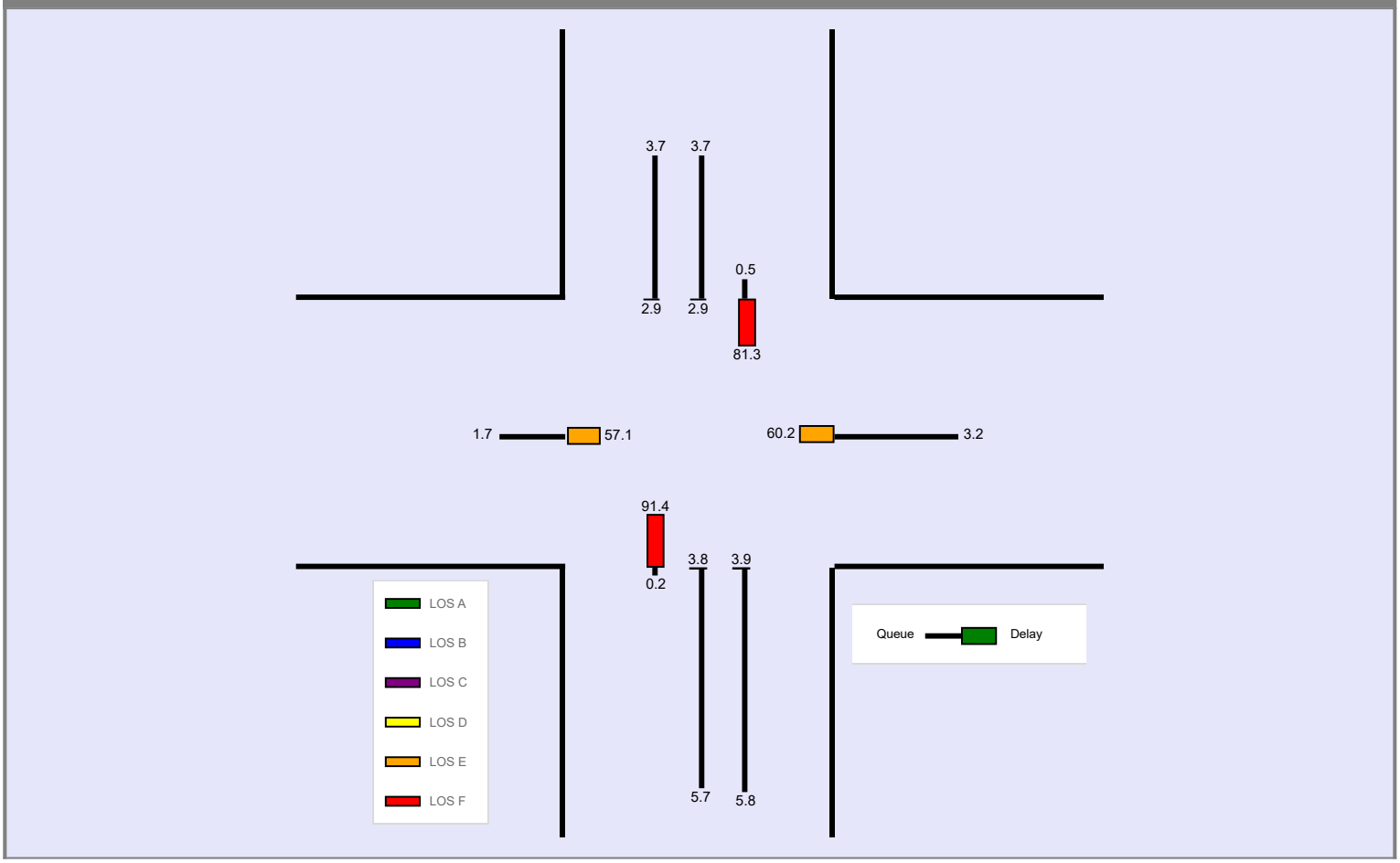
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 20, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.92
Urban Street	Paris Rd	Analysis Year	2030 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	E Virtue St	File Name	Paris Rd at E Virtue St 2030 No Build (w.PORT) P…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	14	0	16	39	3	9	2	1324	16	6	1110	15

Signal Information					EB			WB			NB			SB		
Cycle, s	120.0	Reference Phase	2													
Offset, s	0	Reference Point	End	Green	0.3	95.4		1.8	5.6	0.0	0.0					
Uncoordinated	No	Simult. Gap E/W	On	Yellow	3.0	4.0		3.0	3.0	0.0	0.0					
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	1.0		1.0	1.0	0.0	0.0					

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)		43.3			80		4.6	145.9	144.2	13.1	93.7	91.9
Back of Queue (*Q*), veh/ln (95 th percentile)		1.7			3.2		0.2	5.7	5.8	0.5	3.7	3.7
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.02	0.00	0.00	0.19	0.00	0.00
Control Delay (*d*), s/veh		57.1			60.2		91.4	3.8	3.9	81.3	2.9	2.9
Level of Service (LOS)		E			E		F	A	A	F	A	A
Approach Delay, s/veh / LOS	57.1	E		60.2	E		4.0	A		3.3	A	
Intersection Delay, s/veh / LOS	5.4						A					



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--- Messages ---

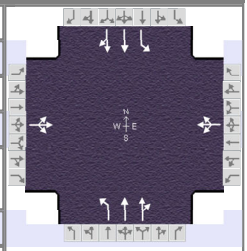
No errors or warnings exist.

--- Comments ---

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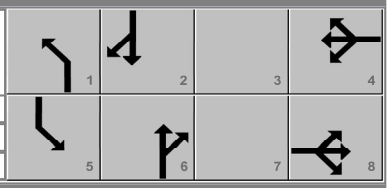
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 22, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.96
Urban Street	Paris Rd	Analysis Year	2030 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	E Genie St	File Name	Paris Rd at E Genie St 2030 No Build (w.PORT) A…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	50	33	27	72	46	72	25	846	29	18	924	25

Signal Information					EB			WB			NB			SB		
Cycle, s	120.0	Reference Phase	2													
Offset, s	0	Reference Point	End	Green	1.9	20.6		55.5	17.5	0.0	0.0					
Uncoordinated	No	Simult. Gap E/W	On	Yellow	4.5	4.5		4.5	4.0	0.0	0.0					
Force Mode	Fixed	Simult. Gap N/S	On	Red	2.0	2.0		2.0	1.0	0.0	0.0					



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	50	33	27	72	46	72	25	846	29	18	924	25
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %		0			0		0	11		0	13	
Ped / Bike / RTOR, /h	0	0	3	0	0	8	0	0	3	0	0	5
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft		12.0			12.0		12.0	12.0		12.0	12.0	
Turn Bay Length, ft		0			0		220	0		200	0	
Grade (*Pg*), %		0			0			2			5	
Speed Limit, mi/h	20	20	20	20	20	20	40	40	40	40	40	40

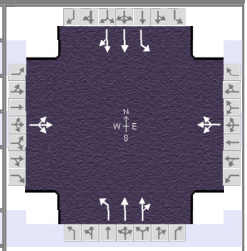
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		42.0		42.0	16.0	62.0	16.0	62.0
Yellow Change Interval (*Y*), s		4.0		4.0	4.5	4.5	4.5	4.5
Red Clearance Interval (R_c), s		1.0		1.0	2.0	2.0	2.0	2.0
Minimum Green (G_{min}), s		7		7	4	15	4	15
Start-Up Lost Time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

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

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HCS Signalized Intersection Results Summary

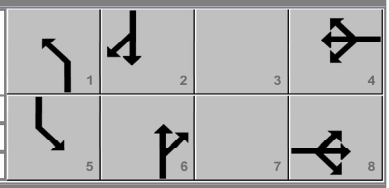
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 22, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.96
Urban Street	Paris Rd	Analysis Year	2030 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	E Genie St	File Name	Paris Rd at E Genie St 2030 No Build (w.PORT) A…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	50	33	27	72	46	72	25	846	29	18	924	25

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

Green	1.9	20.6	55.5	17.5	0.0	0.0	
Yellow	4.5	4.5	4.5	4.0	0.0	0.0	
Red	2.0	2.0	2.0	1.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4	1	6	5	2
Case Number		8.0		8.0	2.0	4.0	2.0	4.0
Phase Duration, s		22.5		22.5	35.5	89.1	8.4	62.0
Change Period, (*Y+R c*), s		5.0		5.0	6.5	6.5	6.5	6.5
Max Allow Headway (*MAH*), s		5.4		5.4	2.1	0.0	2.1	0.0
Queue Clearance Time (*g s*), s		10.7		15.8	3.3		3.3	
Green Extension Time (*g e*), s		1.9		1.8	0.0	0.0	0.0	0.0
Phase Call Probability		0.98		1.00	1.00		0.46	
Max Out Probability		0.00		0.00	0.00		0.00	

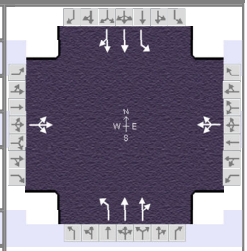
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h		111			190		26	457	452	19	494	490
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1405			1593		1787	1713	1695	1669	1560	1548
Queue Service Time (*g s*), s		0.0			5.1		1.3	13.6	13.6	1.3	29.9	29.9
Cycle Queue Clearance Time (*g c*), s		8.7			13.8		1.3	13.6	13.6	1.3	29.9	29.9
Green Ratio (*g/C*)		0.15			0.15		0.24	0.69	0.69	0.02	0.46	0.46
Capacity (*c*), veh/h		249			274		432	1180	1167	26	721	716
Volume-to-Capacity Ratio (*X*)		0.448			0.691		0.060	0.387	0.387	0.725	0.684	0.684
Back of Queue (*Q*), ft/ln (95 th percentile)		147			248		27.5	224.2	204.9	29.5	473.9	426.8
Back of Queue (*Q*), veh/ln (95 th percentile)		5.9			9.9		1.1	8.2	8.2	1.2	17.2	17.1
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.13	0.00	0.00	0.15	0.00	0.00
Uniform Delay (*d 1*), s/veh		47.2			49.5		35.0	7.9	7.9	58.8	25.4	25.4
Incremental Delay (*d 2*), s/veh		1.8			4.4		0.3	1.0	1.0	13.3	5.2	5.3
Initial Queue Delay (*d 3*), s/veh		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		49.0			53.9		35.3	8.9	8.9	72.1	30.6	30.6
Level of Service (LOS)		D			D		D	A	A	E	C	C
Approach Delay, s/veh / LOS	49.0	D		53.9	D		9.6	A		31.4	C	
Intersection Delay, s/veh / LOS	25.1						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.31	B	2.32	B	1.65	B	1.69	B
Bicycle LOS Score / LOS	0.67	A	0.80	A	1.26	A	1.31	A

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HCS Signalized Intersection Intermediate Values

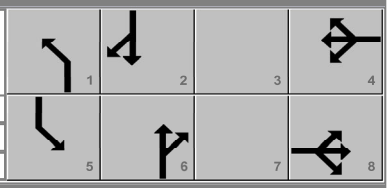
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 22, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.96
Urban Street	Paris Rd	Analysis Year	2030 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	E Genie St	File Name	Paris Rd at E Genie St 2030 No Build (w.PORT) A…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	50	33	27	72	46	72	25	846	29	18	924	25

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

Green	1.9	20.6	55.5	17.5	0.0	0.0
Yellow	4.5	4.5	4.5	4.0	0.0	0.0
Red	2.0	2.0	2.0	1.0	0.0	0.0



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000	1.000	1.000	1.000	0.988	0.902	0.988	0.923	0.821	0.923
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.750	0.739		0.867	0.839		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.739		0.000	0.839		0.989	0.989		0.992	0.992
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)							1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)	1.00			1.00								
Movement Saturation Flow Rate (s), veh/h	656	433	315	630	403	560	1787	3307	102	1669	3042	66
Proportion of Vehicles Arriving on Green (P)	0.15	0.15	0.15	0.15	0.15	0.15	0.24	0.69	0.69	0.02	0.46	0.46
Incremental Delay Factor (k)		0.15			0.15		0.50	0.50	0.50	0.04	0.50	0.50

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		5.0		5.0	6.5	6.5	6.5	6.5
Green Ratio (g/C)		0.15		0.15	0.24	0.69	0.02	0.46
Permitted Saturation Flow Rate (s_p), veh/h/ln		1298		1365	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln		1286		1586				
Permitted Effective Green Time (g_p), s		17.5		17.5	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s		3.8		8.8	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s		0.0		5.1				
Time to First Blockage (g_f), s		2.3		1.8	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s		2.3		1.8				
Protected Right Saturation Flow (s_R), veh/h/ln								
Protected Right Effective Green Time (g_R), s								

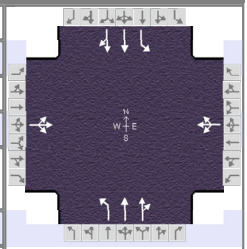
Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.004	1.557	0.007	0.972	0.011	0.972	0.004
Pedestrian F_s / F_{delay}	0.000	0.152	0.000	0.152	0.000	0.071	0.000	0.114
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	291.88	43.77	291.88	43.77	1377.13	5.82	924.75	17.34

Bicycle F_w / F_v	-3.64	0.18	-3.64	0.31	-3.64	0.77	-3.64	0.83

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HCS Signalized Intersection Results Graphical Summary

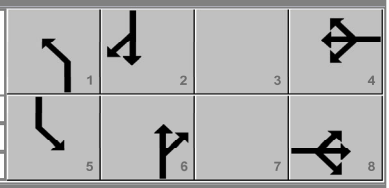
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 22, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.96
Urban Street	Paris Rd	Analysis Year	2030 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	E Genie St	File Name	Paris Rd at E Genie St 2030 No Build (w.PORT) A…		
Project Description	23-040				



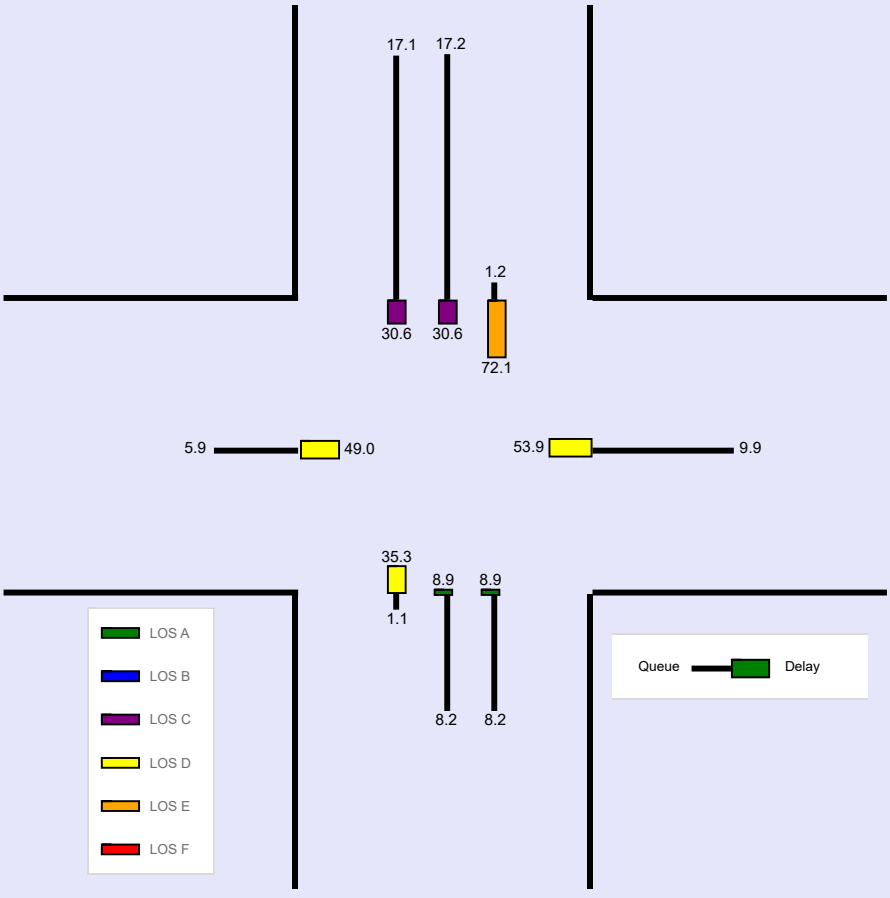
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	50	33	27	72	46	72	25	846	29	18	924	25

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

Green	1.9	20.6	55.5	17.5	0.0	0.0	
Yellow	4.5	4.5	4.5	4.0	0.0	0.0	
Red	2.0	2.0	2.0	1.0	0.0	0.0	



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)		147			248		27.5	224.2	204.9	29.5	473.9	426.8
Back of Queue (*Q*), veh/ln (95 th percentile)		5.9			9.9		1.1	8.2	8.2	1.2	17.2	17.1
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.13	0.00	0.00	0.15	0.00	0.00
Control Delay (*d*), s/veh		49.0			53.9		35.3	8.9	8.9	72.1	30.6	30.6
Level of Service (LOS)		D			D		D	A	A	E	C	C
Approach Delay, s/veh / LOS	49.0		D	53.9		D	9.6		A	31.4		C
Intersection Delay, s/veh / LOS	25.1						C					



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--- Messages ---

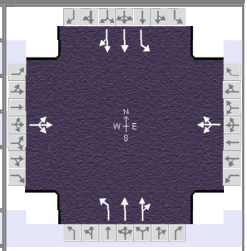
No errors or warnings exist.

--- Comments ---

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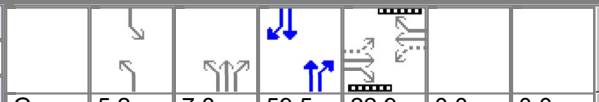
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 22, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.92
Urban Street	Paris Rd	Analysis Year	2030 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	E Genie St	File Name	Paris Rd at E Genie St 2030 No Build (w.PORT)…		
Project Description	23-040				

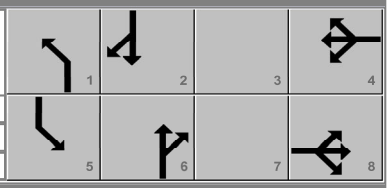


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	84	93	63	56	36	57	30	1170	65	56	950	58

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



Green	5.2	7.8	59.5	22.9	0.0	0.0
Yellow	4.5	4.5	4.5	4.0	0.0	0.0
Red	2.0	2.0	2.0	1.0	0.0	0.0



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	84	93	63	56	36	57	30	1170	65	56	950	58
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %		0			0		0	3		0	3	
Ped / Bike / RTOR, /h	0	0	7	0	0	6	0	0	7	0	0	6
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft		12.0			12.0		12.0	12.0		12.0	12.0	
Turn Bay Length, ft		0			0		220	0		200	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	20	20	20	20	20	20	40	40	40	40	40	40

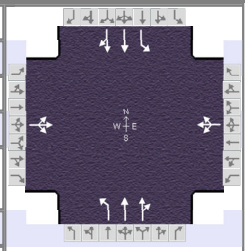
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		34.0		34.0	20.0	66.0	20.0	66.0
Yellow Change Interval (*Y*), s		4.0		4.0	4.5	4.5	4.5	4.5
Red Clearance Interval (R_c), s		1.0		1.0	2.0	2.0	2.0	2.0
Minimum Green (G_{min}), s		7		7	4	15	4	15
Start-Up Lost Time (*l*t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s		4.0		4.0	1.0	2.0	1.0	2.0
Recall Mode		Off		Min	Max	Min	Off	Min
Dual Entry		No		No	No	No	No	No
Walk (*Walk*), s		4.0		4.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		24.0		24.0		0.0		0.0

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

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HCS Signalized Intersection Results Summary

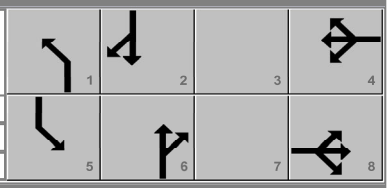
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 22, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.92
Urban Street	Paris Rd	Analysis Year	2030 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	E Genie St	File Name	Paris Rd at E Genie St 2030 No Build (w.PORT)…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	84	93	63	56	36	57	30	1170	65	56	950	58

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

Green	5.2	7.8	59.5	22.9	0.0	0.0
Yellow	4.5	4.5	4.5	4.0	0.0	0.0
Red	2.0	2.0	2.0	1.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4	1	6	5	2
Case Number		8.0		8.0	2.0	4.0	2.0	4.0
Phase Duration, s		27.9		27.9	26.1	80.3	11.7	66.0
Change Period, (*Y+R c*), s		5.0		5.0	6.5	6.5	6.5	6.5
Max Allow Headway (*MAH*), s		5.4		5.4	2.1	0.0	2.1	0.0
Queue Clearance Time (*g s*), s		21.4		14.5	3.8		6.0	
Green Extension Time (*g e*), s		1.5		2.2	0.0	0.0	0.0	0.0
Phase Call Probability		1.00		1.00	1.00		0.87	
Max Out Probability		0.54		0.07	0.00		0.00	

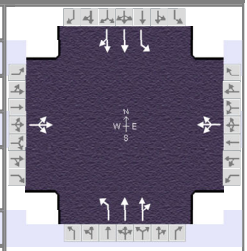
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h		253			155		33	672	663	61	550	540
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1528			1341		1810	1856	1824	1810	1856	1821
Queue Service Time (*g s*), s		6.9			0.0		1.8	26.2	26.3	4.0	25.5	25.5
Cycle Queue Clearance Time (*g c*), s		19.4			12.5		1.8	26.2	26.3	4.0	25.5	25.5
Green Ratio (*g/C*)		0.19			0.19		0.16	0.62	0.62	0.04	0.50	0.50
Capacity (*c*), veh/h		333			298		295	1142	1123	79	920	903
Volume-to-Capacity Ratio (*X*)		0.761			0.522		0.110	0.589	0.590	0.772	0.597	0.598
Back of Queue (*Q*), ft/ln (95 th percentile)		320.8			198.2		39.5	411.2	398.3	86.7	429.3	413.2
Back of Queue (*Q*), veh/ln (95 th percentile)		12.8			7.9		1.6	16.1	15.9	3.5	16.8	16.5
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.18	0.00	0.00	0.43	0.00	0.00
Uniform Delay (*d 1*), s/veh		47.1			43.9		42.8	13.9	13.9	56.8	21.7	21.7
Incremental Delay (*d 2*), s/veh		7.5			2.0		0.8	2.2	2.3	5.9	2.9	2.9
Initial Queue Delay (*d 3*), s/veh		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		54.6			45.9		43.5	16.2	16.2	62.7	24.5	24.6
Level of Service (LOS)		D			D		D	B	B	E	C	C
Approach Delay, s/veh / LOS	54.6	D		45.9	D		16.8	B		26.6	C	
Intersection Delay, s/veh / LOS	25.5						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.31	B	2.31	B	1.67	B	1.69	B
Bicycle LOS Score / LOS	0.91	A	0.74	A	1.62	B	1.44	A

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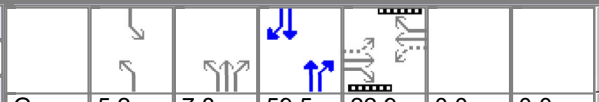
HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 22, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.92
Urban Street	Paris Rd	Analysis Year	2030 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	E Genie St	File Name	Paris Rd at E Genie St 2030 No Build (w.PORT)…		
Project Description	23-040				

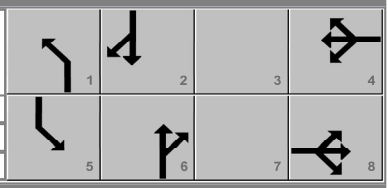


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	84	93	63	56	36	57	30	1170	65	56	950	58

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



Green	5.2	7.8	59.5	22.9	0.0	0.0
Yellow	4.5	4.5	4.5	4.0	0.0	0.0
Red	2.0	2.0	2.0	1.0	0.0	0.0



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.977	1.000	1.000	0.977	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.822	0.804		0.720	0.706		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.804		0.000	0.706		0.983	0.983		0.981	0.981
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)							1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)	1.00			1.00								
Movement Saturation Flow Rate (s), veh/h	551	610	367	525	338	478	1810	3506	174	1810	3486	191
Proportion of Vehicles Arriving on Green (P)	0.19	0.19	0.19	0.19	0.19	0.19	0.16	0.62	0.62	0.04	0.50	0.50
Incremental Delay Factor (k)		0.23			0.15		0.50	0.50	0.50	0.04	0.50	0.50

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		5.0		5.0	6.5	6.5	6.5	6.5
Green Ratio (g/C)		0.19		0.19	0.16	0.62	0.04	0.50
Permitted Saturation Flow Rate (s_p), veh/h/ln		1322		1243	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln		1415		1224				
Permitted Effective Green Time (g_p), s		22.9		22.9	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s		10.4		3.5	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s		6.9		0.0				
Time to First Blockage (g_f), s		2.1		3.1	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s		2.1		3.1				
Protected Right Saturation Flow (s_R), veh/h/ln								
Protected Right Effective Green Time (g_R), s								

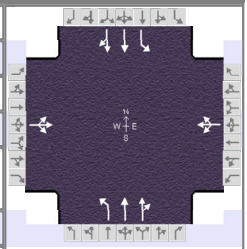
Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.010	1.557	0.009	0.972	0.009	0.972	0.010
Pedestrian F_s / F_{delay}	0.000	0.147	0.000	0.147	0.000	0.088	0.000	0.109
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	382.17	39.26	382.17	39.26	1230.74	8.88	991.62	15.25

Bicycle F_w / F_v	-3.64	0.42	-3.64	0.26	-3.64	1.13	-3.64	0.95

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HCS Signalized Intersection Results Graphical Summary

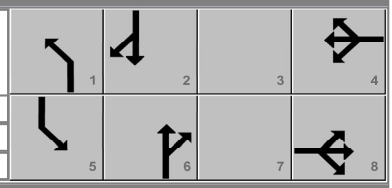
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 22, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.92
Urban Street	Paris Rd	Analysis Year	2030 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	E Genie St	File Name	Paris Rd at E Genie St 2030 No Build (w.PORT)…		
Project Description	23-040				



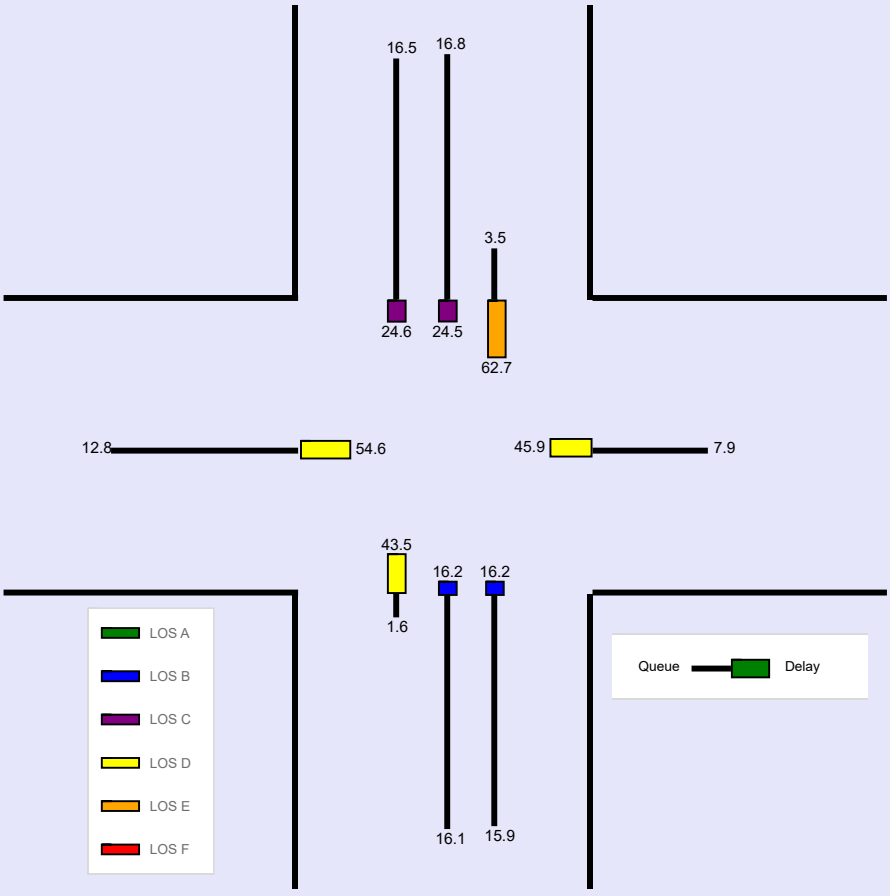
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	84	93	63	56	36	57	30	1170	65	56	950	58

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

Green	5.2	7.8	59.5	22.9	0.0	0.0	
Yellow	4.5	4.5	4.5	4.0	0.0	0.0	
Red	2.0	2.0	2.0	1.0	0.0	0.0	



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)		320.8			198.2		39.5	411.2	398.3	86.7	429.3	413.2
Back of Queue (*Q*), veh/ln (95 th percentile)		12.8			7.9		1.6	16.1	15.9	3.5	16.8	16.5
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.18	0.00	0.00	0.43	0.00	0.00
Control Delay (*d*), s/veh		54.6			45.9		43.5	16.2	16.2	62.7	24.5	24.6
Level of Service (LOS)		D			D		D	B	B	E	C	C
Approach Delay, s/veh / LOS	54.6	D		45.9	D		16.8	B		26.6	C	
Intersection Delay, s/veh / LOS	25.5						C					



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--- Messages ---

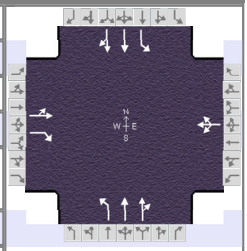
No errors or warnings exist.

--- Comments ---

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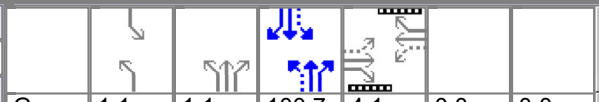
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 20, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.95
Urban Street	Paris Rd	Analysis Year	2030 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	Solidelle St	File Name	Paris Rd at Solidelle St No Build (w.PORT) AM.xus		
Project Description	23-040				

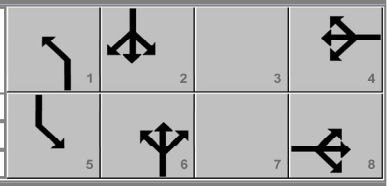


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	8	2	34	18	1	5	23	949	21	9	1063	17

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



Green	1.1	1.1	100.7	4.1	0.0	0.0
Yellow	3.0	0.0	4.0	3.0	0.0	0.0
Red	1.0	0.0	1.0	1.0	0.0	0.0



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	8	2	34	18	1	5	23	949	21	9	1063	17
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %		0	0		0		0	10		11	11	
Ped / Bike / RTOR, /h	0	0	4	0	0	1	0	0	3	0	0	2
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft		12.0	12.0		12.0		12.0	12.0		12.0	12.0	
Turn Bay Length, ft		0	0		0		230	0		190	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	20	20	20	20	20	20	40	40	40	40	40	40

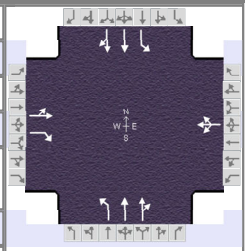
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		25.0		25.0	16.0	79.0	16.0	79.0
Yellow Change Interval (*Y*), s		3.0		3.0	3.0	4.0	3.0	4.0
Red Clearance Interval (R_c), s		1.0		1.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s		4		4	4	4	4	4
Start-Up Lost Time (*l*t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s		4.0		4.0	1.0	2.0	1.0	2.0
Recall Mode		Off		Off	Off	Min	Off	Min
Dual Entry		Yes		Yes	No	Yes	No	Yes
Walk (*Walk*), s		4.0		4.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		25.0		25.0		0.0		0.0

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

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HCS Signalized Intersection Results Summary

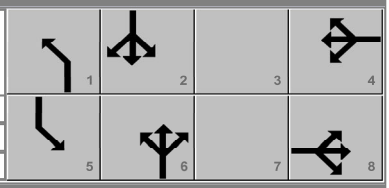
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 20, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.95
Urban Street	Paris Rd	Analysis Year	2030 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	Solidelle St	File Name	Paris Rd at Solidelle St No Build (w.PORT) AM.xus		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	8	2	34	18	1	5	23	949	21	9	1063	17

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

Green	1.1	1.1	100.7	4.1	0.0	0.0						
Yellow	3.0	0.0	4.0	3.0	0.0	0.0						
Red	1.0	0.0	1.0	1.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4	1	6	5	2
Case Number		7.0		8.0	1.1	4.0	1.1	4.0
Phase Duration, s		8.1		8.1	6.2	106.9	5.1	105.7
Change Period, ($Y+R_c$), s		4.0		4.0	4.0	5.0	4.0	5.0
Max Allow Headway (*MAH*), s		5.4		5.4	2.1	0.0	2.1	0.0
Queue Clearance Time (g_s), s		4.3		3.9	2.2		2.1	
Green Extension Time (g_e), s		0.2		0.2	0.0	0.0	0.0	0.0
Phase Call Probability		0.89		0.89	0.55		0.27	
Max Out Probability		0.00		0.00	0.00		0.00	

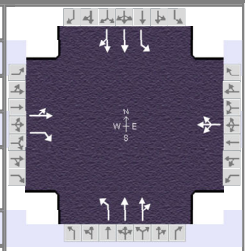
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h		11	32		24		24	511	507	9	569	566
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1554	1610		1497		1810	1752	1740	1654	1737	1728
Queue Service Time (g_s), s		0.0	2.3		1.2		0.2	7.5	7.5	0.1	9.4	9.4
Cycle Queue Clearance Time (g_c), s		0.7	2.3		1.9		0.2	7.5	7.5	0.1	9.4	9.4
Green Ratio (*g/C*)		0.03	0.03		0.03		0.86	0.85	0.85	0.85	0.84	0.84
Capacity (*c*), veh/h		106	54		104		477	1487	1477	471	1458	1451
Volume-to-Capacity Ratio (*X*)		0.099	0.581		0.233		0.051	0.343	0.343	0.020	0.390	0.390
Back of Queue (*Q*), ft/ln (95 th percentile)		14.9	52.1		35		1.6	72	66.9	0.8	99.1	90.8
Back of Queue (*Q*), veh/ln (95 th percentile)		0.6	2.1		1.4		0.1	2.7	2.7	0.0	3.6	3.6
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00	0.00		0.00		0.01	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh		56.3	57.1		56.9		1.6	1.9	1.9	1.7	2.3	2.3
Incremental Delay (d_2), s/veh		0.6	13.2		1.6		0.0	0.6	0.6	0.0	0.8	0.8
Initial Queue Delay (d_3), s/veh		0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		56.9	70.4		58.5		1.6	2.6	2.6	1.7	3.1	3.1
Level of Service (LOS)		E	E		E		A	A	A	A	A	A
Approach Delay, s/veh / LOS	67.0	E		58.5	E		2.5	A		3.1	A	
Intersection Delay, s/veh / LOS	4.6						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.32	B	2.32	B	1.59	B	1.82	B
Bicycle LOS Score / LOS	0.56	A	0.53	A	1.35	A	1.43	A

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HCS Signalized Intersection Intermediate Values

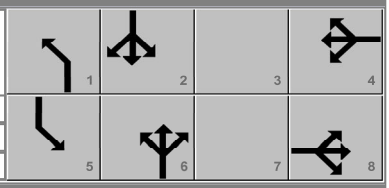
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 20, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.95
Urban Street	Paris Rd	Analysis Year	2030 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	Solidelle St	File Name	Paris Rd at Solidelle St No Build (w.PORT) AM.xus		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	8	2	34	18	1	5	23	949	21	9	1063	17

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

Green	1.1	1.1	100.7	4.1	0.0	0.0
Yellow	3.0	0.0	4.0	3.0	0.0	0.0
Red	1.0	0.0	1.0	1.0	0.0	0.0



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.922	1.000	0.914	0.914	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.818	0.818		0.805	0.788		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.000	0.788		0.993	0.993		0.995	0.995
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)							1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)	1.00			1.00								
Movement Saturation Flow Rate (s), veh/h	1243	311	1610	1172	65	260	1810	3427	65	1654	3417	48
Proportion of Vehicles Arriving on Green (P)	0.03	0.03	0.03	0.03	0.03	0.03	0.02	0.85	0.85	0.01	0.84	0.84
Incremental Delay Factor (k)		0.15	0.15		0.15		0.04	0.50	0.50	0.04	0.50	0.50

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		4.0		4.0	4.0	5.0	4.0	5.0
Green Ratio (g/C)		0.03		0.03	0.86	0.85	0.85	0.84
Permitted Saturation Flow Rate (s_p), veh/h/ln		1433		1437	504	0	514	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln		1507		1518				
Permitted Effective Green Time (g_p), s		4.1		4.1	100.7	0.0	100.7	0.0
Permitted Service Time (g_u), s		2.2		3.4	91.3	0.0	92.4	0.0
Permitted Queue Service Time (g_{ps}), s		0.0		1.2	0.5		0.2	
Time to First Blockage (g_f), s		0.5		0.1	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s		0.5		0.1				
Protected Right Saturation Flow (s_R), veh/h/ln		0						
Protected Right Effective Green Time (g_R), s		0.0						

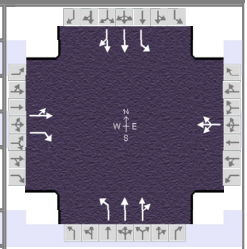
Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.004	1.557	0.003	0.972	0.001	1.198	0.006
Pedestrian F_s / F_{delay}	0.000	0.161	0.000	0.161	0.000	0.013	0.000	0.017
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	67.50	56.02	67.50	56.02	1697.77	1.37	1678.90	1.55

Bicycle F_w / F_v	-3.64	0.07	-3.64	0.04	-3.64	0.86	-3.64	0.94

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HCS Signalized Intersection Results Graphical Summary

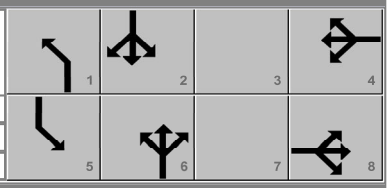
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 20, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.95
Urban Street	Paris Rd	Analysis Year	2030 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	Solidelle St	File Name	Paris Rd at Solidelle St No Build (w.PORT) AM.xus		
Project Description	23-040				



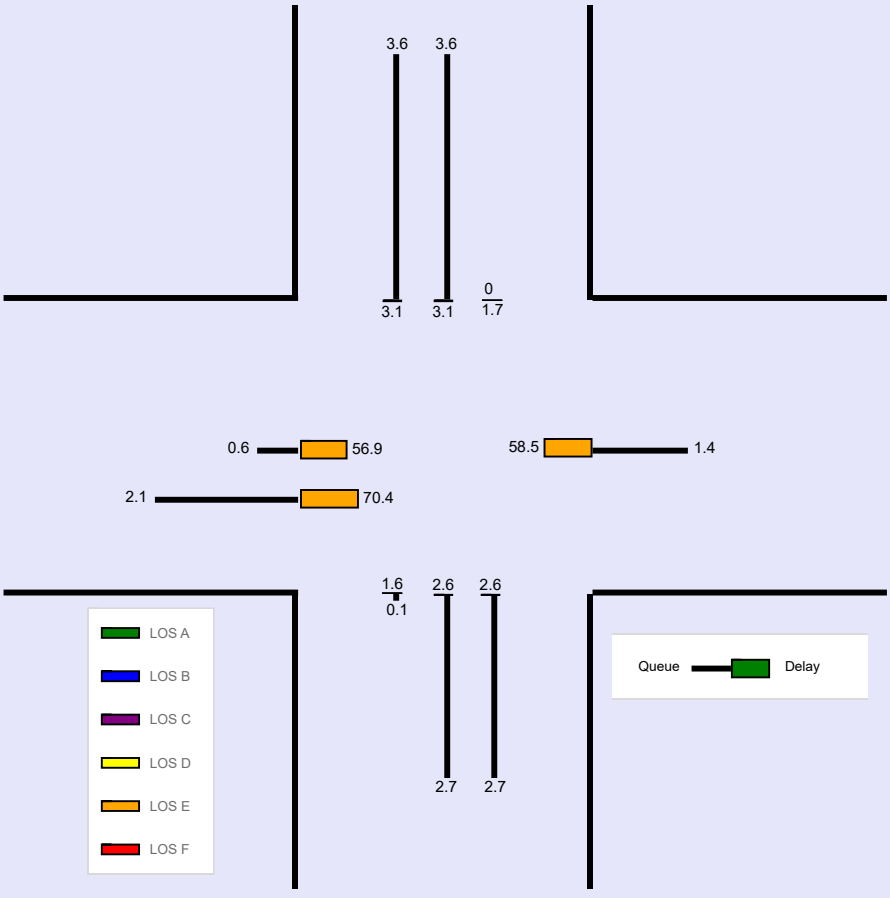
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	8	2	34	18	1	5	23	949	21	9	1063	17

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

Green	1.1	1.1	100.7	4.1	0.0	0.0	
Yellow	3.0	0.0	4.0	3.0	0.0	0.0	
Red	1.0	0.0	1.0	1.0	0.0	0.0	



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)		14.9	52.1		35		1.6	72	66.9	0.8	99.1	90.8
Back of Queue (*Q*), veh/ln (95 th percentile)		0.6	2.1		1.4		0.1	2.7	2.7	0.0	3.6	3.6
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00	0.00		0.00		0.01	0.00	0.00	0.00	0.00	0.00
Control Delay (*d*), s/veh		56.9	70.4		58.5		1.6	2.6	2.6	1.7	3.1	3.1
Level of Service (LOS)		E	E		E		A	A	A	A	A	A
Approach Delay, s/veh / LOS	67.0	E		58.5	E		2.5	A		3.1	A	
Intersection Delay, s/veh / LOS	4.6						A					



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--- Messages ---

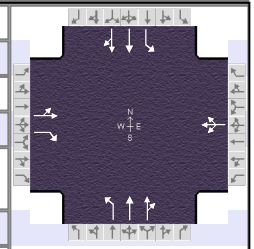
No errors or warnings exist.

--- Comments ---

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HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 20, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.95
Urban Street	Paris Rd	Analysis Year	2030 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	Solidelle St	File Name	Paris Rd at Solidelle St 2030 No Build (w.PORT)…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	39	23	66	54	14	23	84	1306	60	22	1079	46

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

Green	2.2	1.6	93.5	9.7	0.0	0.0	1	2	3	4		
Yellow	3.0	0.0	4.0	3.0	0.0	0.0	5	6	7	8		
Red	1.0	0.0	1.0	1.0	0.0	0.0						

Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	39	23	66	54	14	23	84	1306	60	22	1079	46
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %		0	0		0		0	3		0	2	
Ped / Bike / RTOR, /h	0	0	7	0	0	3	0	0	6	0	0	5
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft		12.0	12.0		12.0		12.0	12.0		12.0	12.0	
Turn Bay Length, ft		0	0		0		230	0		190	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	20	20	20	20	20	20	40	40	40	40	40	40

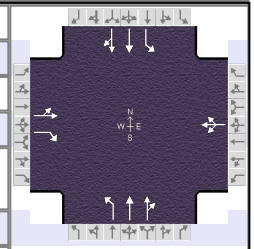
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		22.0		22.0	16.0	82.0	16.0	82.0
Yellow Change Interval (*Y*), s		3.0		3.0	3.0	4.0	3.0	4.0
Red Clearance Interval (R_c), s		1.0		1.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s		4		4	4	4	4	4
Start-Up Lost Time (*l*t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (e), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s		4.0		4.0	1.0	2.0	1.0	2.0
Recall Mode		Off		Off	Off	Min	Off	Min
Dual Entry		Yes		Yes	No	Yes	No	Yes
Walk (*Walk*), s		4.0		4.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		25.0		25.0		0.0		0.0

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

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HCS Signalized Intersection Results Summary

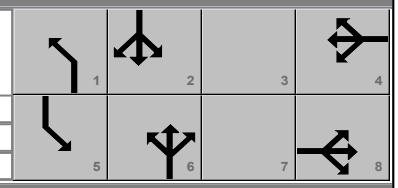
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 20, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.95
Urban Street	Paris Rd	Analysis Year	2030 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	Solidelle St	File Name	Paris Rd at Solidelle St 2030 No Build (w.PORT)…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	39	23	66	54	14	23	84	1306	60	22	1079	46

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

Green	2.2	1.6	93.5	9.7	0.0	0.0	
Yellow	3.0	0.0	4.0	3.0	0.0	0.0	
Red	1.0	0.0	1.0	1.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4	1	6	5	2
Case Number		7.0		8.0	1.1	4.0	1.1	4.0
Phase Duration, s		13.7		13.7	7.8	100.2	6.2	98.5
Change Period, ($Y+R_c$), s		4.0		4.0	4.0	5.0	4.0	5.0
Max Allow Headway (*MAH*), s		5.4		5.4	2.1	0.0	2.1	0.0
Queue Clearance Time (g_s), s		6.6		8.9	3.2		2.3	
Green Extension Time (g_e), s		0.9		0.8	0.0	0.0	0.0	0.0
Phase Call Probability		1.00		1.00	0.95		0.54	
Max Out Probability		0.06		0.18	0.00		0.00	

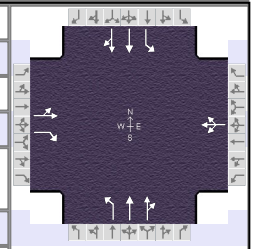
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h		65	62		93		88	720	712	23	593	586
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1590	1610		1556		1810	1856	1829	1810	1870	1846
Queue Service Time (g_s), s		0.0	4.4		2.3		1.2	15.7	15.8	0.3	12.3	12.3
Cycle Queue Clearance Time (g_c), s		4.6	4.4		6.9		1.2	15.7	15.8	0.3	12.3	12.3
Green Ratio (*g/C*)		0.08	0.08		0.08		0.81	0.79	0.79	0.80	0.78	0.78
Capacity (*c*), veh/h		177	130		174		444	1472	1451	337	1458	1439
Volume-to-Capacity Ratio (*X*)		0.369	0.479		0.533		0.199	0.489	0.491	0.069	0.407	0.407
Back of Queue (*Q*), ft/ln (95 th percentile)		90.3	88.2		132.7		12.7	210.4	204.7	3.7	175.3	170.6
Back of Queue (*Q*), veh/ln (95 th percentile)		3.6	3.5		5.3		0.5	8.2	8.2	0.1	6.9	6.8
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00	0.00		0.00		0.06	0.00	0.00	0.02	0.00	0.00
Uniform Delay (d_1), s/veh		52.7	52.8		53.8		3.0	4.2	4.2	3.7	4.3	4.3
Incremental Delay (d_2), s/veh		1.8	3.9		3.6		0.1	1.2	1.2	0.0	0.8	0.9
Initial Queue Delay (d_3), s/veh		0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		54.6	56.6		57.4		3.1	5.4	5.4	3.7	5.1	5.1
Level of Service (LOS)		D	E		E		A	A	A	A	A	A
Approach Delay, s/veh / LOS	55.6	E		57.4	E		5.2	A		5.1	A	
Intersection Delay, s/veh / LOS	9.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.32	B	2.32	B	1.61	B	1.85	B
Bicycle LOS Score / LOS	0.70	A	0.64	A	1.74	B	1.48	A

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HCS Signalized Intersection Intermediate Values

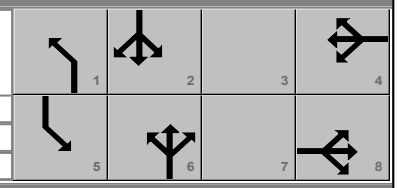
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 20, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.95
Urban Street	Paris Rd	Analysis Year	2030 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	Solidelle St	File Name	Paris Rd at Solidelle St 2030 No Build (w.PORT)…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	39	23	66	54	14	23	84	1306	60	22	1079	46

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

Green	2.2	1.6	93.5	9.7	0.0	0.0
Yellow	3.0	0.0	4.0	3.0	0.0	0.0
Red	1.0	0.0	1.0	1.0	0.0	0.0



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.977	1.000	1.000	0.984	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.837	0.837		0.836	0.819		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.000	0.819		0.986	0.986		0.987	0.987
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)							1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)	1.00			1.00								
Movement Saturation Flow Rate (s), veh/h	1000	590	1610	955	248	354	1810	3539	146	1810	3580	136
Proportion of Vehicles Arriving on Green (P)	0.08	0.08	0.08	0.08	0.08	0.08	0.03	0.79	0.79	0.02	0.78	0.78
Incremental Delay Factor (k)		0.15	0.15		0.15		0.04	0.50	0.50	0.04	0.50	0.50

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		4.0		4.0	4.0	5.0	4.0	5.0
Green Ratio (g/C)		0.08		0.08	0.81	0.79	0.80	0.78
Permitted Saturation Flow Rate (s_p), veh/h/ln		1394		1409	483	0	380	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln		1547		1565				
Permitted Effective Green Time (g_p), s		9.7		9.7	93.5	0.0	93.5	0.0
Permitted Service Time (g_u), s		2.8		5.1	81.2	0.0	77.4	0.0
Permitted Queue Service Time (g_{ps}), s		0.0		2.3	2.8		1.1	
Time to First Blockage (g_f), s		1.2		0.7	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s		1.2		0.7				
Protected Right Saturation Flow (s_R), veh/h/ln		0						
Protected Right Effective Green Time (g_R), s		0.0						

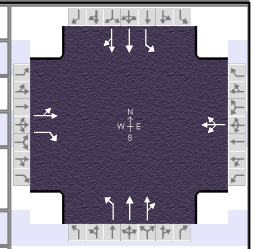
Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.009	1.557	0.007	0.972	0.004	1.198	0.010
Pedestrian F_s / F_{delay}	0.000	0.157	0.000	0.157	0.000	0.038	0.000	0.043
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	161.06	50.73	161.06	50.73	1586.41	2.57	1559.10	2.92

Bicycle F_w / F_v	-3.64	0.21	-3.64	0.15	-3.64	1.25	-3.64	0.99

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HCS Signalized Intersection Results Graphical Summary

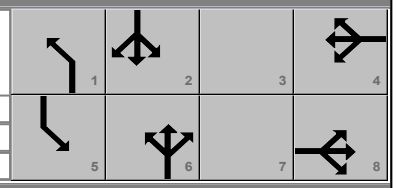
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 20, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.95
Urban Street	Paris Rd	Analysis Year	2030 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	Solidelle St	File Name	Paris Rd at Solidelle St 2030 No Build (w.PORT)…		
Project Description	23-040				



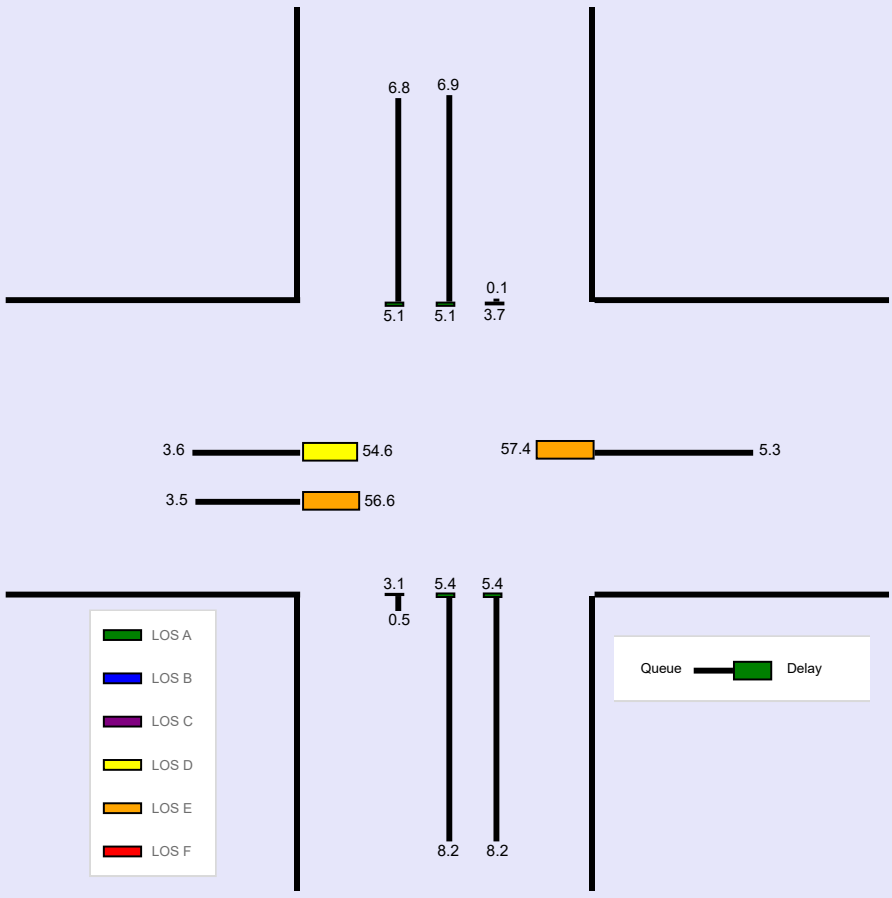
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	39	23	66	54	14	23	84	1306	60	22	1079	46

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

Green	2.2	1.6	93.5	9.7	0.0	0.0	
Yellow	3.0	0.0	4.0	3.0	0.0	0.0	
Red	1.0	0.0	1.0	1.0	0.0	0.0	



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)		90.3	88.2		132.7		12.7	210.4	204.7	3.7	175.3	170.6
Back of Queue (*Q*), veh/ln (95 th percentile)		3.6	3.5		5.3		0.5	8.2	8.2	0.1	6.9	6.8
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00	0.00		0.00		0.06	0.00	0.00	0.02	0.00	0.00
Control Delay (*d*), s/veh		54.6	56.6		57.4		3.1	5.4	5.4	3.7	5.1	5.1
Level of Service (LOS)		D	E		E		A	A	A	A	A	A
Approach Delay, s/veh / LOS	55.6	E		57.4	E		5.2	A		5.1	A	
Intersection Delay, s/veh / LOS	9.0						A					



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--- Messages ---

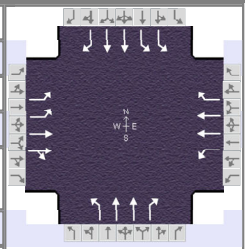
No errors or warnings exist.

--- Comments ---

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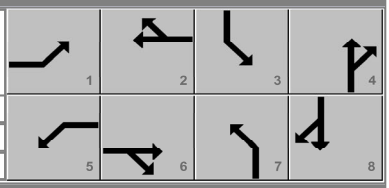
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 20, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	2030 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	Judge Perez at Paris 2030 No Build (w.PORT) A…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	234	493	67	164	964	414	73	345	85	365	459	362

Signal Information												
Cycle, s	140.0	Reference Phase	2									
Offset, s	132	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On									
Force Mode	Fixed	Simult. Gap N/S	On									
				Green	12.5	3.8	56.2	7.8	4.8	24.9		
				Yellow	5.0	0.0	5.0	5.0	5.0	5.0		
				Red	1.0	0.0	1.0	1.0	1.0	1.0		



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	234	493	67	164	964	414	73	345	85	365	459	362
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	3		4	1	21	1	3	7	2	24	1
Ped / Bike / RTOR, /h	0	0	7	0	0	42	0	0	9	0	0	37
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Turn Bay Length, ft	280	0		215	0	250	360	0	240	220	0	130
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	40	40	40	40	40	40

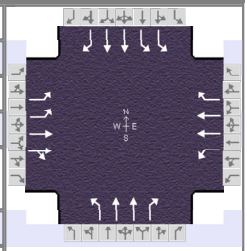
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	25.0	50.0	30.0	55.0	20.0	35.0	25.0	40.0
Yellow Change Interval (*Y*), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Red Clearance Interval (R_c), s	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s	4	10	4	10	4	7	4	4
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.5	2.0	2.5	2.0	2.0	4.0	2.0	4.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (*Walk*), s		7.0		7.0		7.0		7.0
Pedestrian Clearance Time (*PC*), s		28.0		28.0		14.0		17.0

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

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HCS Signalized Intersection Results Summary

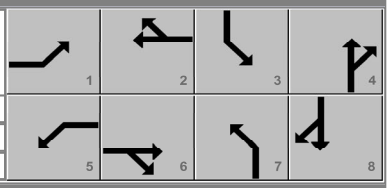
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 20, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	2030 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	Judge Perez at Paris 2030 No Build (w.PORT) A…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	234	493	67	164	964	414	73	345	85	365	459	362

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	12.5	3.8	56.2	7.8	4.8	24.9						
Yellow	5.0	0.0	5.0	5.0	5.0	5.0						
Red	1.0	0.0	1.0	1.0	1.0	1.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	2.0	4.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	18.5	62.2	22.3	66.0	13.8	24.6	30.9	41.7
Change Period, (*Y+R c*), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Allow Headway (*MAH*), s	3.6	0.0	3.6	0.0	3.1	5.0	4.5	4.5
Queue Clearance Time (*g s*), s	11.9		16.0		8.1	16.4	16.9	31.6
Green Extension Time (*g e*), s	0.6	0.0	0.3	0.0	0.0	2.2	5.1	4.1
Phase Call Probability	1.00		1.00		0.95	1.00	1.00	1.00
Max Out Probability	0.00		0.00		0.02	0.09	0.35	0.58

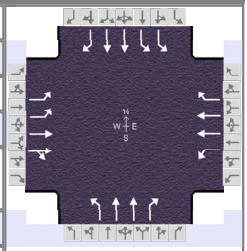
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	254	306	296	178	1048	404	79	375	83	397	499	353
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1757	1856	1785	1753	1795	1346	1795	1766	1522	1730	1470	1598
Queue Service Time (*g s*), s	9.9	16.5	16.6	14.0	33.0	34.3	6.1	14.4	7.0	14.9	21.3	29.6
Cycle Queue Clearance Time (*g c*), s	9.9	16.5	16.6	14.0	33.0	34.3	6.1	14.4	7.0	14.9	21.3	29.6
Green Ratio (*g/C*)	0.09	0.40	0.40	0.12	0.43	0.43	0.06	0.13	0.13	0.18	0.25	0.25
Capacity (*c*), veh/h	315	745	716	204	1538	577	100	469	202	615	750	407
Volume-to-Capacity Ratio (*X*)	0.808	0.410	0.412	0.872	0.681	0.701	0.795	0.799	0.409	0.645	0.666	0.867
Back of Queue (*Q*), ft/ln (95 th percentile)	202.5	314.3	299.5	281.6	528.5	521.9	132.4	279.6	126.6	270.9	373.2	488.8
Back of Queue (*Q*), veh/ln (95 th percentile)	8.1	12.3	12.0	10.9	21.0	17.9	5.3	10.9	4.8	10.7	12.5	19.4
Queue Storage Ratio (*RQ*) (95 th percentile)	0.72	0.00	0.00	1.31	0.00	2.09	0.37	0.00	0.53	1.23	0.00	3.76
Uniform Delay (*d 1*), s/veh	62.5	30.0	30.1	60.8	32.3	32.7	65.3	58.9	9.4	53.5	46.8	49.9
Incremental Delay (*d 2*), s/veh	3.7	1.7	1.8	8.4	2.5	7.0	5.3	4.7	1.9	0.9	2.0	15.6
Initial Queue Delay (*d 3*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	66.2	31.7	31.8	69.2	34.8	39.6	70.6	63.6	11.3	54.3	48.8	65.5
Level of Service (LOS)	E	C	C	E	C	D	E	E	B	D	D	E
Approach Delay, s/veh / LOS	42.0	D		39.7	D		56.6	E		55.3	E	
Intersection Delay, s/veh / LOS	46.9						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.45	B	2.63	C	2.52	C	2.47	B
Bicycle LOS Score / LOS	1.19	A	1.83	B	0.93	A	1.52	B

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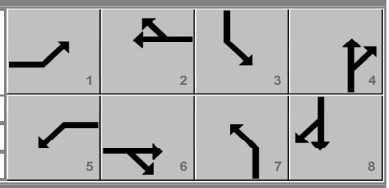
HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 20, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	2030 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	Judge Perez at Paris 2030 No Build (w.PORT) A…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	234	493	67	164	964	414	73	345	85	365	459	362

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	12.5	3.8	56.2	7.8	4.8	24.9
Yellow	5.0	0.0	5.0	5.0	5.0	5.0
Red	1.0	0.0	1.0	1.0	1.0	1.0

Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	0.977	1.000	0.969	0.992	0.836	0.992	0.977	0.945	0.984	0.813	0.992
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	0.971	1.000	1.000	1.000	0.952	1.000	1.000	0.952	1.000	0.971	0.952	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.962	0.962		0.000	0.847		0.000	0.847		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00			1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)												
Movement Saturation Flow Rate (s), veh/h	3514	3246	394	1753	3589	1346	1795	3533	1522	3459	2940	1598
Proportion of Vehicles Arriving on Green (P)	0.09	0.40	0.40	0.12	0.43	0.43	0.06	0.13	0.13	0.18	0.25	0.25
Incremental Delay Factor (k)	0.08	0.50	0.50	0.08	0.50	0.50	0.04	0.16	0.15	0.08	0.22	0.34

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Green Ratio (g/C)	0.09	0.40	0.12	0.43	0.06	0.13	0.18	0.25
Permitted Saturation Flow Rate (s_p), veh/h/ln	0	0	0	0	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln				0		0		0
Protected Right Effective Green Time (g_R), s				0.0		0.0		0.0

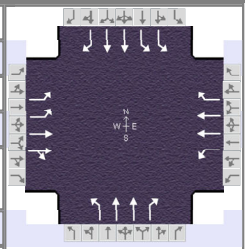
Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.710	0.013	1.852	0.053	1.710	0.060	1.710	0.010
Pedestrian F_s / F_{delay}	0.000	0.129	0.000	0.126	0.000	0.155	0.000	0.147
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	802.92	25.08	856.85	22.87	355.43	47.33	509.92	38.86

Bicycle F_w / F_v	-3.64	0.71	-3.64	1.35	-3.64	0.44	-3.64	1.03

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HCS Signalized Intersection Results Graphical Summary

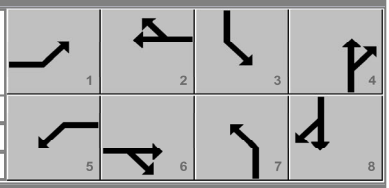
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 20, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	2030 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	Judge Perez at Paris 2030 No Build (w.PORT) A…		
Project Description	23-040				



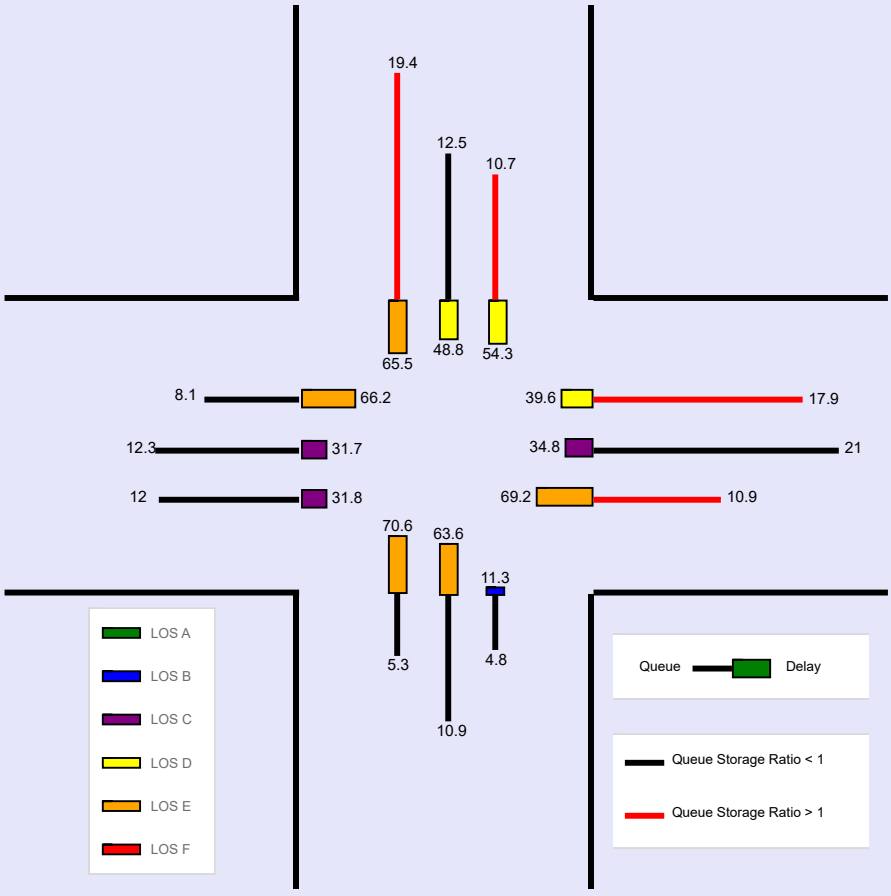
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	234	493	67	164	964	414	73	345	85	365	459	362

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	12.5	3.8	56.2	7.8	4.8	24.9						
Yellow	5.0	0.0	5.0	5.0	5.0	5.0						
Red	1.0	0.0	1.0	1.0	1.0	1.0						



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	202.5	314.3	299.5	281.6	528.5	521.9	132.4	279.6	126.6	270.9	373.2	488.8
Back of Queue (*Q*), veh/ln (95 th percentile)	8.1	12.3	12.0	10.9	21.0	17.9	5.3	10.9	4.8	10.7	12.5	19.4
Queue Storage Ratio (*RQ*) (95 th percentile)	0.72	0.00	0.00	1.31	0.00	2.09	0.37	0.00	0.53	1.23	0.00	3.76
Control Delay (*d*), s/veh	66.2	31.7	31.8	69.2	34.8	39.6	70.6	63.6	11.3	54.3	48.8	65.5
Level of Service (LOS)	E	C	C	E	C	D	E	E	B	D	D	E
Approach Delay, s/veh / LOS	42.0		D	39.7		D	56.6		E	55.3		E
Intersection Delay, s/veh / LOS	46.9						D					



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--- Messages ---

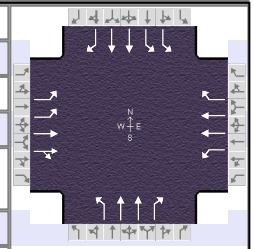
WARNING: Since queue spillover from turn lanes and spillback into upstream intersections is not accounted for in the HCM procedures, use of a simulation tool may be advised in situations where the Queue Storage Ratio exceeds 1.0.

--- Comments ---

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HCS Signalized Intersection Input Data

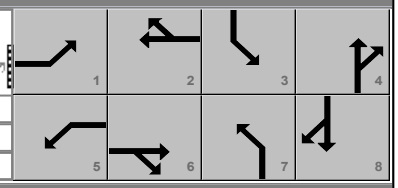
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 20, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.97
Urban Street	E Judge Perez	Analysis Year	2030 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	Judge Perez at Paris 2030 No Build (w.PORT) P…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	481	1065	109	112	673	399	92	624	95	443	410	352

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	10.8	28.4	22.9	20.1	5.6	16.2						
Yellow	5.0	5.0	5.0	5.0	5.0	5.0						
Red	1.0	1.0	1.0	1.0	1.0	1.0						



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	481	1065	109	112	673	399	92	624	95	443	410	352
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	1		1	0	5	2	2	1	4	2	0
Ped / Bike / RTOR, /h	0	0	11	0	0	40	0	0	10	0	0	36
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Turn Bay Length, ft	280	0		215	0	250	360	0	240	220	0	130
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	40	40	40	40	40	40

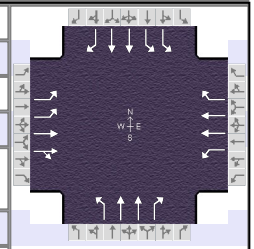
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	30.0	64.0	16.0	50.0	20.0	35.0	25.0	40.0
Yellow Change Interval (*Y*), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Red Clearance Interval (R_c), s	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s	4	10	4	10	4	7	4	4
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.5	2.0	2.5	2.0	2.0	4.0	2.0	4.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (*Walk*), s		7.0		7.0		7.0		7.0
Pedestrian Clearance Time (*PC*), s		28.0		28.0		14.0		17.0

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

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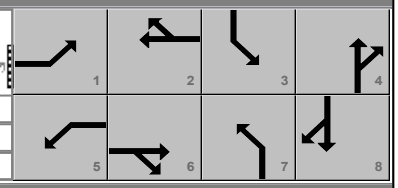
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 20, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.97
Urban Street	E Judge Perez	Analysis Year	2030 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	Judge Perez at Paris 2030 No Build (w.PORT) P…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	481	1065	109	112	673	399	92	624	95	443	410	352

Signal Information					EB			WB			NB		
Cycle, s	140.0	Reference Phase	2										
Offset, s	132	Reference Point	End	Green	10.8	28.4	22.9	20.1	5.6	16.2			
Uncoordinated	No	Simult. Gap E/W	On	Yellow	5.0	5.0	5.0	5.0	5.0	5.0			
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	1.0	1.0	1.0	1.0	1.0			



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	2.0	4.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	28.9	63.4	16.8	51.2	22.2	33.8	26.1	37.7
Change Period, ($Y+R_c$), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Allow Headway (*MAH*), s	3.6	0.0	3.6	0.0	4.8	4.8	3.1	5.1
Queue Clearance Time (g_s), s	21.2		10.9		9.0	26.7	20.6	29.5
Green Extension Time (g_e), s	1.7	0.0	0.0	0.0	3.0	1.1	0.0	2.2
Phase Call Probability	1.00		0.99		0.97	1.00	1.00	1.00
Max Out Probability	1.00		1.00		0.50	1.00	1.00	0.92

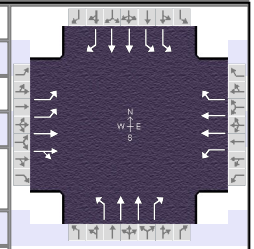
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	496	608	591	115	694	370	95	643	88	457	423	326
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1757	1885	1829	1795	1809	1547	1781	1781	1598	1702	1781	1610
Queue Service Time (g_s), s	19.2	39.4	39.4	8.9	22.5	29.8	7.0	24.7	6.5	18.6	14.6	27.5
Cycle Queue Clearance Time (g_c), s	19.2	39.4	39.4	8.9	22.5	29.8	7.0	24.7	6.5	18.6	14.6	27.5
Green Ratio (*g/C*)	0.16	0.41	0.41	0.08	0.32	0.32	0.12	0.20	0.20	0.14	0.23	0.23
Capacity (*c*), veh/h	576	772	749	138	1168	500	206	707	317	488	806	364
Volume-to-Capacity Ratio (*X*)	0.862	0.787	0.789	0.836	0.594	0.741	0.460	0.909	0.276	0.936	0.524	0.894
Back of Queue (*Q*), ft/ln (95 th percentile)	360.9	674.8	655.2	227	390.2	237.4	143.7	462	119.6	379.4	271.3	474.8
Back of Queue (*Q*), veh/ln (95 th percentile)	14.4	26.8	26.2	9.0	15.6	9.1	5.7	18.2	4.7	14.7	10.7	19.0
Queue Storage Ratio (*RQ*) (95 th percentile)	1.29	0.00	0.00	1.06	0.00	0.95	0.40	0.00	0.50	1.72	0.00	3.65
Uniform Delay (d_1), s/veh	57.0	36.0	36.0	63.7	39.7	7.9	57.8	54.9	47.6	59.3	47.5	52.5
Incremental Delay (d_2), s/veh	11.5	8.0	8.2	31.4	2.2	9.5	0.6	15.3	0.7	25.3	0.8	21.2
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	68.5	44.0	44.3	95.1	41.9	17.4	58.4	70.2	48.2	84.6	48.3	73.7
Level of Service (LOS)	E	D	D	F	D	B	E	E	D	F	D	E
Approach Delay, s/veh / LOS	51.3	D		39.5	D		66.5	E		68.9	E	
Intersection Delay, s/veh / LOS	55.3						E					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.45	B	2.66	C	2.52	C	2.49	B
Bicycle LOS Score / LOS	1.89	B	1.46	A	1.17	A	1.48	A

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HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 20, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.97
Urban Street	E Judge Perez	Analysis Year	2030 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	Judge Perez at Paris 2030 No Build (w.PORT) P…		
Project Description	23-040				

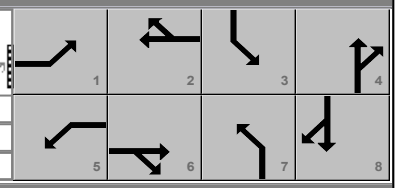


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	481	1065	109	112	673	399	92	624	95	443	410	352

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	10.8	28.4	22.9	20.1	5.6	16.2
Yellow	5.0	5.0	5.0	5.0	5.0	5.0
Red	1.0	1.0	1.0	1.0	1.0	1.0



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	0.992	1.000	0.992	1.000	0.961	0.984	0.984	0.992	0.969	0.984	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	0.971	1.000	1.000	1.000	0.952	1.000	1.000	0.952	1.000	0.971	0.952	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.970	0.970		0.000	0.847		0.000	0.847		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00			1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)												
Movement Saturation Flow Rate (s), veh/h	3514	3401	313	1795	3618	1547	1781	3561	1598	3404	3561	1610
Proportion of Vehicles Arriving on Green (P)	0.16	0.41	0.41	0.08	0.32	0.32	0.12	0.20	0.20	0.14	0.23	0.23
Incremental Delay Factor (k)	0.35	0.50	0.50	0.34	0.50	0.50	0.04	0.41	0.15	0.44	0.15	0.37

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Green Ratio (g/C)	0.16	0.41	0.08	0.32	0.12	0.20	0.14	0.23
Permitted Saturation Flow Rate (s_p), veh/h/ln	0	0	0	0	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln				0		0		0
Protected Right Effective Green Time (g_R), s				0.0		0.0		0.0

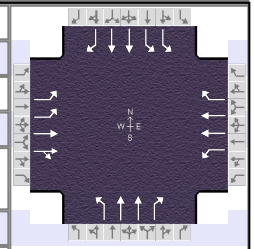
Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.710	0.014	1.852	0.051	1.710	0.057	1.710	0.016
Pedestrian F_s / F_{delay}	0.000	0.128	0.000	0.156	0.000	0.153	0.000	0.161
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	819.39	24.39	327.59	48.95	397.25	44.95	231.28	54.75

Bicycle F_w / F_v	-3.64	1.40	-3.64	0.97	-3.64	0.68	-3.64	0.99

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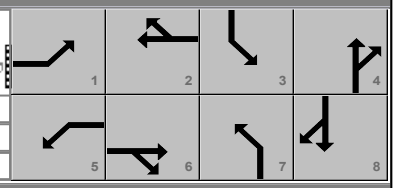
HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 20, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.97
Urban Street	E Judge Perez	Analysis Year	2030 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	Judge Perez at Paris 2030 No Build (w.PORT) P…		
Project Description	23-040				

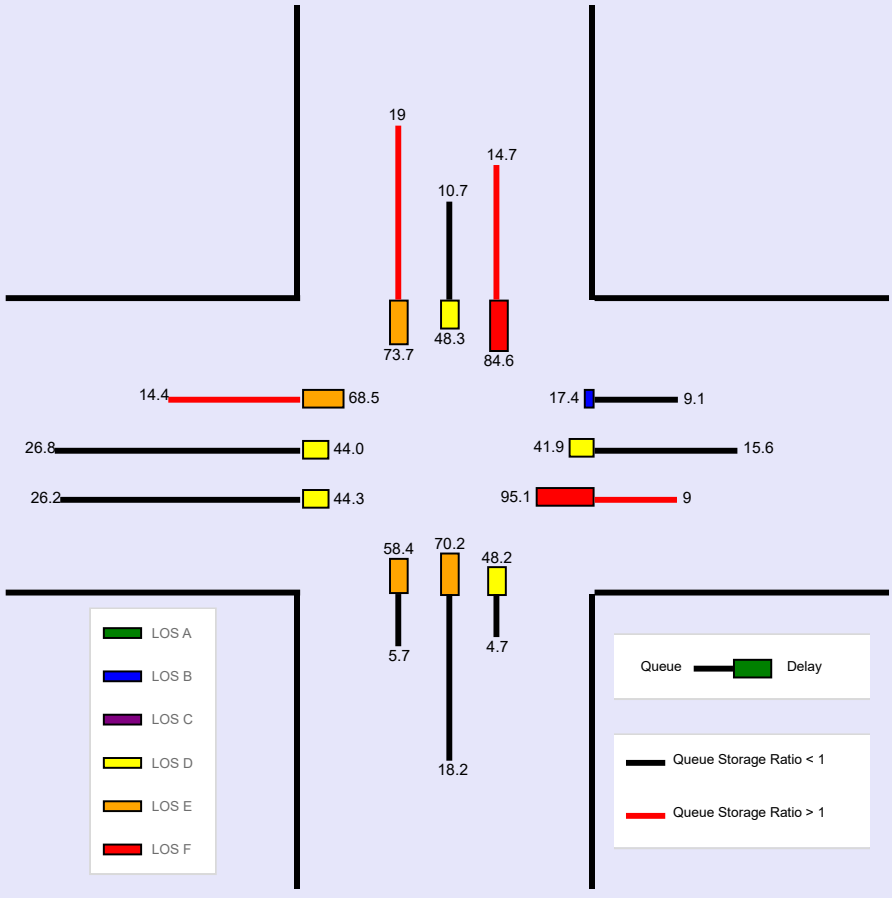


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	481	1065	109	112	673	399	92	624	95	443	410	352

Signal Information					EB			WB			NB			SB		
Cycle, s	140.0	Reference Phase	2													
Offset, s	132	Reference Point	End	Green	10.8	28.4		22.9	20.1	5.6	16.2					
Uncoordinated	No	Simult. Gap E/W	On	Yellow	5.0	5.0		5.0	5.0	5.0	5.0					
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	1.0		1.0	1.0	1.0	1.0					



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	360.9	674.8	655.2	227	390.2	237.4	143.7	462	119.6	379.4	271.3	474.8
Back of Queue (*Q*), veh/ln (95 th percentile)	14.4	26.8	26.2	9.0	15.6	9.1	5.7	18.2	4.7	14.7	10.7	19.0
Queue Storage Ratio (*RQ*) (95 th percentile)	1.29	0.00	0.00	1.06	0.00	0.95	0.40	0.00	0.50	1.72	0.00	3.65
Control Delay (*d*), s/veh	68.5	44.0	44.3	95.1	41.9	17.4	58.4	70.2	48.2	84.6	48.3	73.7
Level of Service (LOS)	E	D	D	F	D	B	E	E	D	F	D	E
Approach Delay, s/veh / LOS	51.3	D		39.5	D		66.5	E		68.9	E	
Intersection Delay, s/veh / LOS	55.3						E					



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--- Messages ---

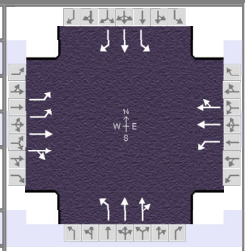
WARNING: Since queue spillover from turn lanes and spillback into upstream intersections is not accounted for in the HCM procedures, use of a simulation tool may be advised in situations where the Queue Storage Ratio exceeds 1.0.

--- Comments ---

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HCS Signalized Intersection Input Data

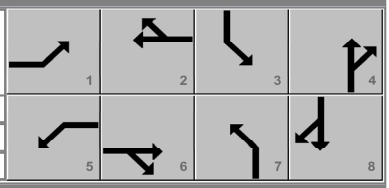
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 22, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.96
Urban Street	E St Bernard Hwy	Analysis Year	2030 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	St Bernard Hwy at Paris 2030 No Build (w.PORT)…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	134	345	41	24	1083	232	26	39	9	172	77	417

Signal Information			
Cycle, s	128.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	3.5	4.3	62.9	4.3	6.0	19.0						
Yellow	4.5	0.0	4.5	4.0	4.0	4.0						
Red	2.0	0.0	2.0	1.0	1.0	1.0						



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	134	345	41	24	1083	232	26	39	9	172	77	417
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	11	1		0	0		8	15		5	17	3
Ped / Bike / RTOR, /h	0	0	5	0	0	24	0	0	1	0	0	0
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	12.0
Turn Bay Length, ft	215	0		0	0		130	0		0	0	0
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	40	40	40	40	40	40

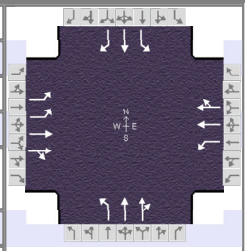
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	15.0	80.0	35.0	80.0	30.0	30.0	35.0	30.0
Yellow Change Interval (*Y*), s	4.5	4.5	4.5	4.5	4.0	4.0	4.0	4.0
Red Clearance Interval (R_c), s	2.0	2.0	2.0	2.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s	6	15	6	15	7	10	7	10
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	4.0	5.0	1.5	5.0	1.5	1.5	2.5	1.5
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	No	No	No	No	No	No	No	No
Walk (*Walk*), s		7.0		7.0		0.0		7.0
Pedestrian Clearance Time (*PC*), s		24.0		24.0		0.0		24.0

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

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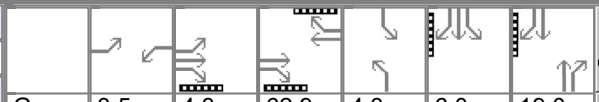
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 22, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.96
Urban Street	E St Bernard Hwy	Analysis Year	2030 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	St Bernard Hwy at Paris 2030 No Build (w.PORT)…		
Project Description	23-040				

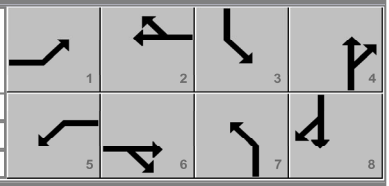


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	134	345	41	24	1083	232	26	39	9	172	77	417

Signal Information			
Cycle, s	128.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	3.5	4.3	62.9	4.3	6.0	19.0
Yellow	4.5	0.0	4.5	4.0	4.0	4.0
Red	2.0	0.0	2.0	1.0	1.0	1.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	2.0	4.0	2.0	4.0	2.0	4.0	2.0	3.0
Phase Duration, s	14.3	73.6	10.0	69.4	9.3	24.0	20.3	35.0
Change Period, ($Y+R_c$), s	6.5	6.5	6.5	6.5	5.0	5.0	5.0	5.0
Max Allow Headway (*MAH*), s	5.1	6.1	2.6	6.1	2.6	2.7	3.6	2.7
Queue Clearance Time (g_s), s	7.5	9.3	3.7	39.5	4.0	3.7	14.9	32.0
Green Extension Time (g_e), s	0.4	30.2	0.0	23.3	0.0	0.8	0.4	0.0
Phase Call Probability	0.99	1.00	0.59	1.00	0.62	0.82	1.00	1.00
Max Out Probability	0.20	0.24	0.00	0.47	0.00	0.00	0.00	1.00

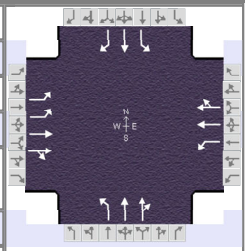
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	140	201	196	25	689	656	27	25	24	179	80	434
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1606	1885	1822	1810	1900	1793	1697	1678	1581	1739	1648	
Queue Service Time (g_s), s	5.5	7.3	7.3	1.7	37.1	37.5	2.0	1.6	1.7	12.9	5.0	
Cycle Queue Clearance Time (g_c), s	5.5	7.3	7.3	1.7	37.1	37.5	2.0	1.6	1.7	12.9	5.0	
Green Ratio (*g/C*)	0.06	0.52	0.52	0.03	0.49	0.49	0.03	0.15	0.15	0.12	0.23	
Capacity (*c*), veh/h	196	989	956	50	933	881	57	249	235	208	386	
Volume-to-Capacity Ratio (*X*)	0.714	0.203	0.205	0.500	0.738	0.744	0.471	0.099	0.104	0.860	0.208	
Back of Queue (*Q*), ft/ln (95 th percentile)	117.1	143.2	155.8	37.6	593.1	590.9	42.6	34	30.3	261.3	103.4	
Back of Queue (*Q*), veh/ln (95 th percentile)	4.3	5.7	5.6	1.5	23.7	22.9	1.6	1.2	1.2	10.0	3.6	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.54	0.00	0.00	0.00	0.00	0.00	0.33	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	59.0	16.2	16.2	61.4	26.0	26.1	60.7	47.1	47.1	55.3	39.4	
Incremental Delay (d_2), s/veh	6.7	0.2	0.2	2.8	2.9	3.2	2.2	0.1	0.1	7.6	0.1	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	65.7	16.4	16.4	64.2	28.9	29.3	62.9	47.2	47.2	62.9	39.5	0.0
Level of Service (LOS)	E	B	B	E	C	C	E	D	D	E	D	A
Approach Delay, s/veh / LOS	29.3	C		29.8	C		52.8	D		20.8	C	
Intersection Delay, s/veh / LOS	28.0						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS								
Bicycle LOS Score / LOS								

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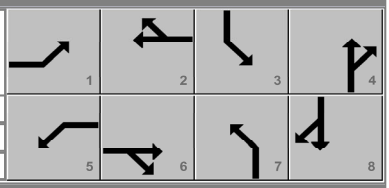
HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 22, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.96
Urban Street	E St Bernard Hwy	Analysis Year	2030 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	St Bernard Hwy at Paris 2030 No Build (w.PORT)…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	134	345	41	24	1083	232	26	39	9	172	77	417

Signal Information													
Cycle, s	128.0	Reference Phase	2										
Offset, s	0	Reference Point	End										
Uncoordinated	Yes	Simult. Gap E/W	On										
Force Mode	Fixed	Simult. Gap N/S	On										
				Green	3.5	4.3	62.9	4.3	6.0	19.0			
				Yellow	4.5	0.0	4.5	4.0	4.0	4.0			
				Red	2.0	0.0	2.0	1.0	1.0	1.0			



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	0.914	0.992	0.883	1.000	1.000	0.969	0.938	0.883	1.000	0.961	0.867	0.977
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	0.971	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.967	0.967		0.944	0.944		0.942	0.942		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00			1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)												
Movement Saturation Flow Rate (s), veh/h	3213	3359	348	1810	3101	593	1697	2719	540	1739	1648	1572
Proportion of Vehicles Arriving on Green (P)	0.06	0.52	0.52	0.03	0.49	0.49	0.03	0.15	0.15	0.12	0.23	0.23
Incremental Delay Factor (k)	0.15	0.23	0.23	0.04	0.27	0.28	0.04	0.04	0.04	0.08	0.04	0.50

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.5	6.5	6.5	6.5	5.0	5.0	5.0	5.0
Green Ratio (g/C)	0.06	0.52	0.03	0.49	0.03	0.15	0.12	0.23
Permitted Saturation Flow Rate (s_p), veh/h/ln	0	0	0	0	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln								0
Protected Right Effective Green Time (g_R), s								0.0

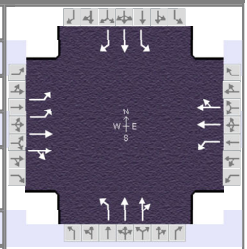
Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v								
Pedestrian F_s / F_{delay}								
Pedestrian M_{corner} / M_{cw}								
Bicycle c_b / d_b								

Bicycle F_w / F_v								

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HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 22, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.96
Urban Street	E St Bernard Hwy	Analysis Year	2030 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	St Bernard Hwy at Paris 2030 No Build (w.PORT)…		
Project Description	23-040				

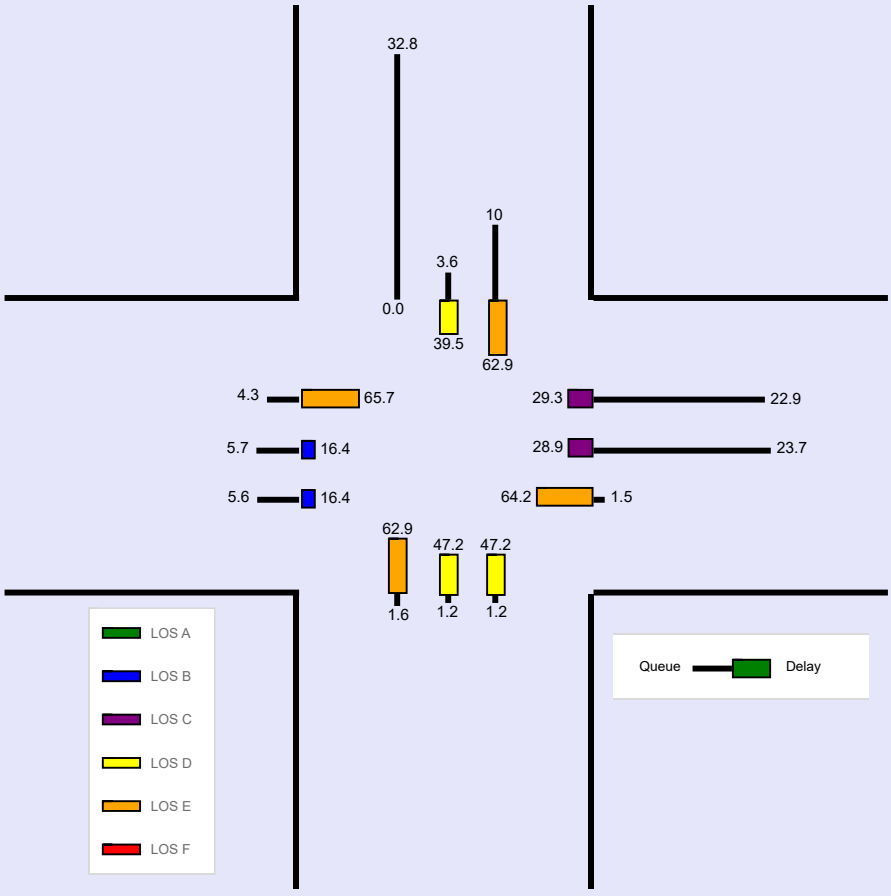


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	134	345	41	24	1083	232	26	39	9	172	77	417

Signal Information			
Cycle, s	128.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	3.5	4.3	62.9	4.3	6.0	19.0	1	2	3	4		
Yellow	4.5	0.0	4.5	4.0	4.0	4.0	5	6	7	8		
Red	2.0	0.0	2.0	1.0	1.0	1.0						

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	117.1	143.2	155.8	37.6	593.1	590.9	42.6	34	30.3	261.3	103.4	
Back of Queue (*Q*), veh/ln (95 th percentile)	4.3	5.7	5.6	1.5	23.7	22.9	1.6	1.2	1.2	10.0	3.6	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.54	0.00	0.00	0.00	0.00	0.00	0.33	0.00	0.00	0.00	0.00	
Control Delay (*d*), s/veh	65.7	16.4	16.4	64.2	28.9	29.3	62.9	47.2	47.2	62.9	39.5	0.0
Level of Service (LOS)	E	B	B	E	C	C	E	D	D	E	D	A
Approach Delay, s/veh / LOS	29.3	C		29.8	C		52.8	D		20.8	C	
Intersection Delay, s/veh / LOS	28.0						C					



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--- Messages ---

WARNING: If demand exceeds capacity, a multiple-period analysis should be conducted.

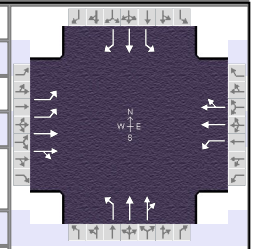
INFO: SBR was specified to have Unsignalized Delay of 0 seconds.

--- Comments ---

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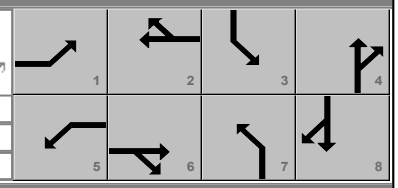
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 20, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.92
Urban Street	E St Bernard Hwy	Analysis Year	2030 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	St Bernard Hwy at Paris 2030 No Build (w.PORT)…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	364	762	49	15	426	210	58	96	23	260	52	294

Signal Information					EB			WB			NB		
Cycle, s	105.9	Reference Phase	2										
Offset, s	0	Reference Point	End	Green	2.3	5.4		39.2	5.9	8.3	10.3		
Uncoordinated	Yes	Simult. Gap E/W	On	Yellow	4.5	4.5		4.5	4.0	4.0	4.0		
Force Mode	Fixed	Simult. Gap N/S	On	Red	2.0	2.0		2.0	1.0	1.0	1.0		



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	364	762	49	15	426	210	58	96	23	260	52	294
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	2	1		7	0		2	6		3	6	3
Ped / Bike / RTOR, /h	0	0	5	0	0	21	0	0	3	0	0	0
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	12.0
Turn Bay Length, ft	215	0		0	0		130	0		0	0	0
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	40	40	40	40	40	40

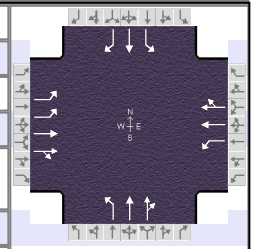
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	15.0	80.0	35.0	80.0	30.0	30.0	35.0	30.0
Yellow Change Interval (*Y*), s	4.5	4.5	4.5	4.5	4.0	4.0	4.0	4.0
Red Clearance Interval (R_c), s	2.0	2.0	2.0	2.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s	6	15	6	15	7	10	7	10
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	4.0	5.0	1.5	5.0	1.5	1.5	2.5	1.5
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	No	No	No	No	No	No	No	No
Walk (*Walk*), s		7.0		7.0		0.0		7.0
Pedestrian Clearance Time (*PC*), s		24.0		24.0		0.0		24.0

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

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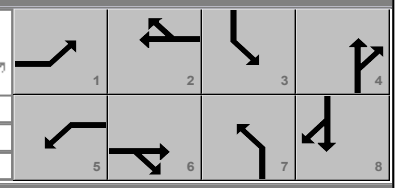
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 20, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.92
Urban Street	E St Bernard Hwy	Analysis Year	2030 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	St Bernard Hwy at Paris 2030 No Build (w.PORT)…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	364	762	49	15	426	210	58	96	23	260	52	294

Signal Information												
Cycle, s	105.9	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	Yes	Simult. Gap E/W	On	Green	2.3	5.4	39.2	5.9	8.3	10.3		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.5	4.5	4.5	4.0	4.0	4.0		
				Red	2.0	2.0	2.0	1.0	1.0	1.0		



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	2.0	4.0	2.0	4.0	2.0	4.0	2.0	3.0
Phase Duration, s	20.7	57.6	8.8	45.7	10.9	15.3	24.2	28.6
Change Period, ($Y+R_c$), s	6.5	6.5	6.5	6.5	5.0	5.0	5.0	5.0
Max Allow Headway (*MAH*), s	5.1	6.1	2.6	6.1	2.6	2.7	3.6	2.7
Queue Clearance Time (g_s), s	13.9	18.8	3.0	17.3	5.7	5.6	18.5	23.0
Green Extension Time (g_e), s	0.3	21.8	0.0	21.9	0.1	0.7	0.6	0.5
Phase Call Probability	1.00	1.00	0.38	1.00	0.84	0.98	1.00	1.00
Max Out Probability	1.00	0.16	0.00	0.15	0.00	0.00	0.00	0.04

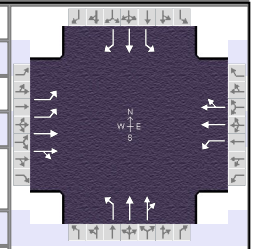
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	396	442	434	16	351	318	63	64	63	283	57	320
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1730	1885	1848	1711	1900	1702	1781	1811	1704	1767	1811	
Queue Service Time (g_s), s	11.9	16.8	16.8	1.0	15.1	15.3	3.7	3.5	3.6	16.5	2.7	
Cycle Queue Clearance Time (g_c), s	11.9	16.8	16.8	1.0	15.1	15.3	3.7	3.5	3.6	16.5	2.7	
Green Ratio (*g/C*)	0.13	0.48	0.48	0.02	0.37	0.37	0.06	0.10	0.10	0.18	0.22	
Capacity (*c*), veh/h	463	910	893	37	704	631	99	176	165	321	403	
Volume-to-Capacity Ratio (*X*)	0.854	0.486	0.486	0.439	0.498	0.503	0.634	0.362	0.379	0.881	0.140	
Back of Queue (*Q*), ft/ln (95 th percentile)	250.8	293	320.6	21.6	279.1	267.3	76.1	73.2	69	307.4	54.1	
Back of Queue (*Q*), veh/ln (95 th percentile)	9.9	11.6	11.5	0.8	11.2	10.4	3.0	2.8	2.8	12.0	2.1	
Queue Storage Ratio (*RQ*) (95 th percentile)	1.17	0.00	0.00	0.00	0.00	0.00	0.59	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	44.9	18.5	18.5	51.2	25.8	25.8	49.0	44.8	44.9	42.3	33.1	
Incremental Delay (d_2), s/veh	13.8	0.9	0.9	3.0	1.2	1.3	2.5	0.5	0.5	6.0	0.1	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	58.7	19.4	19.4	54.2	26.9	27.1	51.5	45.3	45.4	48.3	33.1	0.0
Level of Service (LOS)	E	B	B	D	C	C	D	D	D	D	C	A
Approach Delay, s/veh / LOS	31.6	C		27.7	C		47.4	D		23.5	C	
Intersection Delay, s/veh / LOS	29.8						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS								
Bicycle LOS Score / LOS								

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HCS Signalized Intersection Intermediate Values

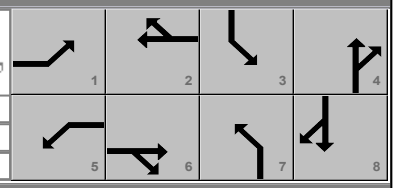
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 20, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.92
Urban Street	E St Bernard Hwy	Analysis Year	2030 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	St Bernard Hwy at Paris 2030 No Build (w.PORT)…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	364	762	49	15	426	210	58	96	23	260	52	294

Signal Information			
Cycle, s	105.9	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	2.3	5.4	39.2	5.9	8.3	10.3						
Yellow	4.5	4.5	4.5	4.0	4.0	4.0						
Red	2.0	2.0	2.0	1.0	1.0	1.0						



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	0.984	0.992	0.883	0.945	1.000	0.969	0.984	0.953	1.000	0.977	0.953	0.977
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	0.971	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.981	0.981		0.896	0.896		0.941	0.941		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00			1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)												
Movement Saturation Flow Rate (s), veh/h	3459	3530	204	1711	2501	1101	1781	2923	592	1767	1811	1572
Proportion of Vehicles Arriving on Green (P)	0.13	0.48	0.48	0.02	0.37	0.37	0.06	0.10	0.10	0.18	0.22	0.22
Incremental Delay Factor (k)	0.37	0.23	0.23	0.04	0.23	0.23	0.04	0.04	0.04	0.08	0.04	0.24

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.5	6.5	6.5	6.5	5.0	5.0	5.0	5.0
Green Ratio (g/C)	0.13	0.48	0.02	0.37	0.06	0.10	0.18	0.22
Permitted Saturation Flow Rate (s_p), veh/h/ln	0	0	0	0	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln								0
Protected Right Effective Green Time (g_R), s								0.0

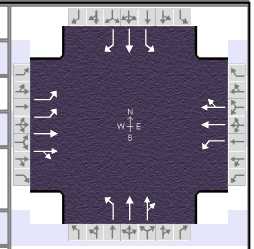
Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v								
Pedestrian F_s / F_{delay}								
Pedestrian M_{corner} / M_{cw}								
Bicycle c_b / d_b								

Bicycle F_w / F_v								

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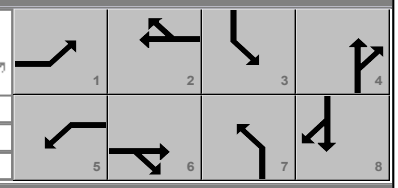
HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 20, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.92
Urban Street	E St Bernard Hwy	Analysis Year	2030 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	St Bernard Hwy at Paris 2030 No Build (w.PORT)…		
Project Description	23-040				

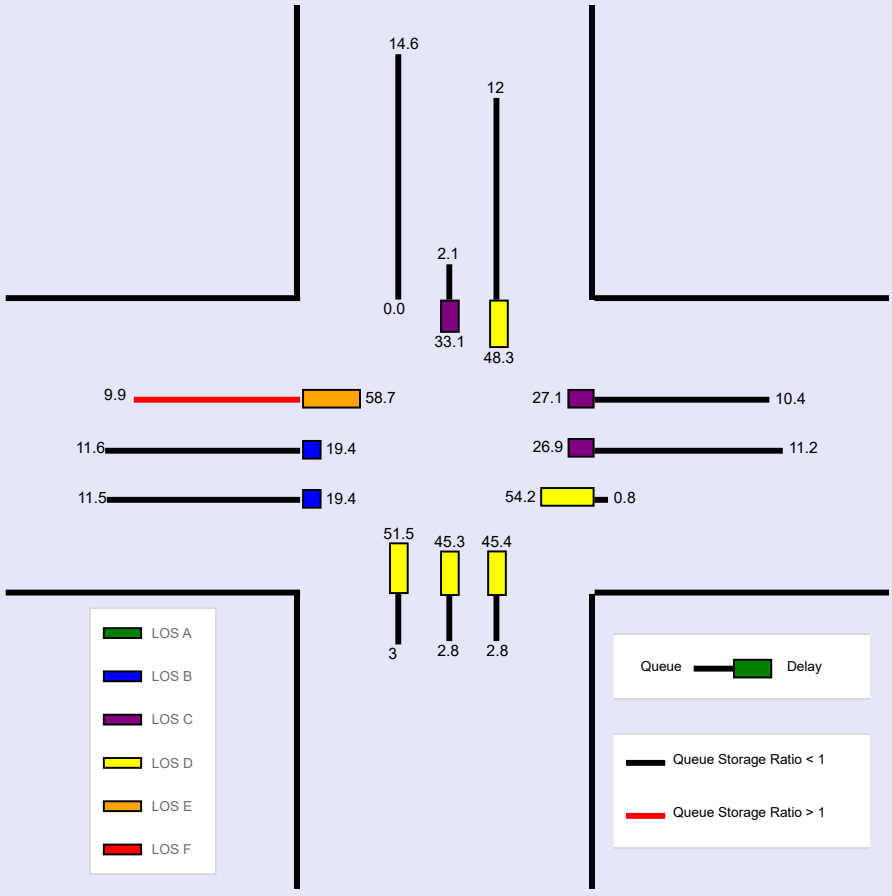


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	364	762	49	15	426	210	58	96	23	260	52	294

Signal Information					EB			WB			NB		
Cycle, s	105.9	Reference Phase	2		L	T	R	L	T	R	L	T	R
Offset, s	0	Reference Point	End	Green	2.3	5.4		39.2	5.9	8.3	10.3		
Uncoordinated	Yes	Simult. Gap E/W	On	Yellow	4.5	4.5		4.5	4.0	4.0	4.0		
Force Mode	Fixed	Simult. Gap N/S	On	Red	2.0	2.0		2.0	1.0	1.0	1.0		



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	250.8	293	320.6	21.6	279.1	267.3	76.1	73.2	69	307.4	54.1	
Back of Queue (*Q*), veh/ln (95 th percentile)	9.9	11.6	11.5	0.8	11.2	10.4	3.0	2.8	2.8	12.0	2.1	
Queue Storage Ratio (*RQ*) (95 th percentile)	1.17	0.00	0.00	0.00	0.00	0.00	0.59	0.00	0.00	0.00	0.00	
Control Delay (*d*), s/veh	58.7	19.4	19.4	54.2	26.9	27.1	51.5	45.3	45.4	48.3	33.1	0.0
Level of Service (LOS)	E	B	B	D	C	C	D	D	D	D	C	A
Approach Delay, s/veh / LOS	31.6	C		27.7	C		47.4	D		23.5	C	
Intersection Delay, s/veh / LOS	29.8						C					



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--- Messages ---

WARNING: Since queue spillover from turn lanes and spillback into upstream intersections is not accounted for in the HCM procedures, use of a simulation tool may be advised in situations where the Queue Storage Ratio exceeds 1.0.

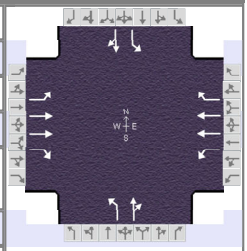
INFO: SBR was specified to have Unsignalized Delay of 0 seconds.

--- Comments ---

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HCS Signalized Intersection Input Data

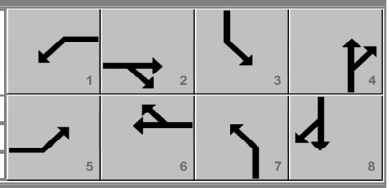
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 20, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.83
Urban Street	E Judge Perez	Analysis Year	2030 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	Palmisano Blvd	File Name	Judge Perez at Palmisano 2030 No Build (w.POR…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	77	728	142	59	1316	29	115	28	77	79	47	63

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	51	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	5.1	41.6	6.5	9.1	9.7	0.0						
Yellow	5.0	5.0	5.0	4.0	4.0	0.0						
Red	1.0	1.0	1.0	1.0	1.0	0.0						



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	77	728	142	59	1316	29	115	28	77	79	47	63
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	15	1	0	8	0	0	0		0	0	
Ped / Bike / RTOR, /h	0	0	15	0	0	3	0	0	8	0	0	7
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0	
Turn Bay Length, ft	215	0	200	220	0	150	200	0		0	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	35	35	35	20	20	20

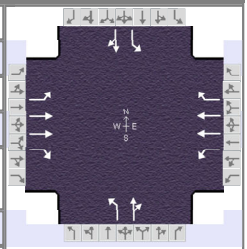
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	18.0	43.0	23.0	48.0	18.0	18.0	16.0	16.0
Yellow Change Interval (*Y*), s	5.0	5.0	5.0	5.0	4.0	4.0	4.0	4.0
Red Clearance Interval (R_c), s	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s	4	15	4	15	5	5	5	5
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	1.5	2.0	1.5	2.0	2.0	2.0	2.0	2.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	No	No	No	No	No	No	No	No
Walk (*Walk*), s		0.0		0.0		7.0		7.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		17.0		17.0

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

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HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 20, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.83
Urban Street	E Judge Perez	Analysis Year	2030 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	Palmisano Blvd	File Name	Judge Perez at Palmisano 2030 No Build (w.POR…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	77	728	142	59	1316	29	115	28	77	79	47	63

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	51	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	5.1	41.6	6.5	9.1	9.7	0.0	1	2	3	4		
Yellow	5.0	5.0	5.0	4.0	4.0	0.0	5	6	7	8		
Red	1.0	1.0	1.0	1.0	1.0	0.0						

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6		4		8
Case Number	2.0	3.0	2.0	3.0		10.0		10.0
Phase Duration, s	12.5	60.1	11.1	58.7		14.7		14.1
Change Period, ($Y+R_c$), s	6.0	6.0	6.0	6.0		5.0		5.0
Max Allow Headway (*MAH*), s	2.6	0.0	2.6	0.0		3.2		3.4
Queue Clearance Time (g_s), s	7.1		5.9			9.5		9.0
Green Extension Time (g_e), s	0.0	0.0	0.1	0.0		0.2		0.1
Phase Call Probability	0.92		0.86			1.00		1.00
Max Out Probability	1.00		0.00			0.14		1.00

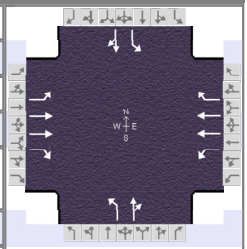
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	93	877	153	71	1586	31	139	117		95	124	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1597	1598	1810	1696	1610	1810	1684		1810	1731	
Queue Service Time (g_s), s	5.1	17.4	4.9	3.9	41.5	0.9	7.5	6.7		5.0	7.0	
Cycle Queue Clearance Time (g_c), s	5.1	17.4	4.9	3.9	41.5	0.9	7.5	6.7		5.0	7.0	
Green Ratio (*g/C*)	0.07	0.54	0.54	0.05	0.53	0.53	0.10	0.10		0.09	0.09	
Capacity (*c*), veh/h	118	1727	864	92	1786	848	176	164		165	157	
Volume-to-Capacity Ratio (*X*)	0.787	0.508	0.177	0.769	0.888	0.037	0.788	0.714		0.578	0.788	
Back of Queue (*Q*), ft/ln (95 th percentile)	140	283.9	78.7	83.1	622.1	15.3	156.7	128.5		105.6	163.7	
Back of Queue (*Q*), veh/ln (95 th percentile)	5.6	10.1	3.1	3.3	23.4	0.6	6.3	5.1		4.2	6.5	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.65	0.00	0.39	0.38	0.00	0.10	0.78	0.00		0.00	0.00	
Uniform Delay (d_1), s/veh	46.1	14.5	11.7	46.9	21.0	11.7	44.1	43.8		43.6	44.5	
Incremental Delay (d_2), s/veh	26.8	1.1	0.4	4.9	7.0	0.1	3.9	2.2		1.2	13.4	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Control Delay (*d*), s/veh	72.8	15.6	12.1	51.8	28.0	11.8	48.0	46.0		44.8	57.9	
Level of Service (LOS)	E	B	B	D	C	B	D	D		D	E	
Approach Delay, s/veh / LOS	19.9	B		28.7	C		47.1	D		52.2	D	
Intersection Delay, s/veh / LOS	28.7						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.90	B	1.96	B	2.46	B	2.49	B
Bicycle LOS Score / LOS	1.41	A	1.88	B	0.91	A	0.85	A

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HCS Signalized Intersection Intermediate Values

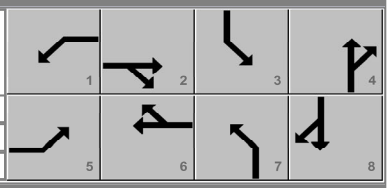
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 20, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.83
Urban Street	E Judge Perez	Analysis Year	2030 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	Palmisano Blvd	File Name	Judge Perez at Palmisano 2030 No Build (w.POR…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	77	728	142	59	1316	29	115	28	77	79	47	63

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	51	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	5.1	41.6	6.5	9.1	9.7	0.0						
Yellow	5.0	5.0	5.0	4.0	4.0	0.0						
Red	1.0	1.0	1.0	1.0	1.0	0.0						



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	0.883	0.992	1.000	0.938	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	0.952	1.000	1.000	0.952	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.000	0.847		0.886	0.886		0.911	0.911
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00								
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)												
Movement Saturation Flow Rate (s), veh/h	1810	3194	1598	1810	3392	1610	1810	486	1198	1810	790	941
Proportion of Vehicles Arriving on Green (P)	0.07	0.54	0.54	0.05	0.53	0.53	0.10	0.10	0.10	0.09	0.09	0.09
Incremental Delay Factor (k)	0.30	0.50	0.50	0.04	0.50	0.50	0.05	0.04		0.04	0.18	

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.0	6.0	6.0	6.0		5.0		5.0
Green Ratio (g/C)	0.07	0.54	0.05	0.53		0.10		0.09
Permitted Saturation Flow Rate (s_p), veh/h/ln	0	0	0	0		1810		1810
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	0.0	0.0	0.0	0.0		0.0		0.0
Permitted Service Time (g_u), s	0.0	0.0	0.0	0.0		0.0		0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0		0.0		0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		0		0				
Protected Right Effective Green Time (g_R), s		0.0		0.0				

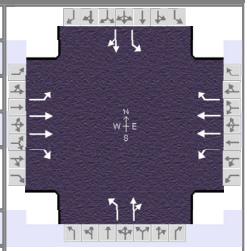
Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.198	0.011	1.198	0.010	1.710	0.004	1.710	0.021
Pedestrian F_s / F_{delay}	0.000	0.094	0.000	0.151	0.000	0.149	0.000	0.157
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	1081.44	10.55	130.32	43.70	194.41	40.75		56.18

Bicycle F_w / F_v	-3.64	0.93	-3.64	1.39	-3.64	0.42	-3.64	0.36

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HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 20, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.83
Urban Street	E Judge Perez	Analysis Year	2030 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	Palmisano Blvd	File Name	Judge Perez at Palmisano 2030 No Build (w.POR…		
Project Description	23-040				

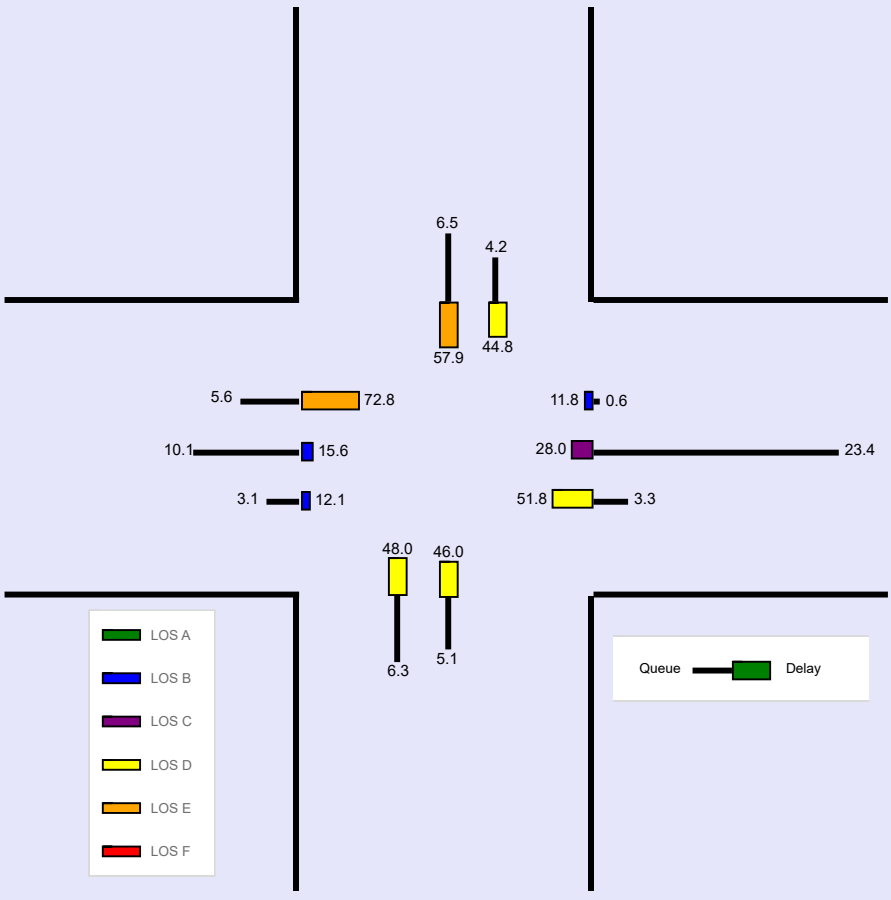


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	77	728	142	59	1316	29	115	28	77	79	47	63

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	51	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

							1	2	3	4
Green	5.1	41.6	6.5	9.1	9.7	0.0	5	6	7	8
Yellow	5.0	5.0	5.0	4.0	4.0	0.0				
Red	1.0	1.0	1.0	1.0	1.0	0.0				

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	140	283.9	78.7	83.1	622.1	15.3	156.7	128.5		105.6	163.7	
Back of Queue (*Q*), veh/ln (95 th percentile)	5.6	10.1	3.1	3.3	23.4	0.6	6.3	5.1		4.2	6.5	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.65	0.00	0.39	0.38	0.00	0.10	0.78	0.00		0.00	0.00	
Control Delay (*d*), s/veh	72.8	15.6	12.1	51.8	28.0	11.8	48.0	46.0		44.8	57.9	
Level of Service (LOS)	E	B	B	D	C	B	D	D		D	E	
Approach Delay, s/veh / LOS	19.9	B		28.7	C		47.1	D		52.2	D	
Intersection Delay, s/veh / LOS	28.7						C					



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--- Messages ---

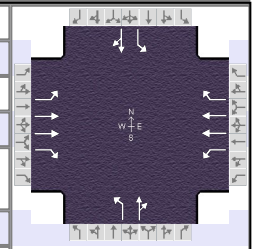
No errors or warnings exist.

--- Comments ---

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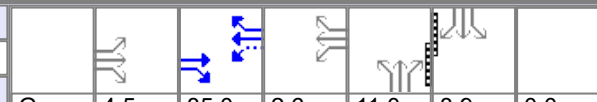
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 20, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.95
Urban Street	E Judge Perez	Analysis Year	2030 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	Palmisano Blvd	File Name	Judge Perez at Palmisano 2030 No Build (w.POR…		
Project Description	23-040				

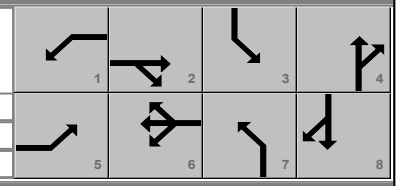


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	42	1433	68	26	1032	55	52	54	57	74	17	66

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	51	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	4.5	85.0	2.6	11.0	8.9	0.0						
Yellow	5.0	5.0	5.0	4.0	4.0	0.0						
Red	1.0	1.0	1.0	1.0	1.0	0.0						



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	42	1433	68	26	1032	55	52	54	57	74	17	66
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	2	0	0	2	0	0	0		0	0	
Ped / Bike / RTOR, /h	0	0	7	0	0	6	0	0	6	0	0	7
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0	
Turn Bay Length, ft	215	0	200	220	0	150	200	0		0	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	35	35	35	20	20	20

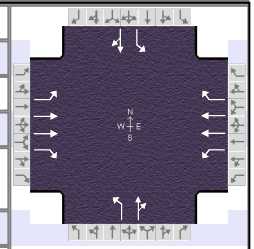
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	22.0	75.0	22.0	75.0	25.0	25.0	18.0	18.0
Yellow Change Interval (*Y*), s	5.0	5.0	5.0	5.0	4.0	4.0	4.0	4.0
Red Clearance Interval (R_c), s	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s	4	15	4	15	5	5	5	5
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	1.5	2.0	1.5	2.0	2.0	2.0	2.0	2.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	No	No	No	No	No	No	No	No
Walk (*Walk*), s		0.0		0.0		7.0		7.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		17.0		17.0

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

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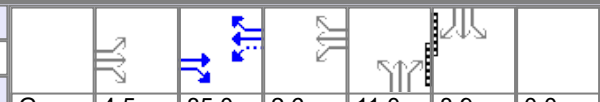
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 20, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.95
Urban Street	E Judge Perez	Analysis Year	2030 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	Palmisano Blvd	File Name	Judge Perez at Palmisano 2030 No Build (w.POR…		
Project Description	23-040				

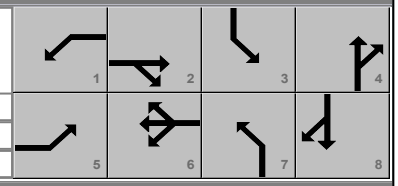


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	42	1433	68	26	1032	55	52	54	57	74	17	66

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	51	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	4.5	85.0	2.6	11.0	8.9	0.0
Yellow	5.0	5.0	5.0	4.0	4.0	0.0
Red	1.0	1.0	1.0	1.0	1.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6		4		8
Case Number	2.0	3.0	1.3	3.0		10.0		10.0
Phase Duration, s	10.5	101.5	8.6	99.7		16.0		13.9
Change Period, ($Y+R_c$), s	6.0	6.0	6.0	6.0		5.0		5.0
Max Allow Headway (*MAH*), s	2.6	0.0	2.6	0.0		3.2		3.4
Queue Clearance Time (g_s), s	5.4		2.0			10.7		8.6
Green Extension Time (g_e), s	0.0	0.0	2.0	0.0		0.3		0.3
Phase Call Probability	0.82		0.66			1.00		1.00
Max Out Probability	0.00		0.01			0.00		0.00

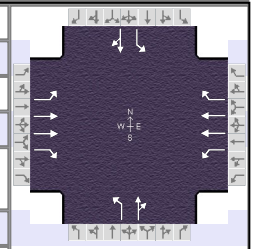
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	44	1508	64	27	1086	52	55	111		78	80	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1781	1610	1810	1781	1610	1810	1747		1810	1667	
Queue Service Time (g_s), s	3.4	32.7	1.8	0.0	20.3	1.5	4.0	8.7		5.9	6.6	
Cycle Queue Clearance Time (g_c), s	3.4	32.7	1.8	0.0	20.3	1.5	4.0	8.7		5.9	6.6	
Green Ratio (*g/C*)	0.03	0.68	0.68	0.61	0.67	0.67	0.08	0.08		0.06	0.06	
Capacity (*c*), veh/h	58	2428	1098	239	2382	1077	142	137		115	106	
Volume-to-Capacity Ratio (*X*)	0.767	0.621	0.058	0.115	0.456	0.048	0.386	0.807		0.676	0.754	
Back of Queue (*Q*), ft/ln (95 th percentile)	76	465.9	29.2	24.5	315.9	24.5	84.3	181		128.1	133.7	
Back of Queue (*Q*), veh/ln (95 th percentile)	3.0	18.3	1.2	1.0	12.4	1.0	3.4	7.2		5.1	5.3	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.35	0.00	0.15	0.11	0.00	0.16	0.42	0.00		0.00	0.00	
Uniform Delay (d_1), s/veh	67.3	12.3	8.2	22.7	11.0	7.9	61.3	63.5		64.1	64.5	
Incremental Delay (d_2), s/veh	7.6	1.2	0.1	0.1	0.6	0.1	0.6	4.2		2.6	4.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Control Delay (*d*), s/veh	74.9	13.5	8.3	22.8	11.7	8.0	61.9	67.7		66.7	68.5	
Level of Service (LOS)	E	B	A	C	B	A	E	E		E	E	
Approach Delay, s/veh / LOS	15.0	B		11.8	B		65.8	E		67.6	E	
Intersection Delay, s/veh / LOS	19.1						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.97	B	1.89	B	2.48	B	2.49	B
Bicycle LOS Score / LOS	1.82	B	1.45	A	0.76	A	0.75	A

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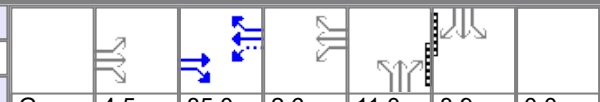
HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 20, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.95
Urban Street	E Judge Perez	Analysis Year	2030 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	Palmisano Blvd	File Name	Judge Perez at Palmisano 2030 No Build (w.POR…		
Project Description	23-040				

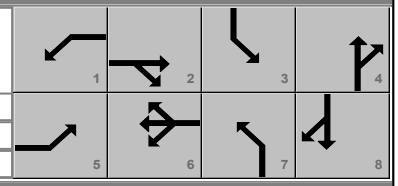


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	42	1433	68	26	1032	55	52	54	57	74	17	66

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	51	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	4.5	85.0	2.6	11.0	8.9	0.0
Yellow	5.0	5.0	5.0	4.0	4.0	0.0
Red	1.0	1.0	1.0	1.0	1.0	0.0



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	0.984	1.000	1.000	0.984	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	0.952	1.000	1.000	0.952	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.000	0.847		0.920	0.920		0.877	0.877
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00								
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)												
Movement Saturation Flow Rate (s), veh/h	1810	3561	1610	1810	3561	1610	1810	899	849	1810	373	1294
Proportion of Vehicles Arriving on Green (P)	0.03	0.68	0.68	0.02	0.67	0.67	0.08	0.08	0.08	0.06	0.06	0.06
Incremental Delay Factor (k)	0.04	0.50	0.50	0.04	0.50	0.50	0.04	0.04		0.04	0.04	

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.0	6.0	6.0	6.0		5.0		5.0
Green Ratio (g/C)	0.03	0.68	0.61	0.67		0.08		0.06
Permitted Saturation Flow Rate (s_p), veh/h/ln	0	0	353	0		1810		1810
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	0.0	0.0	83.0	0.0		0.0		0.0
Permitted Service Time (g_u), s	0.0	0.0	60.7	0.0		0.0		0.0
Permitted Queue Service Time (g_{ps}), s			6.4					
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0		0.0		0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		0		0				
Protected Right Effective Green Time (g_R), s		0.0		0.0				

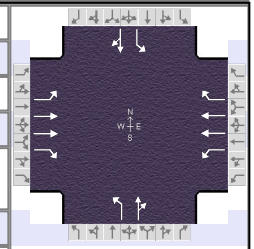
Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.198	0.009	1.198	0.010	1.710	0.009	1.710	0.010
Pedestrian F_s / F_{delay}	0.000	0.169	0.000	0.082	0.000	0.165	0.000	0.170
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	37.76	67.38	1337.86	7.67	127.35	61.37	-85.71	76.13

Bicycle F_w / F_v	-3.64	1.33	-3.64	0.96	-3.64	0.27	-3.64	0.26

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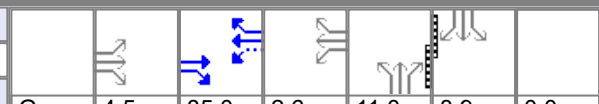
HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 20, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.95
Urban Street	E Judge Perez	Analysis Year	2030 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	Palmisano Blvd	File Name	Judge Perez at Palmisano 2030 No Build (w.POR…		
Project Description	23-040				



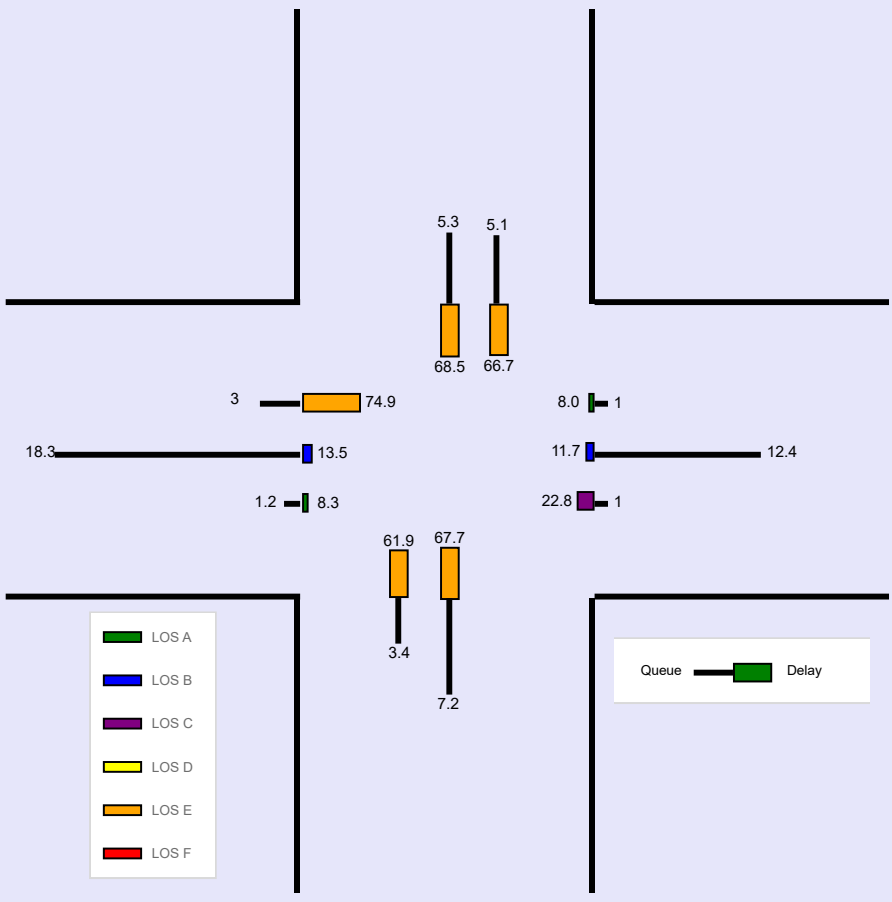
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	42	1433	68	26	1032	55	52	54	57	74	17	66

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	51	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	4.5	85.0	2.6	11.0	8.9	0.0	1	2	3	4		
Yellow	5.0	5.0	5.0	4.0	4.0	0.0						
Red	1.0	1.0	1.0	1.0	1.0	0.0	5	6	7	8		

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	76	465.9	29.2	24.5	315.9	24.5	84.3	181		128.1	133.7	
Back of Queue (*Q*), veh/ln (95 th percentile)	3.0	18.3	1.2	1.0	12.4	1.0	3.4	7.2		5.1	5.3	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.35	0.00	0.15	0.11	0.00	0.16	0.42	0.00		0.00	0.00	
Control Delay (*d*), s/veh	74.9	13.5	8.3	22.8	11.7	8.0	61.9	67.7		66.7	68.5	
Level of Service (LOS)	E	B	A	C	B	A	E	E		E	E	
Approach Delay, s/veh / LOS	15.0	B		11.8	B		65.8	E		67.6	E	
Intersection Delay, s/veh / LOS	19.1						B					



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--- Messages ---

No errors or warnings exist.

--- Comments ---

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HCS Two-Way Stop-Control Report

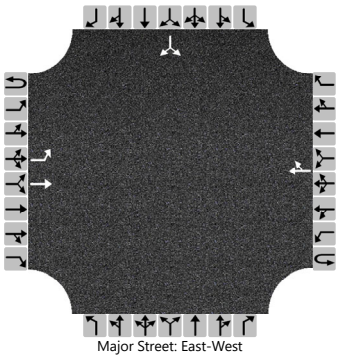
General Information

Analyst	RAW
Agency/Co.	USI
Date Performed	8/20/2024
Analysis Year	2030
Time Analyzed	2030 AM No Build(w. Port)
Intersection Orientation	East-West
Project Description	23-040

Site Information

Intersection	E St Bernard Hwy at Palmisano Blvd
Jurisdiction	LADOTD
East/West Street	E St Bernard Hwy
North/South Street	Palmisano Blvd
Peak Hour Factor	0.85
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		L	T					TR							LR	
Volume (veh/h)		76	414				1122	101						7		103
Percent Heavy Vehicles (%)		0												0		0
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type | Storage																

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.10												6.40		6.20
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.20												3.50		3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		89													129	
Capacity, c (veh/h)		478													154	
v/c Ratio		0.19													0.84	
95% Queue Length, Q_{95} (veh)		0.7													5.6	
Control Delay (s/veh)		14.3													93.1	
Level of Service (LOS)		B													F	
Approach Delay (s/veh)		2.2												93.1		
Approach LOS		A												F		

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HCS Two-Way Stop-Control Report

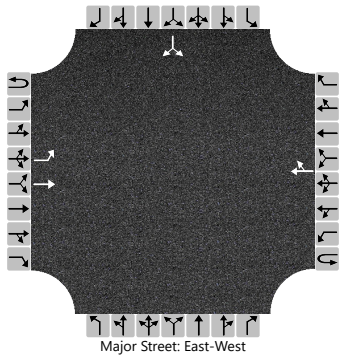
General Information

Analyst	RAW
Agency/Co.	USI
Date Performed	8/20/2024
Analysis Year	2030
Time Analyzed	2030 PM No Build(w. Port)
Intersection Orientation	East-West
Project Description	23-040

Site Information

Intersection	E St Bernard Hwy at Palmisano Blvd
Jurisdiction	LADOTD
East/West Street	E St Bernard Hwy
North/South Street	Palmisano Blvd
Peak Hour Factor	0.94
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		L	T					TR							LR	
Volume (veh/h)		81	1014				648	26						19		73
Percent Heavy Vehicles (%)		0												0		0
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.10												6.40		6.20
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.20												3.50		3.30

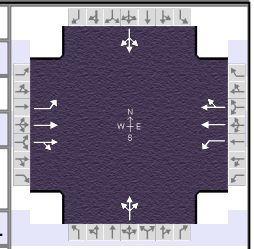
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		86													98	
Capacity, c (veh/h)		893													200	
v/c Ratio		0.10													0.49	
95% Queue Length, Q_{95} (veh)		0.3													2.4	
Control Delay (s/veh)		9.5													39.2	
Level of Service (LOS)		A													E	
Approach Delay (s/veh)		0.7												39.2		
Approach LOS		A												E		

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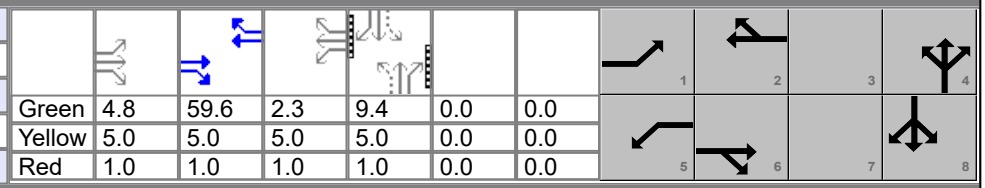
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 20, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	2030 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	Campagna Dr	File Name	Judge Perez at Campagna 2030 No Build (w.POR…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	38	827	8	13	1270	16	17	6	3	20	5	47

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	3	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	4.8	59.6	2.3	9.4	0.0	0.0						
Yellow	5.0	5.0	5.0	5.0	0.0	0.0						
Red	1.0	1.0	1.0	1.0	0.0	0.0						

Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	38	827	8	13	1270	16	17	6	3	20	5	47
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	13		0	8			0			0	
Ped / Bike / RTOR, /h	0	0	1	0	0	2	0	0	1	0	0	5
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0		12.0	12.0			12.0			12.0	
Turn Bay Length, ft	210	0		220	0			0			0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	20	20	20	20	20	20

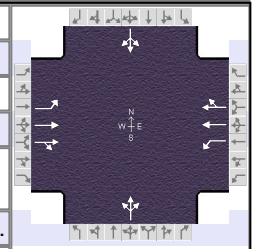
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	16.0	56.0	16.0	56.0		28.0		28.0
Yellow Change Interval (*Y*), s	5.0	5.0	5.0	5.0		5.0		5.0
Red Clearance Interval (R_c), s	1.0	1.0	1.0	1.0		1.0		1.0
Minimum Green (G_{min}), s	7	15	7	15		10		10
Start-Up Lost Time (*l*t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.5	2.0	2.5	2.0		1.5		1.5
Recall Mode	Off	Min	Off	Min		Off		Off
Dual Entry	No	Yes	No	Yes		Yes		Yes
Walk (*Walk*), s		0.0		0.0		4.0		4.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		20.0		20.0

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

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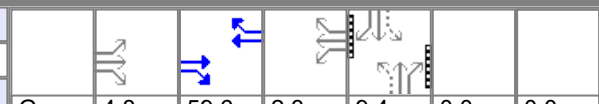
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 20, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	2030 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	Campagna Dr	File Name	Judge Perez at Campagna 2030 No Build (w.POR…		
Project Description	23-040				

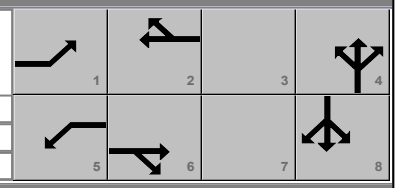


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	38	827	8	13	1270	16	17	6	3	20	5	47

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	3	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	4.8	59.6	2.3	9.4	0.0	0.0
Yellow	5.0	5.0	5.0	5.0	0.0	0.0
Red	1.0	1.0	1.0	1.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2		4		8
Case Number	2.0	4.0	2.0	4.0		8.0		8.0
Phase Duration, s	10.8	76.3	8.3	73.8		15.4		15.4
Change Period, ($Y+R_c$), s	6.0	6.0	6.0	6.0		6.0		6.0
Max Allow Headway (*MAH*), s	3.6	0.0	3.6	0.0		2.9		2.9
Queue Clearance Time (g_s), s	4.2		2.8			3.4		6.1
Green Extension Time (g_e), s	0.1	0.0	2.1	0.0		0.1		0.1
Phase Call Probability	0.68		0.32			0.94		0.94
Max Out Probability	0.00		0.91			0.00		0.00

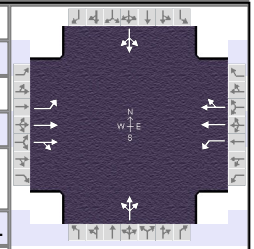
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	41	454	453	14	699	697		27			73	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1707	1702	1810	1781	1774		1535			1613	
Queue Service Time (g_s), s	2.2	10.7	10.7	0.8	20.8	20.8		0.0			1.1	
Cycle Queue Clearance Time (g_c), s	2.2	10.7	10.7	0.8	20.8	20.8		1.4			4.1	
Green Ratio (*g/C*)	0.05	0.70	0.70	0.02	0.68	0.68		0.09			0.09	
Capacity (*c*), veh/h	86	1201	1197	41	1209	1204		204			198	
Volume-to-Capacity Ratio (*X*)	0.478	0.378	0.378	0.344	0.578	0.579		0.133			0.368	
Back of Queue (*Q*), ft/ln (95 th percentile)	47.7	172.9	156.2	17.3	314.7	295.1		28.5			79	
Back of Queue (*Q*), veh/ln (95 th percentile)	1.9	6.3	6.2	0.7	11.8	11.8		1.1			3.2	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.23	0.00	0.00	0.08	0.00	0.00		0.00			0.00	
Uniform Delay (d_1), s/veh	46.4	6.0	6.0	48.1	8.5	8.5		41.7			42.9	
Incremental Delay (d_2), s/veh	3.0	0.9	0.9	3.6	2.0	2.0		0.1			0.4	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	
Control Delay (*d*), s/veh	49.4	6.9	6.9	51.8	10.5	10.5		41.8			43.3	
Level of Service (LOS)	D	A	A	D	B	B		D			D	
Approach Delay, s/veh / LOS	8.7	A		11.0	B		41.8	D		43.3	D	
Intersection Delay, s/veh / LOS	11.4						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.73	B	1.65	B	2.31	B	2.31	B
Bicycle LOS Score / LOS	1.27	A	1.65	B	0.53	A	0.61	A

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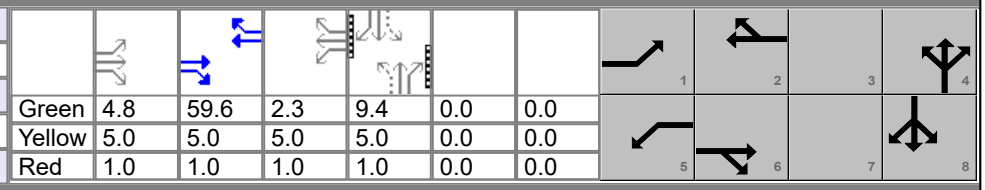
HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 20, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	2030 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	Campagna Dr	File Name	Judge Perez at Campagna 2030 No Build (w.POR…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	38	827	8	13	1270	16	17	6	3	20	5	47

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	3	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	4.8	59.6	2.3	9.4	0.0	0.0						
Yellow	5.0	5.0	5.0	5.0	0.0	0.0						
Red	1.0	1.0	1.0	1.0	0.0	0.0						

Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	0.899	1.000	1.000	0.938	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.814	0.808		0.939	0.849	
Right-Turn Adjustment Factor (f_{RT})		0.997	0.997		0.996	0.996		0.000	0.808		0.000	0.849
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00								
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)							1.00			1.00		
Movement Saturation Flow Rate (s), veh/h	1810	3381	29	1810	3517	39	1044	368	123	482	120	1011
Proportion of Vehicles Arriving on Green (P)	0.05	0.70	0.70	0.02	0.68	0.68	0.09	0.09	0.09	0.09	0.09	0.09
Incremental Delay Factor (k)	0.08	0.50	0.50	0.08	0.50	0.50		0.04			0.04	

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.0	6.0	6.0	6.0		6.0		6.0
Green Ratio (g/C)	0.05	0.70	0.02	0.68		0.09		0.09
Permitted Saturation Flow Rate (s_p), veh/h/ln	0	0	0	0		1375		1429
Shared Saturation Flow Rate (s_{sh}), veh/h/ln						1508		1730
Permitted Effective Green Time (g_p), s	0.0	0.0	0.0	0.0		9.4		9.4
Permitted Service Time (g_u), s	0.0	0.0	0.0	0.0		5.3		8.0
Permitted Queue Service Time (g_{ps}), s						0.0		1.1
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0		0.9		3.0
Queue Service Time Before Blockage (g_{fs}), s						0.9		3.0
Protected Right Saturation Flow (s_R), veh/h/ln								
Protected Right Effective Green Time (g_R), s								

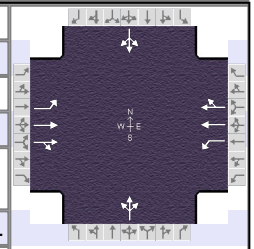
Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	0.972	0.001	0.972	0.007	1.557	0.003	1.557	0.001
Pedestrian F_s / F_{delay}	0.000	0.155	0.000	0.066	0.000	0.149	0.000	0.149
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	45.45	47.75	1356.87	5.17	187.57	41.06	187.57	41.06

Bicycle F_w / F_v	-3.64	0.78	-3.64	1.16	-3.64	0.04	-3.64	0.12

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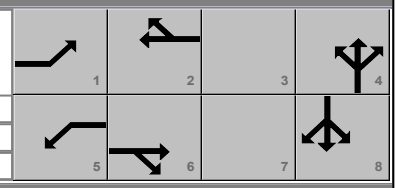
HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 20, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	2030 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	Campagna Dr	File Name	Judge Perez at Campagna 2030 No Build (w.POR…		
Project Description	23-040				

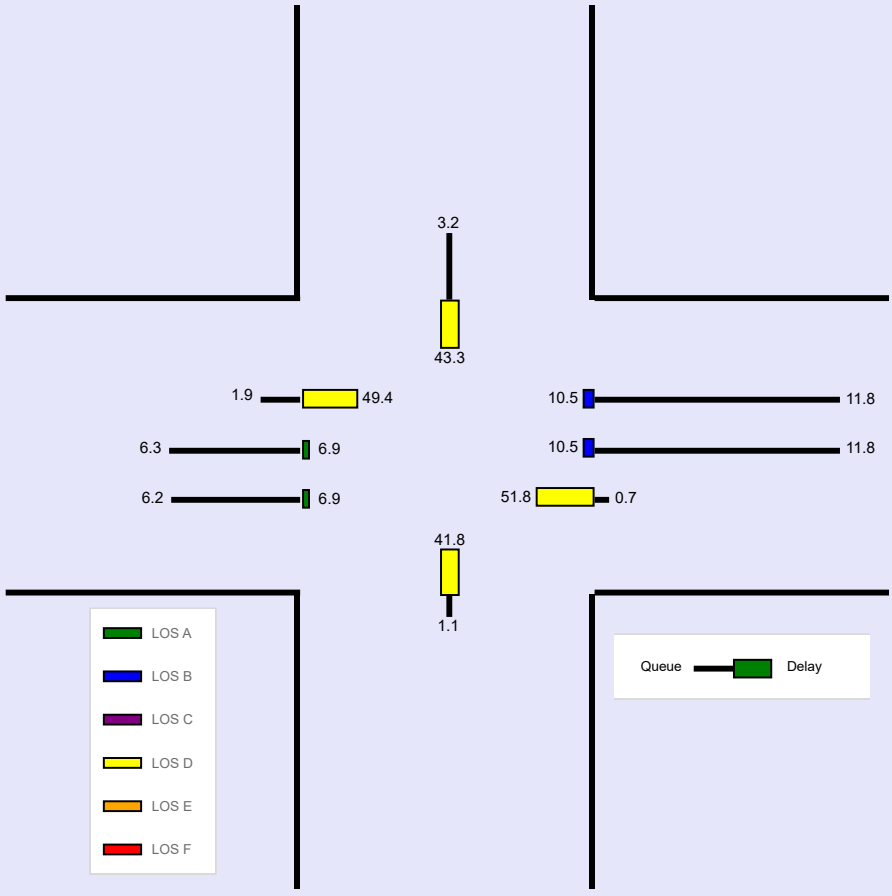


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	38	827	8	13	1270	16	17	6	3	20	5	47

Signal Information												
Cycle, s	100.0	Reference Phase	2									
Offset, s	3	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On	Green	4.8	59.6	2.3	9.4	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	5.0	5.0	5.0	5.0	0.0	0.0		
				Red	1.0	1.0	1.0	1.0	0.0	0.0		



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	47.7	172.9	156.2	17.3	314.7	295.1		28.5			79	
Back of Queue (*Q*), veh/ln (95 th percentile)	1.9	6.3	6.2	0.7	11.8	11.8		1.1			3.2	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.23	0.00	0.00	0.08	0.00	0.00		0.00			0.00	
Control Delay (*d*), s/veh	49.4	6.9	6.9	51.8	10.5	10.5		41.8			43.3	
Level of Service (LOS)	D	A	A	D	B	B		D			D	
Approach Delay, s/veh / LOS	8.7	A		11.0	B		41.8	D		43.3	D	
Intersection Delay, s/veh / LOS	11.4						B					



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--- Messages ---

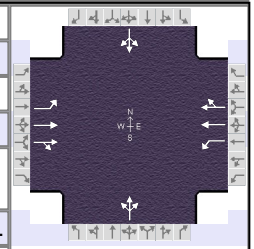
No errors or warnings exist.

--- Comments ---

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HCS Signalized Intersection Input Data

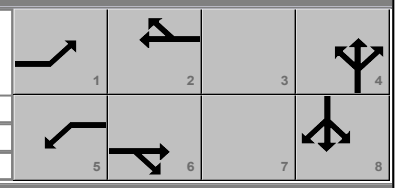
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 20, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.94
Urban Street	E Judge Perez	Analysis Year	2030 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	Campagna Dr	File Name	Judge Perez at Campagna 2030 No Build (w.POR…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	69	1392	20	14	950	14	21	5	9	22	2	27

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	3	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	7.3	96.0	3.1	9.7	0.0	0.0
Yellow	5.0	5.0	5.0	5.0	0.0	0.0
Red	1.0	1.0	1.0	1.0	0.0	0.0



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	69	1392	20	14	950	14	21	5	9	22	2	27
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	2		0	3			0			0	
Ped / Bike / RTOR, /h	0	0	2	0	0	2	0	0	1	0	0	3
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0		12.0	12.0			12.0			12.0	
Turn Bay Length, ft	210	0		220	0			0			0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	20	20	20	20	20	20

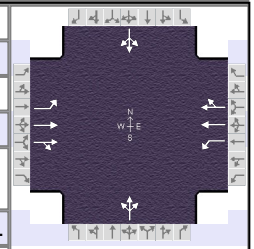
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	25.0	93.0	25.0	93.0		22.0		22.0
Yellow Change Interval (*Y*), s	5.0	5.0	5.0	5.0		5.0		5.0
Red Clearance Interval (R_c), s	1.0	1.0	1.0	1.0		1.0		1.0
Minimum Green (G_{min}), s	7	15	7	15		10		10
Start-Up Lost Time (*l1*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.5	2.0	2.5	2.0		1.5		1.5
Recall Mode	Off	Min	Off	Min		Off		Off
Dual Entry	No	Yes	No	Yes		Yes		Yes
Walk (*Walk*), s		0.0		0.0		4.0		4.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		20.0		20.0

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

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HCS Signalized Intersection Results Summary

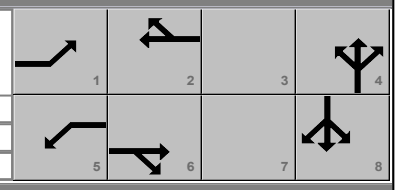
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 20, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.94
Urban Street	E Judge Perez	Analysis Year	2030 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	Campagna Dr	File Name	Judge Perez at Campagna 2030 No Build (w.POR…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	69	1392	20	14	950	14	21	5	9	22	2	27

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	3	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	7.3	96.0	3.1	9.7	0.0	0.0
Yellow	5.0	5.0	5.0	5.0	0.0	0.0
Red	1.0	1.0	1.0	1.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2		4		8
Case Number	2.0	4.0	2.0	4.0		8.0		8.0
Phase Duration, s	13.3	115.3	9.1	111.0		15.7		15.7
Change Period, ($Y+R_c$), s	6.0	6.0	6.0	6.0		6.0		6.0
Max Allow Headway (*MAH*), s	3.6	0.0	3.6	0.0		2.9		2.9
Queue Clearance Time (g_s), s	7.6		3.1			4.9		6.1
Green Extension Time (g_e), s	0.1	0.0	1.4	0.0		0.1		0.1
Phase Call Probability	0.94		0.44			0.97		0.97
Max Out Probability	0.00		0.94			0.00		0.00

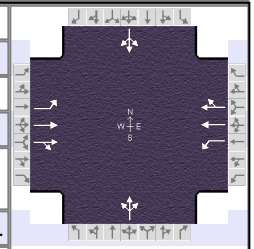
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	73	751	749	15	513	511		36			51	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1870	1862	1810	1856	1847		1563			1585	
Queue Service Time (g_s), s	5.6	20.6	20.7	1.1	13.3	13.4		0.0			1.2	
Cycle Queue Clearance Time (g_c), s	5.6	20.6	20.7	1.1	13.3	13.4		2.9			4.1	
Green Ratio (*g/C*)	0.05	0.78	0.78	0.02	0.75	0.75		0.07			0.07	
Capacity (*c*), veh/h	94	1460	1453	40	1392	1386		150			147	
Volume-to-Capacity Ratio (*X*)	0.779	0.515	0.515	0.374	0.368	0.368		0.242			0.348	
Back of Queue (*Q*), ft/ln (95 th percentile)	127.8	299.6	294.3	25.7	220.6	214.7		56.7			81	
Back of Queue (*Q*), veh/ln (95 th percentile)	5.1	11.8	11.8	1.0	8.6	8.6		2.3			3.2	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.61	0.00	0.00	0.12	0.00	0.00		0.00			0.00	
Uniform Delay (d_1), s/veh	65.6	5.6	5.6	67.5	6.0	6.0		62.0			62.5	
Incremental Delay (d_2), s/veh	9.8	1.3	1.3	4.3	0.8	0.8		0.3			0.5	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	
Control Delay (*d*), s/veh	75.4	6.9	7.0	71.8	6.8	6.8		62.3			63.1	
Level of Service (LOS)	E	A	A	E	A	A		E			E	
Approach Delay, s/veh / LOS	10.1	B		7.7	A		62.3	E		63.1	E	
Intersection Delay, s/veh / LOS	10.9						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.74	B	1.64	B	2.32	B	2.32	B
Bicycle LOS Score / LOS	1.79	B	1.34	A	0.55	A	0.57	A

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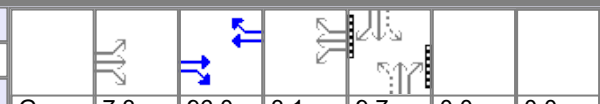
HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 20, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.94
Urban Street	E Judge Perez	Analysis Year	2030 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	Campagna Dr	File Name	Judge Perez at Campagna 2030 No Build (w.POR…		
Project Description	23-040				

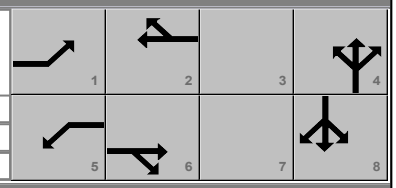


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	69	1392	20	14	950	14	21	5	9	22	2	27

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	3	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	7.3	96.0	3.1	9.7	0.0	0.0
Yellow	5.0	5.0	5.0	5.0	0.0	0.0
Red	1.0	1.0	1.0	1.0	0.0	0.0



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	0.984	1.000	1.000	0.977	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.844	0.823		0.897	0.834	
Right-Turn Adjustment Factor (f_{RT})		0.995	0.995		0.996	0.996		0.000	0.823		0.000	0.834
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00								
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)							1.00			1.00		
Movement Saturation Flow Rate (s), veh/h	1810	3685	48	1810	3657	46	966	230	368	727	66	793
Proportion of Vehicles Arriving on Green (P)	0.05	0.78	0.78	0.02	0.75	0.75	0.07	0.07	0.07	0.07	0.07	0.07
Incremental Delay Factor (k)	0.08	0.50	0.50	0.08	0.50	0.50		0.04			0.04	

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.0	6.0	6.0	6.0		6.0		6.0
Green Ratio (g/C)	0.05	0.78	0.02	0.75		0.07		0.07
Permitted Saturation Flow Rate (s_p), veh/h/ln	0	0	0	0		1404		1422
Shared Saturation Flow Rate (s_{sh}), veh/h/ln						1560		1646
Permitted Effective Green Time (g_p), s	0.0	0.0	0.0	0.0		9.7		9.7
Permitted Service Time (g_u), s	0.0	0.0	0.0	0.0		5.5		6.8
Permitted Queue Service Time (g_{ps}), s						0.0		1.2
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0		1.2		2.2
Queue Service Time Before Blockage (g_{fs}), s						1.2		1.5
Protected Right Saturation Flow (s_R), veh/h/ln								
Protected Right Effective Green Time (g_R), s								

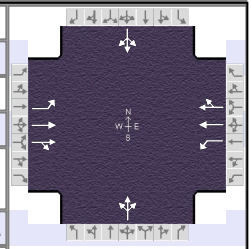
Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	0.972	0.001	0.972	0.004	1.557	0.003	1.557	0.003
Pedestrian F_s / F_{delay}	0.000	0.169	0.000	0.059	0.000	0.165	0.000	0.165
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	43.97	66.96	1500.70	4.36	138.06	60.67	138.06	60.67

Bicycle F_w / F_v	-3.64	1.30	-3.64	0.86	-3.64	0.06	-3.64	0.08

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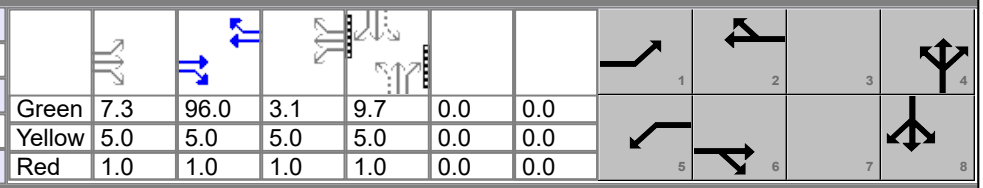
HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 20, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.94
Urban Street	E Judge Perez	Analysis Year	2030 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	Campagna Dr	File Name	Judge Perez at Campagna 2030 No Build (w.POR…		
Project Description	23-040				



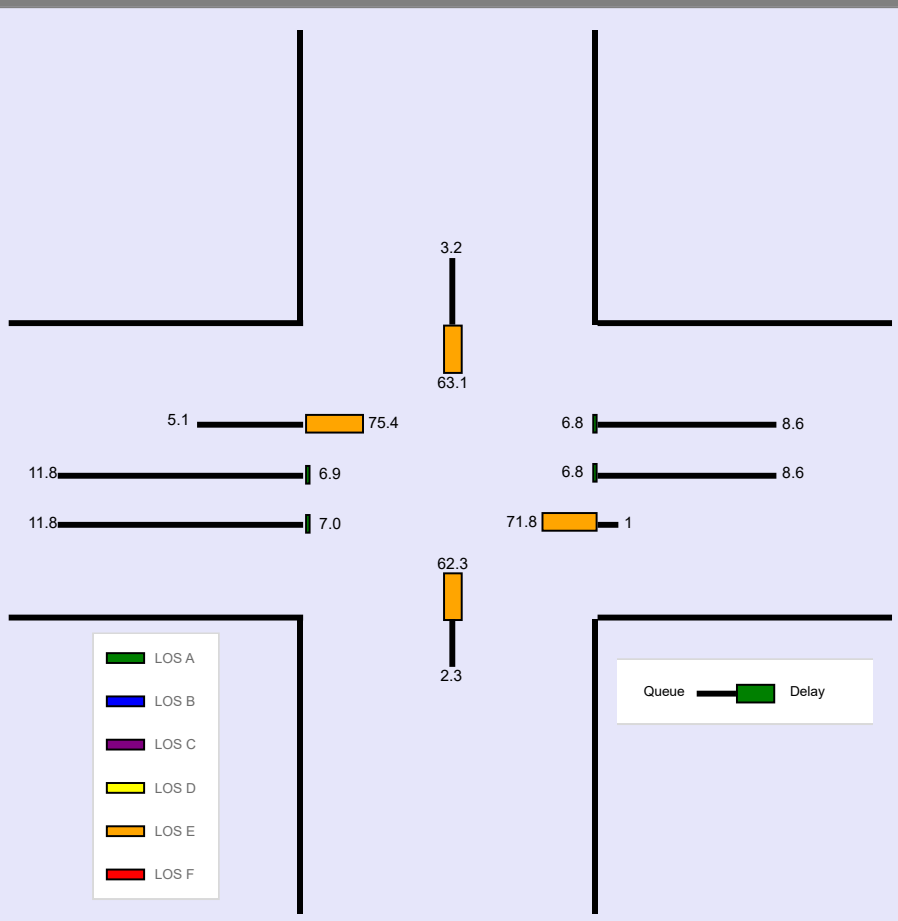
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	69	1392	20	14	950	14	21	5	9	22	2	27

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	3	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	7.3	96.0	3.1	9.7	0.0	0.0
Yellow	5.0	5.0	5.0	5.0	0.0	0.0
Red	1.0	1.0	1.0	1.0	0.0	0.0

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	127.8	299.6	294.3	25.7	220.6	214.7		56.7			81	
Back of Queue (*Q*), veh/ln (95 th percentile)	5.1	11.8	11.8	1.0	8.6	8.6		2.3			3.2	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.61	0.00	0.00	0.12	0.00	0.00		0.00			0.00	
Control Delay (*d*), s/veh	75.4	6.9	7.0	71.8	6.8	6.8		62.3			63.1	
Level of Service (LOS)	E	A	A	E	A	A		E			E	
Approach Delay, s/veh / LOS	10.1		B	7.7		A	62.3		E	63.1		E
Intersection Delay, s/veh / LOS	10.9						B					



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--- Messages ---

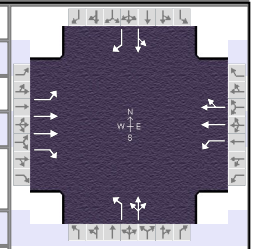
No errors or warnings exist.

--- Comments ---

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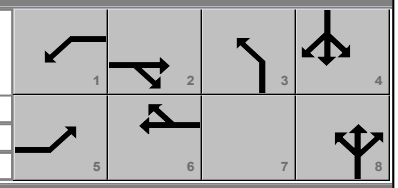
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 20, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	2030 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	Archbishop Hannan Blvd	File Name	Judge Perez at Archbishop Hannan 2030 No Buil…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	27	591	104	60	903	4	88	26	58	6	48	145

Signal Information					EB			WB			NB			SB		
Cycle, s	130.0	Reference Phase	2													
Offset, s	0	Reference Point	End	Green	3.9	2.1		77.7	13.3	8.9	0.0					
Uncoordinated	No	Simult. Gap E/W	On	Yellow	4.5	0.0		4.5	4.0	4.0	0.0					
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.5	0.0		1.5	2.0	2.0	0.0					



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	27	591	104	60	903	4	88	26	58	6	48	145
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	18	2	0	11		0	0			0	0
Ped / Bike / RTOR, /h	0	0	11	0	0	1	0	0	6	0	0	15
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0	12.0	12.0	12.0		12.0	12.0			12.0	12.0
Turn Bay Length, ft	195	0	185	220	0		220	0			0	0
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	45	45	45	45	45	45	30	30	30	20	20	20

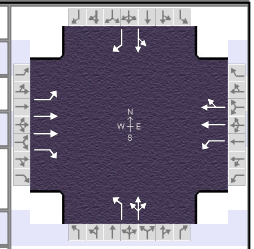
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	24.0	60.0	24.0	60.0	23.0	23.0		23.0
Yellow Change Interval (*Y*), s	4.5	4.5	4.5	4.5	4.0	4.0		4.0
Red Clearance Interval (R_c), s	1.5	1.5	1.5	1.5	2.0	2.0		2.0
Minimum Green (G_{min}), s	6	15	6	15	6	6		6
Start-Up Lost Time (*l*t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	1.5	2.0	1.5	2.0	1.5	1.5		1.5
Recall Mode	Off	Min	Off	Min	Off	Off		Off
Dual Entry	No	No	No	No	No	No		No
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

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

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HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 20, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	2030 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	Archbishop Hannan Blvd	File Name	Judge Perez at Archbishop Hannan 2030 No Buil…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	27	591	104	60	903	4	88	26	58	6	48	145

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	3.9	2.1	77.7	13.3	8.9	0.0	1	2	3	4		
Yellow	4.5	0.0	4.5	4.0	4.0	0.0	5	6	7	8		
Red	1.5	0.0	1.5	2.0	2.0	0.0						

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6		8		4
Case Number	2.0	3.0	2.0	4.0		10.0		11.0
Phase Duration, s	9.9	83.7	12.1	85.8		14.9		19.3
Change Period, ($Y+R_c$), s	6.0	6.0	6.0	6.0		6.0		6.0
Max Allow Headway (*MAH*), s	2.5	0.0	2.5	0.0		2.7		3.0
Queue Clearance Time (g_s), s	4.1		6.6			8.8		13.2
Green Extension Time (g_e), s	0.0	0.0	0.1	0.0		0.2		0.1
Phase Call Probability	0.65		0.91			1.00		1.00
Max Out Probability	0.00		0.00			0.00		0.43

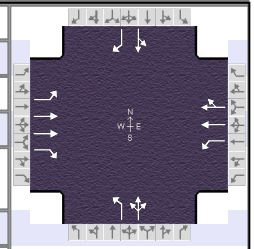
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	29	642	101	65	493	492	96	85			59	141
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1555	1585	1810	1737	1735	1810	1696			1890	1610
Queue Service Time (g_s), s	2.1	13.6	3.6	4.6	19.9	19.9	6.8	6.4			3.7	11.2
Cycle Queue Clearance Time (g_c), s	2.1	13.6	3.6	4.6	19.9	19.9	6.8	6.4			3.7	11.2
Green Ratio (*g/C*)	0.03	0.60	0.60	0.05	0.61	0.61	0.07	0.07			0.10	0.10
Capacity (*c*), veh/h	55	1859	947	84	1067	1065	124	116			194	165
Volume-to-Capacity Ratio (*X*)	0.538	0.346	0.107	0.774	0.462	0.462	0.770	0.728			0.303	0.856
Back of Queue (*Q*), ft/ln (95 th percentile)	44.3	230.8	56.6	99.8	328.7	301.8	145.5	128.2			82.4	235
Back of Queue (*Q*), veh/ln (95 th percentile)	1.8	8.1	2.2	4.0	12.1	12.1	5.8	5.1			3.3	9.4
Queue Storage Ratio (*RQ*) (95 th percentile)	0.23	0.00	0.31	0.45	0.00	0.00	0.66	0.00			0.00	0.00
Uniform Delay (d_1), s/veh	62.1	13.3	11.2	61.3	13.5	13.5	59.5	59.4			54.0	57.4
Incremental Delay (d_2), s/veh	3.0	0.5	0.2	5.6	1.4	1.4	3.8	3.2			0.3	19.6
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0
Control Delay (*d*), s/veh	65.2	13.8	11.5	66.9	15.0	15.0	63.3	62.6			54.4	77.0
Level of Service (LOS)	E	B	B	E	B	B	E	E			D	E
Approach Delay, s/veh / LOS	15.4	B		18.2	B		63.0	E		70.4	E	
Intersection Delay, s/veh / LOS	25.6						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.90	B	1.91	B	2.33	B	2.49	B
Bicycle LOS Score / LOS	1.13	A	1.35	A	0.79	A	0.82	A

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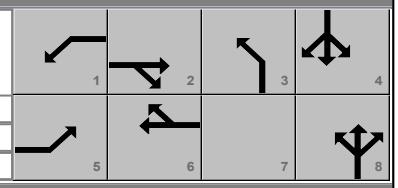
HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 20, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	2030 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	Archbishop Hannan Blvd	File Name	Judge Perez at Archbishop Hannan 2030 No Buil…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	27	591	104	60	903	4	88	26	58	6	48	145

Signal Information												
Cycle, s	130.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On	Green	3.9	2.1	77.7	13.3	8.9	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.5	0.0	4.5	4.0	4.0	0.0		
				Red	1.5	0.0	1.5	2.0	2.0	0.0		



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	0.860	0.984	1.000	0.914	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	0.952	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.994	0.994	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.999	0.999		0.893	0.893		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00								
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)												
Movement Saturation Flow Rate (s), veh/h	1810	3110	1585	1810	3460	11	1810	565	1131	210	1680	1610
Proportion of Vehicles Arriving on Green (P)	0.03	0.60	0.60	0.05	0.61	0.61	0.07	0.07	0.07	0.10	0.10	0.10
Incremental Delay Factor (k)	0.04	0.50	0.50	0.04	0.50	0.50	0.04	0.04			0.04	0.20

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.0	6.0	6.0	6.0		6.0		6.0
Green Ratio (g/C)	0.03	0.60	0.05	0.61		0.07		0.10
Permitted Saturation Flow Rate (s_p), veh/h/ln	0	0	0	0		1810		0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	0.0	0.0	0.0	0.0		0.0		0.0
Permitted Service Time (g_u), s	0.0	0.0	0.0	0.0		0.0		0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0		0.0		0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		0						0
Protected Right Effective Green Time (g_R), s		0.0						0.0

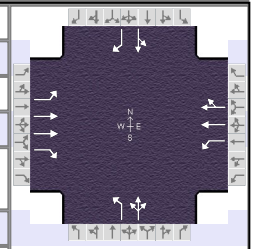
Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.198	0.009	1.198	0.021	1.557	0.001	1.710	0.016
Pedestrian F_s / F_{delay}	0.000	0.094	0.000	0.091	0.000	0.167	0.000	0.162
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	1195.41	10.52	1228.18	9.68		72.19	137.22	56.39

Bicycle F_w / F_v	-3.64	0.64	-3.64	0.87	-3.64	0.30	-3.64	0.33

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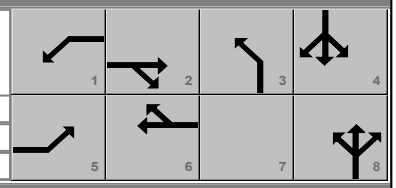
HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 20, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	2030 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	Archbishop Hannan Blvd	File Name	Judge Perez at Archbishop Hannan 2030 No Buil…		
Project Description	23-040				

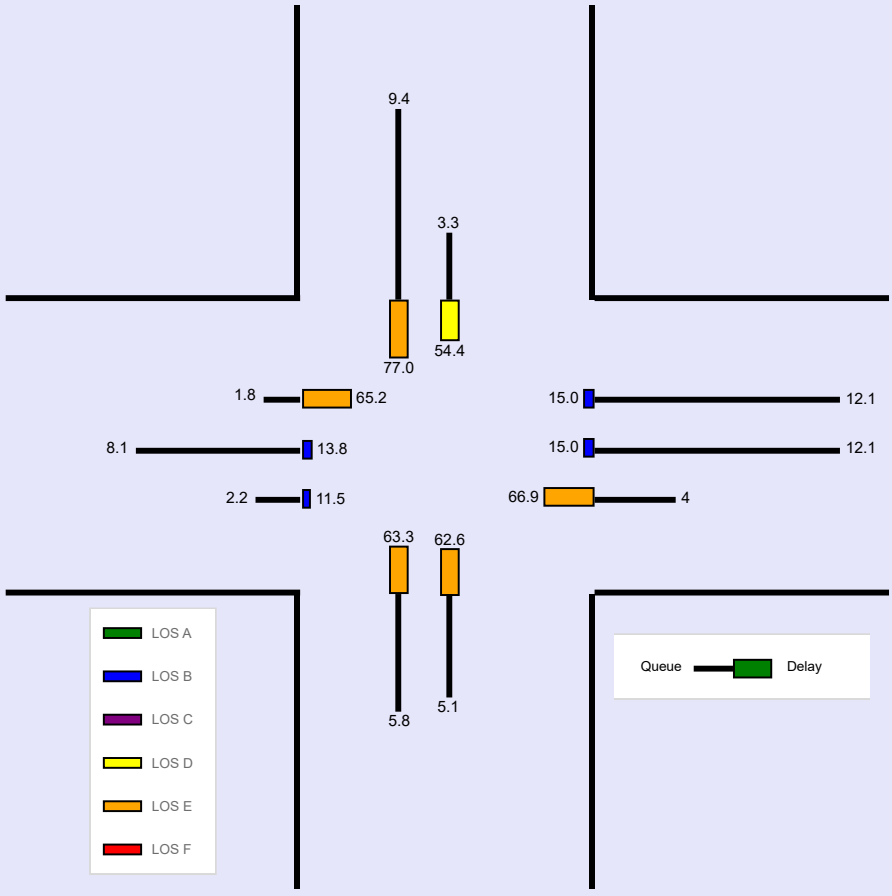


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	27	591	104	60	903	4	88	26	58	6	48	145

Signal Information												
Cycle, s	130.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On									
Force Mode	Fixed	Simult. Gap N/S	On									
				Green	3.9	2.1	77.7	13.3	8.9	0.0		
				Yellow	4.5	0.0	4.5	4.0	4.0	0.0		
				Red	1.5	0.0	1.5	2.0	2.0	0.0		



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	44.3	230.8	56.6	99.8	328.7	301.8	145.5	128.2			82.4	235
Back of Queue (*Q*), veh/ln (95 th percentile)	1.8	8.1	2.2	4.0	12.1	12.1	5.8	5.1			3.3	9.4
Queue Storage Ratio (*RQ*) (95 th percentile)	0.23	0.00	0.31	0.45	0.00	0.00	0.66	0.00			0.00	0.00
Control Delay (*d*), s/veh	65.2	13.8	11.5	66.9	15.0	15.0	63.3	62.6			54.4	77.0
Level of Service (LOS)	E	B	B	E	B	B	E	E			D	E
Approach Delay, s/veh / LOS	15.4	B		18.2	B		63.0	E		70.4	E	
Intersection Delay, s/veh / LOS	25.6						C					



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--- Messages ---

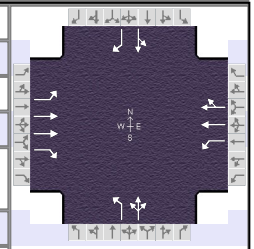
WARNING: The shared-plus-exclusive turn lane solution is an approximation of the HCM method, because more than three lane groups cannot be accommodated. Input data for Percent Turns in Shared Lane are used to specify proportion of turning vehicles in the shared lane.

--- Comments ---

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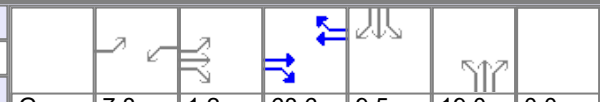
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 20, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.97
Urban Street	E Judge Perez	Analysis Year	2030 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	Archbishop Hannan Blvd	File Name	Judge Perez at Archbishop Hannan 2030 No Buil…		
Project Description	23-040				

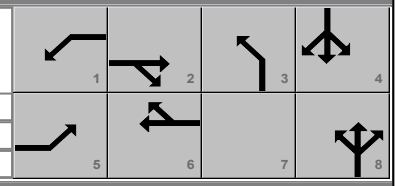


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	97	902	189	83	560	16	128	52	178	31	32	100

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	7.8	1.2		68.6	9.5	19.0	0.0					
Yellow	4.5	0.0		4.5	4.0	4.0	0.0					
Red	1.5	0.0		1.5	2.0	2.0	0.0					



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	97	902	189	83	560	16	128	52	178	31	32	100
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	2	2	0	4		0	0			0	0
Ped / Bike / RTOR, /h	0	0	19	0	0	2	0	0	18	0	0	10
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0	12.0	12.0	12.0		12.0	12.0			12.0	12.0
Turn Bay Length, ft	195	0	185	220	0		220	0			0	0
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	45	45	45	45	45	45	30	30	30	20	20	20

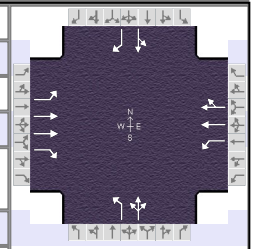
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	24.0	60.0	24.0	60.0	23.0	23.0		23.0
Yellow Change Interval (*Y*), s	4.5	4.5	4.5	4.5	4.0	4.0		4.0
Red Clearance Interval (R_c), s	1.5	1.5	1.5	1.5	2.0	2.0		2.0
Minimum Green (G_{min}), s	6	15	6	15	6	6		6
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	1.5	2.0	1.5	2.0	1.5	1.5		1.5
Recall Mode	Off	Min	Off	Min	Off	Off		Off
Dual Entry	No	No	No	No	No	No		No
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

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

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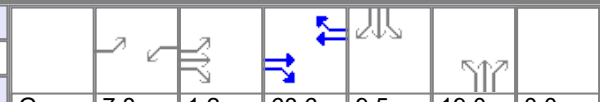
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 20, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.97
Urban Street	E Judge Perez	Analysis Year	2030 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	Archbishop Hannan Blvd	File Name	Judge Perez at Archbishop Hannan 2030 No Buil…		
Project Description	23-040				

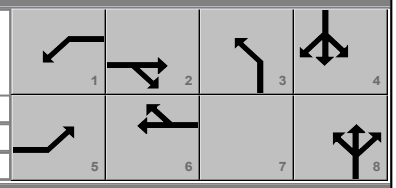


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	97	902	189	83	560	16	128	52	178	31	32	100

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	7.8	1.2	68.6	9.5	19.0	0.0						
Yellow	4.5	0.0	4.5	4.0	4.0	0.0						
Red	1.5	0.0	1.5	2.0	2.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6		8		4
Case Number	2.0	3.0	2.0	4.0		10.0		11.0
Phase Duration, s	14.9	75.8	13.8	74.6		25.0		15.5
Change Period, ($Y+R_c$), s	6.0	6.0	6.0	6.0		6.0		6.0
Max Allow Headway (*MAH*), s	2.5	0.0	2.5	0.0		2.8		3.0
Queue Clearance Time (g_s), s	9.1		8.1			18.7		9.4
Green Extension Time (g_e), s	0.1	0.0	0.1	0.0		0.3		0.1
Phase Call Probability	0.97		0.95			1.00		1.00
Max Out Probability	0.00		0.00			0.07		0.00

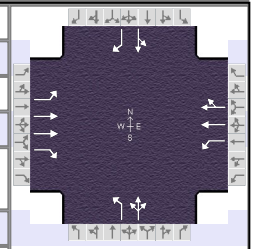
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	100	930	175	86	297	295	132	219			65	93
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1781	1585	1810	1841	1825	1810	1673			1854	1610
Queue Service Time (g_s), s	7.1	21.3	7.5	6.1	11.8	11.8	8.7	16.7			4.4	7.4
Cycle Queue Clearance Time (g_c), s	7.1	21.3	7.5	6.1	11.8	11.8	8.7	16.7			4.4	7.4
Green Ratio (*g/C*)	0.07	0.54	0.54	0.06	0.53	0.53	0.15	0.15			0.07	0.07
Capacity (*c*), veh/h	124	1912	851	108	972	963	264	244			135	117
Volume-to-Capacity Ratio (*X*)	0.806	0.486	0.206	0.792	0.306	0.306	0.499	0.895			0.481	0.791
Back of Queue (*Q*), ft/ln (95 th percentile)	150.2	337.8	124.3	129.3	223.5	215.3	180.9	327			95.7	144
Back of Queue (*Q*), veh/ln (95 th percentile)	6.0	13.3	4.9	5.2	8.7	8.6	7.2	13.1			3.8	5.8
Queue Storage Ratio (*RQ*) (95 th percentile)	0.77	0.00	0.67	0.59	0.00	0.00	0.82	0.00			0.00	0.00
Uniform Delay (d_1), s/veh	59.7	18.9	15.7	60.3	17.3	17.3	51.1	54.5			57.9	59.3
Incremental Delay (d_2), s/veh	4.6	0.9	0.5	4.8	0.8	0.8	0.5	19.3			1.0	4.4
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0
Control Delay (*d*), s/veh	64.3	19.8	16.2	65.2	18.1	18.1	51.7	73.9			58.9	63.7
Level of Service (LOS)	E	B	B	E	B	B	D	E			E	E
Approach Delay, s/veh / LOS	22.9	C		24.0	C		65.5	E		61.7	E	
Intersection Delay, s/veh / LOS	32.1						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.93	B	1.92	B	2.33	B	2.49	B
Bicycle LOS Score / LOS	1.48	A	1.05	A	1.07	A	0.75	A

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HCS Signalized Intersection Intermediate Values

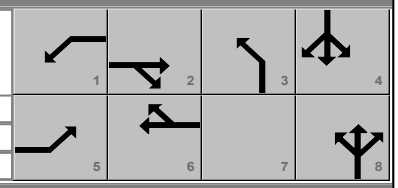
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 20, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.97
Urban Street	E Judge Perez	Analysis Year	2030 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	Archbishop Hannan Blvd	File Name	Judge Perez at Archbishop Hannan 2030 No Buil…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	97	902	189	83	560	16	128	52	178	31	32	100

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	7.8	1.2		68.6	9.5	19.0	0.0					
Yellow	4.5	0.0		4.5	4.0	4.0	0.0					
Red	1.5	0.0		1.5	2.0	2.0	0.0					



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	0.984	0.984	1.000	0.969	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	0.952	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.976	0.976	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.991	0.991		0.880	0.880		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00								
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)												
Movement Saturation Flow Rate (s), veh/h	1810	3561	1585	1810	3576	89	1810	410	1262	912	942	1610
Proportion of Vehicles Arriving on Green (P)	0.07	0.54	0.54	0.06	0.53	0.53	0.15	0.15	0.15	0.07	0.07	0.07
Incremental Delay Factor (k)	0.04	0.50	0.50	0.04	0.50	0.50	0.04	0.22			0.04	0.04

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.0	6.0	6.0	6.0		6.0		6.0
Green Ratio (g/C)	0.07	0.54	0.06	0.53		0.15		0.07
Permitted Saturation Flow Rate (s_p), veh/h/ln	0	0	0	0		1810		0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	0.0	0.0	0.0	0.0		0.0		0.0
Permitted Service Time (g_u), s	0.0	0.0	0.0	0.0		0.0		0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0		0.0		0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		0						0
Protected Right Effective Green Time (g_R), s		0.0						0.0

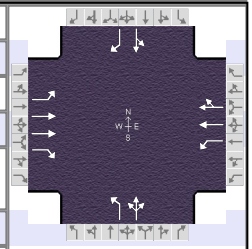
Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.198	0.026	1.198	0.014	1.557	0.003	1.710	0.027
Pedestrian F_s / F_{delay}	0.000	0.106	0.000	0.107	0.000	0.167	0.000	0.155
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	1073.71	13.94	1056.01	14.48		72.19	291.99	47.41

Bicycle F_w / F_v	-3.64	0.99	-3.64	0.56	-3.64	0.58	-3.64	0.26

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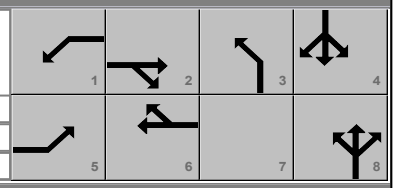
HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 20, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.97
Urban Street	E Judge Perez	Analysis Year	2030 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	Archbishop Hannan Blvd	File Name	Judge Perez at Archbishop Hannan 2030 No Buil…		
Project Description	23-040				

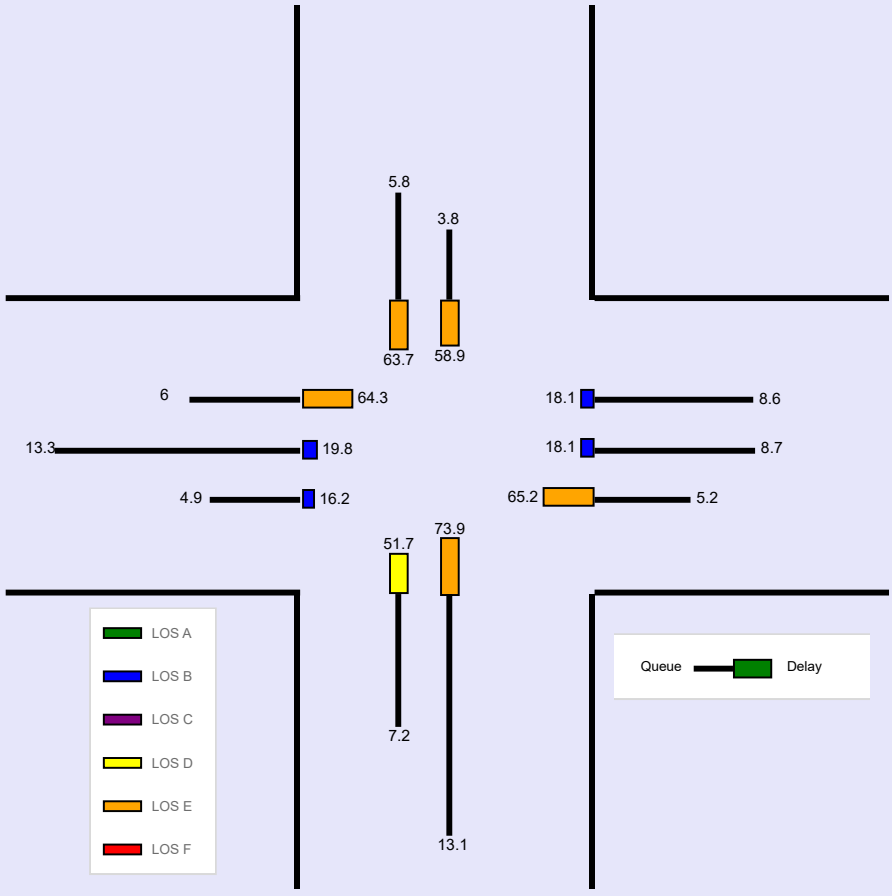


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	97	902	189	83	560	16	128	52	178	31	32	100

Signal Information												
Cycle, s	130.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On									
Force Mode	Fixed	Simult. Gap N/S	On									
				Green	7.8	1.2	68.6	9.5	19.0	0.0		
				Yellow	4.5	0.0	4.5	4.0	4.0	0.0		
				Red	1.5	0.0	1.5	2.0	2.0	0.0		



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	150.2	337.8	124.3	129.3	223.5	215.3	180.9	327			95.7	144
Back of Queue (*Q*), veh/ln (95 th percentile)	6.0	13.3	4.9	5.2	8.7	8.6	7.2	13.1			3.8	5.8
Queue Storage Ratio (*RQ*) (95 th percentile)	0.77	0.00	0.67	0.59	0.00	0.00	0.82	0.00			0.00	0.00
Control Delay (*d*), s/veh	64.3	19.8	16.2	65.2	18.1	18.1	51.7	73.9			58.9	63.7
Level of Service (LOS)	E	B	B	E	B	B	D	E			E	E
Approach Delay, s/veh / LOS	22.9	C		24.0	C		65.5	E		61.7	E	
Intersection Delay, s/veh / LOS	32.1						C					



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--- Messages ---

WARNING: The shared-plus-exclusive turn lane solution is an approximation of the HCM method, because more than three lane groups cannot be accommodated. Input data for Percent Turns in Shared Lane are used to specify proportion of turning vehicles in the shared lane.

--- Comments ---

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HCS Two-Way Stop-Control Report

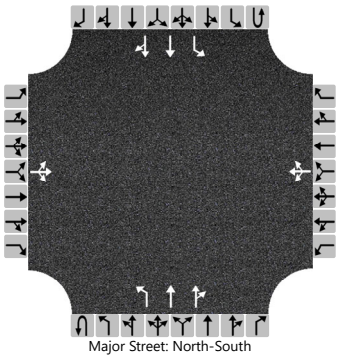
General Information

Analyst	RAW
Agency/Co.	USI
Date Performed	8/20/2024
Analysis Year	2030
Time Analyzed	2030 AM No Build(w. Port)
Intersection Orientation	North-South
Project Description	23-040

Site Information

Intersection	Guerra at Judge Perez
Jurisdiction	LADOTD
East/West Street	Guerra Dr
North/South Street	Judge Perez Dr
Peak Hour Factor	0.94
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	2	0	0	1	2	0
Configuration			LTR				LTR			L	T	TR		L	T	TR
Volume (veh/h)		13	5	5		7	6	18	0	28	642	7	0	51	469	10
Percent Heavy Vehicles (%)		0	0	0		0	0	0	0	0			0	0		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Left + Thru								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.9		4.1				4.1		
Critical Headway (sec)		7.50	6.50	6.90		7.50	6.50	6.90		4.10				4.10		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.50	4.00	3.30		3.50	4.00	3.30		2.20				2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			24				33			30				54		
Capacity, c (veh/h)			316				399			1066				914		
v/c Ratio			0.08				0.08			0.03				0.06		
95% Queue Length, Q_{95} (veh)			0.2				0.3			0.1				0.2		
Control Delay (s/veh)			17.3				14.8			8.5				9.2		
Level of Service (LOS)			C				B			A				A		
Approach Delay (s/veh)	17.3				14.8				0.4				0.9			
Approach LOS	C				B				A				A			

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HCS Two-Way Stop-Control Report

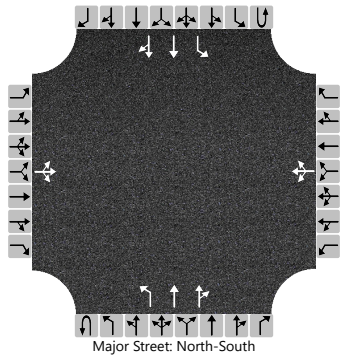
General Information

Analyst	RAW
Agency/Co.	USI
Date Performed	8/20/24
Analysis Year	2030
Time Analyzed	2030 PM No Build(w. Port)
Intersection Orientation	North-South
Project Description	23-040

Site Information

Intersection	Guerra at Judge Perez
Jurisdiction	LADOTD
East/West Street	Guerra Dr
North/South Street	Judge Perez Dr
Peak Hour Factor	0.94
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	2	0	0	1	2	0
Configuration			LTR				LTR			L	T	TR		L	T	TR
Volume (veh/h)		12	10	17		11	5	16	0	27	447	16	0	131	681	15
Percent Heavy Vehicles (%)		0	0	0		0	0	0	0	0			0	0		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Left + Thru								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.9		4.1				4.1		
Critical Headway (sec)		7.50	6.50	6.90		7.50	6.50	6.90		4.10				4.10		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.50	4.00	3.30		3.50	4.00	3.30		2.20				2.20		

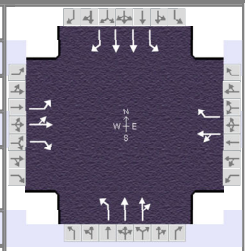
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			41				34			29				139		
Capacity, c (veh/h)			263				330			875				1081		
v/c Ratio			0.16				0.10			0.03				0.13		
95% Queue Length, Q_{95} (veh)			0.6				0.3			0.1				0.4		
Control Delay (s/veh)			21.2				17.1			9.3				8.8		
Level of Service (LOS)			C				C			A				A		
Approach Delay (s/veh)	21.2				17.1				0.5				1.4			
Approach LOS	C				C				A				A			

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HCS Signalized Intersection Input Data

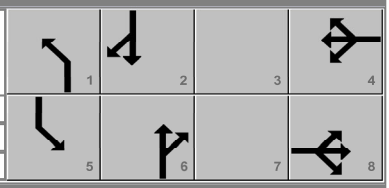
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 20, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.89
Urban Street	E Judge Perez Dr	Analysis Year	2030 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	Colonial Blvd	File Name	Judge Perez at Colonial Blvd 2030 No Build (w.P…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	102	8	38	2	11	5	34	459	4	1	317	158

Signal Information			
Cycle, s	60.1	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	0.1	3.2	20.0	11.3	1.9	0.0
Yellow	5.0	0.0	5.0	3.8	3.8	0.0
Red	1.0	0.0	1.0	2.0	2.0	0.0



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	102	8	38	2	11	5	34	459	4	1	317	158
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	1	0	0		0	0	0	22		0	32	0
Ped / Bike / RTOR, /h	0	0	0	0	0	1	0	0	1	0	0	0
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0	12.0		12.0	12.0	12.0	12.0		12.0	12.0	12.0
Turn Bay Length, ft	0	0	0		0	0	300	0		260	0	0
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	30	30	30	30	30	30	45	45	45	45	45	45

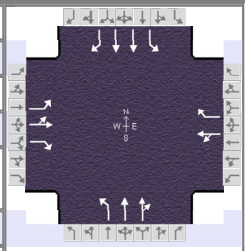
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		30.0		20.0	20.0	55.0	20.0	55.0
Yellow Change Interval (*Y*), s		3.8		3.8	5.0	5.0	5.0	5.0
Red Clearance Interval (R_c), s		2.0		2.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s		12		7	7	20	8	20
Start-Up Lost Time (*l*t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s		3.8		3.8	2.5	4.2	2.0	4.2
Recall Mode		Off		Off	Off	Min	Off	Min
Dual Entry		No		No	No	No	No	No
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

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

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HCS Signalized Intersection Results Summary

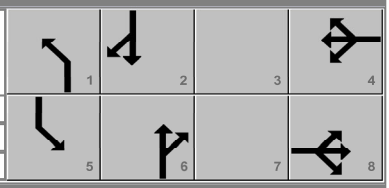
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 20, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.89
Urban Street	E Judge Perez Dr	Analysis Year	2030 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	Colonial Blvd	File Name	Judge Perez at Colonial Blvd 2030 No Build (w.P…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	102	8	38	2	11	5	34	459	4	1	317	158

Signal Information			
Cycle, s	60.1	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	0.1	3.2	20.0	11.3	1.9	0.0
Yellow	5.0	0.0	5.0	3.8	3.8	0.0
Red	1.0	0.0	1.0	2.0	2.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4	1	6	5	2
Case Number		9.0		11.0	2.0	4.0	2.0	3.0
Phase Duration, s		17.1		7.7	9.3	29.2	6.1	26.0
Change Period, ($Y+R_c$), s		5.8		5.8	6.0	6.0	6.0	6.0
Max Allow Headway (*MAH*), s		5.0		5.0	3.5	5.2	3.0	5.2
Queue Clearance Time (g_s), s		5.3		2.5	3.2	9.3	2.0	8.1
Green Extension Time (g_e), s		0.8		0.0	0.0	7.9	0.0	7.9
Phase Call Probability		0.94		0.27	0.47	1.00	0.02	1.00
Max Out Probability		0.00		0.00	0.00	0.01	0.00	0.01

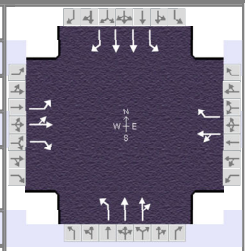
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h	115	9	43		15	4	38	260	259	1	356	178
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1795	1900			1885	1610	1810	1574	1570	1810	1357	
Queue Service Time (g_s), s	3.3	0.2			0.5	0.2	1.2	7.3	7.3	0.0	6.1	
Cycle Queue Clearance Time (g_c), s	3.3	0.2			0.5	0.2	1.2	7.3	7.3	0.0	6.1	
Green Ratio (*g/C*)	0.19	0.19			0.03	0.03	0.05	0.39	0.39	0.00	0.33	
Capacity (*c*), veh/h	336	356			60	51	100	607	605	5	904	
Volume-to-Capacity Ratio (*X*)	0.341	0.025			0.243	0.088	0.384	0.428	0.428	0.249	0.394	
Back of Queue (*Q*), ft/ln (95 th percentile)	62.7	4.5			10.8	3.3	23.7	116.8	99.2	1.2	90.8	
Back of Queue (*Q*), veh/ln (95 th percentile)	2.5	0.2			0.4	0.1	0.9	4.0	4.0	0.0	2.9	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00			0.00	0.00	0.08	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	21.2	19.9			28.4	28.2	27.4	13.6	13.6	29.9	15.4	
Incremental Delay (d_2), s/veh	0.8	0.0			2.7	1.0	1.8	0.7	0.7	10.3	0.4	
Initial Queue Delay (d_3), s/veh	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	22.0	20.0	0.0		31.1	29.2	29.2	14.3	14.3	40.2	15.8	0.0
Level of Service (LOS)	C	B	A		C	C	C	B	B	D	B	A
Approach Delay, s/veh / LOS	16.2	B		30.7	C		15.3	B		10.6	B	
Intersection Delay, s/veh / LOS	13.7						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.30	B	2.44	B	1.90	B	2.09	B
Bicycle LOS Score / LOS	0.76	A	0.52	A	0.95	A	0.93	A

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HCS Signalized Intersection Intermediate Values

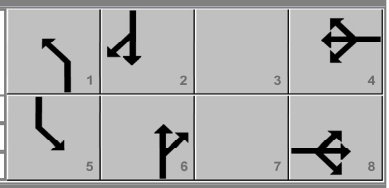
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 20, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.89
Urban Street	E Judge Perez Dr	Analysis Year	2030 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	Colonial Blvd	File Name	Judge Perez at Colonial Blvd 2030 No Build (w.P…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	102	8	38	2	11	5	34	459	4	1	317	158

Signal Information			
Cycle, s	60.1	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	0.1	3.2	20.0	11.3	1.9	0.0
Yellow	5.0	0.0	5.0	3.8	3.8	0.0
Red	1.0	0.0	1.0	2.0	2.0	0.0



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	0.992	1.000	1.000	1.000	1.000	1.000	1.000	0.828	1.000	1.000	0.750	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.952	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.992	0.992		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.000	0.847		0.998	0.998		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)							1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)												
Movement Saturation Flow Rate (s), veh/h	1795	1900	1610	290	1595	1610	1810	3124	20	1810	2715	1610
Proportion of Vehicles Arriving on Green (P)	0.19	0.19	0.19	0.03	0.03	0.03	0.06	0.39	0.39	0.00	0.33	0.33
Incremental Delay Factor (k)	0.14	0.14	0.14		0.14	0.14	0.08	0.17	0.17	0.04	0.17	0.17

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		4.0		5.8	6.0	6.0	6.0	6.0
Green Ratio (g/C)		0.19		0.03	0.05	0.39	0.00	0.33
Permitted Saturation Flow Rate (s_p), veh/h/ln		1795		0	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s		0.0		0.0	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s		0.0		0.0	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s		0.0		0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		0		0				0
Protected Right Effective Green Time (g_R), s		0.0		0.0				0.0

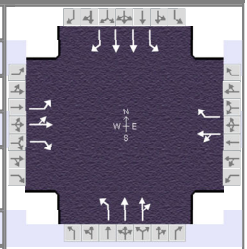
Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.001	1.710	0.000	1.198	0.001	1.389	0.000
Pedestrian F_s / F_{delay}	0.000	0.136	0.000	0.134	0.000	0.097	0.000	0.104
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	-226.40	37.22	63.69	28.15	770.90	11.34	665.92	13.36

Bicycle F_w / F_v	-3.64	0.27	-3.64	0.03	-3.64	0.46	-3.64	0.44

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HCS Signalized Intersection Results Graphical Summary

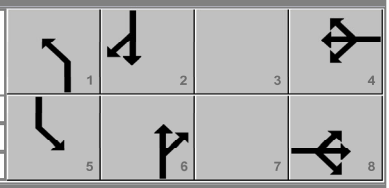
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 20, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.89
Urban Street	E Judge Perez Dr	Analysis Year	2030 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	Colonial Blvd	File Name	Judge Perez at Colonial Blvd 2030 No Build (w.P…		
Project Description	23-040				



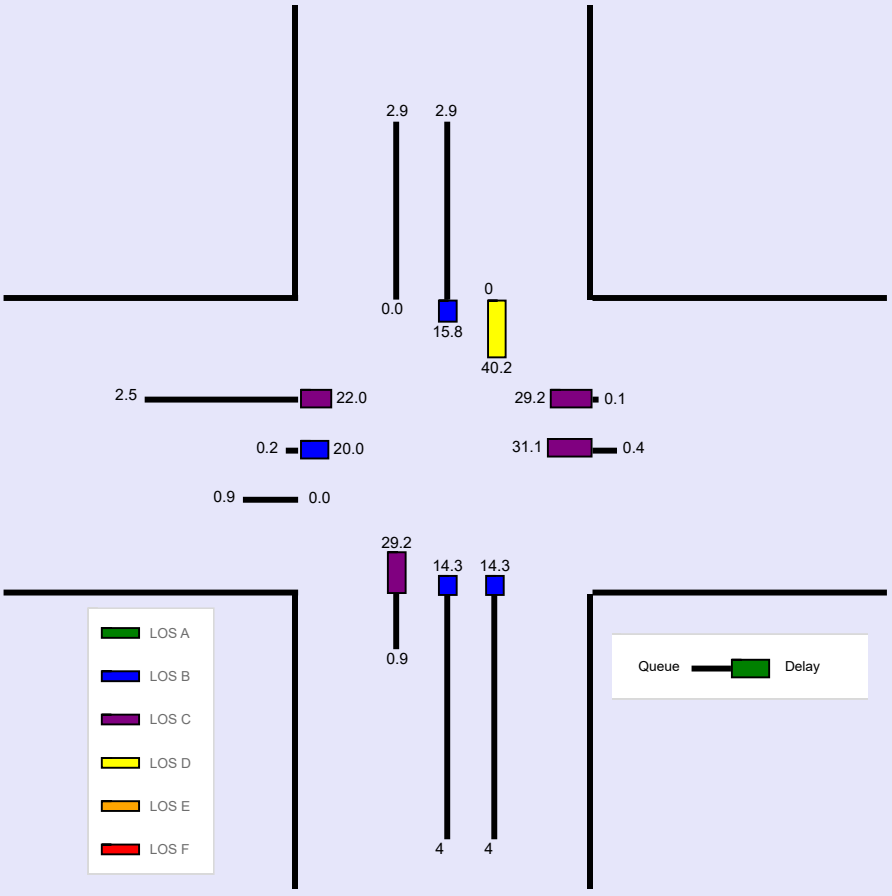
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	102	8	38	2	11	5	34	459	4	1	317	158

Signal Information			
Cycle, s	60.1	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	0.1	3.2	20.0	11.3	1.9	0.0
Yellow	5.0	0.0	5.0	3.8	3.8	0.0
Red	1.0	0.0	1.0	2.0	2.0	0.0



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	62.7	4.5			10.8	3.3	23.7	116.8	99.2	1.2	90.8	
Back of Queue (*Q*), veh/ln (95 th percentile)	2.5	0.2			0.4	0.1	0.9	4.0	4.0	0.0	2.9	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00			0.00	0.00	0.08	0.00	0.00	0.00	0.00	
Control Delay (*d*), s/veh	22.0	20.0	0.0		31.1	29.2	29.2	14.3	14.3	40.2	15.8	0.0
Level of Service (LOS)	C	B	A		C	C	C	B	B	D	B	A
Approach Delay, s/veh / LOS	16.2		B	30.7		C	15.3		B	10.6		B
Intersection Delay, s/veh / LOS	13.7						B					



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--- Messages ---

WARNING: The shared-plus-exclusive turn lane solution is an approximation of the HCM method, because more than three lane groups cannot be accommodated. Input data for Percent Turns in Shared Lane are used to specify proportion of turning vehicles in the shared lane.

INFO: EBR was specified to have Unsignalized Delay of 0 seconds.

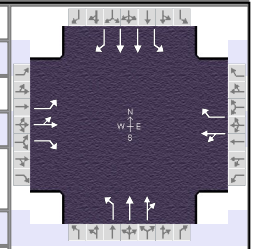
INFO: SBR was specified to have Unsignalized Delay of 0 seconds.

--- Comments ---

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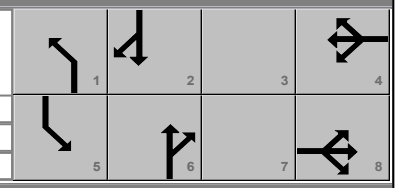
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 20, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.94
Urban Street	E Judge Perez Dr	Analysis Year	2030 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	Colonial Blvd	File Name	Judge Perez at Colonial Blvd 2030 No Build (w.P…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	114	12	40	5	2	10	23	271	6	9	415	170

Signal Information												
Cycle, s	59.0	Reference Phase	2									
Offset, s	0	Reference Point	End	Green	1.2	1.2	20.0	11.3	1.7	0.0		
Uncoordinated	Yes	Simult. Gap E/W	On	Yellow	5.0	0.0	5.0	3.8	3.8	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	0.0	1.0	2.0	2.0	0.0		



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	114	12	40	5	2	10	23	271	6	9	415	170
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	0	0		0	0	0	8		0	5	0
Ped / Bike / RTOR, /h	0	0	0	0	0	1	0	0	1	0	0	0
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0	12.0		12.0	12.0	12.0	12.0		12.0	12.0	12.0
Turn Bay Length, ft	0	0	0		0	0	300	0		260	0	0
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	30	30	30	30	30	30	45	45	45	45	45	45

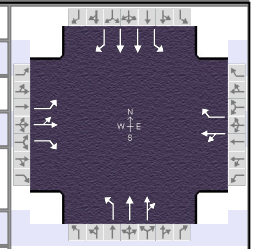
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		30.0		20.0	20.0	55.0	20.0	55.0
Yellow Change Interval (*Y*), s		3.8		3.8	5.0	5.0	5.0	5.0
Red Clearance Interval (R_c), s		2.0		2.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s		12		7	7	20	8	20
Start-Up Lost Time (*l*t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (e), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s		3.8		3.8	2.5	4.2	2.0	4.2
Recall Mode		Off		Off	Off	Min	Off	Min
Dual Entry		No		No	No	No	No	No
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

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

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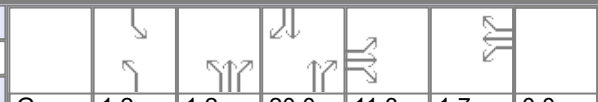
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 20, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.94
Urban Street	E Judge Perez Dr	Analysis Year	2030 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	Colonial Blvd	File Name	Judge Perez at Colonial Blvd 2030 No Build (w.P…		
Project Description	23-040				

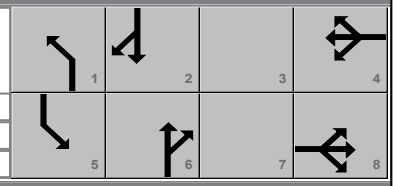


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	114	12	40	5	2	10	23	271	6	9	415	170

Signal Information			
Cycle, s	59.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	1.2	1.2	20.0	11.3	1.7	0.0
Yellow	5.0	0.0	5.0	3.8	3.8	0.0
Red	1.0	0.0	1.0	2.0	2.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4	1	6	5	2
Case Number		9.0		11.0	2.0	4.0	2.0	3.0
Phase Duration, s		17.1		7.5	8.3	27.2	7.2	26.0
Change Period, ($Y+R_c$), s		5.8		5.8	6.0	6.0	6.0	6.0
Max Allow Headway (*MAH*), s		5.0		5.1	3.5	5.2	3.0	5.2
Queue Clearance Time (g_s), s		5.4		2.3	2.8	5.4	2.3	7.7
Green Extension Time (g_e), s		0.9		0.0	0.0	6.8	0.0	6.8
Phase Call Probability		0.94		0.24	0.33	1.00	0.15	1.00
Max Out Probability		0.00		0.00	0.00	0.00	0.00	0.00

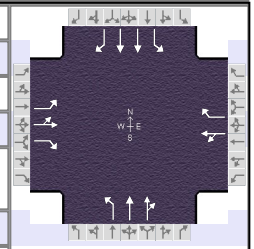
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h	121	13	43		7	10	24	147	147	10	441	181
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1900			1834	1610	1810	1781	1770	1810	1738	
Queue Service Time (g_s), s	3.4	0.3			0.2	0.3	0.8	3.4	3.4	0.3	5.7	
Cycle Queue Clearance Time (g_c), s	3.4	0.3			0.2	0.3	0.8	3.4	3.4	0.3	5.7	
Green Ratio (*g/C*)	0.19	0.19			0.03	0.03	0.04	0.36	0.36	0.02	0.34	
Capacity (*c*), veh/h	348	365			53	47	71	639	635	36	1179	
Volume-to-Capacity Ratio (*X*)	0.349	0.035			0.140	0.205	0.344	0.230	0.231	0.268	0.374	
Back of Queue (*Q*), ft/ln (95 th percentile)	63.9	6.2			5.4	7.3	15.5	55.6	52.1	6.1	88.1	
Back of Queue (*Q*), veh/ln (95 th percentile)	2.6	0.2			0.2	0.3	0.6	2.1	2.1	0.2	3.4	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00			0.00	0.00	0.05	0.00	0.00	0.02	0.00	
Uniform Delay (d_1), s/veh	20.6	19.4			27.9	28.0	27.6	13.2	13.2	28.5	14.7	
Incremental Delay (d_2), s/veh	0.8	0.1			1.6	2.9	2.1	0.3	0.3	1.5	0.3	
Initial Queue Delay (d_3), s/veh	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	21.4	19.4	0.0		29.5	30.8	29.7	13.5	13.5	30.0	15.0	0.0
Level of Service (LOS)	C	B	A		C	C	C	B	B	C	B	A
Approach Delay, s/veh / LOS	16.1	B		30.2	C		14.7	B		11.0	B	
Intersection Delay, s/veh / LOS	13.1						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.29	B	2.44	B	1.90	B	2.09	B
Bicycle LOS Score / LOS	0.78	A	0.52	A	0.75	A	1.01	A

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HCS Signalized Intersection Intermediate Values

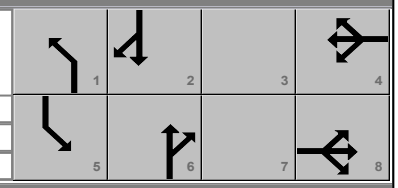
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 20, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.94
Urban Street	E Judge Perez Dr	Analysis Year	2030 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	Colonial Blvd	File Name	Judge Perez at Colonial Blvd 2030 No Build (w.P…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	114	12	40	5	2	10	23	271	6	9	415	170

Signal Information			
Cycle, s	59.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	1.2	1.2	20.0	11.3	1.7	0.0						
Yellow	5.0	0.0	5.0	3.8	3.8	0.0						
Red	1.0	0.0	1.0	2.0	2.0	0.0						



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.938	1.000	1.000	0.961	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.952	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.966	0.966		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.000	0.847		0.994	0.994		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)							1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)												
Movement Saturation Flow Rate (s), veh/h	1810	1900	1610	1310	524	1610	1810	3487	64	1810	3477	1610
Proportion of Vehicles Arriving on Green (P)	0.19	0.19	0.19	0.03	0.03	0.03	0.04	0.36	0.36	0.02	0.34	0.34
Incremental Delay Factor (k)	0.14	0.14	0.14		0.14	0.14	0.08	0.17	0.17	0.04	0.17	0.17

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		4.0		5.8	6.0	6.0	6.0	6.0
Green Ratio (g/C)		0.19		0.03	0.04	0.36	0.02	0.34
Permitted Saturation Flow Rate (s_p), veh/h/ln		1810		0	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s		0.0		0.0	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s		0.0		0.0	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s		0.0		0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		0		0				0
Protected Right Effective Green Time (g_R), s		0.0		0.0				0.0

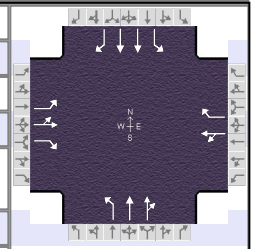
Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.001	1.710	0.000	1.198	0.001	1.389	0.000
Pedestrian F_s / F_{delay}	0.000	0.136	0.000	0.133	0.000	0.100	0.000	0.102
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	-230.68	36.67	57.84	27.80	717.54	12.12	678.50	12.87

Bicycle F_w / F_v	-3.64	0.29	-3.64	0.03	-3.64	0.26	-3.64	0.52

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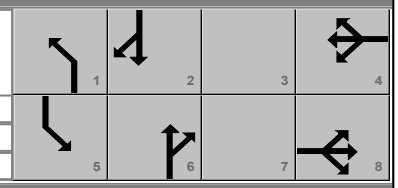
HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 20, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.94
Urban Street	E Judge Perez Dr	Analysis Year	2030 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	Colonial Blvd	File Name	Judge Perez at Colonial Blvd 2030 No Build (w.P…		
Project Description	23-040				

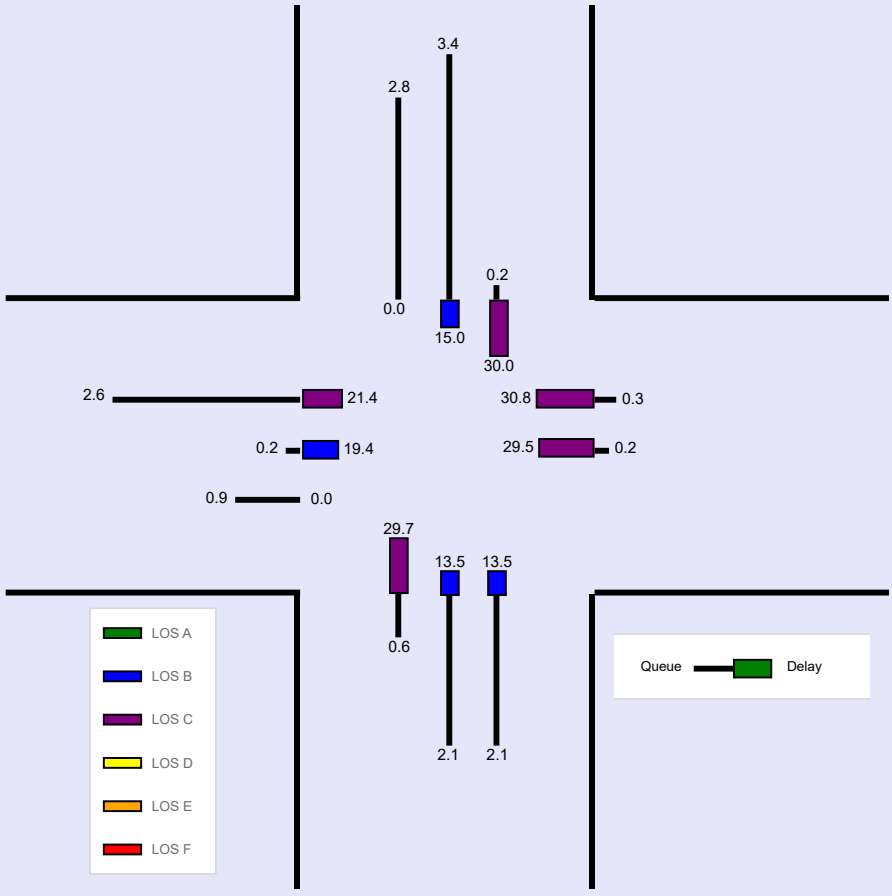


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	114	12	40	5	2	10	23	271	6	9	415	170

Signal Information												
Cycle, s	59.0	Reference Phase	2									
Offset, s	0	Reference Point	End	Green	1.2	1.2	20.0	11.3	1.7	0.0		
Uncoordinated	Yes	Simult. Gap E/W	On	Yellow	5.0	0.0	5.0	3.8	3.8	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	0.0	1.0	2.0	2.0	0.0		



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	63.9	6.2			5.4	7.3	15.5	55.6	52.1	6.1	88.1	
Back of Queue (*Q*), veh/ln (95 th percentile)	2.6	0.2			0.2	0.3	0.6	2.1	2.1	0.2	3.4	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00			0.00	0.00	0.05	0.00	0.00	0.02	0.00	
Control Delay (*d*), s/veh	21.4	19.4	0.0		29.5	30.8	29.7	13.5	13.5	30.0	15.0	0.0
Level of Service (LOS)	C	B	A		C	C	C	B	B	C	B	A
Approach Delay, s/veh / LOS	16.1		B	30.2		C	14.7		B	11.0		B
Intersection Delay, s/veh / LOS	13.1						B					



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--- Messages ---

WARNING: The shared-plus-exclusive turn lane solution is an approximation of the HCM method, because more than three lane groups cannot be accommodated. Input data for Percent Turns in Shared Lane are used to specify proportion of turning vehicles in the shared lane.

INFO: EBR was specified to have Unsignalized Delay of 0 seconds.

INFO: SBR was specified to have Unsignalized Delay of 0 seconds.

--- Comments ---

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HCS Two-Way Stop-Control Report

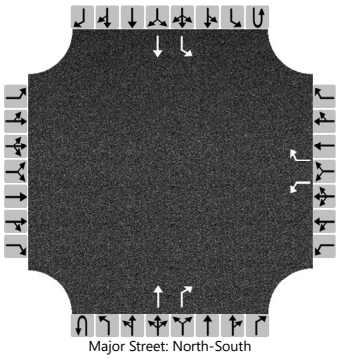
General Information

Analyst	RAW
Agency/Co.	USI
Date Performed	8/20/2023
Analysis Year	2030
Time Analyzed	2030 AM No Build(w. Port)
Intersection Orientation	North-South
Project Description	23-040

Site Information

Intersection	Colonial Blvd at E St Bernard Hwy
Jurisdiction	LADOTD
East/West Street	Colonial Blvd
North/South Street	E St Bernard Hwy
Peak Hour Factor	0.91
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		1	0	1	0	0	1	1	0	1	1	0
Configuration						L		R			T	R		L	T	
Volume (veh/h)						74		75			438	89		64	184	
Percent Heavy Vehicles (%)						0		0						3		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized						No				No						
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.40		6.20						4.13		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.50		3.30						2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						81		82						70		
Capacity, c (veh/h)						321		589						990		
v/c Ratio						0.25		0.14						0.07		
95% Queue Length, Q_{95} (veh)						1.0		0.5						0.2		
Control Delay (s/veh)						20.0		12.1						8.9		
Level of Service (LOS)						C		B						A		
Approach Delay (s/veh)						16.0								2.3		
Approach LOS						C								A		

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HCS Two-Way Stop-Control Report

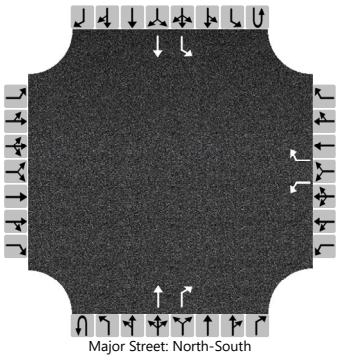
General Information

Analyst	RAW
Agency/Co.	USI
Date Performed	8/20/24
Analysis Year	2030
Time Analyzed	2030 PM No Build(w. Port)
Intersection Orientation	North-South
Project Description	23-040

Site Information

Intersection	Colonial Blvd at E St Bernard Hwy
Jurisdiction	LADOTD
East/West Street	Colonial Blvd
North/South Street	E St Bernard Hwy
Peak Hour Factor	0.97
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		1	0	1	0	0	1	1	0	1	1	0
Configuration						L		R			T	R		L	T	
Volume (veh/h)						113		71			332	82		90	399	
Percent Heavy Vehicles (%)						0		0						0		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized						No				No						
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.40		6.20						4.10		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.50		3.30						2.20		

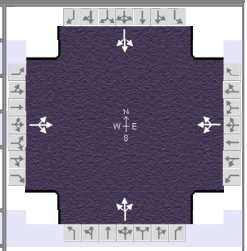
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						116		73						93		
Capacity, c (veh/h)						271		705						1143		
v/c Ratio						0.43		0.10						0.08		
95% Queue Length, Q_{95} (veh)						2.0		0.3						0.3		
Control Delay (s/veh)						27.9		10.7						8.4		
Level of Service (LOS)						D		B						A		
Approach Delay (s/veh)						21.2								1.6		
Approach LOS						C								A		

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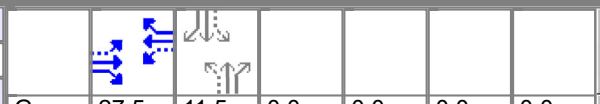
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 20, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.84
Urban Street	St Bernard Hwy	Analysis Year	2030 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	LA 39/Christie St	File Name	St Bernard Hwy at LA 39.Chrstie St 2030 No Buil…		
Project Description	23-040				

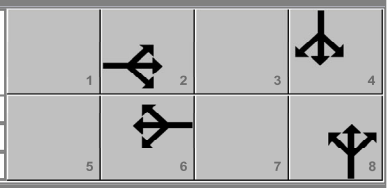


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	14	68	67	24	114	7	130	2	23	12	7	28

Signal Information			
Cycle, s	50.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	27.5	11.5	0.0	0.0	0.0	0.0						
Yellow	4.5	4.5	0.0	0.0	0.0	0.0						
Red	1.0	1.0	0.0	0.0	0.0	0.0						



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	14	68	67	24	114	7	130	2	23	12	7	28
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %		2			1			0			0	
Ped / Bike / RTOR, /h	0	0	7	0	0	1	0	0	3	0	0	3
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft		12.0			12.0			12.0			12.0	
Turn Bay Length, ft		0			0			0			0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	45	45	45	40	40	40	40	40	40	40	40	40

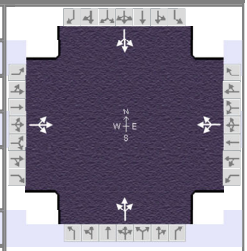
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		30.0		30.0		20.0		20.0
Yellow Change Interval (*Y*), s		4.5		4.5		4.5		4.5
Red Clearance Interval (R_c), s		1.0		1.0		1.0		1.0
Minimum Green (G_{min}), s		15		15		12		12
Start-Up Lost Time (*l*t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s		2.0		2.0		2.0		2.0
Recall Mode		Min		Min		Off		Off
Dual Entry		Yes		Yes		Yes		Yes
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

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

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HCS Signalized Intersection Results Summary

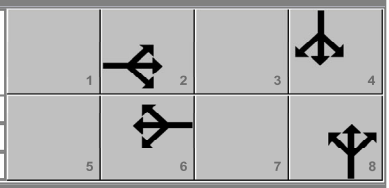
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 20, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.84
Urban Street	St Bernard Hwy	Analysis Year	2030 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	LA 39/Christie St	File Name	St Bernard Hwy at LA 39.Chrstie St 2030 No Buil…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	14	68	67	24	114	7	130	2	23	12	7	28

Signal Information			
Cycle, s	50.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	27.5	11.5	0.0	0.0	0.0	0.0	
Yellow	4.5	4.5	0.0	0.0	0.0	0.0	
Red	1.0	1.0	0.0	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6		8		4
Case Number		8.0		8.0		8.0		8.0
Phase Duration, s		33.0		33.0		17.0		17.0
Change Period, ($Y+R_c$), s		5.5		5.5		5.5		5.5
Max Allow Headway (*MAH*), s		0.0		0.0		3.1		3.1
Queue Clearance Time (g_s), s						7.5		3.2
Green Extension Time (g_e), s		0.0		0.0		0.2		0.3
Phase Call Probability						0.96		0.96
Max Out Probability						0.03		0.00

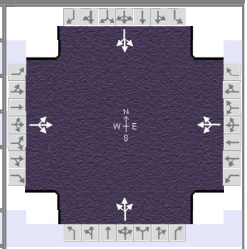
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h		169			171			181			52	
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1700			1773			1436			1652	
Queue Service Time (g_s), s		0.0			0.0			4.3			0.0	
Cycle Queue Clearance Time (g_c), s		2.4			2.3			5.5			1.2	
Green Ratio (*g/C*)		0.55			0.55			0.23			0.23	
Capacity (*c*), veh/h		1013			1058			465			473	
Volume-to-Capacity Ratio (*X*)		0.167			0.162			0.389			0.111	
Back of Queue (*Q*), ft/ln (95 th percentile)		27.8			29.4			69.5			18.1	
Back of Queue (*Q*), veh/ln (95 th percentile)		1.1			1.2			2.8			0.7	
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00			0.00			0.00	
Uniform Delay (d_1), s/veh		5.6			5.6			16.9			15.3	
Incremental Delay (d_2), s/veh		0.4			0.3			0.2			0.0	
Initial Queue Delay (d_3), s/veh		0.0			0.0			0.0			0.0	
Control Delay (*d*), s/veh		6.0			5.9			17.1			15.3	
Level of Service (LOS)		A			A			B			B	
Approach Delay, s/veh / LOS	6.0	A		5.9	A		17.1	B		15.3	B	
Intersection Delay, s/veh / LOS	10.3						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.64	B	1.64	B	1.68	B	1.69	B
Bicycle LOS Score / LOS	0.77	A	0.77	A	0.79	A	0.57	A

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HCS Signalized Intersection Intermediate Values

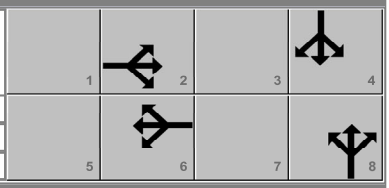
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 20, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.84
Urban Street	St Bernard Hwy	Analysis Year	2030 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	LA 39/Christie St	File Name	St Bernard Hwy at LA 39.Chrstie St 2030 No Buil…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	14	68	67	24	114	7	130	2	23	12	7	28

Signal Information			
Cycle, s	50.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	27.5	11.5	0.0	0.0	0.0	0.0						
Yellow	4.5	4.5	0.0	0.0	0.0	0.0						
Red	1.0	1.0	0.0	0.0	0.0	0.0						



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	0.984	1.000	1.000	0.992	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.977	0.909		0.947	0.941		0.769	0.756		0.947	0.870	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.909		0.000	0.941		0.000	0.756		0.000	0.870
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)												
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)	1.00			1.00			1.00			1.00		
Movement Saturation Flow Rate (s), veh/h	168	814	718	296	1404	74	1228	19	189	451	263	939
Proportion of Vehicles Arriving on Green (P)	0.55	0.55	0.55	0.55	0.55	0.55	0.23	0.23	0.23	0.23	0.23	0.23
Incremental Delay Factor (k)		0.50			0.50			0.04			0.04	

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		5.5		5.5		5.5		5.5
Green Ratio (g/C)		0.55		0.55		0.23		0.23
Permitted Saturation Flow Rate (s_p), veh/h/ln		1265		1254		1391		1406
Shared Saturation Flow Rate (s_{sh}), veh/h/ln		1782		1736		1447		1734
Permitted Effective Green Time (g_p), s		27.5		27.5		11.5		11.5
Permitted Service Time (g_u), s		25.2		25.0		10.3		6.1
Permitted Queue Service Time (g_{ps}), s		0.0		0.0		4.3		0.0
Time to First Blockage (g_f), s		13.9		9.2		0.3		4.5
Queue Service Time Before Blockage (g_{fs}), s		1.1		2.1		0.3		4.5
Protected Right Saturation Flow (s_R), veh/h/ln								
Protected Right Effective Green Time (g_R), s								

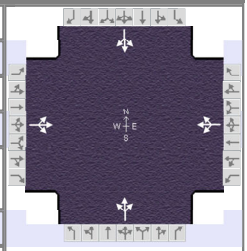
Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	0.972	0.004	0.972	0.004	0.972	0.001	0.972	0.010
Pedestrian F_s / F_{delay}	0.000	0.065	0.000	0.065	0.000	0.108	0.000	0.108
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	1098.78	5.08	1098.78	5.08	461.22	14.80	461.22	14.80

Bicycle F_w / F_v	-3.64	0.28	-3.64	0.28	-3.64	0.30	-3.64	0.09

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HCS Signalized Intersection Results Graphical Summary

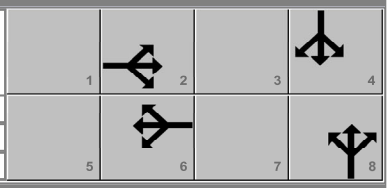
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 20, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.84
Urban Street	St Bernard Hwy	Analysis Year	2030 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	LA 39/Christie St	File Name	St Bernard Hwy at LA 39.Chrstie St 2030 No Buil…		
Project Description	23-040				



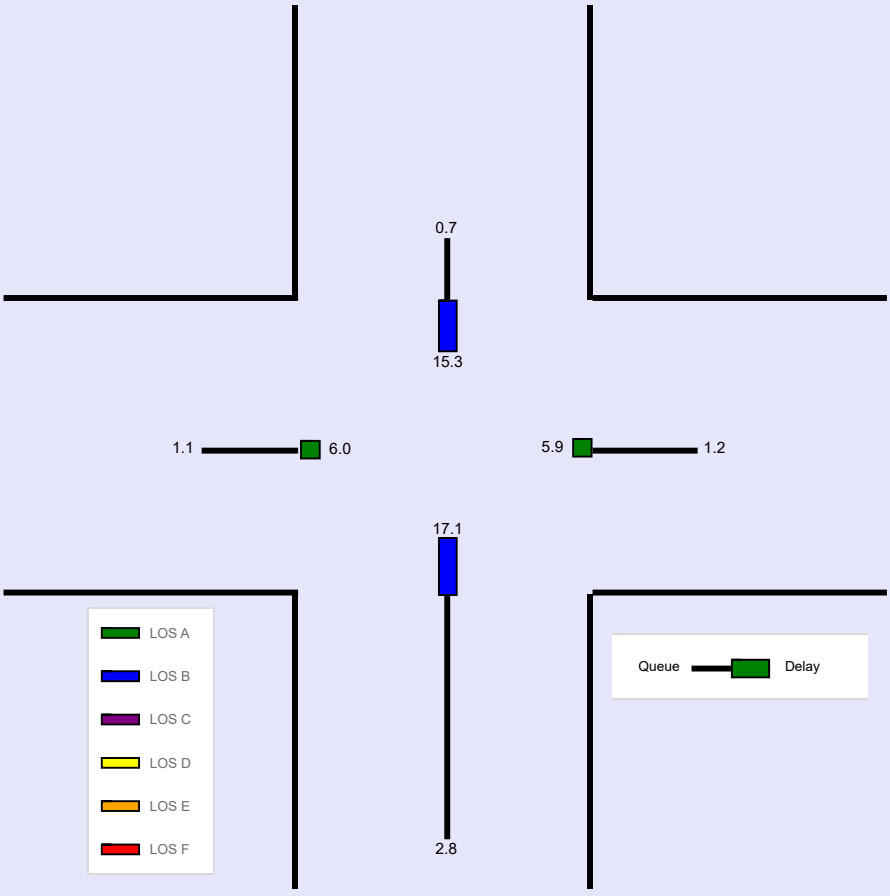
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	14	68	67	24	114	7	130	2	23	12	7	28

Signal Information			
Cycle, s	50.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	27.5	11.5	0.0	0.0	0.0	0.0	
Yellow	4.5	4.5	0.0	0.0	0.0	0.0	
Red	1.0	1.0	0.0	0.0	0.0	0.0	



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)		27.8			29.4			69.5			18.1	
Back of Queue (*Q*), veh/ln (95 th percentile)		1.1			1.2			2.8			0.7	
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00			0.00			0.00	
Control Delay (*d*), s/veh		6.0			5.9			17.1			15.3	
Level of Service (LOS)		A			A			B			B	
Approach Delay, s/veh / LOS	6.0		A	5.9		A	17.1		B	15.3		B
Intersection Delay, s/veh / LOS	10.3						B					



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--- Messages ---

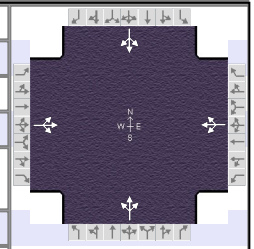
No errors or warnings exist.

--- Comments ---

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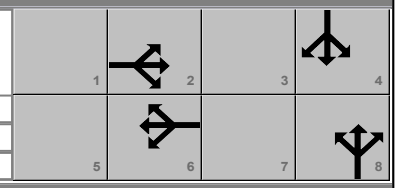
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 20, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.88
Urban Street	St Bernard Hwy	Analysis Year	2030 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	LA 39/Christie St	File Name	St Bernard Hwy at LA 39.Christie St 2030 No Buil…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	27	166	106	25	125	8	139	6	31	14	11	30

Signal Information					EB			WB				
Cycle, s	60.0	Reference Phase	2									
Offset, s	0	Reference Point	End	Green	37.2	11.8	0.0	0.0	0.0	0.0		
Uncoordinated	No	Simult. Gap E/W	On	Yellow	4.5	4.5	0.0	0.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	1.0	0.0	0.0	0.0	0.0		



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	27	166	106	25	125	8	139	6	31	14	11	30
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %		0			0			0			0	
Ped / Bike / RTOR, /h	0	0	11	0	0	1	0	0	4	0	0	3
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft		12.0			12.0			12.0			12.0	
Turn Bay Length, ft		0			0			0			0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	45	45	45	40	40	40	40	40	40	40	40	40

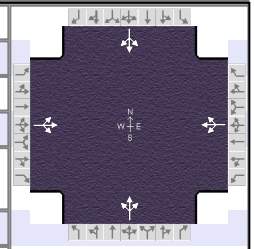
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		30.0		30.0		30.0		30.0
Yellow Change Interval (*Y*), s		4.5		4.5		4.5		4.5
Red Clearance Interval (R_c), s		1.0		1.0		1.0		1.0
Minimum Green (G_{min}), s		15		15		12		12
Start-Up Lost Time (*l*t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s		2.0		2.0		2.0		2.0
Recall Mode		Min		Min		Off		Off
Dual Entry		Yes		Yes		Yes		Yes
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

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

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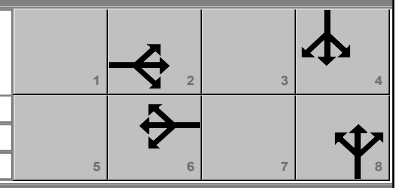
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 20, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.88
Urban Street	St Bernard Hwy	Analysis Year	2030 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	LA 39/Christie St	File Name	St Bernard Hwy at LA 39.Christie St 2030 No Buil…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	27	166	106	25	125	8	139	6	31	14	11	30

Signal Information												
Cycle, s	60.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On									
Force Mode	Fixed	Simult. Gap N/S	On									
				Green	37.2	11.8	0.0	0.0	0.0	0.0		
				Yellow	4.5	4.5	0.0	0.0	0.0	0.0		
				Red	1.0	1.0	0.0	0.0	0.0	0.0		



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6		8		4
Case Number		8.0		8.0		8.0		8.0
Phase Duration, s		42.7		42.7		17.3		17.3
Change Period, ($Y+R_c$), s		5.5		5.5		5.5		5.5
Max Allow Headway (*MAH*), s		0.0		0.0		3.1		3.1
Queue Clearance Time (g_s), s						9.4		3.7
Green Extension Time (g_e), s		0.0		0.0		0.4		0.4
Phase Call Probability						0.99		0.99
Max Out Probability						0.00		0.00

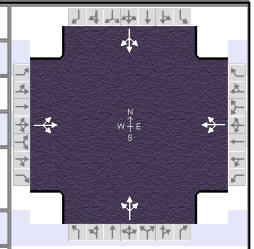
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h		327			178			195			59	
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1750			1744			1448			1683	
Queue Service Time (g_s), s		0.0			0.0			5.8			0.0	
Cycle Queue Clearance Time (g_c), s		5.1			2.4			7.4			1.7	
Green Ratio (*g/C*)		0.62			0.62			0.20			0.20	
Capacity (*c*), veh/h		1150			1150			394			408	
Volume-to-Capacity Ratio (*X*)		0.285			0.155			0.496			0.145	
Back of Queue (*Q*), ft/ln (95 th percentile)		59.3			30.9			103.7			27.9	
Back of Queue (*Q*), veh/ln (95 th percentile)		2.4			1.2			4.1			1.1	
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00			0.00			0.00	
Uniform Delay (d_1), s/veh		5.3			4.8			22.3			20.0	
Incremental Delay (d_2), s/veh		0.6			0.3			0.4			0.1	
Initial Queue Delay (d_3), s/veh		0.0			0.0			0.0			0.0	
Control Delay (*d*), s/veh		5.9			5.1			22.6			20.1	
Level of Service (LOS)		A			A			C			C	
Approach Delay, s/veh / LOS	5.9	A		5.1	A		22.6	C		20.1	C	
Intersection Delay, s/veh / LOS	11.1						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.64	B	1.64	B	1.69	B	1.71	B
Bicycle LOS Score / LOS	1.03	A	0.78	A	0.81	A	0.59	A

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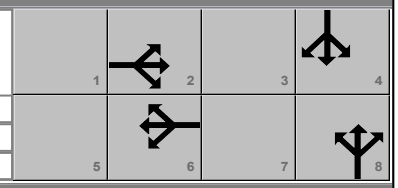
HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 20, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.88
Urban Street	St Bernard Hwy	Analysis Year	2030 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	LA 39/Christie St	File Name	St Bernard Hwy at LA 39.Christie St 2030 No Buil…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	27	166	106	25	125	8	139	6	31	14	11	30

Signal Information												
Cycle, s	60.0	Reference Phase	2									
Offset, s	0	Reference Point	End	Green	37.2	11.8	0.0	0.0	0.0	0.0		
Uncoordinated	No	Simult. Gap E/W	On	Yellow	4.5	4.5	0.0	0.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	1.0	0.0	0.0	0.0	0.0		



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.974	0.921		0.924	0.918		0.777	0.762		0.945	0.886	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.921		0.000	0.918		0.000	0.762		0.000	0.886
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)												
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)	1.00			1.00			1.00			1.00		
Movement Saturation Flow Rate (s), veh/h	164	1009	577	278	1388	78	1171	51	227	453	356	874
Proportion of Vehicles Arriving on Green (P)	0.62	0.62	0.62	0.62	0.62	0.62	0.20	0.20	0.20	0.20	0.20	0.20
Incremental Delay Factor (k)		0.50			0.50			0.04			0.04	

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		5.5		5.5		5.5		5.5
Green Ratio (g/C)		0.62		0.62		0.20		0.20
Permitted Saturation Flow Rate (s_p), veh/h/ln		1257		1100		1385		1392
Shared Saturation Flow Rate (s_{sh}), veh/h/ln		1813		1703		1461		1730
Permitted Effective Green Time (g_p), s		37.2		37.2		11.8		11.8
Permitted Service Time (g_u), s		34.8		32.1		10.1		4.4
Permitted Queue Service Time (g_{ps}), s		0.0		0.0		5.8		0.0
Time to First Blockage (g_f), s		16.2		10.1		0.4		4.6
Queue Service Time Before Blockage (g_{fs}), s		2.7		2.2		0.4		4.6
Protected Right Saturation Flow (s_R), veh/h/ln								
Protected Right Effective Green Time (g_R), s								

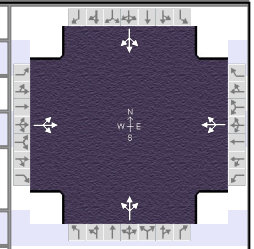
Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	0.972	0.006	0.972	0.004	0.972	0.001	0.972	0.016
Pedestrian F_s / F_{delay}	0.000	0.059	0.000	0.059	0.000	0.119	0.000	0.119
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	1239.07	4.34	1239.07	4.34	394.26	19.34	394.26	19.34

Bicycle F_w / F_v	-3.64	0.54	-3.64	0.29	-3.64	0.32	-3.64	0.10

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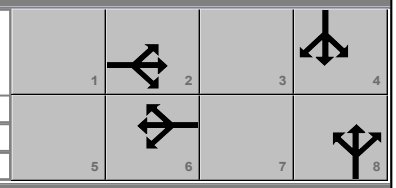
HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 20, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.88
Urban Street	St Bernard Hwy	Analysis Year	2030 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	LA 39/Christie St	File Name	St Bernard Hwy at LA 39.Christie St 2030 No Buil…		
Project Description	23-040				

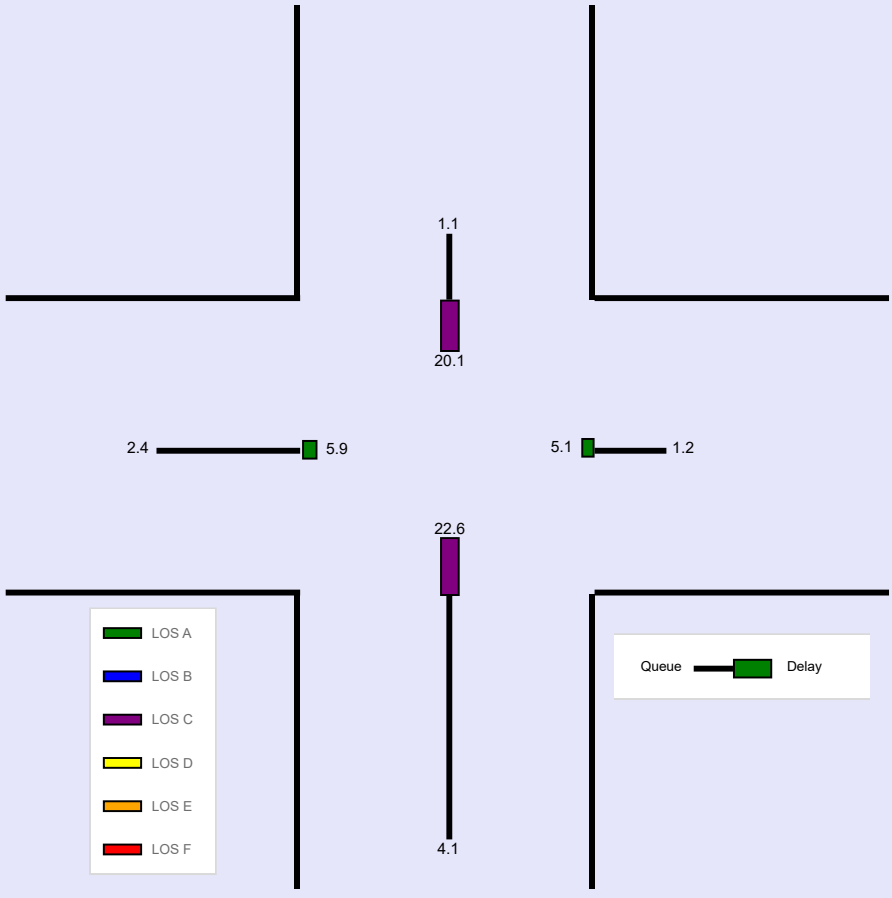


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	27	166	106	25	125	8	139	6	31	14	11	30

Signal Information												
Cycle, s	60.0	Reference Phase	2									
Offset, s	0	Reference Point	End	Green	37.2	11.8	0.0	0.0	0.0	0.0		
Uncoordinated	No	Simult. Gap E/W	On	Yellow	4.5	4.5	0.0	0.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	1.0	0.0	0.0	0.0	0.0		



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)		59.3			30.9			103.7			27.9	
Back of Queue (*Q*), veh/ln (95 th percentile)		2.4			1.2			4.1			1.1	
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00			0.00			0.00	
Control Delay (*d*), s/veh		5.9			5.1			22.6			20.1	
Level of Service (LOS)		A			A			C			C	
Approach Delay, s/veh / LOS	5.9	A		5.1	A		22.6	C		20.1	C	
Intersection Delay, s/veh / LOS	11.1						B					



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--- Messages ---

No errors or warnings exist.

--- Comments ---

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HCS Two-Way Stop-Control Report

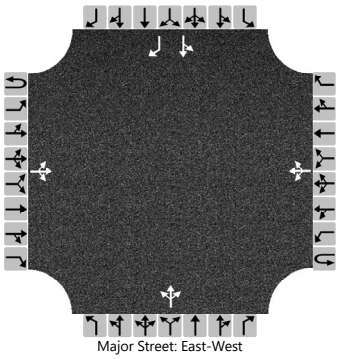
General Information

Analyst	RAW
Agency/Co.	USI
Date Performed	8/20/2024
Analysis Year	2030
Time Analyzed	2030 AM No Build(w. Port)
Intersection Orientation	East-West
Project Description	23-040

Site Information

Intersection	Bayou Rd at LA 39
Jurisdiction	LADOTD
East/West Street	Bayou Rd
North/South Street	LA 39
Peak Hour Factor	0.87
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	1
Configuration			LTR				LTR				LTR			LT		R
Volume (veh/h)		78	22	6		1	13	62		13	18	1		16	3	59
Percent Heavy Vehicles (%)		0				0				0	6	0		0	0	0
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized													No			
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.10				4.10				7.10	6.56	6.20		7.10	6.50	6.20
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.20				2.20				3.50	4.05	3.30		3.50	4.00	3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		90				1					37			22		68
Capacity, c (veh/h)		1523				1593					581			618		1023
v/c Ratio		0.06				0.00					0.06			0.04		0.07
95% Queue Length, Q_{95} (veh)		0.2				0.0					0.2			0.1		0.2
Control Delay (s/veh)		7.5	0.5	0.5		7.3	0.0	0.0			11.6			11.0		8.8
Level of Service (LOS)		A	A	A		A	A	A			B			B		A
Approach Delay (s/veh)	5.6				0.1				11.6				9.3			
Approach LOS	A				A				B				A			

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HCS Two-Way Stop-Control Report

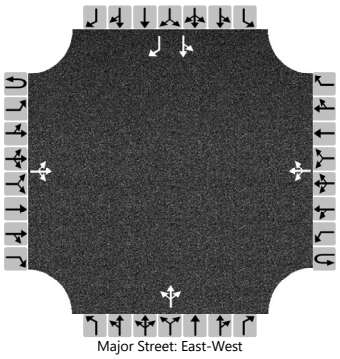
General Information

Analyst	RAW
Agency/Co.	USI
Date Performed	8/20/24
Analysis Year	2030
Time Analyzed	2030 PM No Build(w. Port)
Intersection Orientation	East-West
Project Description	23-040

Site Information

Intersection	Bayou Rd at LA 39
Jurisdiction	LADOTD
East/West Street	Bayou Rd
North/South Street	LA 39
Peak Hour Factor	0.94
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	1
Configuration			LTR				LTR				LTR			LT		R
Volume (veh/h)		105	42	7		2	38	27		11	11	0		48	21	89
Percent Heavy Vehicles (%)		0				0				0	6	0		0	0	0
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized													No			
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.10				4.10				7.10	6.56	6.20		7.10	6.50	6.20
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.20				2.20				3.50	4.05	3.30		3.50	4.00	3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		112				2					23			73		95
Capacity, c (veh/h)		1545				1567					493			556		1018
v/c Ratio		0.07				0.00					0.05			0.13		0.09
95% Queue Length, Q_{95} (veh)		0.2				0.0					0.1			0.5		0.3
Control Delay (s/veh)		7.5	0.6	0.6		7.3	0.0	0.0			12.7			12.4		8.9
Level of Service (LOS)		A	A	A		A	A	A			B			B		A
Approach Delay (s/veh)	5.3				0.2				12.7				10.4			
Approach LOS	A				A				B				B			

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LSB / LIT Road Network and Resilience
Stage 0 Feasibility Study
H.015428

Appendix D
Existing and No Build Analysis

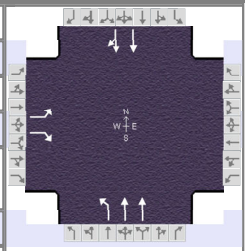
Appendix D.7 2050 No Build HCS Reports With Port

Paris Rd (LA 47) at Forty Arpent Canal Rd.....**D-819**
LA 47 at Virtue St.....**D-837**
LA 47 at Genie St.....**D-855**
LA 47 at Solidelle St.....**D-873**
LA 47 at E Judge Perez Dr (LA 39).....**D-891**
LA 47 at E St Bernard Hwy (LA 46).....**D-909**
LA 39 at Palmisano Blvd.....**D-927**
LA 46 at Palmisano Blvd.....**D-945**
LA 39 at Campagna Dr.....**D-947**
LA 39 at Archbishop Hannan Blvd.....**D-965**
LA 39 at Guerra Dr.....**D-983**
LA 39 at Colonial Blvd.....**D-985**
LA 46 at Colonial Blvd.....**D-1003**
LA 39 / E Christie St at LA 46.....**D-1005**
LA 39 at Bayou Rd.....**D-1023**

URBAN SYSTEMS inc.

HCS Signalized Intersection Input Data

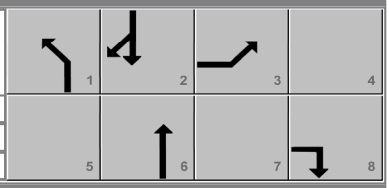
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 21, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.92
Urban Street	Paris Rd	Analysis Year	2050 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	Forty Arpent	File Name	Paris Rd at Forty Arpent Rd 2050 No Build (w.PO…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	0		26				39	1272			1368	6

Signal Information			
Cycle, s	90.5	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	3.3	65.0	3.7	0.0	0.0	0.0
Yellow	5.0	5.0	5.0	0.0	0.0	0.0
Red	1.0	1.0	1.5	0.0	0.0	0.0



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	0		26				39	1272			1368	6
Initial Queue (Q_b), veh/h	0		0				0	0			0	0
Base Saturation Flow Rate (s_o), veh/h	1900		1900				1900	1900			1900	1900
Parking (N_m), man/h		None						None			None	
Heavy Vehicles (P_{HV}), %	0		0				0	15			16	
Ped / Bike / RTOR, /h	0	0		0	0		0	0		0	0	1
Buses (N_b), buses/h	0	0	0				0	0	0	0	0	0
Arrival Type (*AT*)	3		3				3	3			3	3
Upstream Filtering (*I*)	1.00		1.00				1.00	1.00			1.00	1.00
Lane Width (*W*), ft	12.0		12.0				12.0	12.0			12.0	
Turn Bay Length, ft	0		0				150	0			0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	20		20				40	40			40	40

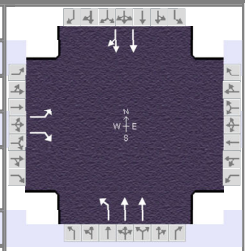
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	25.0	25.0			20.0	65.0		65.0
Yellow Change Interval (*Y*), s	5.0	5.0			5.0	5.0		5.0
Red Clearance Interval (R_c), s	1.5	1.5			1.0	1.0		1.0
Minimum Green (G_{min}), s	8	8			5	15		15
Start-Up Lost Time (*l*t), s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

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

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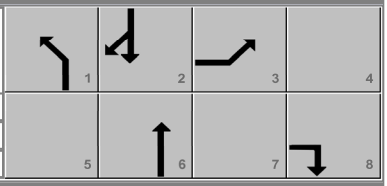
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 21, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.92
Urban Street	Paris Rd	Analysis Year	2050 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	Forty Arpent	File Name	Paris Rd at Forty Arpent Rd 2050 No Build (w.PO…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	0		26				39	1272			1368	6

Signal Information			
Cycle, s	90.5	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	3.3	65.0	3.7	0.0	0.0	0.0
Yellow	5.0	5.0	5.0	0.0	0.0	0.0
Red	1.0	1.0	1.5	0.0	0.0	0.0

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8			1	6		2
Case Number		9.0			2.0	4.0		8.3
Phase Duration, s		10.2			9.3	80.3		71.0
Change Period, ($Y+R_c$), s		6.5			6.0	6.0		6.0
Max Allow Headway (*MAH*), s		3.6			2.6	1.0		1.0
Queue Clearance Time (g_s), s		5.7			4.1	14.4		53.8
Green Extension Time (g_e), s		0.0			0.0	0.2		0.2
Phase Call Probability		0.47			0.66	1.00		1.00
Max Out Probability		0.00			0.00	0.00		0.00

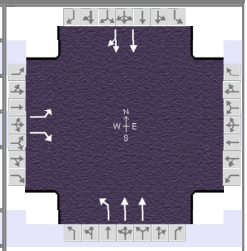
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3		18				1	6			2	12
Adjusted Flow Rate (*v*), veh/h	0		25				42	1383			747	746
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0		1610				1810	1597			1663	1661
Queue Service Time (g_s), s	3.7		1.4				2.1	12.4			51.8	20.8
Cycle Queue Clearance Time (g_c), s	3.7		1.4				2.1	12.4			51.8	20.8
Green Ratio (*g/C*)	0.04		0.04				0.04	0.82			0.72	0.72
Capacity (*c*), veh/h	0		67				66	2621			1194	1192
Volume-to-Capacity Ratio (*X*)	0.000		0.375				0.646	0.528			0.625	0.626
Back of Queue (*Q*), ft/ln (95 th percentile)	0		25.8				44	85.6			278.8	247.1
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0		1.0				1.8	3.1			9.9	9.9
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00		0.00				0.29	0.00			0.00	0.00
Uniform Delay (d_1), s/veh	0.0		42.2				43.1	2.6			6.5	6.5
Incremental Delay (d_2), s/veh	0.0		1.3				3.9	0.8			2.5	2.5
Initial Queue Delay (d_3), s/veh	0.0		0.0				0.0	0.0			0.0	0.0
Control Delay (*d*), s/veh	0.0		43.5				47.0	3.3			9.0	9.0
Level of Service (LOS)			D				D	A			A	A
Approach Delay, s/veh / LOS	43.5		D	0.0			4.6		A	9.0		A
Intersection Delay, s/veh / LOS	7.2						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.32	B	2.14	B	0.62	A	1.85	B
Bicycle LOS Score / LOS		F	0.00	A	1.66	B	1.72	B

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HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 21, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.92
Urban Street	Paris Rd	Analysis Year	2050 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	Forty Arpent	File Name	Paris Rd at Forty Arpent Rd 2050 No Build (w.PO…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	0		26				39	1272			1368	6

Signal Information			
Cycle, s	90.5	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

							1	2	3	4
Green	3.3	65.0	3.7	0.0	0.0	0.0	5	6	7	8
Yellow	5.0	5.0	5.0	0.0	0.0	0.0				
Red	1.0	1.0	1.5	0.0	0.0	0.0				

Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000				1.000	0.883	1.000	1.000	0.875	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	0.000	0.000	0.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	0.000	0.000	0.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.952	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000					0.952	0.000		1.000	1.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847					1.000	1.000		0.999	0.999
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000						1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000						1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)							1.00					
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)										1.00		
Movement Saturation Flow Rate (s), veh/h	1810	0	1610				1810	3275	0	0	3311	12
Proportion of Vehicles Arriving on Green (P)	0.00	0.00	0.04	0.00	0.00	0.00	0.04	0.82	0.00	0.00	0.72	0.72
Incremental Delay Factor (k)			0.04				0.04	0.50			0.50	0.50

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		6.5			6.0	6.0		6.0
Green Ratio (g/C)		0.04			0.04	0.82		0.72
Permitted Saturation Flow Rate (s_p), veh/h/ln		1810			0	0		398
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								0
Permitted Effective Green Time (g_p), s		0.0			0.0	0.0		0.0
Permitted Service Time (g_u), s		0.0			0.0	0.0		0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s		0.0			0.0	0.0		65.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		0						
Protected Right Effective Green Time (g_R), s		0.0						

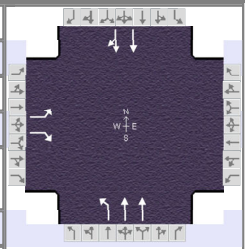
Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.006	1.389	0.001	0.000	0.009	1.198	0.004
Pedestrian F_s / F_{delay}	0.000	0.153	0.000	0.153	0.000	0.015	0.000	0.051
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b		53.07		50.40	1641.14	1.46	1436.12	3.60

Bicycle F_w / F_v	-3.64	Infinity	-3.64	-Infinity	-3.64	1.17	-3.64	1.23

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HCS Signalized Intersection Results Graphical Summary

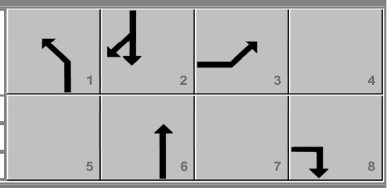
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 21, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.92
Urban Street	Paris Rd	Analysis Year	2050 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	Forty Arpent	File Name	Paris Rd at Forty Arpent Rd 2050 No Build (w.PO…		
Project Description	23-040				



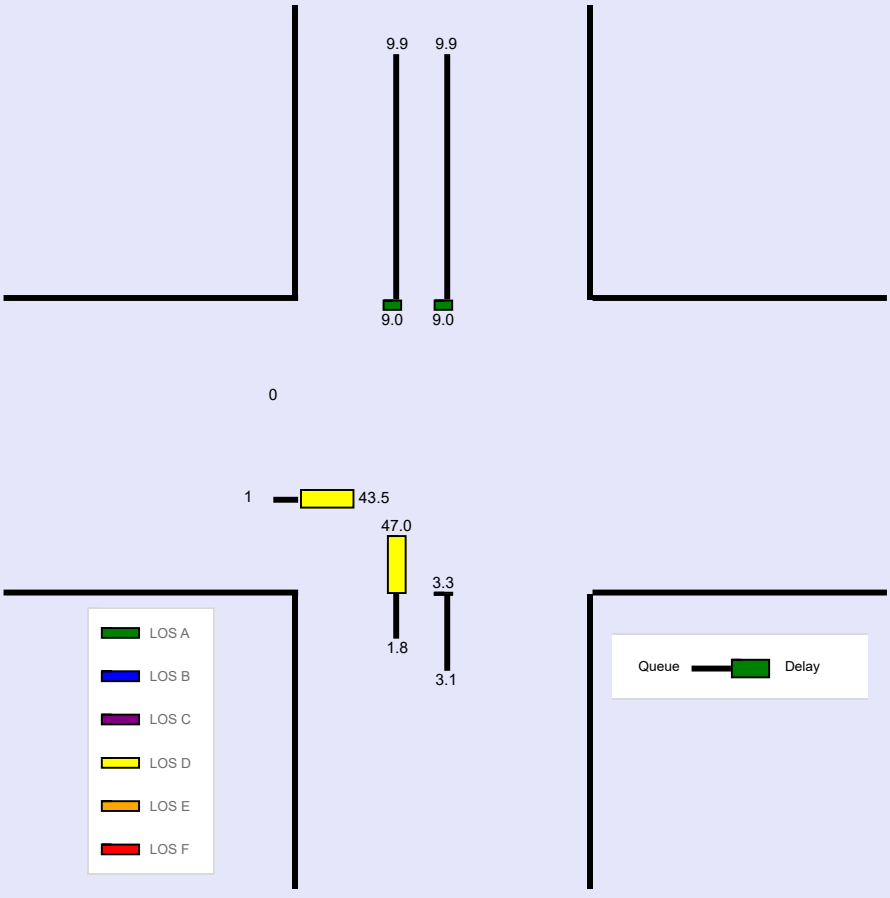
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	0		26				39	1272			1368	6

Signal Information			
Cycle, s	90.5	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	3.3	65.0	3.7	0.0	0.0	0.0	
Yellow	5.0	5.0	5.0	0.0	0.0	0.0	
Red	1.0	1.0	1.5	0.0	0.0	0.0	



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	0		25.8				44	85.6			278.8	247.1
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0		1.0				1.8	3.1			9.9	9.9
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00		0.00				0.29	0.00			0.00	0.00
Control Delay (*d*), s/veh	0.0		43.5				47.0	3.3			9.0	9.0
Level of Service (LOS)			D				D	A			A	A
Approach Delay, s/veh / LOS	43.5		D	0.0			4.6		A	9.0		A
Intersection Delay, s/veh / LOS	7.2						A					



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--- Messages ---

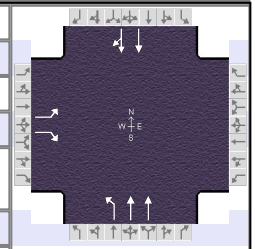
No errors or warnings exist.

--- Comments ---

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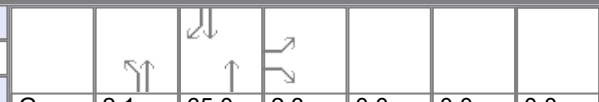
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 21, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.94
Urban Street	Paris Rd	Analysis Year	2050 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	Forty Arpent	File Name	Paris Rd at Forty Arpent Rd 2050 No Build (w.PO…		
Project Description	23-040				

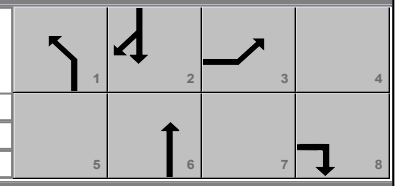


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	9		7				21	1736			1464	5

Signal Information			
Cycle, s	87.9	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	2.1	65.0	2.3	0.0	0.0	0.0						
Yellow	5.0	5.0	5.0	0.0	0.0	0.0						
Red	1.0	1.0	1.5	0.0	0.0	0.0						



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	9		7				21	1736			1464	5
Initial Queue (Q_b), veh/h	0		0				0	0			0	0
Base Saturation Flow Rate (s_o), veh/h	1900		1900				1900	1900			1900	1900
Parking (N_m), man/h		None						None			None	
Heavy Vehicles (P_{HV}), %	0		0				0	6			8	
Ped / Bike / RTOR, /h	0	0		0	0		0	0		0	0	1
Buses (N_b), buses/h	0	0	0				0	0	0	0	0	0
Arrival Type (*AT*)	3		3				3	3			3	3
Upstream Filtering (*I*)	1.00		1.00				1.00	1.00			1.00	1.00
Lane Width (*W*), ft	12.0		12.0				12.0	12.0			12.0	
Turn Bay Length, ft	0		0				150	0			0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	20		20				40	40			40	40

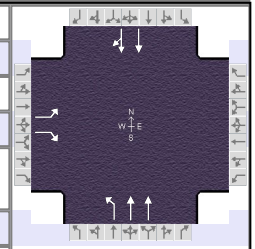
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	25.0	25.0			20.0	65.0		65.0
Yellow Change Interval (*Y*), s	5.0	5.0			5.0	5.0		5.0
Red Clearance Interval (R_c), s	1.5	1.5			1.0	1.0		1.0
Minimum Green (G_{min}), s	8	8			5	15		15
Start-Up Lost Time (*l*t), s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

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

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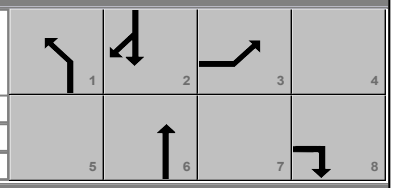
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 21, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.94
Urban Street	Paris Rd	Analysis Year	2050 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	Forty Arpent	File Name	Paris Rd at Forty Arpent Rd 2050 No Build (w.PO…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	9		7				21	1736			1464	5

Signal Information			
Cycle, s	87.9	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	2.1	65.0	2.3	0.0	0.0	0.0			
Yellow	5.0	5.0	5.0	0.0	0.0	0.0			
Red	1.0	1.0	1.5	0.0	0.0	0.0			

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8			1	6		2
Case Number		9.0			2.0	4.0		8.3
Phase Duration, s		8.8			8.1	79.1		71.0
Change Period, ($Y+R_c$), s		6.5			6.0	6.0		6.0
Max Allow Headway (*MAH*), s		3.4			2.6	1.0		1.0
Queue Clearance Time (g_s), s		2.5			3.1	19.1		51.6
Green Extension Time (g_e), s		0.0			0.0	0.3		0.3
Phase Call Probability		0.29			0.42	1.00		1.00
Max Out Probability		0.00			0.00	0.00		0.00

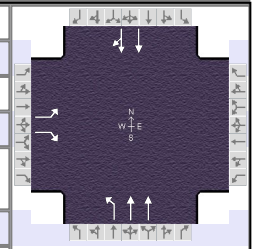
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3		18				1	6			2	12
Adjusted Flow Rate (*v*), veh/h	10		4				22	1847			781	781
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810		1610				1810	1724			1781	1780
Queue Service Time (g_s), s	0.5		0.2				1.1	17.1			49.6	17.9
Cycle Queue Clearance Time (g_c), s	0.5		0.2				1.1	17.1			49.6	17.9
Green Ratio (*g/C*)	0.03		0.03				0.02	0.83			0.74	0.74
Capacity (*c*), veh/h	47		42				43	2868			1317	1316
Volume-to-Capacity Ratio (*X*)	0.203		0.101				0.516	0.644			0.593	0.593
Back of Queue (*Q*), ft/ln (95 th percentile)	9.7		4.3				22.7	93.7			228	214.2
Back of Queue (*Q*), veh/ln (95 th percentile)	0.4		0.2				0.9	3.6			8.6	8.6
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00		0.00				0.15	0.00			0.00	0.00
Uniform Delay (d_1), s/veh	41.9		41.8				42.4	2.7			5.3	5.3
Incremental Delay (d_2), s/veh	0.8		0.4				3.5	1.1			2.0	2.0
Initial Queue Delay (d_3), s/veh	0.0		0.0				0.0	0.0			0.0	0.0
Control Delay (*d*), s/veh	42.7		42.2				45.9	3.8			7.3	7.3
Level of Service (LOS)	D		D				D	A			A	A
Approach Delay, s/veh / LOS	42.5		D	0.0			4.3		A	7.3		A
Intersection Delay, s/veh / LOS	5.8						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.31	B	2.14	B	0.62	A	1.85	B
Bicycle LOS Score / LOS		F	0.00	A	2.03	B	1.78	B

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HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 21, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.94
Urban Street	Paris Rd	Analysis Year	2050 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	Forty Arpent	File Name	Paris Rd at Forty Arpent Rd 2050 No Build (w.PO…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	9		7				21	1736			1464	5

Signal Information			
Cycle, s	87.9	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

							1	2	3	4
							5	6	7	8
Green	2.1	65.0	2.3	0.0	0.0	0.0				
Yellow	5.0	5.0	5.0	0.0	0.0	0.0				
Red	1.0	1.0	1.5	0.0	0.0	0.0				

Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000				1.000	0.953	1.000	1.000	0.938	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	0.000	0.000	0.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	0.000	0.000	0.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.952	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000					0.952	0.000		1.000	1.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847					1.000	1.000		0.999	0.999
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000						1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000						1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)							1.00					
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)										1.00		
Movement Saturation Flow Rate (s), veh/h	1810	0	1610				1810	3535	0	0	3551	10
Proportion of Vehicles Arriving on Green (P)	0.03	0.00	0.03	0.00	0.00	0.00	0.02	0.83	0.00	0.00	0.74	0.74
Incremental Delay Factor (k)	0.04		0.04				0.04	0.50			0.50	0.50

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		6.5			6.0	6.0		6.0
Green Ratio (g/C)		0.03			0.02	0.83		0.74
Permitted Saturation Flow Rate (s_p), veh/h/ln		1810			0	0		254
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								0
Permitted Effective Green Time (g_p), s		0.0			0.0	0.0		0.0
Permitted Service Time (g_u), s		0.0			0.0	0.0		0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s		0.0			0.0	0.0		65.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		0						
Protected Right Effective Green Time (g_R), s		0.0						

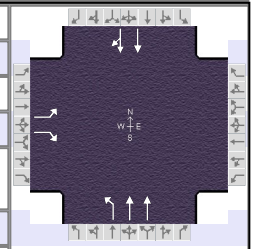
Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.006	1.389	0.001	0.000	0.009	1.198	0.004
Pedestrian F_s / F_{delay}	0.000	0.152	0.000	0.152	0.000	0.009	0.000	0.044
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b		51.77		49.09	1663.37	1.25	1479.01	2.98

Bicycle F_w / F_v	-3.64	Infinity	-3.64	-Infinity	-3.64	1.54	-3.64	1.29

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HCS Signalized Intersection Results Graphical Summary

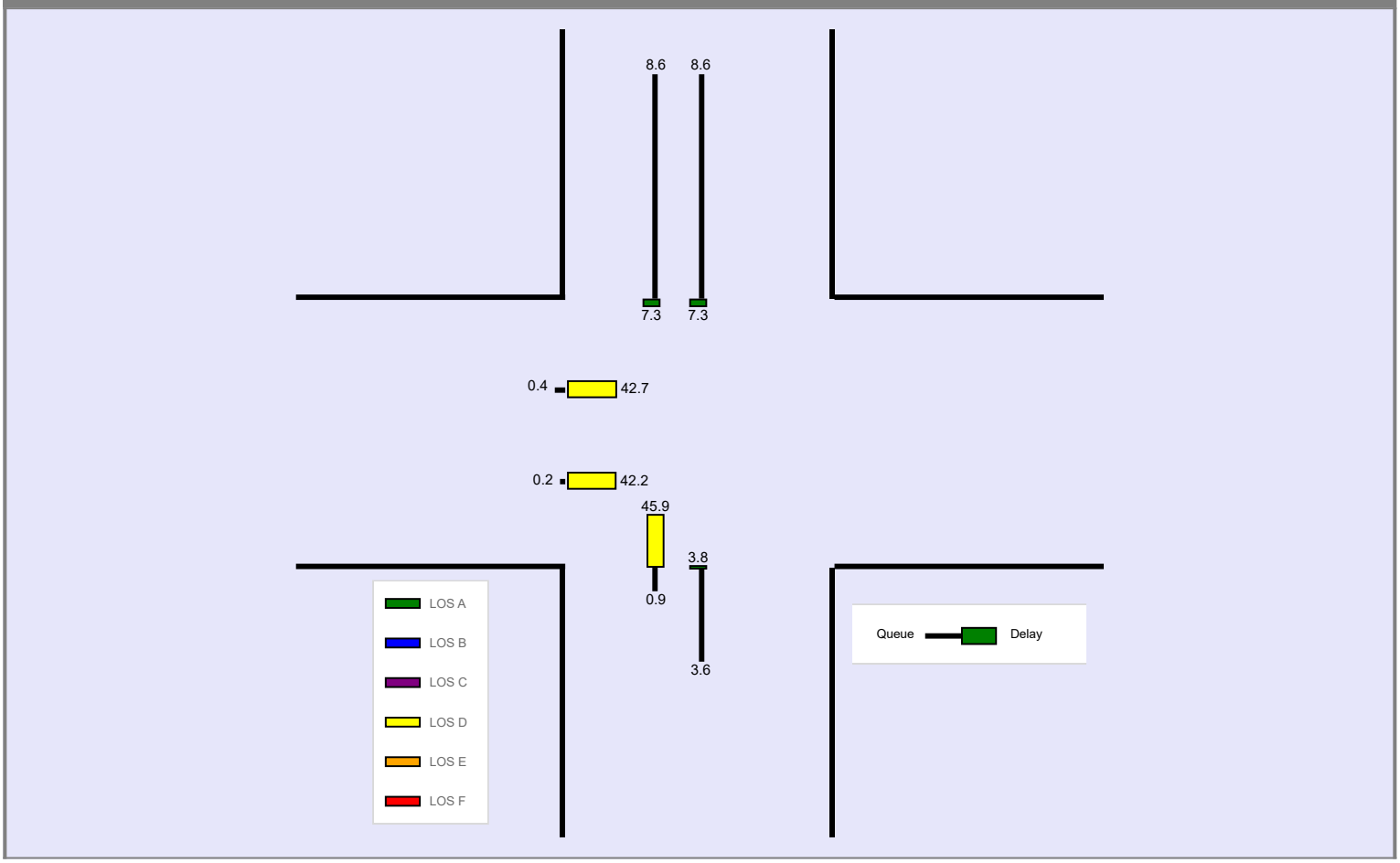
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 21, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.94
Urban Street	Paris Rd	Analysis Year	2050 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	Forty Arpent	File Name	Paris Rd at Forty Arpent Rd 2050 No Build (w.PO…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	9		7				21	1736			1464	5

Signal Information													
Cycle, s	87.9	Reference Phase	2										
Offset, s	0	Reference Point	End										
Uncoordinated	Yes	Simult. Gap E/W	On										
Force Mode	Fixed	Simult. Gap N/S	On										
				Green	2.1	65.0	2.3	0.0	0.0	0.0			
				Yellow	5.0	5.0	5.0	0.0	0.0	0.0			
				Red	1.0	1.0	1.5	0.0	0.0	0.0			

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	9.7		4.3				22.7	93.7			228	214.2
Back of Queue (*Q*), veh/ln (95 th percentile)	0.4		0.2				0.9	3.6			8.6	8.6
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00		0.00				0.15	0.00			0.00	0.00
Control Delay (*d*), s/veh	42.7		42.2				45.9	3.8			7.3	7.3
Level of Service (LOS)	D		D				D	A			A	A
Approach Delay, s/veh / LOS	42.5	D		0.0			4.3	A		7.3	A	
Intersection Delay, s/veh / LOS	5.8						A					



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--- Messages ---

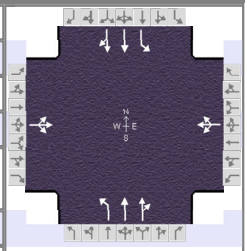
No errors or warnings exist.

--- Comments ---

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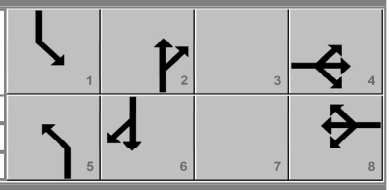
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 21, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.93
Urban Street	Paris Rd	Analysis Year	2050 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	E Virtue St	File Name	Paris Rd at E Virtue St 2050 No Build (w.PORT) A…		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	25	1	14	14	0	0	0	1300	28	0	1329	22

Signal Information												
Cycle, s	120.0	Reference Phase	2									
Offset, s	0	Reference Point	End	Green	106.9	4.0	0.0	0.0	0.0	0.0		
Uncoordinated	No	Simult. Gap E/W	On	Yellow	4.0	3.0	0.0	0.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	1.0	0.0	0.0	0.0	0.0		



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	25	1	14	14	0	0	0	1300	28	0	1329	22
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %		0			0		0	15		0	17	
Ped / Bike / RTOR, /h	0	0	2	0	0		0	0	3	0	0	3
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft		12.0			12.0		12.0	12.0		12.0	12.0	
Turn Bay Length, ft		0			0		220	0		70	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	20	20	20	20	20	20	40	40	40	40	40	40

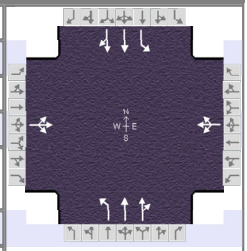
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		27.0		27.0	14.0	79.0	14.0	79.0
Yellow Change Interval (*Y*), s		3.0		3.0	3.0	4.0	3.0	4.0
Red Clearance Interval (R_c), s		1.0		1.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s		4		4	4	4	4	4
Start-Up Lost Time (*l*t),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

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

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HCS Signalized Intersection Results Summary

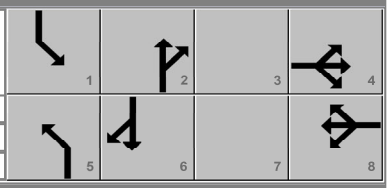
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 21, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.93
Urban Street	Paris Rd	Analysis Year	2050 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	E Virtue St	File Name	Paris Rd at E Virtue St 2050 No Build (w.PORT) A…		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	25	1	14	14	0	0	0	1300	28	0	1329	22

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

Green	106.9	4.0	0.0	0.0	0.0	0.0	
Yellow	4.0	3.0	0.0	0.0	0.0	0.0	
Red	1.0	1.0	0.0	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8	5	2	1	6
Case Number		8.0		8.0	2.0	4.0	2.0	4.0
Phase Duration, s		8.0		8.0	0.0	111.9	0.0	111.9
Change Period, (*Y+R c*), s		4.0		4.0	4.0	5.0	5.0	5.0
Max Allow Headway (*MAH*), s		5.3		5.3	0.0	0.0	0.0	0.0
Queue Clearance Time (*g s*), s		5.2		3.2				
Green Extension Time (*g e*), s		0.3		0.3	0.0	0.0	0.0	0.0
Phase Call Probability		0.74		0.39				
Max Out Probability		0.00		0.00				

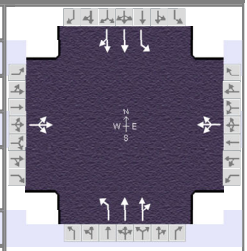
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h		41			15		0	714	710	0	726	723
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1521			1422		1810	1678	1666	1810	1648	1640
Queue Service Time (*g s*), s		2.0			0.0		0.0	9.7	9.7	0.0	10.3	10.3
Cycle Queue Clearance Time (*g c*), s		3.2			1.2		0.0	9.7	9.7	0.0	10.3	10.3
Green Ratio (*g/C*)		0.03			0.03			0.89	0.89		0.89	0.89
Capacity (*c*), veh/h		101			108		2	1495	1485	2	1469	1461
Volume-to-Capacity Ratio (*X*)		0.404			0.139		0.000	0.478	0.478	0.000	0.494	0.495
Back of Queue (*Q*), ft/ln (95 th percentile)		60.9			21.5		0	40.9	37.4	0	43.4	39.1
Back of Queue (*Q*), veh/ln (95 th percentile)		2.4			0.9		0.0	1.5	1.5	0.0	1.5	1.6
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (*d 1*), s/veh		57.5			56.6		0.0	1.2	1.2	0.0	1.3	1.3
Incremental Delay (*d 2*), s/veh		3.7			0.8		0.0	1.1	1.1	0.0	1.2	1.2
Initial Queue Delay (*d 3*), s/veh		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		61.2			57.4		0.0	2.3	2.3	0.0	2.5	2.5
Level of Service (LOS)		E			E			A	A		A	A
Approach Delay, s/veh / LOS	61.2	E		57.4	E		2.3	A		2.5	A	
Intersection Delay, s/veh / LOS	3.5						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.32	B	2.32	B	1.74	B	1.58	B
Bicycle LOS Score / LOS	0.56	A	0.51	A	1.66	B	1.68	B

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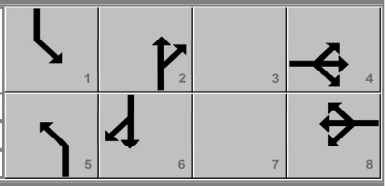
HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 21, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.93
Urban Street	Paris Rd	Analysis Year	2050 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	E Virtue St	File Name	Paris Rd at E Virtue St 2050 No Build (w.PORT) A…		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	25	1	14	14	0	0	0	1300	28	0	1329	22

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



Green	106.9	4.0	0.0	0.0	0.0	0.0						
Yellow	4.0	3.0	0.0	0.0	0.0	0.0						
Red	1.0	1.0	0.0	0.0	0.0	0.0						

Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.883	1.000	1.000	0.867	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.826	0.801		0.748	0.748		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.801		0.000	0.748		0.993	0.993		0.995	0.995
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)							1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)	1.00			1.00								
Movement Saturation Flow Rate (s), veh/h	1001	40	480	1422	0	0	1810	3281	63	1810	3241	46
Proportion of Vehicles Arriving on Green (P)	0.03	0.03	0.03	0.03	0.00	0.00	0.00	0.89	0.89	0.00	0.89	0.89
Incremental Delay Factor (k)		0.15			0.15			0.50	0.50		0.50	0.50

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		4.0		4.0	4.0	5.0	4.0	5.0
Green Ratio (g/C)		0.03		0.03	0.00	0.89	0.00	0.89
Permitted Saturation Flow Rate (s_p), veh/h/ln		1440		1422	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln		1570		1422				
Permitted Effective Green Time (g_p), s		4.1		4.1	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s		2.8		0.9	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s		2.0		0.0				
Time to First Blockage (g_f), s		0.0		0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s		0.0		0.0				
Protected Right Saturation Flow (s_R), veh/h/ln								
Protected Right Effective Green Time (g_R), s								

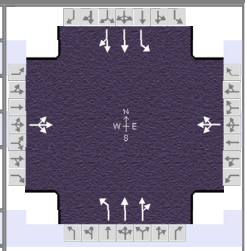
Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.004	1.557	0.004	0.972	0.000	0.972	0.003
Pedestrian F_s / F_{delay}	0.000	0.161	0.000	0.161	0.000	0.164	0.000	0.000
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	67.50	56.02	67.50	56.02	-83.33	65.10	1782.49	0.71

Bicycle F_w / F_v	-3.64	0.07	-3.64	0.02	-3.64	1.18	-3.64	1.20

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HCS Signalized Intersection Results Graphical Summary

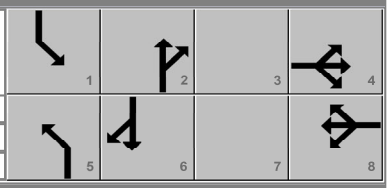
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 21, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.93
Urban Street	Paris Rd	Analysis Year	2050 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	E Virtue St	File Name	Paris Rd at E Virtue St 2050 No Build (w.PORT) A…		
Project Description	23-018				



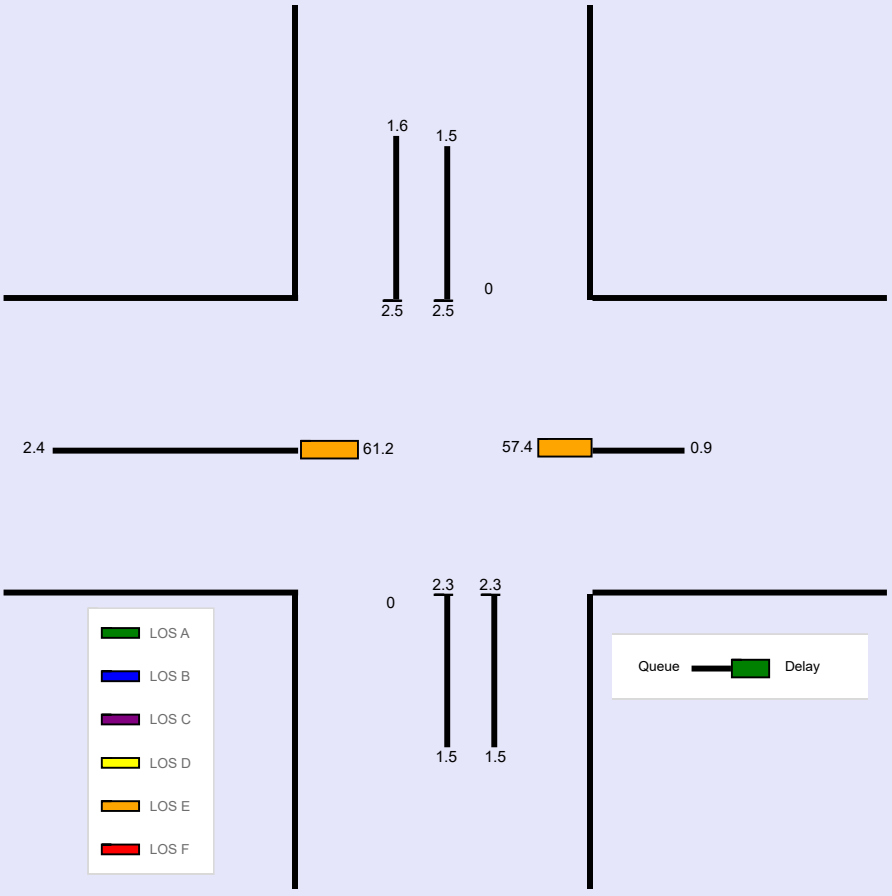
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	25	1	14	14	0	0	0	1300	28	0	1329	22

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

Green	106.9	4.0	0.0	0.0	0.0	0.0	
Yellow	4.0	3.0	0.0	0.0	0.0	0.0	
Red	1.0	1.0	0.0	0.0	0.0	0.0	



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)		60.9			21.5		0	40.9	37.4	0	43.4	39.1
Back of Queue (*Q*), veh/ln (95 th percentile)		2.4			0.9		0.0	1.5	1.5	0.0	1.5	1.6
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.00	0.00	0.00	0.00	0.00	0.00
Control Delay (*d*), s/veh		61.2			57.4		0.0	2.3	2.3	0.0	2.5	2.5
Level of Service (LOS)		E			E			A	A		A	A
Approach Delay, s/veh / LOS	61.2		E	57.4		E	2.3		A	2.5		A
Intersection Delay, s/veh / LOS	3.5						A					



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--- Messages ---

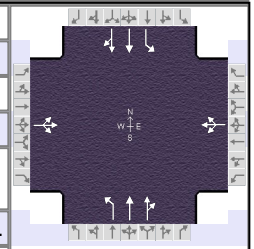
No errors or warnings exist.

--- Comments ---

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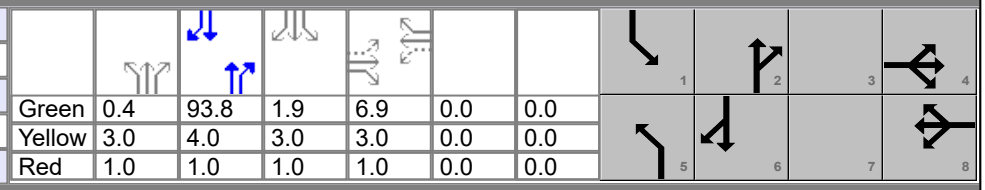
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 21, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.92
Urban Street	Paris Rd	Analysis Year	2050 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	E Virtue St	File Name	Paris Rd at E Virtue St 2050 No Build (w.PORT) P…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	19	0	21	49	3	11	3	1737	20	7	1468	19

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



Green	0.4	93.8	1.9	6.9	0.0	0.0						
Yellow	3.0	4.0	3.0	3.0	0.0	0.0						
Red	1.0	1.0	1.0	1.0	0.0	0.0						

Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	19	0	21	49	3	11	3	1737	20	7	1468	19
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %		0			0		0	7		14	7	
Ped / Bike / RTOR, /h	0	0	3	0	0	2	0	0	2	0	0	2
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft		12.0			12.0		12.0	12.0		12.0	12.0	
Turn Bay Length, ft		0			0		220	0		70	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	20	20	20	20	20	20	40	40	40	40	40	40

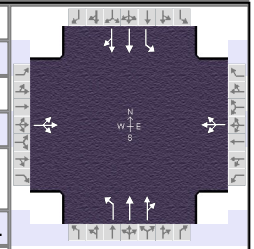
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		22.0		22.0	12.0	86.0	12.0	86.0
Yellow Change Interval (*Y*), s		3.0		3.0	3.0	4.0	3.0	4.0
Red Clearance Interval (R_c), s		1.0		1.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s		4		4	4	4	4	4
Start-Up Lost Time (*l*t),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

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

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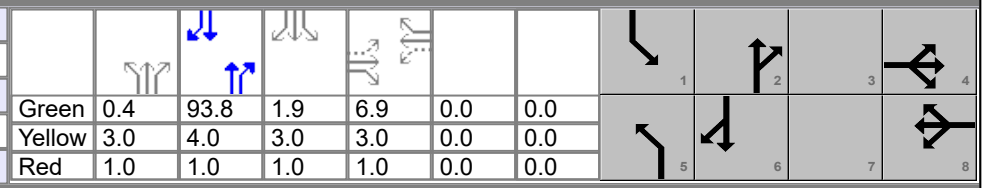
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 21, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.92
Urban Street	Paris Rd	Analysis Year	2050 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	E Virtue St	File Name	Paris Rd at E Virtue St 2050 No Build (w.PORT) P…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	19	0	21	49	3	11	3	1737	20	7	1468	19

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



Green	0.4	93.8	1.9	6.9	0.0	0.0
Yellow	3.0	4.0	3.0	3.0	0.0	0.0
Red	1.0	1.0	1.0	1.0	0.0	0.0

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8	5	2	1	6
Case Number		8.0		8.0	2.0	4.0	2.0	4.0
Phase Duration, s		10.9		10.9	4.4	103.2	5.9	104.7
Change Period, ($Y+R_c$), s		4.0		4.0	4.0	5.0	5.0	5.0
Max Allow Headway (*MAH*), s		5.4		5.4	2.1	0.0	2.1	0.0
Queue Clearance Time (g_s), s		4.8		7.3	2.2		2.6	
Green Extension Time (g_e), s		0.5		0.4	0.0	0.0	0.9	0.0
Phase Call Probability		0.74		0.89	0.10		0.22	
Max Out Probability		0.00		0.00	0.00		0.37	

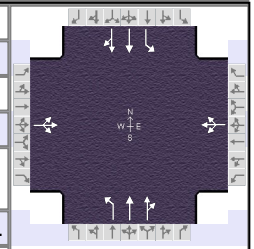
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h		40			66		3	954	954	8	808	806
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1622			1472		1810	1796	1790	1612	1796	1789
Queue Service Time (g_s), s		0.0			2.6		0.2	24.7	24.9	0.6	16.6	16.7
Cycle Queue Clearance Time (g_c), s		2.8			5.3		0.2	24.7	24.9	0.6	16.6	16.7
Green Ratio (*g/C*)		0.06			0.06		0.00	0.82	0.82	0.01	0.83	0.83
Capacity (*c*), veh/h		139			139		6	1470	1465	12	1492	1486
Volume-to-Capacity Ratio (*X*)		0.290			0.478		0.524	0.649	0.651	0.632	0.541	0.542
Back of Queue (*Q*), ft/ln (95 th percentile)		56.5			96.7		6.2	278.4	265.6	14.5	188.9	179.7
Back of Queue (*Q*), veh/ln (95 th percentile)		2.3			3.9		0.2	10.5	10.6	0.5	7.2	7.2
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.03	0.00	0.00	0.21	0.00	0.00
Uniform Delay (d_1), s/veh		54.6			55.8		59.7	4.2	4.2	59.4	3.1	3.1
Incremental Delay (d_2), s/veh		1.6			3.6		23.0	2.2	2.3	18.5	1.4	1.4
Initial Queue Delay (d_3), s/veh		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		56.2			59.4		82.7	6.5	6.5	77.9	4.5	4.6
Level of Service (LOS)		E			E		F	A	A	E	A	A
Approach Delay, s/veh / LOS	56.2	E		59.4	E		6.6	A		4.9	A	
Intersection Delay, s/veh / LOS	7.4						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.32	B	2.32	B	1.74	B	1.60	B
Bicycle LOS Score / LOS	0.55	A	0.60	A	2.06	B	1.83	B

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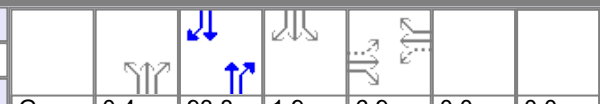
HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 21, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.92
Urban Street	Paris Rd	Analysis Year	2050 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	E Virtue St	File Name	Paris Rd at E Virtue St 2050 No Build (w.PORT) P…		
Project Description	23-040				

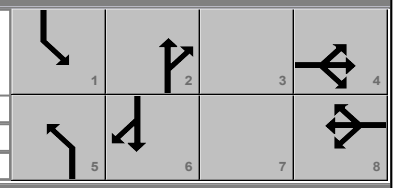


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	19	0	21	49	3	11	3	1737	20	7	1468	19

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



Green	0.4	93.8	1.9	6.9	0.0	0.0
Yellow	3.0	4.0	3.0	3.0	0.0	0.0
Red	1.0	1.0	1.0	1.0	0.0	0.0



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.945	1.000	0.891	0.945	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.885	0.854		0.784	0.775		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.854		0.000	0.775		0.996	0.996		0.996	0.996
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)							1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)	1.00			1.00								
Movement Saturation Flow Rate (s), veh/h	833	0	789	1182	72	217	1810	3549	37	1612	3544	41
Proportion of Vehicles Arriving on Green (P)	0.06	0.00	0.06	0.06	0.06	0.06	0.00	0.82	0.82	0.01	0.83	0.83
Incremental Delay Factor (k)		0.15			0.15		0.04	0.50	0.50	0.04	0.50	0.50

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		4.0		4.0	4.0	5.0	4.0	5.0
Green Ratio (g/C)		0.06		0.06	0.00	0.82	0.01	0.83
Permitted Saturation Flow Rate (s_p), veh/h/ln		1423		1415	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln		1621		1490				
Permitted Effective Green Time (g_p), s		6.9		6.9	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s		1.6		4.1	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s		0.0		2.6				
Time to First Blockage (g_f), s		1.5		0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s		1.0		0.0				
Protected Right Saturation Flow (s_R), veh/h/ln								
Protected Right Effective Green Time (g_R), s								

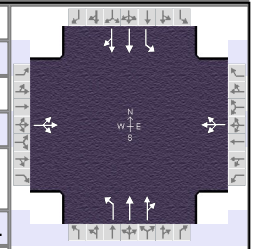
Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.003	1.557	0.003	0.972	0.003	0.972	0.004
Pedestrian F_s / F_{delay}	0.000	0.159	0.000	0.159	0.000	0.164	0.000	0.022
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	115.04	53.30	115.04	53.30	14.94	59.11	1661.42	1.72

Bicycle F_w / F_v	-3.64	0.07	-3.64	0.11	-3.64	1.58	-3.64	1.34

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HCS Signalized Intersection Results Graphical Summary

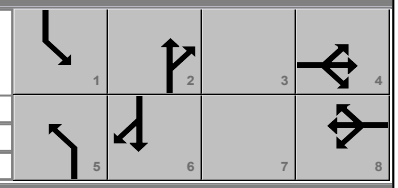
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 21, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.92
Urban Street	Paris Rd	Analysis Year	2050 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	E Virtue St	File Name	Paris Rd at E Virtue St 2050 No Build (w.PORT) P…		
Project Description	23-040				



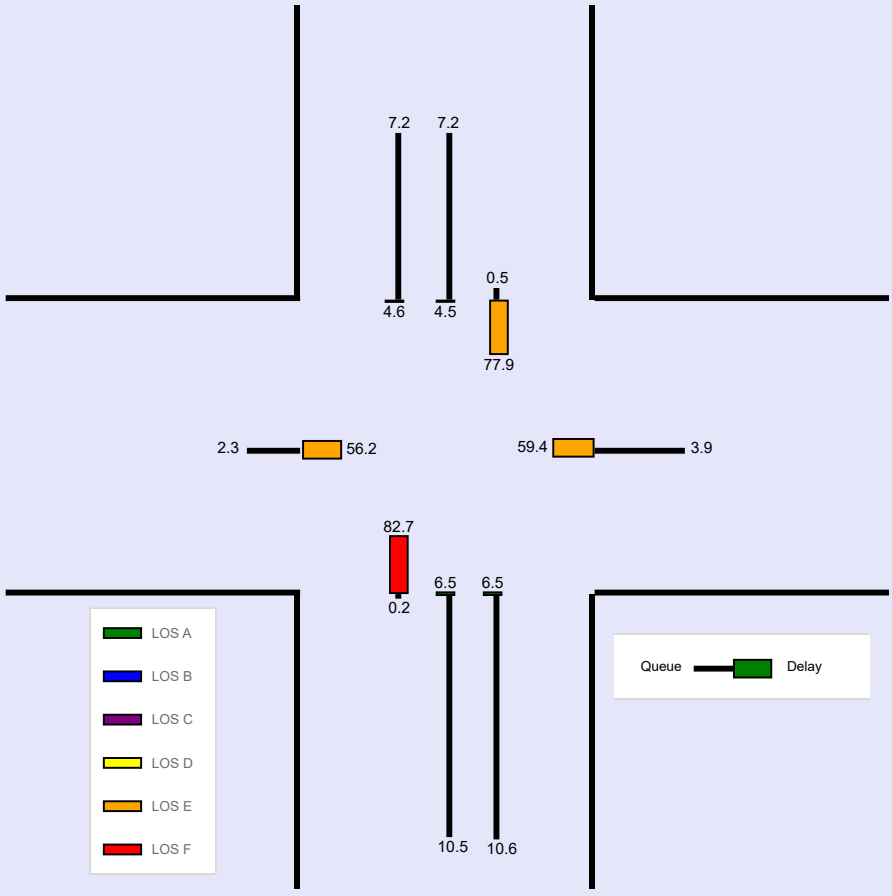
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	19	0	21	49	3	11	3	1737	20	7	1468	19

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

Green	0.4	93.8	1.9	6.9	0.0	0.0	
Yellow	3.0	4.0	3.0	3.0	0.0	0.0	
Red	1.0	1.0	1.0	1.0	0.0	0.0	



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)		56.5			96.7		6.2	278.4	265.6	14.5	188.9	179.7
Back of Queue (*Q*), veh/ln (95 th percentile)		2.3			3.9		0.2	10.5	10.6	0.5	7.2	7.2
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.03	0.00	0.00	0.21	0.00	0.00
Control Delay (*d*), s/veh		56.2			59.4		82.7	6.5	6.5	77.9	4.5	4.6
Level of Service (LOS)		E			E		F	A	A	E	A	A
Approach Delay, s/veh / LOS	56.2		E	59.4		E	6.6		A	4.9		A
Intersection Delay, s/veh / LOS	7.4						A					



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--- Messages ---

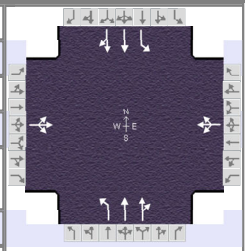
No errors or warnings exist.

--- Comments ---

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HCS Signalized Intersection Input Data

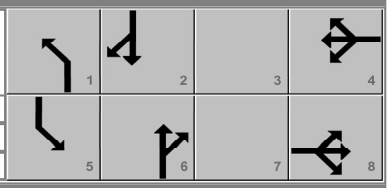
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 21, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.96
Urban Street	Paris Rd	Analysis Year	2050 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	E Genie St	File Name	Paris Rd at E Genie St 2050 No Build (w.PORT) A…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	63	42	33	91	58	90	31	1142	38	23	1240	31

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

Green	2.2	15.5	55.5	22.3	0.0	0.0						
Yellow	4.5	4.5	4.5	4.0	0.0	0.0						
Red	2.0	2.0	2.0	1.0	0.0	0.0						



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	63	42	33	91	58	90	31	1142	38	23	1240	31
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %		0			0		0	17		0	18	
Ped / Bike / RTOR, /h	0	0	4	0	0	9	0	0	4	0	0	4
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft		12.0			12.0		12.0	12.0		12.0	12.0	
Turn Bay Length, ft		0			0		220	0		200	0	
Grade (*Pg*), %		0			0			2			5	
Speed Limit, mi/h	20	20	20	20	20	20	40	40	40	40	40	40

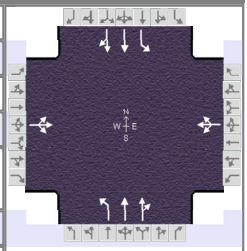
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		42.0		42.0	16.0	62.0	16.0	62.0
Yellow Change Interval (*Y*), s		4.0		4.0	4.5	4.5	4.5	4.5
Red Clearance Interval (R_c), s		1.0		1.0	2.0	2.0	2.0	2.0
Minimum Green (G_{min}), s		7		7	4	15	4	15
Start-Up Lost Time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

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

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HCS Signalized Intersection Results Summary

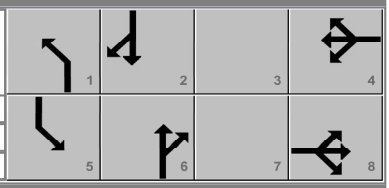
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 21, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.96
Urban Street	Paris Rd	Analysis Year	2050 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	E Genie St	File Name	Paris Rd at E Genie St 2050 No Build (w.PORT) A…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	63	42	33	91	58	90	31	1142	38	23	1240	31

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

Green	2.2	15.5	55.5	22.3	0.0	0.0
Yellow	4.5	4.5	4.5	4.0	0.0	0.0
Red	2.0	2.0	2.0	1.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4	1	6	5	2
Case Number		8.0		8.0	2.0	4.0	2.0	4.0
Phase Duration, s		27.3		27.3	30.7	84.0	8.7	62.0
Change Period, (*Y+R c*), s		5.0		5.0	6.5	6.5	6.5	6.5
Max Allow Headway (*MAH*), s		5.4		5.4	2.1	0.0	2.1	0.0
Queue Clearance Time (*g s*), s		13.6		20.2	3.8		3.7	
Green Extension Time (*g e*), s		2.4		2.1	0.0	0.0	0.0	0.0
Phase Call Probability		0.99		1.00	1.00		0.55	
Max Out Probability		0.00		0.03	0.00		0.00	

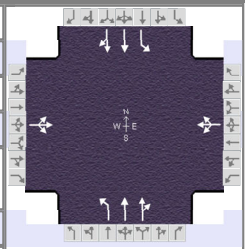
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h		140			240		32	615	610	24	662	658
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1313			1532		1787	1625	1608	1669	1486	1475
Queue Service Time (*g s*), s		0.0			6.6		1.8	25.9	26.0	1.7	51.8	51.9
Cycle Queue Clearance Time (*g c*), s		11.6			18.2		1.8	25.9	26.0	1.7	51.8	51.9
Green Ratio (*g/C*)		0.19			0.19		0.20	0.65	0.65	0.02	0.46	0.46
Capacity (*c*), veh/h		288			327		361	1049	1038	31	687	682
Volume-to-Capacity Ratio (*X*)		0.484			0.734		0.090	0.587	0.587	0.783	0.964	0.965
Back of Queue (*Q*), ft/ln (95 th percentile)		179.5			297.3		36.6	398.8	349	37.7	865.2	754.5
Back of Queue (*Q*), veh/ln (95 th percentile)		7.2			11.9		1.5	14.0	14.0	1.5	30.3	30.2
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.17	0.00	0.00	0.19	0.00	0.00
Uniform Delay (*d 1*), s/veh		44.1			47.1		38.9	12.1	12.1	58.7	31.3	31.3
Incremental Delay (*d 2*), s/veh		1.8			4.5		0.5	2.4	2.4	14.7	26.5	26.8
Initial Queue Delay (*d 3*), s/veh		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		45.9			51.6		39.4	14.5	14.6	73.4	57.8	58.1
Level of Service (LOS)		D			D		D	B	B	E	E	E
Approach Delay, s/veh / LOS	45.9	D		51.6	D		15.2	B		58.2	E	
Intersection Delay, s/veh / LOS	39.0						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.31	B	2.31	B	1.67	B	1.69	B
Bicycle LOS Score / LOS	0.72	A	0.88	A	1.52	B	1.60	B

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HCS Signalized Intersection Intermediate Values

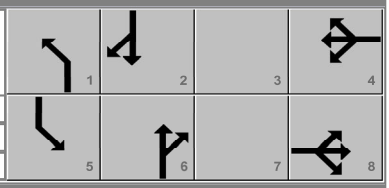
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 21, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.96
Urban Street	Paris Rd	Analysis Year	2050 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	E Genie St	File Name	Paris Rd at E Genie St 2050 No Build (w.PORT) A…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	63	42	33	91	58	90	31	1142	38	23	1240	31

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

Green	2.2	15.5	55.5	22.3	0.0	0.0
Yellow	4.5	4.5	4.5	4.0	0.0	0.0
Red	2.0	2.0	2.0	1.0	0.0	0.0



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000	1.000	1.000	1.000	0.988	0.855	0.988	0.923	0.782	0.923
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.700	0.691		0.832	0.806		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.691		0.000	0.806		0.990	0.990		0.992	0.992
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)							1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)	1.00			1.00								
Movement Saturation Flow Rate (s), veh/h	617	412	284	606	386	539	1787	3139	93	1669	2898	63
Proportion of Vehicles Arriving on Green (P)	0.19	0.19	0.19	0.19	0.19	0.19	0.20	0.65	0.65	0.02	0.46	0.46
Incremental Delay Factor (k)		0.15			0.15		0.50	0.50	0.50	0.04	0.50	0.50

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		5.0		5.0	6.5	6.5	6.5	6.5
Green Ratio (g/C)		0.19		0.19	0.20	0.65	0.02	0.46
Permitted Saturation Flow Rate (s_p), veh/h/ln		1263		1347	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln		1195		1465				
Permitted Effective Green Time (g_p), s		22.3		22.3	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s		4.1		10.7	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s		0.0		6.6				
Time to First Blockage (g_f), s		2.3		1.8	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s		2.3		1.8				
Protected Right Saturation Flow (s_R), veh/h/ln								
Protected Right Effective Green Time (g_R), s								

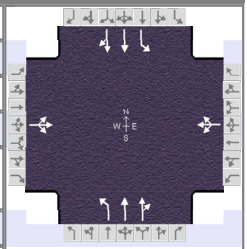
Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.006	1.557	0.006	0.972	0.013	0.972	0.006
Pedestrian F_s / F_{delay}	0.000	0.148	0.000	0.148	0.000	0.081	0.000	0.114
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	371.77	39.77	371.77	39.77	1291.55	7.53	924.85	17.34

Bicycle F_w / F_v	-3.64	0.23	-3.64	0.40	-3.64	1.04	-3.64	1.11

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HCS Signalized Intersection Results Graphical Summary

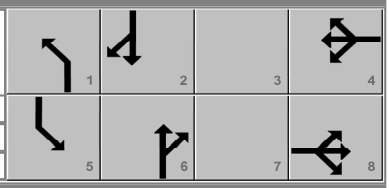
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Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 21, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.96
Urban Street	Paris Rd	Analysis Year	2050 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	E Genie St	File Name	Paris Rd at E Genie St 2050 No Build (w.PORT) A…		
Project Description	23-040				



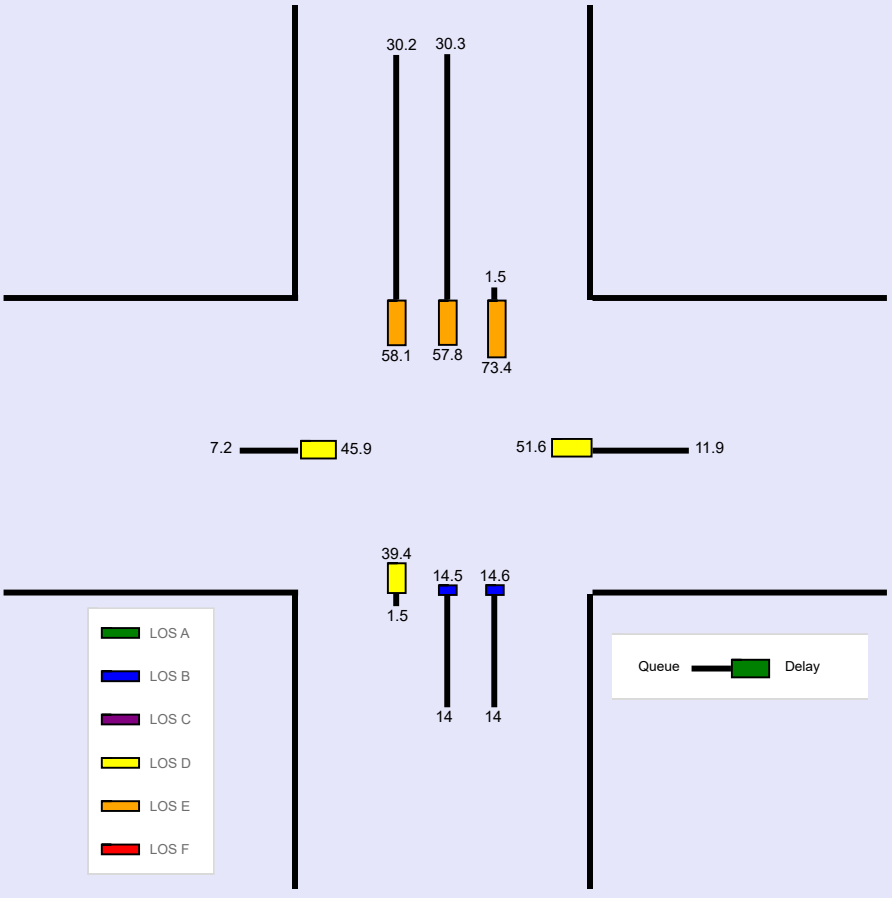
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Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	63	42	33	91	58	90	31	1142	38	23	1240	31

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

Green	2.2	15.5	55.5	22.3	0.0	0.0	
Yellow	4.5	4.5	4.5	4.0	0.0	0.0	
Red	2.0	2.0	2.0	1.0	0.0	0.0	



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)		179.5			297.3		36.6	398.8	349	37.7	865.2	754.5
Back of Queue (*Q*), veh/ln (95 th percentile)		7.2			11.9		1.5	14.0	14.0	1.5	30.3	30.2
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.17	0.00	0.00	0.19	0.00	0.00
Control Delay (*d*), s/veh		45.9			51.6		39.4	14.5	14.6	73.4	57.8	58.1
Level of Service (LOS)		D			D		D	B	B	E	E	E
Approach Delay, s/veh / LOS	45.9	D		51.6	D		15.2	B		58.2	E	
Intersection Delay, s/veh / LOS	39.0						D					



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--- Messages ---

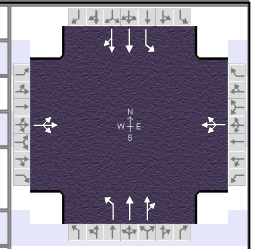
No errors or warnings exist.

--- Comments ---

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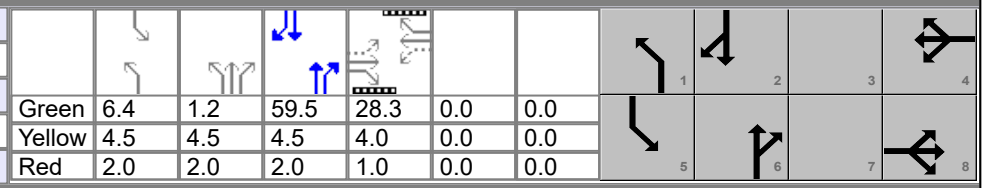
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 21, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.92
Urban Street	Paris Rd	Analysis Year	2050 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	E Genie St	File Name	Paris Rd at E Genie St 2050 No Build (w.PORT)…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	105	116	80	70	46	73	38	1543	81	70	1268	73

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



Green	6.4	1.2	59.5	28.3	0.0	0.0						
Yellow	4.5	4.5	4.5	4.0	0.0	0.0						
Red	2.0	2.0	2.0	1.0	0.0	0.0						

Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	105	116	80	70	46	73	38	1543	81	70	1268	73
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %		0			0		0	7		0	8	
Ped / Bike / RTOR, /h	0	0	8	0	0	8	0	0	9	0	0	8
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft		12.0			12.0		12.0	12.0		12.0	12.0	
Turn Bay Length, ft		0			0		220	0		200	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	20	20	20	20	20	20	40	40	40	40	40	40

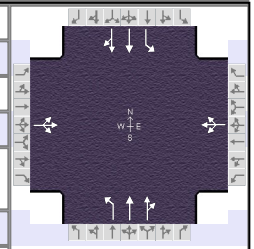
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		34.0		34.0	20.0	66.0	20.0	66.0
Yellow Change Interval (*Y*), s		4.0		4.0	4.5	4.5	4.5	4.5
Red Clearance Interval (R_c), s		1.0		1.0	2.0	2.0	2.0	2.0
Minimum Green (G_{min}), s		7		7	4	15	4	15
Start-Up Lost Time (*l*t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s		4.0		4.0	1.0	2.0	1.0	2.0
Recall Mode		Off		Min	Max	Min	Off	Min
Dual Entry		No		No	No	No	No	No
Walk (*Walk*), s		4.0		4.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		24.0		24.0		0.0		0.0

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

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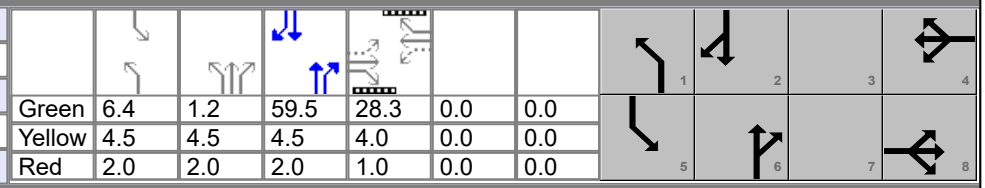
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 21, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.92
Urban Street	Paris Rd	Analysis Year	2050 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	E Genie St	File Name	Paris Rd at E Genie St 2050 No Build (w.PORT)…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	105	116	80	70	46	73	38	1543	81	70	1268	73

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



Green	6.4	1.2	59.5	28.3	0.0	0.0
Yellow	4.5	4.5	4.5	4.0	0.0	0.0
Red	2.0	2.0	2.0	1.0	0.0	0.0

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4	1	6	5	2
Case Number		8.0		8.0	2.0	4.0	2.0	4.0
Phase Duration, s		33.3		33.3	20.7	73.7	12.9	66.0
Change Period, ($Y+R_c$), s		5.0		5.0	6.5	6.5	6.5	6.5
Max Allow Headway (*MAH*), s		5.5		5.5	2.1	0.0	2.1	0.0
Queue Clearance Time (g_s), s		28.0		18.6	4.5		7.0	
Green Extension Time (g_e), s		0.4		2.4	0.0	0.0	0.0	0.0
Phase Call Probability		1.00		1.00	1.00		0.92	
Max Out Probability		1.00		0.32	0.00		0.00	

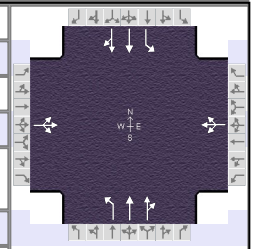
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h		318			197		41	880	875	76	729	720
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1453			1262		1810	1796	1768	1810	1781	1751
Queue Service Time (g_s), s		9.4			0.0		2.5	50.7	51.7	5.0	41.9	42.2
Cycle Queue Clearance Time (g_c), s		26.0			16.6		2.5	50.7	51.7	5.0	41.9	42.2
Green Ratio (*g/C*)		0.24			0.24		0.12	0.56	0.56	0.05	0.50	0.50
Capacity (*c*), veh/h		384			339		214	1006	990	97	883	868
Volume-to-Capacity Ratio (*X*)		0.830			0.580		0.193	0.875	0.884	0.782	0.826	0.829
Back of Queue (*Q*), ft/ln (95 th percentile)		409.4			237.2		54.9	798.7	764.8	107	688.7	643.7
Back of Queue (*Q*), veh/ln (95 th percentile)		16.4			9.5		2.2	30.3	30.6	4.3	25.9	25.7
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.25	0.00	0.00	0.53	0.00	0.00
Uniform Delay (d_1), s/veh		45.1			40.8		47.7	22.8	23.0	56.1	25.8	25.9
Incremental Delay (d_2), s/veh		14.2			2.9		2.0	10.5	11.4	5.1	8.7	9.0
Initial Queue Delay (d_3), s/veh		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		59.4			43.7		49.8	33.3	34.3	61.1	34.5	34.9
Level of Service (LOS)		E			D		D	C	C	E	C	C
Approach Delay, s/veh / LOS	59.4	E		43.7	D		34.2	C		36.0	D	
Intersection Delay, s/veh / LOS	37.5						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.31	B	2.31	B	1.68	B	1.69	B
Bicycle LOS Score / LOS	1.01	A	0.81	A	1.97	B	1.75	B

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HCS Signalized Intersection Intermediate Values

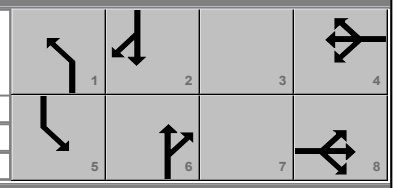
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 21, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.92
Urban Street	Paris Rd	Analysis Year	2050 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	E Genie St	File Name	Paris Rd at E Genie St 2050 No Build (w.PORT)…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	105	116	80	70	46	73	38	1543	81	70	1268	73

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

Green	6.4	1.2	59.5	28.3	0.0	0.0
Yellow	4.5	4.5	4.5	4.0	0.0	0.0
Red	2.0	2.0	2.0	1.0	0.0	0.0



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.945	1.000	1.000	0.938	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.781	0.765		0.674	0.664		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.765		0.000	0.664		0.984	0.984		0.983	0.983
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)							1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)	1.00			1.00								
Movement Saturation Flow Rate (s), veh/h	521	575	357	488	321	453	1810	3406	158	1810	3360	172
Proportion of Vehicles Arriving on Green (P)	0.24	0.24	0.24	0.24	0.24	0.24	0.12	0.56	0.56	0.05	0.50	0.50
Incremental Delay Factor (k)		0.37			0.20		0.50	0.50	0.50	0.04	0.50	0.50

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		5.0		5.0	6.5	6.5	6.5	6.5
Green Ratio (g/C)		0.24		0.24	0.12	0.56	0.05	0.50
Permitted Saturation Flow Rate (s_p), veh/h/ln		1291		1196	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln		1317		1167				
Permitted Effective Green Time (g_p), s		28.3		28.3	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s		11.8		2.4	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s		9.4		0.0				
Time to First Blockage (g_f), s		1.9		3.2	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s		1.9		3.2				
Protected Right Saturation Flow (s_R), veh/h/ln								
Protected Right Effective Green Time (g_R), s								

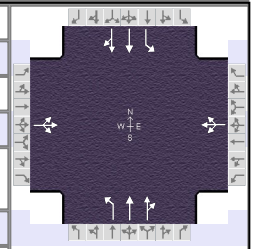
Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.013	1.557	0.011	0.972	0.011	0.972	0.011
Pedestrian F_s / F_{delay}	0.000	0.143	0.000	0.143	0.000	0.098	0.000	0.109
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	472.05	35.02	472.05	35.02	1120.47	11.60	991.66	15.25

Bicycle F_w / F_v	-3.64	0.53	-3.64	0.32	-3.64	1.48	-3.64	1.26

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HCS Signalized Intersection Results Graphical Summary

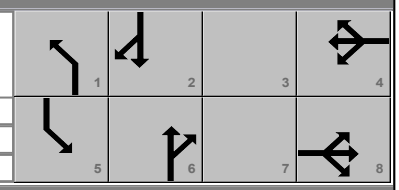
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 21, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.92
Urban Street	Paris Rd	Analysis Year	2050 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	E Genie St	File Name	Paris Rd at E Genie St 2050 No Build (w.PORT)…		
Project Description	23-040				



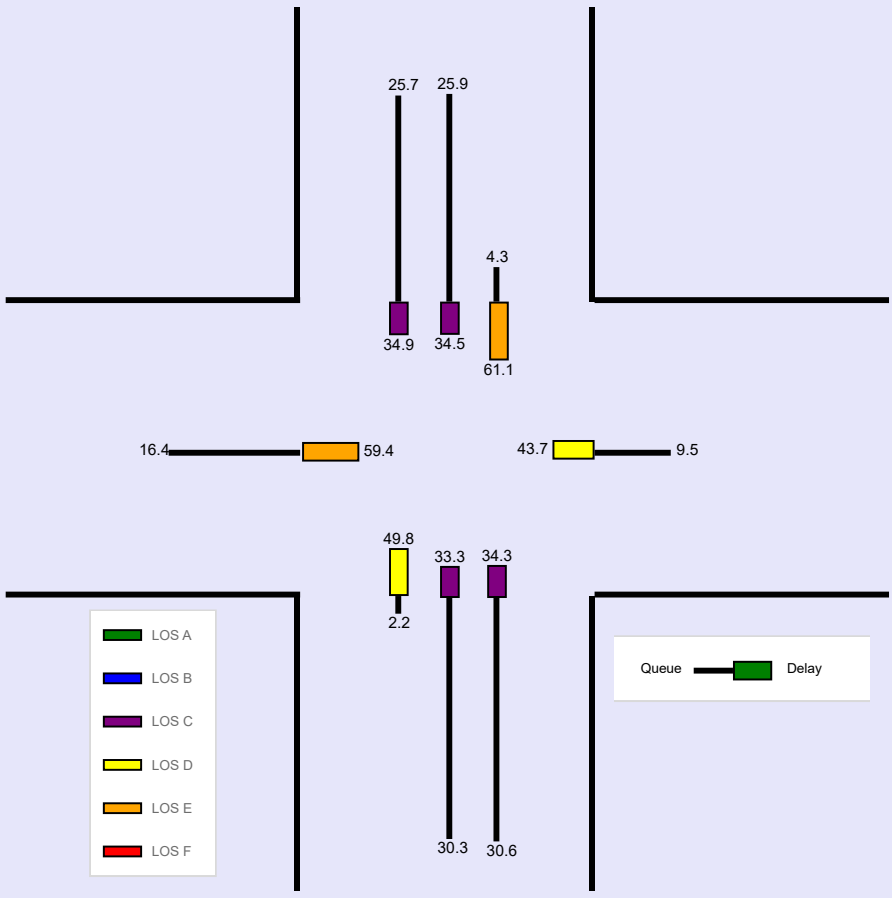
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	105	116	80	70	46	73	38	1543	81	70	1268	73

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

Green	6.4	1.2	59.5	28.3	0.0	0.0	
Yellow	4.5	4.5	4.5	4.0	0.0	0.0	
Red	2.0	2.0	2.0	1.0	0.0	0.0	



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)		409.4			237.2		54.9	798.7	764.8	107	688.7	643.7
Back of Queue (*Q*), veh/ln (95 th percentile)		16.4			9.5		2.2	30.3	30.6	4.3	25.9	25.7
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.25	0.00	0.00	0.53	0.00	0.00
Control Delay (*d*), s/veh		59.4			43.7		49.8	33.3	34.3	61.1	34.5	34.9
Level of Service (LOS)		E			D		D	C	C	E	C	C
Approach Delay, s/veh / LOS	59.4	E		43.7	D		34.2	C		36.0	D	
Intersection Delay, s/veh / LOS	37.5						D					



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--- Messages ---

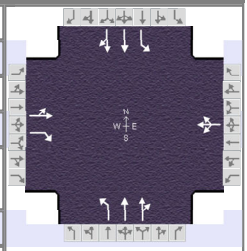
No errors or warnings exist.

--- Comments ---

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HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 21, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.95
Urban Street	Paris Rd	Analysis Year	2050 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	Solidelle St	File Name	Paris Rd at Solidelle St 2050 No Build (w.PORT)…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	11	3	43	23	1	6	28	1272	27	12	1415	22

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

Green	1.4	1.1	99.6	4.9	0.0	0.0	1	2	3	4		
Yellow	3.0	0.0	4.0	3.0	0.0	0.0	5	6	7	8		
Red	1.0	0.0	1.0	1.0	0.0	0.0						

Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	11	3	43	23	1	6	28	1272	27	12	1415	22
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %		0	0		0		0	15		8	16	
Ped / Bike / RTOR, /h	0	0	5	0	0	1	0	0	3	0	0	3
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft		12.0	12.0		12.0		12.0	12.0		12.0	12.0	
Turn Bay Length, ft		0	0		0		230	0		190	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	20	20	20	20	20	20	40	40	40	40	40	40

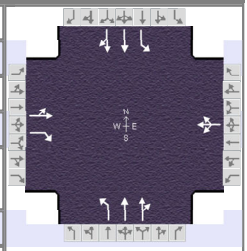
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		25.0		25.0	16.0	79.0	16.0	79.0
Yellow Change Interval (*Y*), s		3.0		3.0	3.0	4.0	3.0	4.0
Red Clearance Interval (R_c), s		1.0		1.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s		4		4	4	4	4	4
Start-Up Lost Time (*l*t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s		4.0		4.0	1.0	2.0	1.0	2.0
Recall Mode		Off		Off	Off	Min	Off	Min
Dual Entry		Yes		Yes	No	Yes	No	Yes
Walk (*Walk*), s		4.0		4.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		25.0		25.0		0.0		0.0

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

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HCS Signalized Intersection Results Summary

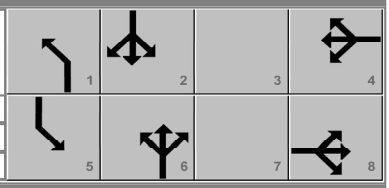
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 21, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.95
Urban Street	Paris Rd	Analysis Year	2050 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	Solidelle St	File Name	Paris Rd at Solidelle St 2050 No Build (w.PORT)…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	11	3	43	23	1	6	28	1272	27	12	1415	22

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

Green	1.4	1.1	99.6	4.9	0.0	0.0	
Yellow	3.0	0.0	4.0	3.0	0.0	0.0	
Red	1.0	0.0	1.0	1.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4	1	6	5	2
Case Number		7.0		8.0	1.1	4.0	1.1	4.0
Phase Duration, s		8.9		8.9	6.5	105.7	5.4	104.6
Change Period, (*Y+R c*), s		4.0		4.0	4.0	5.0	4.0	5.0
Max Allow Headway (*MAH*), s		5.4		5.4	2.1	0.0	2.1	0.0
Queue Clearance Time (*g s*), s		4.9		4.3	2.3		2.1	
Green Extension Time (*g e*), s		0.3		0.3	0.0	0.0	0.0	0.0
Phase Call Probability		0.94		0.94	0.63		0.34	
Max Out Probability		0.00		0.00	0.00		0.00	

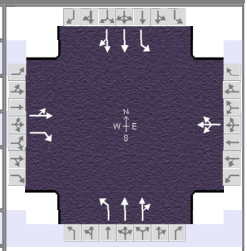
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h		15	40		31		29	684	680	13	756	753
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1554	1610		1505		1810	1678	1667	1697	1663	1655
Queue Service Time (*g s*), s		0.0	2.9		1.3		0.3	13.3	13.3	0.1	17.0	17.1
Cycle Queue Clearance Time (*g c*), s		1.0	2.9		2.3		0.3	13.3	13.3	0.1	17.0	17.1
Green Ratio (*g/C*)		0.04	0.04		0.04		0.85	0.84	0.84	0.84	0.83	0.83
Capacity (*c*), veh/h		118	66		116		340	1408	1398	349	1380	1373
Volume-to-Capacity Ratio (*X*)		0.125	0.603		0.264		0.087	0.486	0.486	0.036	0.548	0.549
Back of Queue (*Q*), ft/ln (95 th percentile)		20.7	64.3		43.8		2.3	142.4	127.5	1.2	195.8	174.1
Back of Queue (*Q*), veh/ln (95 th percentile)		0.8	2.6		1.8		0.1	5.1	5.1	0.0	6.9	7.0
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00	0.00		0.00		0.01	0.00	0.00	0.01	0.00	0.00
Uniform Delay (*d 1*), s/veh		55.6	56.6		56.2		2.7	2.6	2.6	2.4	3.2	3.2
Incremental Delay (*d 2*), s/veh		0.7	11.9		1.7		0.0	1.2	1.2	0.0	1.6	1.6
Initial Queue Delay (*d 3*), s/veh		0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		56.3	68.5		57.9		2.7	3.8	3.8	2.4	4.8	4.8
Level of Service (LOS)		E	E		E		A	A	A	A	A	A
Approach Delay, s/veh / LOS	65.2	E		57.9	E		3.8	A		4.8	A	
Intersection Delay, s/veh / LOS	6.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.32	B	2.32	B	1.59	B	1.83	B
Bicycle LOS Score / LOS	0.58	A	0.54	A	1.64	B	1.74	B

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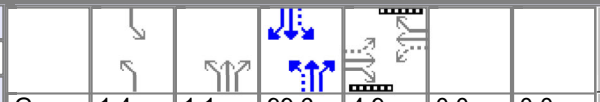
HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 21, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.95
Urban Street	Paris Rd	Analysis Year	2050 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	Solidelle St	File Name	Paris Rd at Solidelle St 2050 No Build (w.PORT)…		
Project Description	23-040				

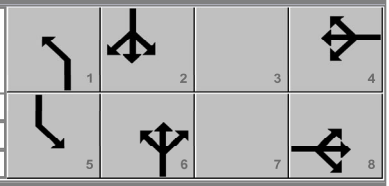


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	11	3	43	23	1	6	28	1272	27	12	1415	22

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



Green	1.4	1.1	99.6	4.9	0.0	0.0
Yellow	3.0	0.0	4.0	3.0	0.0	0.0
Red	1.0	0.0	1.0	1.0	0.0	0.0



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.883	1.000	0.938	0.875	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.818	0.818		0.810	0.792		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.000	0.792		0.993	0.993		0.995	0.995
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)							1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)	1.00			1.00								
Movement Saturation Flow Rate (s), veh/h	1221	333	1610	1194	52	260	1810	3282	62	1697	3274	44
Proportion of Vehicles Arriving on Green (P)	0.04	0.04	0.04	0.04	0.04	0.04	0.02	0.84	0.84	0.01	0.83	0.83
Incremental Delay Factor (k)		0.15	0.15		0.15		0.04	0.50	0.50	0.04	0.50	0.50

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		4.0		4.0	4.0	5.0	4.0	5.0
Green Ratio (g/C)		0.04		0.04	0.85	0.84	0.84	0.83
Permitted Saturation Flow Rate (s_p), veh/h/ln		1432		1436	352	0	380	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln		1512		1512				
Permitted Effective Green Time (g_p), s		4.9		4.9	99.6	0.0	99.6	0.0
Permitted Service Time (g_u), s		2.6		4.0	82.4	0.0	85.3	0.0
Permitted Queue Service Time (g_{ps}), s		0.0		1.3	1.6		0.5	
Time to First Blockage (g_f), s		0.5		0.3	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s		0.5		0.3				
Protected Right Saturation Flow (s_R), veh/h/ln		0						
Protected Right Effective Green Time (g_R), s		0.0						

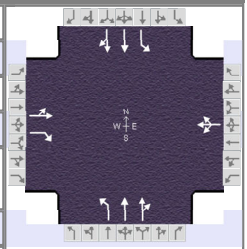
Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.004	1.557	0.004	0.972	0.001	1.198	0.007
Pedestrian F_s / F_{delay}	0.000	0.161	0.000	0.161	0.000	0.018	0.000	0.022
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	82.38	55.16	82.38	55.16	1678.04	1.55	1659.25	1.74

Bicycle F_w / F_v	-3.64	0.09	-3.64	0.05	-3.64	1.15	-3.64	1.26

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HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 21, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.95
Urban Street	Paris Rd	Analysis Year	2050 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	Solidelle St	File Name	Paris Rd at Solidelle St 2050 No Build (w.PORT)…		
Project Description	23-040				

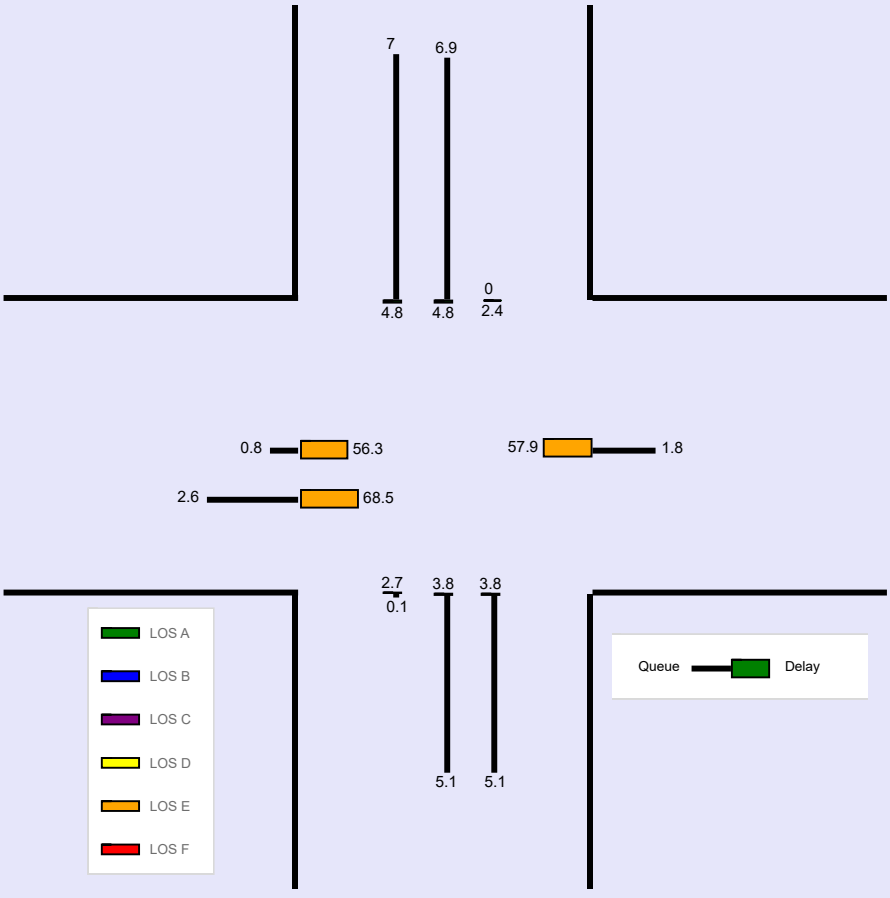


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	11	3	43	23	1	6	28	1272	27	12	1415	22

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

Green	1.4	1.1	99.6	4.9	0.0	0.0						
Yellow	3.0	0.0	4.0	3.0	0.0	0.0						
Red	1.0	0.0	1.0	1.0	0.0	0.0						

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)		20.7	64.3		43.8		2.3	142.4	127.5	1.2	195.8	174.1
Back of Queue (*Q*), veh/ln (95 th percentile)		0.8	2.6		1.8		0.1	5.1	5.1	0.0	6.9	7.0
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00	0.00		0.00		0.01	0.00	0.00	0.01	0.00	0.00
Control Delay (*d*), s/veh		56.3	68.5		57.9		2.7	3.8	3.8	2.4	4.8	4.8
Level of Service (LOS)		E	E		E		A	A	A	A	A	A
Approach Delay, s/veh / LOS	65.2	E		57.9	E		3.8	A		4.8	A	
Intersection Delay, s/veh / LOS	6.0						A					



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--- Messages ---

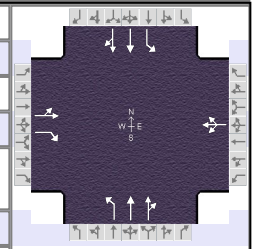
No errors or warnings exist.

--- Comments ---

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HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 21, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.95
Urban Street	Paris Rd	Analysis Year	2050 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	Solidelle St	File Name	Paris Rd at Solidelle St 2050 No Build (w.PORT)…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	49	30	83	68	18	29	106	1715	76	27	1429	57

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

Green	2.4	1.5	91.4	11.7	0.0	0.0	1	2	3	4		
Yellow	3.0	0.0	4.0	3.0	0.0	0.0	5	6	7	8		
Red	1.0	0.0	1.0	1.0	0.0	0.0						

Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	49	30	83	68	18	29	106	1715	76	27	1429	57
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %		0	0		0		0	7		0	7	
Ped / Bike / RTOR, /h	0	0	9	0	0	3	0	0	8	0	0	6
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft		12.0	12.0		12.0		12.0	12.0		12.0	12.0	
Turn Bay Length, ft		0	0		0		230	0		190	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	20	20	20	20	20	20	40	40	40	40	40	40

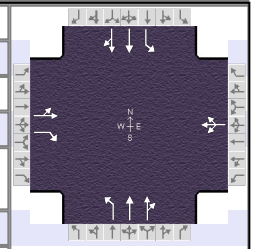
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		22.0		22.0	16.0	82.0	16.0	82.0
Yellow Change Interval (*Y*), s		3.0		3.0	3.0	4.0	3.0	4.0
Red Clearance Interval (R_c), s		1.0		1.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s		4		4	4	4	4	4
Start-Up Lost Time (*l*t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (e), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s		4.0		4.0	1.0	2.0	1.0	2.0
Recall Mode		Off		Off	Off	Min	Off	Min
Dual Entry		Yes		Yes	No	Yes	No	Yes
Walk (*Walk*), s		4.0		4.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		25.0		25.0		0.0		0.0

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

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HCS Signalized Intersection Results Summary

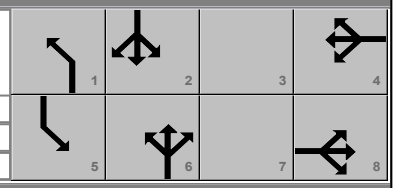
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 21, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.95
Urban Street	Paris Rd	Analysis Year	2050 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	Solidelle St	File Name	Paris Rd at Solidelle St 2050 No Build (w.PORT)…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	49	30	83	68	18	29	106	1715	76	27	1429	57

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

Green	2.4	1.5	91.4	11.7	0.0	0.0	
Yellow	3.0	0.0	4.0	3.0	0.0	0.0	
Red	1.0	0.0	1.0	1.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4	1	6	5	2
Case Number		7.0		8.0	1.1	4.0	1.1	4.0
Phase Duration, s		15.7		15.7	7.9	97.8	6.4	96.4
Change Period, ($Y+R_c$), s		4.0		4.0	4.0	5.0	4.0	5.0
Max Allow Headway (*MAH*), s		5.4		5.4	2.1	0.0	2.1	0.0
Queue Clearance Time (g_s), s		8.0		10.8	3.6		2.4	
Green Extension Time (g_e), s		1.1		0.9	0.1	0.0	0.0	0.0
Phase Call Probability		1.00		1.00	0.98		0.61	
Max Out Probability		0.16		0.50	0.00		0.00	

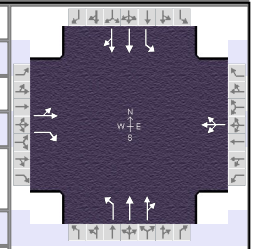
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h		83	78		118		112	939	938	28	782	776
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1555	1610		1550		1810	1796	1772	1810	1796	1774
Queue Service Time (g_s), s		0.0	5.5		2.8		1.6	29.8	30.5	0.4	22.1	22.2
Cycle Queue Clearance Time (g_c), s		6.0	5.5		8.8		1.6	29.8	30.5	0.4	22.1	22.2
Green Ratio (*g/C*)		0.10	0.10		0.10		0.79	0.77	0.77	0.78	0.76	0.76
Capacity (*c*), veh/h		200	157		200		313	1390	1371	221	1368	1351
Volume-to-Capacity Ratio (*X*)		0.415	0.496		0.591		0.357	0.676	0.684	0.129	0.572	0.574
Back of Queue (*Q*), ft/ln (95 th percentile)		113.9	108.4		168.2		22.5	378.3	362.2	7.9	301.8	285
Back of Queue (*Q*), veh/ln (95 th percentile)		4.6	4.3		6.7		0.9	14.3	14.5	0.3	11.4	11.4
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00	0.00		0.00		0.10	0.00	0.00	0.04	0.00	0.00
Uniform Delay (d_1), s/veh		51.5	51.3		52.8		5.8	6.4	6.5	7.4	6.0	6.1
Incremental Delay (d_2), s/veh		1.9	3.4		3.9		0.3	2.7	2.8	0.1	1.7	1.8
Initial Queue Delay (d_3), s/veh		0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		53.4	54.8		56.7		6.1	9.1	9.3	7.5	7.8	7.8
Level of Service (LOS)		D	D		E		A	A	A	A	A	A
Approach Delay, s/veh / LOS	54.1	D		56.7	E		9.0	A		7.8	A	
Intersection Delay, s/veh / LOS	11.9						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.32	B	2.32	B	1.62	B	1.86	B
Bicycle LOS Score / LOS	0.75	A	0.68	A	2.13	B	1.80	B

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HCS Signalized Intersection Intermediate Values

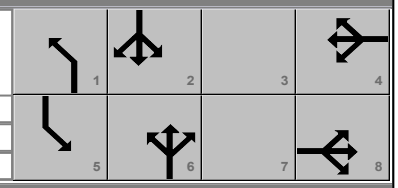
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 21, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.95
Urban Street	Paris Rd	Analysis Year	2050 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	Solidelle St	File Name	Paris Rd at Solidelle St 2050 No Build (w.PORT)…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	49	30	83	68	18	29	106	1715	76	27	1429	57

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

Green	2.4	1.5	91.4	11.7	0.0	0.0
Yellow	3.0	0.0	4.0	3.0	0.0	0.0
Red	1.0	0.0	1.0	1.0	0.0	0.0



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.945	1.000	1.000	0.945	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.819	0.819		0.831	0.816		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.000	0.816		0.986	0.986		0.988	0.988
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)							1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)	1.00			1.00								
Movement Saturation Flow Rate (s), veh/h	965	591	1610	941	249	360	1810	3433	135	1810	3448	123
Proportion of Vehicles Arriving on Green (P)	0.10	0.10	0.10	0.10	0.10	0.10	0.03	0.77	0.77	0.02	0.76	0.76
Incremental Delay Factor (k)		0.15	0.15		0.15		0.04	0.50	0.50	0.04	0.50	0.50

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		4.0		4.0	4.0	5.0	4.0	5.0
Green Ratio (g/C)		0.10		0.10	0.79	0.77	0.78	0.76
Permitted Saturation Flow Rate (s_p), veh/h/ln		1381		1399	336	0	247	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln		1507		1561				
Permitted Effective Green Time (g_p), s		11.7		11.7	91.4	0.0	91.4	0.0
Permitted Service Time (g_u), s		2.9		5.7	69.1	0.0	60.3	0.0
Permitted Queue Service Time (g_{ps}), s		0.0		2.8	11.1		4.0	
Time to First Blockage (g_f), s		1.2		0.6	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s		1.2		0.6				
Protected Right Saturation Flow (s_R), veh/h/ln		0						
Protected Right Effective Green Time (g_R), s		0.0						

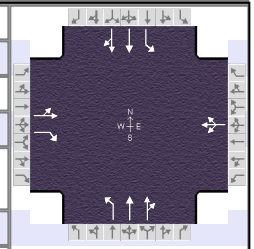
Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.011	1.557	0.009	0.972	0.004	1.198	0.013
Pedestrian F_s / F_{delay}	0.000	0.156	0.000	0.156	0.000	0.045	0.000	0.049
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	195.18	48.86	195.18	48.86	1547.34	3.07	1523.10	3.41

Bicycle F_w / F_v	-3.64	0.27	-3.64	0.19	-3.64	1.64	-3.64	1.31

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HCS Signalized Intersection Results Graphical Summary

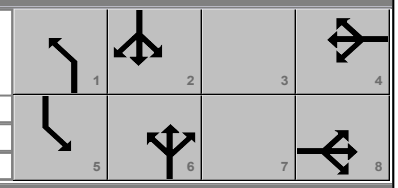
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Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 21, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.95
Urban Street	Paris Rd	Analysis Year	2050 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	Solidelle St	File Name	Paris Rd at Solidelle St 2050 No Build (w.PORT)…		
Project Description	23-040				



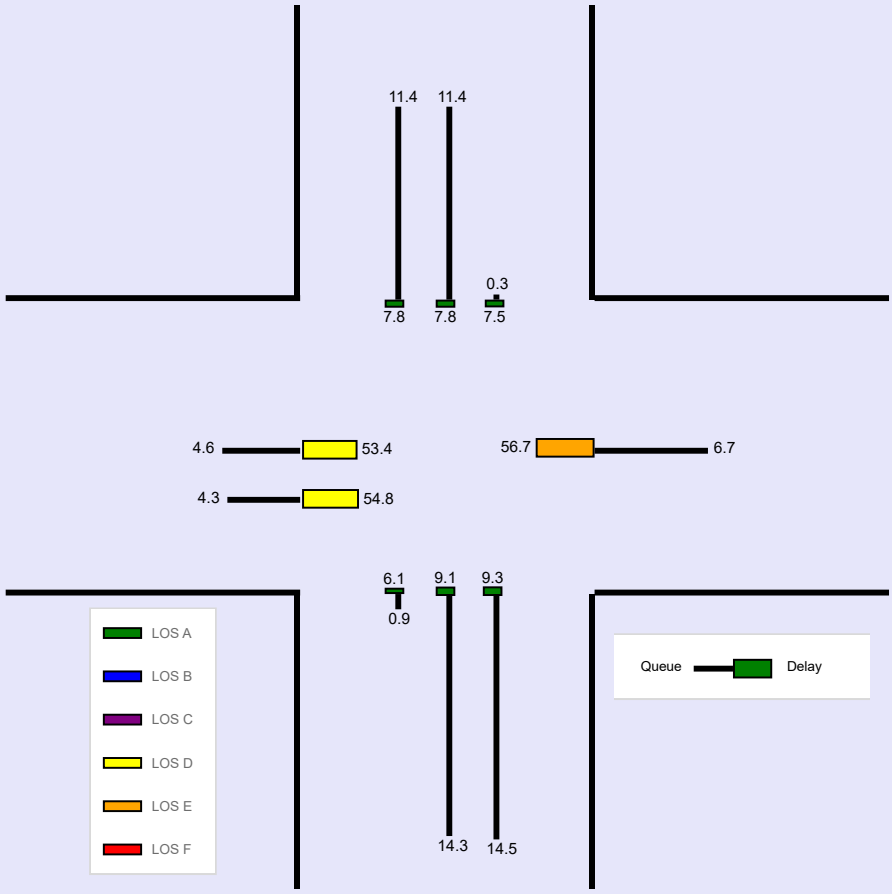
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	49	30	83	68	18	29	106	1715	76	27	1429	57

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

Green	2.4	1.5	91.4	11.7	0.0	0.0	
Yellow	3.0	0.0	4.0	3.0	0.0	0.0	
Red	1.0	0.0	1.0	1.0	0.0	0.0	



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)		113.9	108.4		168.2		22.5	378.3	362.2	7.9	301.8	285
Back of Queue (*Q*), veh/ln (95 th percentile)		4.6	4.3		6.7		0.9	14.3	14.5	0.3	11.4	11.4
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00	0.00		0.00		0.10	0.00	0.00	0.04	0.00	0.00
Control Delay (*d*), s/veh		53.4	54.8		56.7		6.1	9.1	9.3	7.5	7.8	7.8
Level of Service (LOS)		D	D		E		A	A	A	A	A	A
Approach Delay, s/veh / LOS	54.1	D		56.7	E		9.0	A		7.8	A	
Intersection Delay, s/veh / LOS	11.9						B					



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--- Messages ---

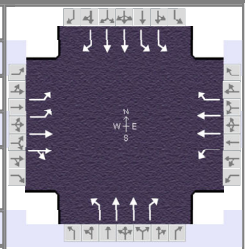
No errors or warnings exist.

--- Comments ---

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HCS Signalized Intersection Input Data

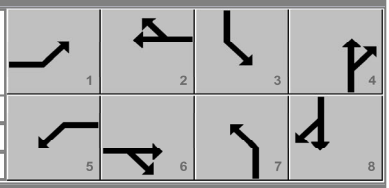
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 7, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	2050 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	Judge Perez at Paris 2050 No Build (w.PORT) A…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	294	628	84	214	1219	599	91	434	114	537	578	455

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	14.9	6.0	47.1	9.5	6.9	25.7						
Yellow	5.0	0.0	5.0	5.0	5.0	5.0						
Red	1.0	0.0	1.0	1.0	1.0	1.0						



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	294	628	84	214	1219	599	91	434	114	537	578	455
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	4		7	2	31	1	2	12	36	5	1
Ped / Bike / RTOR, /h	0	0	9	0	0	60	0	0	12	0	0	46
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Turn Bay Length, ft	280	0		215	0	250	360	0	240	220	0	130
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	40	40	40	40	40	40

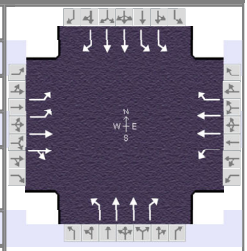
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	25.0	50.0	30.0	55.0	20.0	35.0	25.0	40.0
Yellow Change Interval (*Y*), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Red Clearance Interval (R_c), s	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s	4	10	4	10	4	7	4	4
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.5	2.0	2.5	2.0	2.0	4.0	2.0	4.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (*Walk*), s		7.0		7.0		7.0		7.0
Pedestrian Clearance Time (*PC*), s		28.0		28.0		14.0		17.0

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

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HCS Signalized Intersection Results Summary

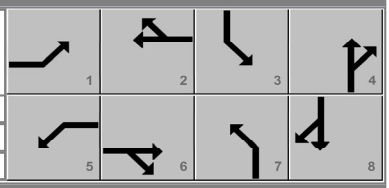
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 7, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	2050 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	Judge Perez at Paris 2050 No Build (w.PORT) A…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	294	628	84	214	1219	599	91	434	114	537	578	455

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	14.9	6.0	47.1	9.5	6.9	25.7
Yellow	5.0	0.0	5.0	5.0	5.0	5.0
Red	1.0	0.0	1.0	1.0	1.0	1.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	2.0	4.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	20.9	53.1	26.9	59.1	15.5	28.3	31.7	44.5
Change Period, ($Y+R_c$), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Allow Headway (*MAH*), s	3.6	0.0	3.6	0.0	3.1	5.0	4.4	4.4
Queue Clearance Time (g_s), s	14.5		20.7		9.6	20.0	27.7	40.5
Green Extension Time (g_e), s	0.4	0.0	0.2	0.0	0.0	2.4	0.0	0.0
Phase Call Probability	1.00		1.00		0.98	1.00	1.00	1.00
Max Out Probability	0.54		1.00		0.17	0.36	1.00	1.00

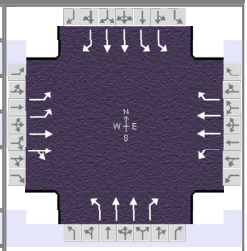
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	320	389	375	233	1325	586	99	472	111	584	628	445
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1757	1841	1771	1711	1781	1221	1795	1781	1459	1264	1738	1598
Queue Service Time (g_s), s	12.5	24.9	25.0	18.7	51.5	53.1	7.6	18.0	9.7	25.7	22.4	38.5
Cycle Queue Clearance Time (g_c), s	12.5	24.9	25.0	18.7	51.5	53.1	7.6	18.0	9.7	25.7	22.4	38.5
Green Ratio (*g/C*)	0.11	0.34	0.34	0.15	0.38	0.38	0.07	0.16	0.16	0.18	0.28	0.28
Capacity (*c*), veh/h	375	619	596	256	1350	463	121	568	233	463	957	440
Volume-to-Capacity Ratio (*X*)	0.852	0.629	0.630	0.910	0.982	1.266	0.816	0.830	0.476	1.260	0.656	1.011
Back of Queue (*Q*), ft/ln (95 th percentile)	254.1	457.1	430.6	401.6	874.6	1478.4	172	338.7	171.9	835.4	387.5	712.9
Back of Queue (*Q*), veh/ln (95 th percentile)	10.2	17.7	17.2	15.2	34.4	47.4	6.8	13.3	6.3	25.9	14.9	28.3
Queue Storage Ratio (*RQ*) (95 th percentile)	0.91	0.00	0.00	1.87	0.00	5.91	0.48	0.00	0.72	3.80	0.00	5.48
Uniform Delay (d_1), s/veh	61.4	39.1	39.1	58.6	43.0	36.8	64.4	57.0	9.7	57.2	44.9	50.7
Incremental Delay (d_2), s/veh	10.6	4.8	5.0	27.6	20.5	136.1	10.2	7.1	2.1	133.5	1.9	45.6
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	72.0	43.9	44.1	86.2	63.5	172.9	74.6	64.1	11.8	190.7	46.7	96.4
Level of Service (LOS)	E	D	D	F	E	F	E	E	B	F	D	F
Approach Delay, s/veh / LOS	52.3	D		95.9	F		57.1	E		110.8	F	
Intersection Delay, s/veh / LOS	87.1						F					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.46	B	2.65	C	2.55	C	2.47	B
Bicycle LOS Score / LOS	1.38	A	2.26	B	1.05	A	1.85	B

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HCS Signalized Intersection Intermediate Values

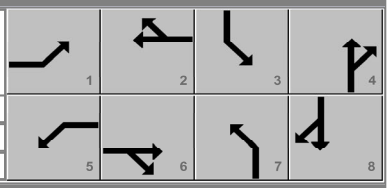
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 7, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	2050 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	Judge Perez at Paris 2050 No Build (w.PORT) A…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	294	628	84	214	1219	599	91	434	114	537	578	455

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	14.9	6.0	47.1	9.5	6.9	25.7						
Yellow	5.0	0.0	5.0	5.0	5.0	5.0						
Red	1.0	0.0	1.0	1.0	1.0	1.0						



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	0.969	1.000	0.945	0.984	0.758	0.992	0.984	0.906	0.719	0.961	0.992
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	0.971	1.000	1.000	1.000	0.952	1.000	1.000	0.952	1.000	0.971	0.952	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.962	0.962		0.000	0.847		0.000	0.847		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00			1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)												
Movement Saturation Flow Rate (s), veh/h	3514	3227	385	1711	3561	1221	1795	3561	1459	2527	3477	1598
Proportion of Vehicles Arriving on Green (P)	0.11	0.34	0.34	0.15	0.38	0.38	0.07	0.16	0.16	0.18	0.28	0.28
Incremental Delay Factor (k)	0.22	0.50	0.50	0.33	0.50	0.50	0.09	0.25	0.15	0.50	0.26	0.50

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Green Ratio (g/C)	0.11	0.34	0.15	0.38	0.07	0.16	0.18	0.28
Permitted Saturation Flow Rate (s_p), veh/h/ln	0	0	0	0	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln				0		0		0
Protected Right Effective Green Time (g_R), s				0.0		0.0		0.0

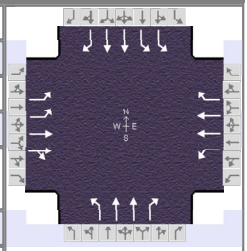
Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.710	0.017	1.852	0.065	1.710	0.085	1.710	0.013
Pedestrian F_s / F_{delay}	0.000	0.137	0.000	0.132	0.000	0.154	0.000	0.145
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	672.50	30.84	757.90	27.00	366.58	46.69	550.65	36.76

Bicycle F_w / F_v	-3.64	0.89	-3.64	1.77	-3.64	0.56	-3.64	1.37

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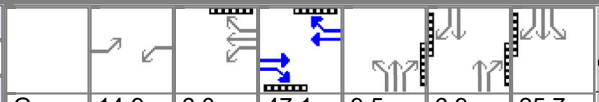
HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 7, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	2050 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	Judge Perez at Paris 2050 No Build (w.PORT) A…		
Project Description	23-040				

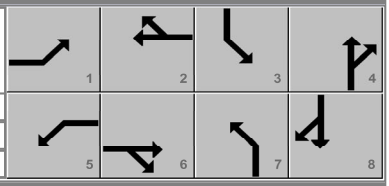


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	294	628	84	214	1219	599	91	434	114	537	578	455

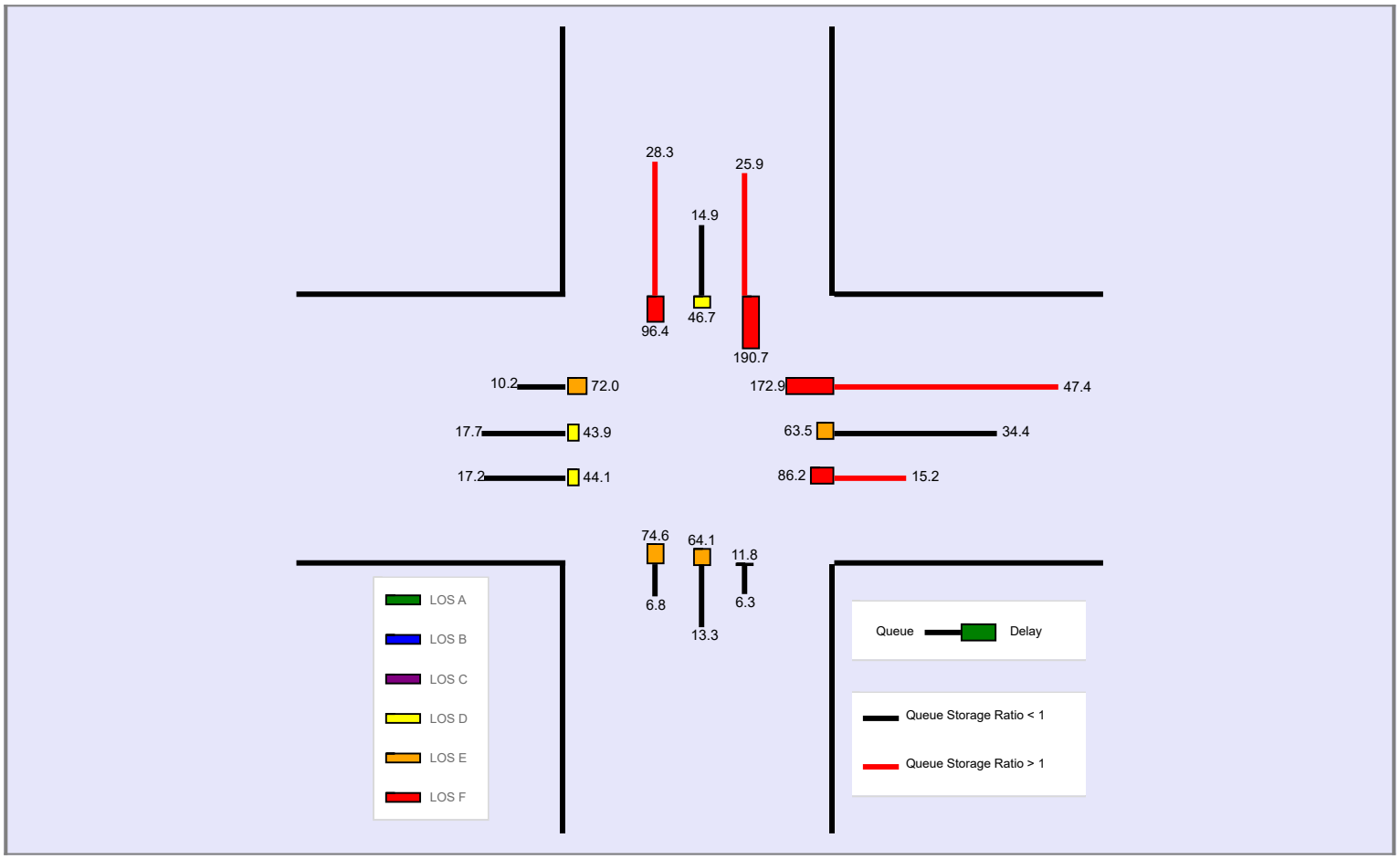
Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	14.9	6.0	47.1	9.5	6.9	25.7
Yellow	5.0	0.0	5.0	5.0	5.0	5.0
Red	1.0	0.0	1.0	1.0	1.0	1.0



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	254.1	457.1	430.6	401.6	874.6	1478.4	172	338.7	171.9	835.4	387.5	712.9
Back of Queue (*Q*), veh/ln (95 th percentile)	10.2	17.7	17.2	15.2	34.4	47.4	6.8	13.3	6.3	25.9	14.9	28.3
Queue Storage Ratio (*RQ*) (95 th percentile)	0.91	0.00	0.00	1.87	0.00	5.91	0.48	0.00	0.72	3.80	0.00	5.48
Control Delay (*d*), s/veh	72.0	43.9	44.1	86.2	63.5	172.9	74.6	64.1	11.8	190.7	46.7	96.4
Level of Service (LOS)	E	D	D	F	E	F	E	E	B	F	D	F
Approach Delay, s/veh / LOS	52.3	D		95.9	F		57.1	E		110.8	F	
Intersection Delay, s/veh / LOS	87.1						F					



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--- Messages ---

WARNING: Since queue spillover from turn lanes and spillback into upstream intersections is not accounted for in the HCM procedures, use of a simulation tool may be advised in situations where the Queue Storage Ratio exceeds 1.0.

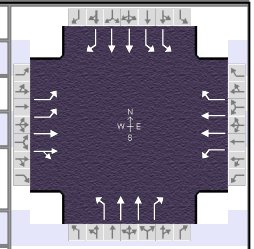
WARNING: If demand exceeds capacity, a multiple-period analysis should be conducted.

--- Comments ---

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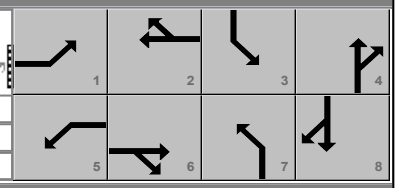
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 21, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.97
Urban Street	E Judge Perez	Analysis Year	2050 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	Judge Perez at Paris 2050 No Build (w.PORT) P…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	604	1348	137	145	856	574	115	785	126	629	515	443

Signal Information												
Cycle, s	140.0	Reference Phase	2									
Offset, s	132	Reference Point	End	Green	10.0	28.0	24.0	19.0	9.0	14.0		
Uncoordinated	No	Simult. Gap E/W	On	Yellow	5.0	5.0	5.0	5.0	5.0	5.0		
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	1.0	1.0	1.0	1.0	1.0		



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	604	1348	137	145	856	574	115	785	126	629	515	443
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	1		5	1	17	2	2	6	15	2	0
Ped / Bike / RTOR, /h	0	0	14	0	0	58	0	0	13	0	0	45
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Turn Bay Length, ft	280	0		215	0	250	360	0	240	220	0	130
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	40	40	40	40	40	40

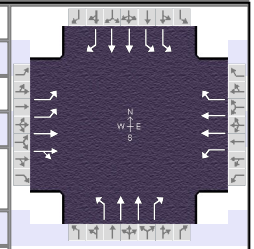
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	30.0	64.0	16.0	50.0	20.0	35.0	25.0	40.0
Yellow Change Interval (*Y*), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Red Clearance Interval (R_c), s	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s	4	10	4	10	4	7	4	4
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.5	2.0	2.5	2.0	2.0	4.0	2.0	4.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (*Walk*), s		7.0		7.0		7.0		7.0
Pedestrian Clearance Time (*PC*), s		28.0		28.0		14.0		17.0

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

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HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 21, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.97
Urban Street	E Judge Perez	Analysis Year	2050 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	Judge Perez at Paris 2050 No Build (w.PORT) P…		
Project Description	23-040				

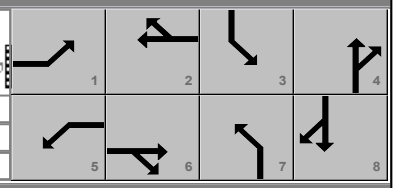


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	604	1348	137	145	856	574	115	785	126	629	515	443

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	10.0	28.0	24.0	19.0	9.0	14.0
Yellow	5.0	5.0	5.0	5.0	5.0	5.0
Red	1.0	1.0	1.0	1.0	1.0	1.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	2.0	4.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	30.0	64.0	16.0	50.0	20.0	35.0	25.0	40.0
Change Period, ($Y+R_c$), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Allow Headway (*MAH*), s	3.6	0.0	3.6	0.0	4.8	4.8	3.1	5.1
Queue Clearance Time (g_s), s	26.0		12.0		11.0	31.0	21.0	36.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	1.7	0.0	0.0	0.0
Phase Call Probability	1.00		1.00		0.99	1.00	1.00	1.00
Max Out Probability	1.00		1.00		1.00	1.00	1.00	1.00

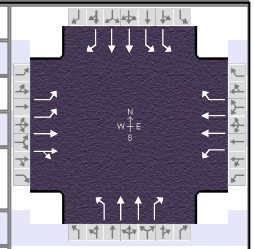
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	623	766	750	149	882	532	119	809	116	648	531	410
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1757	1885	1830	1739	1795	1397	1781	1781	1535	1551	1781	1610
Queue Service Time (g_s), s	24.0	56.1	57.0	10.0	31.3	44.0	9.0	29.0	9.1	19.0	18.6	34.0
Cycle Queue Clearance Time (g_c), s	24.0	56.1	57.0	10.0	31.3	44.0	9.0	29.0	9.1	19.0	18.6	34.0
Green Ratio (*g/C*)	0.17	0.41	0.41	0.07	0.31	0.31	0.10	0.21	0.21	0.14	0.24	0.24
Capacity (*c*), veh/h	602	781	758	124	1128	439	178	738	318	421	865	391
Volume-to-Capacity Ratio (*X*)	1.034	0.981	0.990	1.203	0.782	1.212	0.666	1.097	0.366	1.540	0.614	1.049
Back of Queue (*Q*), ft/ln (95 th percentile)	524.2	1023.4	1014.9	399.4	526.7	839.8	198.6	705.6	167.6	984	331.4	699.9
Back of Queue (*Q*), veh/ln (95 th percentile)	21.0	40.6	40.6	15.4	20.9	29.6	7.8	27.8	6.4	35.1	13.0	28.0
Queue Storage Ratio (*RQ*) (95 th percentile)	1.87	0.00	0.00	1.86	0.00	3.36	0.55	0.00	0.70	4.47	0.00	5.38
Uniform Delay (d_1), s/veh	58.0	40.5	40.7	65.0	43.6	8.8	60.7	55.5	47.6	60.5	47.2	53.0
Incremental Delay (d_2), s/veh	45.6	27.9	30.4	145.5	5.4	114.8	7.4	62.9	1.0	254.6	1.5	59.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	103.6	68.3	71.1	210.5	49.1	123.6	68.1	118.4	48.6	315.1	48.7	112.0
Level of Service (LOS)	F	E	E	F	D	F	E	F	D	F	D	F
Approach Delay, s/veh / LOS	79.6	E		89.8	F		104.9	F		173.7	F	
Intersection Delay, s/veh / LOS	109.9						F					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.46	B	2.67	C	2.54	C	2.49	B
Bicycle LOS Score / LOS	2.25	B	1.78	B	1.35	A	1.80	B

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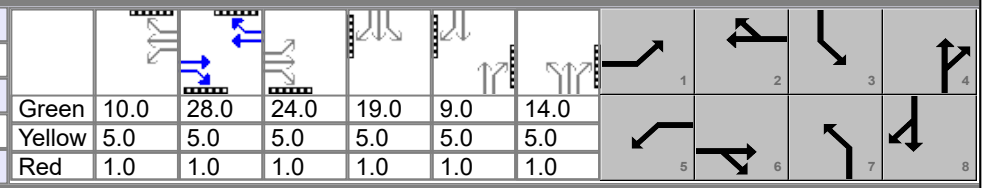
HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 21, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.97
Urban Street	E Judge Perez	Analysis Year	2050 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	Judge Perez at Paris 2050 No Build (w.PORT) P…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	604	1348	137	145	856	574	115	785	126	629	515	443

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	10.0	28.0	24.0	19.0	9.0	14.0						
Yellow	5.0	5.0	5.0	5.0	5.0	5.0						
Red	1.0	1.0	1.0	1.0	1.0	1.0						

Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	0.992	1.000	0.961	0.992	0.867	0.984	0.984	0.953	0.883	0.984	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	0.971	1.000	1.000	1.000	0.952	1.000	1.000	0.952	1.000	0.971	0.952	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.970	0.970		0.000	0.847		0.000	0.847		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00			1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)												
Movement Saturation Flow Rate (s), veh/h	3514	3406	309	1739	3589	1397	1781	3561	1535	3103	3561	1610
Proportion of Vehicles Arriving on Green (P)	0.17	0.41	0.41	0.07	0.31	0.31	0.10	0.21	0.21	0.14	0.24	0.24
Incremental Delay Factor (k)	0.50	0.50	0.50	0.50	0.50	0.50	0.19	0.50	0.15	0.50	0.23	0.50

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Green Ratio (g/C)	0.17	0.41	0.07	0.31	0.10	0.21	0.14	0.24
Permitted Saturation Flow Rate (s_p), veh/h/ln	0	0	0	0	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln				0		0		0
Protected Right Effective Green Time (g_R), s				0.0		0.0		0.0

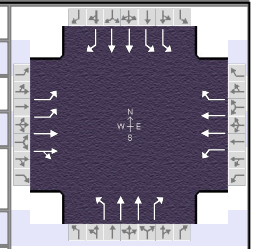
Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.710	0.018	1.852	0.064	1.710	0.083	1.710	0.020
Pedestrian F_s / F_{delay}	0.000	0.127	0.000	0.155	0.000	0.152	0.000	0.162
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	828.57	24.01	342.86	48.06	414.29	44.00	200.00	56.70

Bicycle F_w / F_v	-3.64	1.76	-3.64	1.29	-3.64	0.86	-3.64	1.31

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HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 21, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.97
Urban Street	E Judge Perez	Analysis Year	2050 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	Judge Perez at Paris 2050 No Build (w.PORT) P…		
Project Description	23-040				

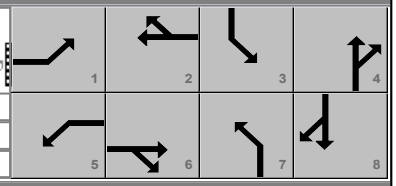


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	604	1348	137	145	856	574	115	785	126	629	515	443

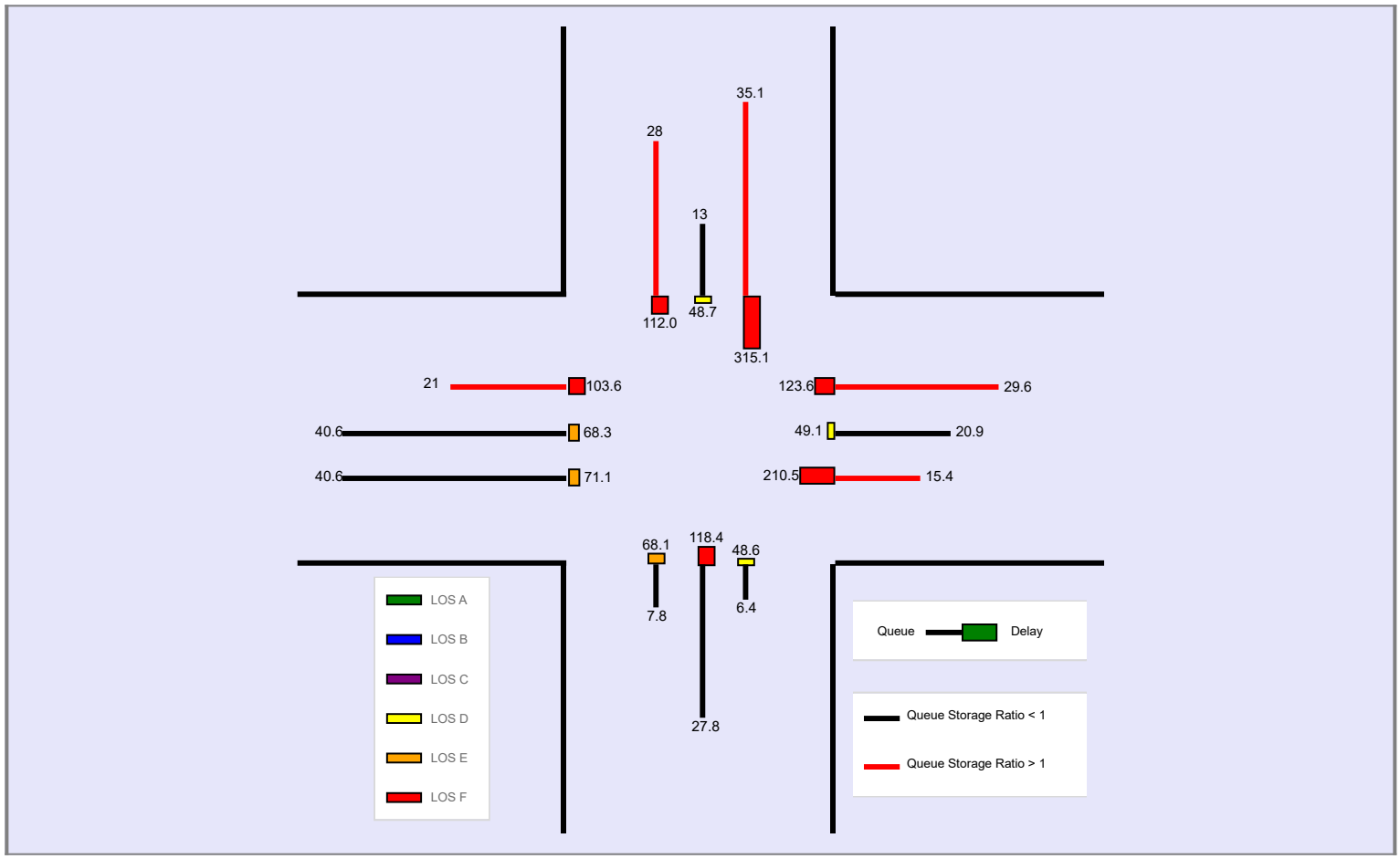
Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	10.0	28.0	24.0	19.0	9.0	14.0
Yellow	5.0	5.0	5.0	5.0	5.0	5.0
Red	1.0	1.0	1.0	1.0	1.0	1.0



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	524.2	1023.4	1014.9	399.4	526.7	839.8	198.6	705.6	167.6	984	331.4	699.9
Back of Queue (*Q*), veh/ln (95 th percentile)	21.0	40.6	40.6	15.4	20.9	29.6	7.8	27.8	6.4	35.1	13.0	28.0
Queue Storage Ratio (*RQ*) (95 th percentile)	1.87	0.00	0.00	1.86	0.00	3.36	0.55	0.00	0.70	4.47	0.00	5.38
Control Delay (*d*), s/veh	103.6	68.3	71.1	210.5	49.1	123.6	68.1	118.4	48.6	315.1	48.7	112.0
Level of Service (LOS)	F	E	E	F	D	F	E	F	D	F	D	F
Approach Delay, s/veh / LOS	79.6	E		89.8	F		104.9	F		173.7	F	
Intersection Delay, s/veh / LOS	109.9						F					



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--- Messages ---

WARNING: Since queue spillover from turn lanes and spillback into upstream intersections is not accounted for in the HCM procedures, use of a simulation tool may be advised in situations where the Queue Storage Ratio exceeds 1.0.

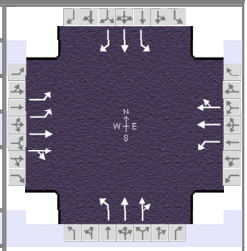
WARNING: If demand exceeds capacity, a multiple-period analysis should be conducted.

--- Comments ---

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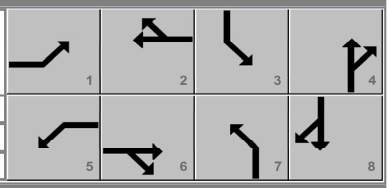
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 21, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.96
Urban Street	E St Bernard Hwy	Analysis Year	2050 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	St Bernard Hwy at Paris 2050 No Build (w.PORT)…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	175	433	51	30	1361	292	34	49	12	216	97	530

Signal Information			
Cycle, s	146.1	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	4.3	6.4	77.0	5.3	10.7	14.3	
Yellow	4.5	0.0	4.5	4.0	4.0	4.0	
Red	2.0	0.0	2.0	1.0	1.0	1.0	

Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	175	433	51	30	1361	292	34	49	12	216	97	530
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	14	0		0	1		6	14		5	15	3
Ped / Bike / RTOR, /h	0	0	6	0	0	30	0	0	2	0	0	0
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	12.0
Turn Bay Length, ft	215	0		0	0		130	0		0	0	0
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	40	40	40	40	40	40

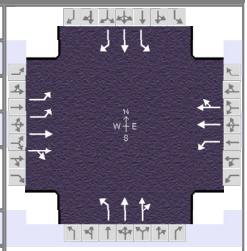
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	15.0	80.0	35.0	80.0	30.0	30.0	35.0	30.0
Yellow Change Interval (*Y*), s	4.5	4.5	4.5	4.5	4.0	4.0	4.0	4.0
Red Clearance Interval (R_c), s	2.0	2.0	2.0	2.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s	6	15	6	15	7	10	7	10
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	4.0	5.0	1.5	5.0	1.5	1.5	2.5	1.5
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	No	No	No	No	No	No	No	No
Walk (*Walk*), s		7.0		7.0		0.0		7.0
Pedestrian Clearance Time (*PC*), s		24.0		24.0		0.0		24.0

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

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HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 21, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.96
Urban Street	E St Bernard Hwy	Analysis Year	2050 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	St Bernard Hwy at Paris 2050 No Build (w.PORT)…		
Project Description	23-040				

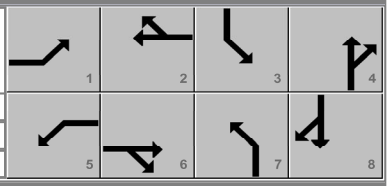


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	175	433	51	30	1361	292	34	49	12	216	97	530

Signal Information			
Cycle, s	146.1	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	4.3	6.4	77.0	5.3	10.7	14.3
Yellow	4.5	0.0	4.5	4.0	4.0	4.0
Red	2.0	0.0	2.0	1.0	1.0	1.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	2.0	4.0	2.0	4.0	2.0	4.0	2.0	3.0
Phase Duration, s	17.2	89.9	10.8	83.5	10.3	19.3	26.0	35.0
Change Period, ($Y+R_c$), s	6.5	6.5	6.5	6.5	5.0	5.0	5.0	5.0
Max Allow Headway (*MAH*), s	5.1	6.1	2.6	6.1	2.6	2.7	3.6	2.7
Queue Clearance Time (g_s), s	10.4	11.7	4.5	62.9	5.0	4.6	20.6	32.0
Green Extension Time (g_e), s	0.4	44.6	0.0	14.1	0.0	1.0	0.5	0.0
Phase Call Probability	1.00	1.00	0.72	1.00	0.76	0.92	1.00	1.00
Max Out Probability	1.00	0.56	0.00	0.90	0.00	0.00	0.00	1.00

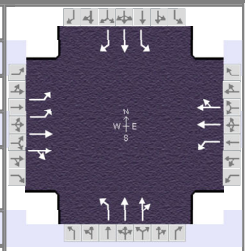
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	182	252	246	31	857	834	35	31	31	225	101	552
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1565	1900	1837	1810	1885	1780	1725	1693	1595	1739	1678	
Queue Service Time (g_s), s	8.4	9.6	9.7	2.5	57.5	60.9	3.0	2.4	2.6	18.6	7.4	
Cycle Queue Clearance Time (g_c), s	8.4	9.6	9.7	2.5	57.5	60.9	3.0	2.4	2.6	18.6	7.4	
Green Ratio (*g/C*)	0.07	0.57	0.57	0.03	0.53	0.53	0.04	0.10	0.10	0.14	0.21	
Capacity (*c*), veh/h	230	1085	1049	53	994	938	63	166	156	251	345	
Volume-to-Capacity Ratio (*X*)	0.792	0.232	0.234	0.585	0.862	0.889	0.562	0.186	0.196	0.898	0.293	
Back of Queue (*Q*), ft/ln (95 th percentile)	184.1	189.9	207.9	54.4	909.6	946.7	63.4	52.8	47.2	359.2	157.4	
Back of Queue (*Q*), veh/ln (95 th percentile)	6.6	7.6	7.4	2.2	36.1	36.7	2.4	1.9	1.9	13.8	5.6	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.86	0.00	0.00	0.00	0.00	0.00	0.49	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	66.6	15.5	15.5	70.0	29.9	30.7	69.2	60.6	60.6	61.5	49.1	
Incremental Delay (d_2), s/veh	10.7	0.2	0.2	3.7	8.2	10.7	2.9	0.2	0.2	11.5	0.2	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	77.3	15.7	15.8	73.7	38.1	41.4	72.1	60.8	60.8	72.9	49.2	0.0
Level of Service (LOS)	E	B	B	E	D	D	E	E	E	E	D	A
Approach Delay, s/veh / LOS	32.2	C		40.3	D		64.9	E		24.4	C	
Intersection Delay, s/veh / LOS	35.3						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS								
Bicycle LOS Score / LOS								

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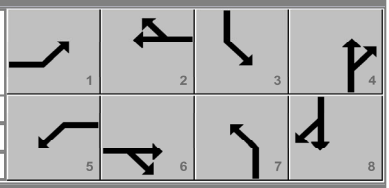
HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 21, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.96
Urban Street	E St Bernard Hwy	Analysis Year	2050 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	St Bernard Hwy at Paris 2050 No Build (w.PORT)…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	175	433	51	30	1361	292	34	49	12	216	97	530

Signal Information			
Cycle, s	146.1	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	4.3	6.4	77.0	5.3	10.7	14.3
Yellow	4.5	0.0	4.5	4.0	4.0	4.0
Red	2.0	0.0	2.0	1.0	1.0	1.0

Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	0.891	1.000	0.883	1.000	0.992	0.969	0.953	0.891	1.000	0.961	0.883	0.977
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	0.971	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.967	0.967		0.944	0.944		0.942	0.942		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00			1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)												
Movement Saturation Flow Rate (s), veh/h	3130	3387	350	1810	3083	583	1725	2745	543	1739	1678	1572
Proportion of Vehicles Arriving on Green (P)	0.07	0.57	0.57	0.03	0.53	0.53	0.04	0.10	0.10	0.14	0.21	0.21
Incremental Delay Factor (k)	0.20	0.23	0.23	0.04	0.41	0.42	0.04	0.04	0.04	0.11	0.04	0.50

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.5	6.5	6.5	6.5	5.0	5.0	5.0	5.0
Green Ratio (g/C)	0.07	0.57	0.03	0.53	0.04	0.10	0.14	0.21
Permitted Saturation Flow Rate (s_p), veh/h/ln	0	0	0	0	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln								0
Protected Right Effective Green Time (g_R), s								0.0

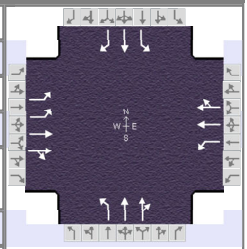
Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v								
Pedestrian F_s / F_{delay}								
Pedestrian M_{corner} / M_{cw}								
Bicycle c_b / d_b								

Bicycle F_w / F_v								

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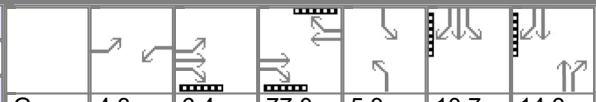
HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 21, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.96
Urban Street	E St Bernard Hwy	Analysis Year	2050 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	St Bernard Hwy at Paris 2050 No Build (w.PORT)…		
Project Description	23-040				

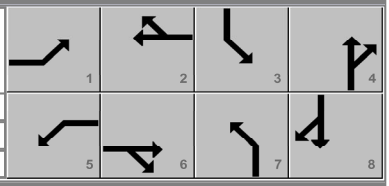


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	175	433	51	30	1361	292	34	49	12	216	97	530

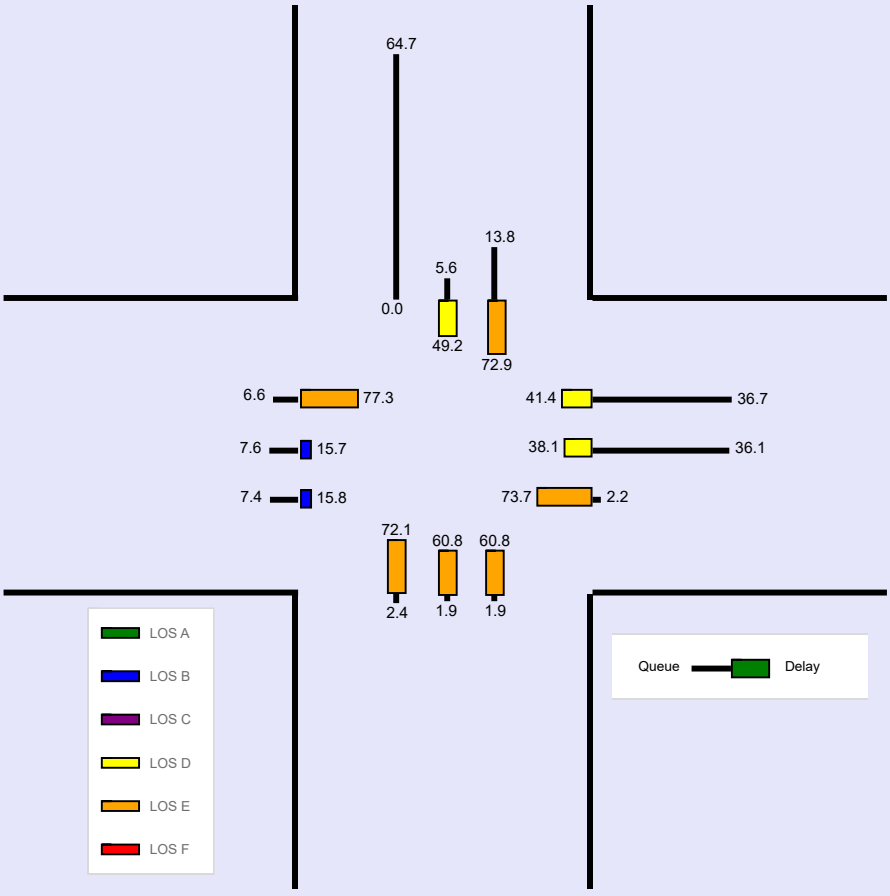
Signal Information			
Cycle, s	146.1	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	4.3	6.4	77.0	5.3	10.7	14.3
Yellow	4.5	0.0	4.5	4.0	4.0	4.0
Red	2.0	0.0	2.0	1.0	1.0	1.0



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	184.1	189.9	207.9	54.4	909.6	946.7	63.4	52.8	47.2	359.2	157.4	
Back of Queue (*Q*), veh/ln (95 th percentile)	6.6	7.6	7.4	2.2	36.1	36.7	2.4	1.9	1.9	13.8	5.6	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.86	0.00	0.00	0.00	0.00	0.00	0.49	0.00	0.00	0.00	0.00	
Control Delay (*d*), s/veh	77.3	15.7	15.8	73.7	38.1	41.4	72.1	60.8	60.8	72.9	49.2	0.0
Level of Service (LOS)	E	B	B	E	D	D	E	E	E	E	D	A
Approach Delay, s/veh / LOS	32.2	C		40.3	D		64.9	E		24.4	C	
Intersection Delay, s/veh / LOS	35.3						D					



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--- Messages ---

WARNING: If demand exceeds capacity, a multiple-period analysis should be conducted.

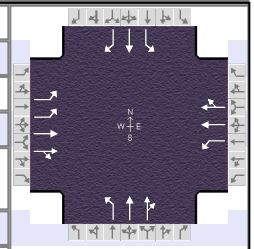
INFO: SBR was specified to have Unsignalized Delay of 0 seconds.

--- Comments ---

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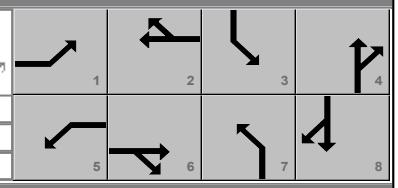
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 21, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.92
Urban Street	E St Bernard Hwy	Analysis Year	2050 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	St Bernard Hwy at Paris 2050 No Build (w.PORT)…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	463	958	62	20	536	264	73	121	30	327	65	375

Signal Information					EB			WB			NB			SB		
Cycle, s	131.2	Reference Phase	2													
Offset, s	0	Reference Point	End	Green	3.3	5.2		55.4	7.4		16.1	9.3				
Uncoordinated	Yes	Simult. Gap E/W	On	Yellow	4.5	4.5		4.5	4.0		4.0	4.0				
Force Mode	Fixed	Simult. Gap N/S	On	Red	2.0	2.0		2.0	1.0		1.0	1.0				



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	463	958	62	20	536	264	73	121	30	327	65	375
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	3	1		5	0		1	6		3	5	3
Ped / Bike / RTOR, /h	0	0	7	0	0	27	0	0	3	0	0	0
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	12.0
Turn Bay Length, ft	215	0		0	0		130	0		0	0	0
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	40	40	40	40	40	40

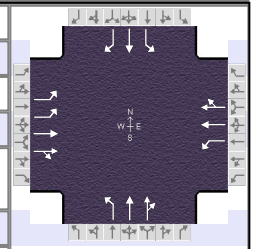
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	15.0	80.0	35.0	80.0	30.0	30.0	35.0	30.0
Yellow Change Interval (*Y*), s	4.5	4.5	4.5	4.5	4.0	4.0	4.0	4.0
Red Clearance Interval (R_c), s	2.0	2.0	2.0	2.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s	6	15	6	15	7	10	7	10
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	4.0	5.0	1.5	5.0	1.5	1.5	2.5	1.5
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	No	No	No	No	No	No	No	No
Walk (*Walk*), s		7.0		7.0		0.0		7.0
Pedestrian Clearance Time (*PC*), s		24.0		24.0		0.0		24.0

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

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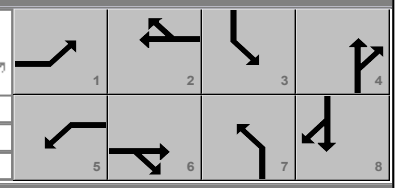
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 21, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.92
Urban Street	E St Bernard Hwy	Analysis Year	2050 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	St Bernard Hwy at Paris 2050 No Build (w.PORT)…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	463	958	62	20	536	264	73	121	30	327	65	375

Signal Information												
Cycle, s	131.2	Reference Phase	2									
Offset, s	0	Reference Point	End	Green	3.3	5.2	55.4	7.4	16.1	9.3		
Uncoordinated	Yes	Simult. Gap E/W	On	Yellow	4.5	4.5	4.5	4.0	4.0	4.0		
Force Mode	Fixed	Simult. Gap N/S	On	Red	2.0	2.0	2.0	1.0	1.0	1.0		



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	2.0	4.0	2.0	4.0	2.0	4.0	2.0	3.0
Phase Duration, s	21.5	73.6	9.8	61.9	12.4	14.3	33.5	35.4
Change Period, ($Y+R_c$), s	6.5	6.5	6.5	6.5	5.0	5.0	5.0	5.0
Max Allow Headway (*MAH*), s	5.1	6.1	2.6	6.1	2.6	2.7	3.6	2.7
Queue Clearance Time (g_s), s	17.0	28.8	3.6	25.1	7.7	8.0	27.9	32.5
Green Extension Time (g_e), s	0.0	29.2	0.0	30.3	0.1	0.2	0.6	0.0
Phase Call Probability	1.00	1.00	0.55	1.00	0.94	1.00	1.00	1.00
Max Out Probability	1.00	0.46	0.00	0.43	0.00	0.00	0.11	1.00

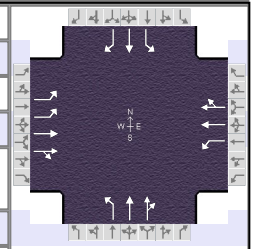
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	503	556	545	22	443	397	79	81	80	355	71	408
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1716	1885	1849	1739	1900	1701	1795	1811	1698	1767	1826	
Queue Service Time (g_s), s	15.0	26.8	26.8	1.6	23.0	23.1	5.7	5.7	6.0	25.9	4.1	
Cycle Queue Clearance Time (g_c), s	15.0	26.8	26.8	1.6	23.0	23.1	5.7	5.7	6.0	25.9	4.1	
Green Ratio (*g/C*)	0.11	0.51	0.51	0.03	0.42	0.42	0.06	0.07	0.07	0.22	0.23	
Capacity (*c*), veh/h	392	964	946	44	802	718	101	129	121	384	424	
Volume-to-Capacity Ratio (*X*)	1.283	0.576	0.577	0.499	0.552	0.553	0.786	0.631	0.660	0.926	0.167	
Back of Queue (*Q*), ft/ln (95 th percentile)	580.3	442.7	484.2	35.2	400.2	378.8	123.2	125.6	118.2	498.6	85.2	
Back of Queue (*Q*), veh/ln (95 th percentile)	22.7	17.6	17.3	1.4	16.0	14.7	4.9	4.8	4.7	19.5	3.3	
Queue Storage Ratio (*RQ*) (95 th percentile)	2.70	0.00	0.00	0.00	0.00	0.00	0.95	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	58.1	22.2	22.2	63.2	28.6	28.6	61.2	59.3	59.4	50.3	40.3	
Incremental Delay (d_2), s/veh	145.6	1.2	1.2	3.2	1.3	1.4	5.0	1.9	2.3	21.1	0.1	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	203.7	23.4	23.4	66.4	29.8	30.0	66.1	61.2	61.7	71.5	40.3	0.0
Level of Service (LOS)	F	C	C	E	C	C	E	E	E	E	D	A
Approach Delay, s/veh / LOS	80.0	E		30.8	C		63.0	E		33.9	C	
Intersection Delay, s/veh / LOS	56.0						E					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS								
Bicycle LOS Score / LOS								

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HCS Signalized Intersection Intermediate Values

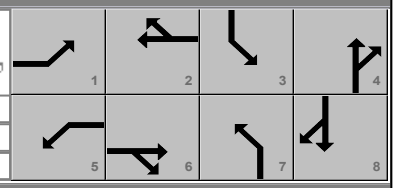
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 21, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.92
Urban Street	E St Bernard Hwy	Analysis Year	2050 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	St Bernard Hwy at Paris 2050 No Build (w.PORT)…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	463	958	62	20	536	264	73	121	30	327	65	375

Signal Information			
Cycle, s	131.2	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	3.3	5.2	55.4	7.4	16.1	9.3						
Yellow	4.5	4.5	4.5	4.0	4.0	4.0						
Red	2.0	2.0	2.0	1.0	1.0	1.0						



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	0.977	0.992	0.883	0.961	1.000	0.969	0.992	0.953	1.000	0.977	0.961	0.977
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	0.971	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.981	0.981		0.895	0.895		0.938	0.938		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00			1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)												
Movement Saturation Flow Rate (s), veh/h	3432	3531	203	1739	2498	1103	1795	2884	626	1767	1826	1572
Proportion of Vehicles Arriving on Green (P)	0.11	0.51	0.51	0.03	0.42	0.42	0.06	0.07	0.07	0.22	0.23	0.23
Incremental Delay Factor (k)	0.50	0.23	0.23	0.04	0.23	0.23	0.04	0.04	0.04	0.29	0.04	0.50

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.5	6.5	6.5	6.5	5.0	5.0	5.0	5.0
Green Ratio (g/C)	0.11	0.51	0.03	0.42	0.06	0.07	0.22	0.23
Permitted Saturation Flow Rate (s_p), veh/h/ln	0	0	0	0	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln								0
Protected Right Effective Green Time (g_R), s								0.0

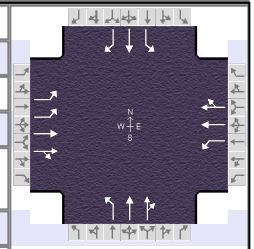
Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v								
Pedestrian F_s / F_{delay}								
Pedestrian M_{corner} / M_{cw}								
Bicycle c_b / d_b								

Bicycle F_w / F_v								

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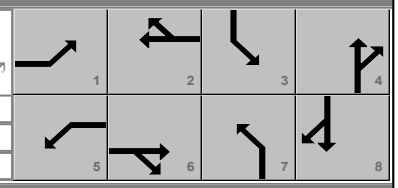
HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 21, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.92
Urban Street	E St Bernard Hwy	Analysis Year	2050 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	St Bernard Hwy at Paris 2050 No Build (w.PORT)…		
Project Description	23-040				

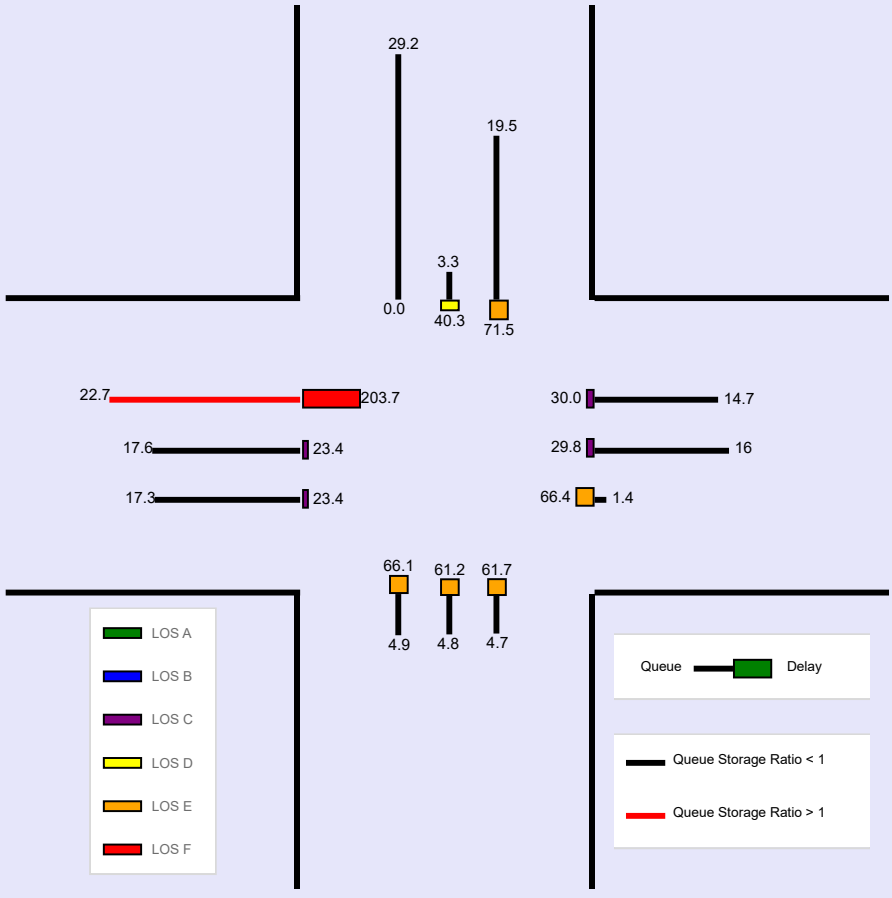


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	463	958	62	20	536	264	73	121	30	327	65	375

Signal Information					EB			WB			NB			SB		
Cycle, s	131.2	Reference Phase	2													
Offset, s	0	Reference Point	End	Green	3.3	5.2		55.4	7.4	16.1	9.3					
Uncoordinated	Yes	Simult. Gap E/W	On	Yellow	4.5	4.5		4.5	4.0	4.0	4.0					
Force Mode	Fixed	Simult. Gap N/S	On	Red	2.0	2.0		2.0	1.0	1.0	1.0					



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	580.3	442.7	484.2	35.2	400.2	378.8	123.2	125.6	118.2	498.6	85.2	
Back of Queue (*Q*), veh/ln (95 th percentile)	22.7	17.6	17.3	1.4	16.0	14.7	4.9	4.8	4.7	19.5	3.3	
Queue Storage Ratio (*RQ*) (95 th percentile)	2.70	0.00	0.00	0.00	0.00	0.00	0.95	0.00	0.00	0.00	0.00	
Control Delay (*d*), s/veh	203.7	23.4	23.4	66.4	29.8	30.0	66.1	61.2	61.7	71.5	40.3	0.0
Level of Service (LOS)	F	C	C	E	C	C	E	E	E	E	D	A
Approach Delay, s/veh / LOS	80.0	E		30.8	C		63.0	E		33.9	C	
Intersection Delay, s/veh / LOS	56.0						E					



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--- Messages ---

WARNING: Since queue spillover from turn lanes and spillback into upstream intersections is not accounted for in the HCM procedures, use of a simulation tool may be advised in situations where the Queue Storage Ratio exceeds 1.0.

WARNING: If demand exceeds capacity, a multiple-period analysis should be conducted.

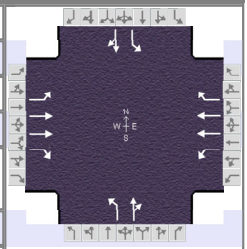
INFO: SBR was specified to have Unsignalized Delay of 0 seconds.

--- Comments ---

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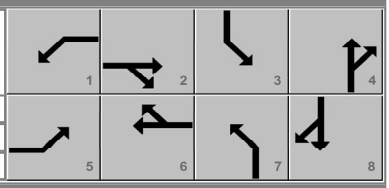
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 21, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.83
Urban Street	E Judge Perez	Analysis Year	2050 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	Palmisano Blvd	File Name	Judge Perez at Palmisano 2050 No Build (w.POR…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	77	1007	142	59	1747	29	115	28	77	79	47	63

Signal Information					EB			WB			NB			SB		
Cycle, s	100.0	Reference Phase	2													
Offset, s	51	Reference Point	End	Green	5.1	41.6	6.5	9.1	9.7	0.0						
Uncoordinated	No	Simult. Gap E/W	On	Yellow	5.0	5.0	5.0	4.0	4.0	0.0						
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	1.0	1.0	1.0	1.0	0.0						



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	77	1007	142	59	1747	29	115	28	77	79	47	63
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	23	1	0	13	0	0	0		0	0	
Ped / Bike / RTOR, /h	0	0	15	0	0	3	0	0	8	0	0	7
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0	
Turn Bay Length, ft	215	0	200	220	0	150	200	0		0	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	35	35	35	20	20	20

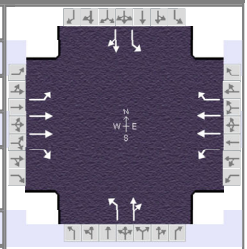
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	18.0	43.0	23.0	48.0	18.0	18.0	16.0	16.0
Yellow Change Interval (*Y*), s	5.0	5.0	5.0	5.0	4.0	4.0	4.0	4.0
Red Clearance Interval (R_c), s	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s	4	15	4	15	5	5	5	5
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	1.5	2.0	1.5	2.0	2.0	2.0	2.0	2.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	No	No	No	No	No	No	No	No
Walk (*Walk*), s		0.0		0.0		7.0		7.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		17.0		17.0

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

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HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 21, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.83
Urban Street	E Judge Perez	Analysis Year	2050 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	Palmisano Blvd	File Name	Judge Perez at Palmisano 2050 No Build (w.POR…		
Project Description	23-040				

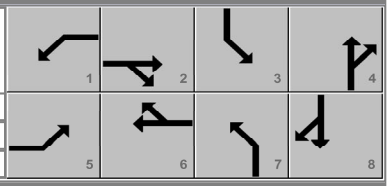


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	77	1007	142	59	1747	29	115	28	77	79	47	63

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	51	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	5.1	41.6	6.5	9.1	9.7	0.0
Yellow	5.0	5.0	5.0	4.0	4.0	0.0
Red	1.0	1.0	1.0	1.0	1.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6		4		8
Case Number	2.0	3.0	2.0	3.0		10.0		10.0
Phase Duration, s	12.5	60.1	11.1	58.7		14.7		14.1
Change Period, ($Y+R_c$), s	6.0	6.0	6.0	6.0		5.0		5.0
Max Allow Headway (*MAH*), s	2.6	0.0	2.6	0.0		3.2		3.4
Queue Clearance Time (g_s), s	7.1		5.9			9.5		9.0
Green Extension Time (g_e), s	0.0	0.0	0.1	0.0		0.2		0.1
Phase Call Probability	0.92		0.86			1.00		1.00
Max Out Probability	1.00		0.00			0.14		1.00

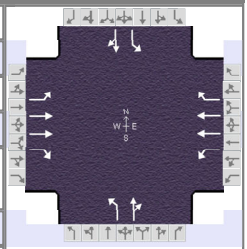
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	93	1213	153	71	2105	31	139	117		95	124	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1484	1598	1810	1625	1610	1810	1684		1810	1731	
Queue Service Time (g_s), s	5.1	31.7	4.9	3.9	52.7	0.9	7.5	6.7		5.0	7.0	
Cycle Queue Clearance Time (g_c), s	5.1	31.7	4.9	3.9	52.7	0.9	7.5	6.7		5.0	7.0	
Green Ratio (*g/C*)	0.07	0.54	0.54	0.05	0.53	0.53	0.10	0.10		0.09	0.09	
Capacity (*c*), veh/h	118	1605	864	92	1712	848	176	164		165	157	
Volume-to-Capacity Ratio (*X*)	0.787	0.756	0.177	0.769	1.229	0.037	0.788	0.714		0.578	0.788	
Back of Queue (*Q*), ft/ln (95 th percentile)	140	474	78.7	83.1	1758.6	15.3	156.7	128.5		105.6	163.7	
Back of Queue (*Q*), veh/ln (95 th percentile)	5.6	16.0	3.1	3.3	63.7	0.6	6.3	5.1		4.2	6.5	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.65	0.00	0.39	0.38	0.00	0.10	0.78	0.00		0.00	0.00	
Uniform Delay (d_1), s/veh	46.1	17.8	11.7	46.9	23.7	11.7	44.1	43.8		43.6	44.5	
Incremental Delay (d_2), s/veh	26.8	3.4	0.4	4.9	108.6	0.1	3.9	2.2		1.2	13.4	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Control Delay (*d*), s/veh	72.8	21.2	12.1	51.8	132.3	11.8	48.0	46.0		44.8	57.9	
Level of Service (LOS)	E	C	B	D	F	B	D	D		D	E	
Approach Delay, s/veh / LOS	23.5	C		128.0	F		47.1	D		52.2	D	
Intersection Delay, s/veh / LOS	82.2						F					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.90	B	1.96	B	2.46	B	2.49	B
Bicycle LOS Score / LOS	1.69	B	2.31	B	0.91	A	0.85	A

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HCS Signalized Intersection Intermediate Values

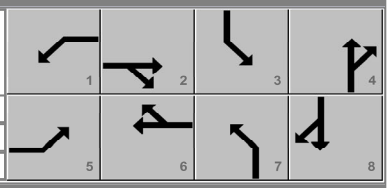
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 21, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.83
Urban Street	E Judge Perez	Analysis Year	2050 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	Palmisano Blvd	File Name	Judge Perez at Palmisano 2050 No Build (w.POR…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	77	1007	142	59	1747	29	115	28	77	79	47	63

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	51	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	5.1	41.6	6.5	9.1	9.7	0.0						
Yellow	5.0	5.0	5.0	4.0	4.0	0.0						
Red	1.0	1.0	1.0	1.0	1.0	0.0						



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	0.821	0.992	1.000	0.899	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	0.952	1.000	1.000	0.952	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.000	0.847		0.886	0.886		0.911	0.911
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00								
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)												
Movement Saturation Flow Rate (s), veh/h	1810	2969	1598	1810	3251	1610	1810	486	1198	1810	790	941
Proportion of Vehicles Arriving on Green (P)	0.07	0.54	0.54	0.05	0.53	0.53	0.10	0.10	0.10	0.09	0.09	0.09
Incremental Delay Factor (k)	0.30	0.50	0.50	0.04	0.50	0.50	0.05	0.04		0.04	0.18	

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.0	6.0	6.0	6.0		5.0		5.0
Green Ratio (g/C)	0.07	0.54	0.05	0.53		0.10		0.09
Permitted Saturation Flow Rate (s_p), veh/h/ln	0	0	0	0		1810		1810
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	0.0	0.0	0.0	0.0		0.0		0.0
Permitted Service Time (g_u), s	0.0	0.0	0.0	0.0		0.0		0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0		0.0		0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		0		0				
Protected Right Effective Green Time (g_R), s		0.0		0.0				

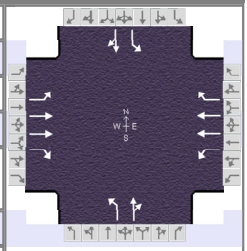
Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.198	0.011	1.198	0.010	1.710	0.004	1.710	0.021
Pedestrian F_s / F_{delay}	0.000	0.094	0.000	0.151	0.000	0.149	0.000	0.157
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	1081.44	10.55	130.32	43.70	194.41	40.75		56.18

Bicycle F_w / F_v	-3.64	1.20	-3.64	1.82	-3.64	0.42	-3.64	0.36

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HCS Signalized Intersection Results Graphical Summary

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Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 21, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.83
Urban Street	E Judge Perez	Analysis Year	2050 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	Palmisano Blvd	File Name	Judge Perez at Palmisano 2050 No Build (w.POR…		
Project Description	23-040				

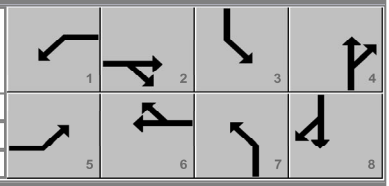


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	77	1007	142	59	1747	29	115	28	77	79	47	63

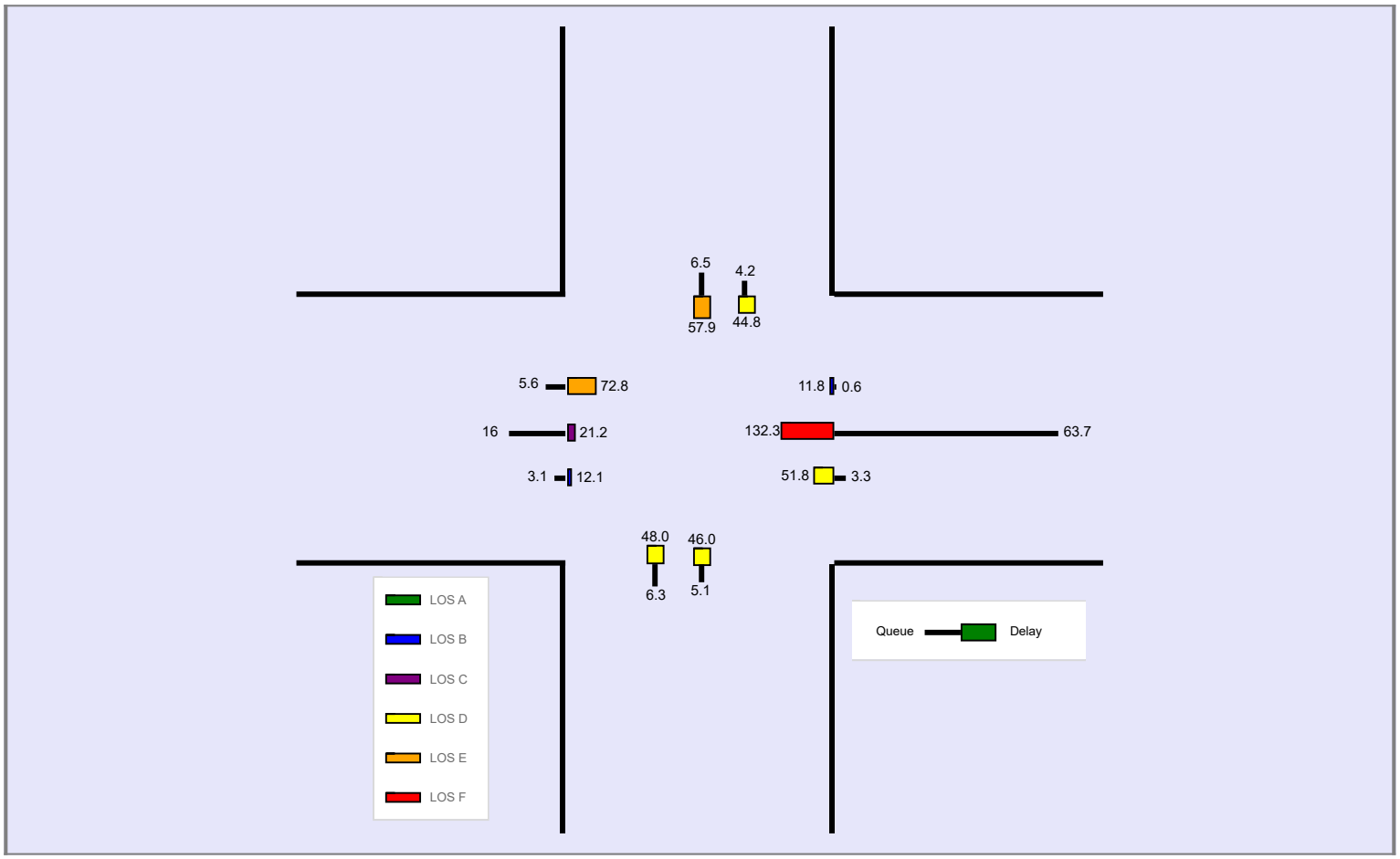
Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	51	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	5.1	41.6	6.5	9.1	9.7	0.0
Yellow	5.0	5.0	5.0	4.0	4.0	0.0
Red	1.0	1.0	1.0	1.0	1.0	0.0



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	140	474	78.7	83.1	1758.6	15.3	156.7	128.5		105.6	163.7	
Back of Queue (*Q*), veh/ln (95 th percentile)	5.6	16.0	3.1	3.3	63.7	0.6	6.3	5.1		4.2	6.5	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.65	0.00	0.39	0.38	0.00	0.10	0.78	0.00		0.00	0.00	
Control Delay (*d*), s/veh	72.8	21.2	12.1	51.8	132.3	11.8	48.0	46.0		44.8	57.9	
Level of Service (LOS)	E	C	B	D	F	B	D	D		D	E	
Approach Delay, s/veh / LOS	23.5	C		128.0	F		47.1	D		52.2	D	
Intersection Delay, s/veh / LOS	82.2						F					



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--- Messages ---

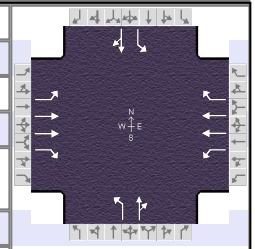
WARNING: If demand exceeds capacity, a multiple-period analysis should be conducted.

--- Comments ---

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HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 21, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.95
Urban Street	E Judge Perez	Analysis Year	2050 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	Palmisano Blvd	File Name	Judge Perez at Palmisano 2050 No Build (w.POR…		
Project Description	23-040				

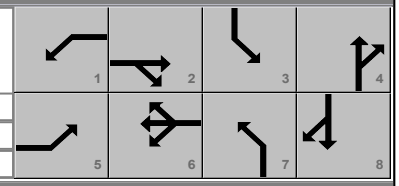


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	42	1890	68	29	1385	55	52	54	57	74	17	66

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	51	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	4.5	84.2	3.4	11.0	8.9	0.0						
Yellow	5.0	5.0	5.0	4.0	4.0	0.0						
Red	1.0	1.0	1.0	1.0	1.0	0.0						



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	42	1890	68	29	1385	55	52	54	57	74	17	66
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	6	0	0	9	0	0	0		0	0	
Ped / Bike / RTOR, /h	0	0	7	0	0	6	0	0	6	0	0	7
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0	
Turn Bay Length, ft	215	0	200	220	0	150	200	0		0	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	35	35	35	20	20	20

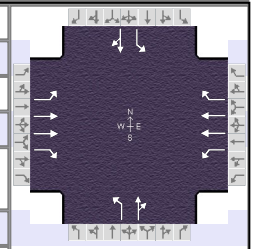
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	22.0	75.0	22.0	75.0	25.0	25.0	18.0	18.0
Yellow Change Interval (*Y*), s	5.0	5.0	5.0	5.0	4.0	4.0	4.0	4.0
Red Clearance Interval (R_c), s	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s	4	15	4	15	5	5	5	5
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	1.5	2.0	1.5	2.0	2.0	2.0	2.0	2.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	No	No	No	No	No	No	No	No
Walk (*Walk*), s		0.0		0.0		7.0		7.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		17.0		17.0

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

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HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 21, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.95
Urban Street	E Judge Perez	Analysis Year	2050 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	Palmisano Blvd	File Name	Judge Perez at Palmisano 2050 No Build (w.POR…		
Project Description	23-040				

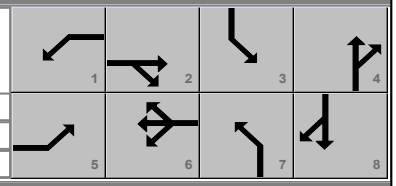


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	42	1890	68	29	1385	55	52	54	57	74	17	66

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	51	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	4.5	84.2	3.4	11.0	8.9	0.0						
Yellow	5.0	5.0	5.0	4.0	4.0	0.0						
Red	1.0	1.0	1.0	1.0	1.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6		4		8
Case Number	2.0	3.0	1.3	3.0		10.0		10.0
Phase Duration, s	10.5	100.7	9.4	99.7		16.0		13.9
Change Period, ($Y+R_c$), s	6.0	6.0	6.0	6.0		5.0		5.0
Max Allow Headway (*MAH*), s	2.6	0.0	2.6	0.0		3.2		3.4
Queue Clearance Time (g_s), s	5.4		2.0			10.7		8.6
Green Extension Time (g_e), s	0.0	0.0	3.0	0.0		0.3		0.3
Phase Call Probability	0.82		0.69			1.00		1.00
Max Out Probability	0.00		0.03			0.00		0.00

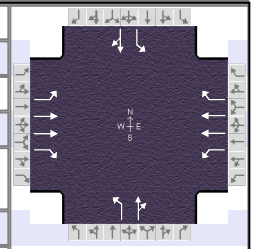
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	44	1989	64	31	1458	52	55	111		78	80	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1724	1610	1810	1682	1610	1810	1747		1810	1667	
Queue Service Time (g_s), s	3.4	61.8	1.9	0.0	35.5	1.5	4.0	8.7		5.9	6.6	
Cycle Queue Clearance Time (g_c), s	3.4	61.8	1.9	0.0	35.5	1.5	4.0	8.7		5.9	6.6	
Green Ratio (*g/C*)	0.03	0.68	0.68	0.61	0.67	0.67	0.08	0.08		0.06	0.06	
Capacity (*c*), veh/h	58	2332	1089	145	2250	1077	142	137		115	106	
Volume-to-Capacity Ratio (*X*)	0.767	0.853	0.059	0.211	0.648	0.048	0.386	0.807		0.676	0.754	
Back of Queue (*Q*), ft/ln (95 th percentile)	76	829.9	29.9	42.3	507.9	24.5	84.3	181		128.1	133.7	
Back of Queue (*Q*), veh/ln (95 th percentile)	3.0	31.7	1.2	1.7	19.0	1.0	3.4	7.2		5.1	5.3	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.35	0.00	0.15	0.19	0.00	0.16	0.42	0.00		0.00	0.00	
Uniform Delay (d_1), s/veh	67.3	17.3	8.2	46.3	13.5	7.9	61.3	63.5		64.1	64.5	
Incremental Delay (d_2), s/veh	7.6	4.2	0.1	0.3	1.5	0.1	0.6	4.2		2.6	4.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Control Delay (*d*), s/veh	74.9	21.6	8.3	46.6	15.0	8.0	62.0	67.7		66.7	68.5	
Level of Service (LOS)	E	C	A	D	B	A	E	E		E	E	
Approach Delay, s/veh / LOS	22.3	C		15.4	B		65.8	E		67.6	E	
Intersection Delay, s/veh / LOS	23.2						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.97	B	1.89	B	2.48	B	2.49	B
Bicycle LOS Score / LOS	2.22	B	1.76	B	0.76	A	0.75	A

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HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 21, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.95
Urban Street	E Judge Perez	Analysis Year	2050 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	Palmisano Blvd	File Name	Judge Perez at Palmisano 2050 No Build (w.POR…		
Project Description	23-040				

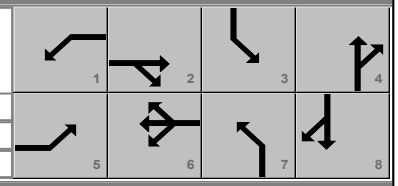


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	42	1890	68	29	1385	55	52	54	57	74	17	66

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	51	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	4.5	84.2	3.4	11.0	8.9	0.0
Yellow	5.0	5.0	5.0	4.0	4.0	0.0
Red	1.0	1.0	1.0	1.0	1.0	0.0



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	0.953	1.000	1.000	0.930	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	0.952	1.000	1.000	0.952	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.000	0.847		0.920	0.920		0.877	0.877
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00								
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)												
Movement Saturation Flow Rate (s), veh/h	1810	3448	1610	1810	3364	1610	1810	899	849	1810	373	1294
Proportion of Vehicles Arriving on Green (P)	0.03	0.68	0.68	0.02	0.67	0.67	0.08	0.08	0.08	0.06	0.06	0.06
Incremental Delay Factor (k)	0.04	0.50	0.50	0.04	0.50	0.50	0.04	0.04		0.04	0.04	

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.0	6.0	6.0	6.0		5.0		5.0
Green Ratio (g/C)	0.03	0.68	0.61	0.67		0.08		0.06
Permitted Saturation Flow Rate (s_p), veh/h/ln	0	0	221	0		1810		1810
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	0.0	0.0	82.2	0.0		0.0		0.0
Permitted Service Time (g_u), s	0.0	0.0	30.8	0.0		0.0		0.0
Permitted Queue Service Time (g_{ps}), s			16.9					
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0		0.0		0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		0		0				
Protected Right Effective Green Time (g_R), s		0.0		0.0				

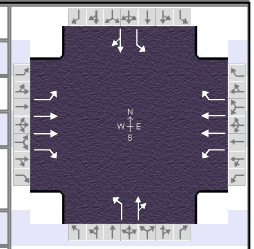
Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.198	0.009	1.198	0.010	1.710	0.009	1.710	0.010
Pedestrian F_s / F_{delay}	0.000	0.168	0.000	0.082	0.000	0.165	0.000	0.170
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	49.17	66.60	1337.93	7.67	127.32	61.37	-85.71	76.13

Bicycle F_w / F_v	-3.64	1.73	-3.64	1.27	-3.64	0.27	-3.64	0.26

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HCS Signalized Intersection Results Graphical Summary

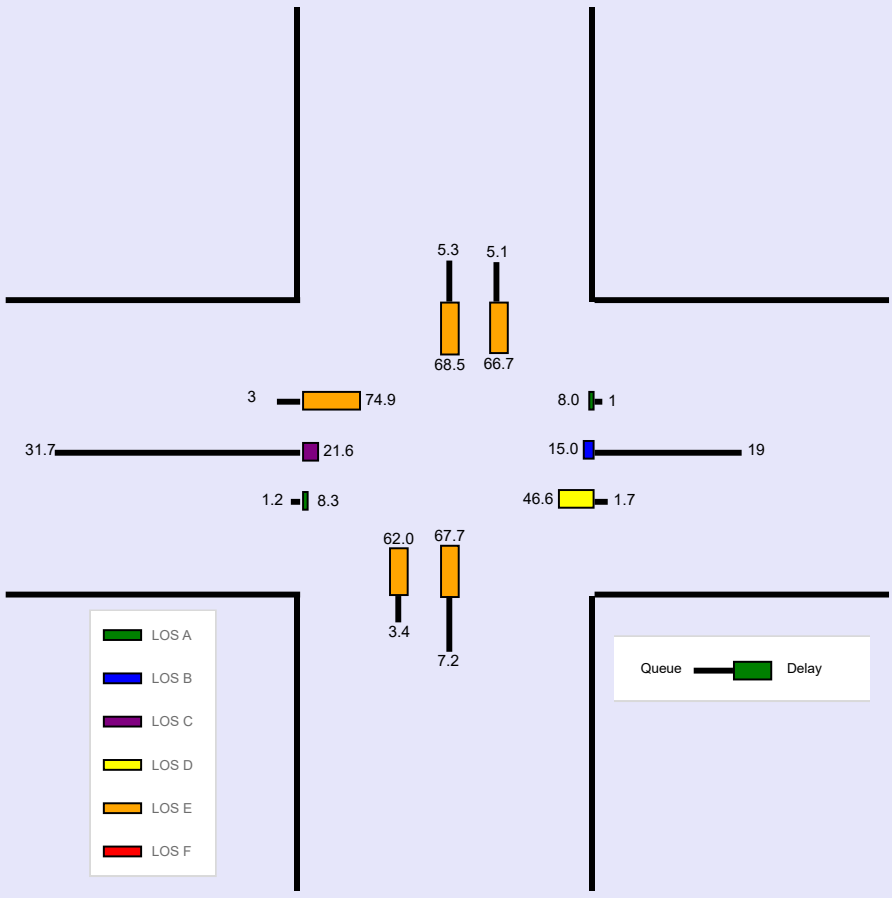
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 21, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.95
Urban Street	E Judge Perez	Analysis Year	2050 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	Palmisano Blvd	File Name	Judge Perez at Palmisano 2050 No Build (w.POR…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	42	1890	68	29	1385	55	52	54	57	74	17	66

Signal Information					EB			WB			NB			SB		
Cycle, s	140.0	Reference Phase	2													
Offset, s	51	Reference Point	End	Green	4.5	84.2		3.4	11.0	8.9	0.0					
Uncoordinated	No	Simult. Gap E/W	On	Yellow	5.0	5.0		5.0	4.0	4.0	0.0					
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	1.0		1.0	1.0	1.0	0.0					

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	76	829.9	29.9	42.3	507.9	24.5	84.3	181		128.1	133.7	
Back of Queue (*Q*), veh/ln (95 th percentile)	3.0	31.7	1.2	1.7	19.0	1.0	3.4	7.2		5.1	5.3	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.35	0.00	0.15	0.19	0.00	0.16	0.42	0.00		0.00	0.00	
Control Delay (*d*), s/veh	74.9	21.6	8.3	46.6	15.0	8.0	62.0	67.7		66.7	68.5	
Level of Service (LOS)	E	C	A	D	B	A	E	E		E	E	
Approach Delay, s/veh / LOS	22.3	C		15.4	B		65.8	E		67.6	E	
Intersection Delay, s/veh / LOS	23.2						C					



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--- Messages ---

No errors or warnings exist.

--- Comments ---

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HCS Two-Way Stop-Control Report

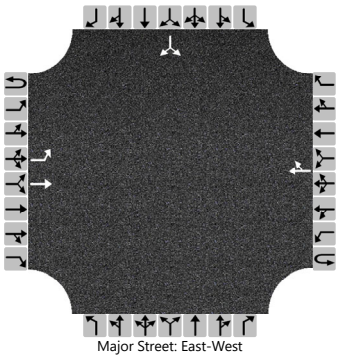
General Information

Analyst	RAW
Agency/Co.	USI
Date Performed	8/21/2024
Analysis Year	2050
Time Analyzed	2050 AM No Build(w. Port)
Intersection Orientation	East-West
Project Description	23-040

Site Information

Intersection	E St Bernard Hwy at Palmisano Blvd
Jurisdiction	LADOTD
East/West Street	E St Bernard Hwy
North/South Street	Palmisano Blvd
Peak Hour Factor	0.85
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		L	T					TR							LR	
Volume (veh/h)		76	521				1410	101						7		103
Percent Heavy Vehicles (%)		0												0		0
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type | Storage																

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.10												6.40		6.20
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.20												3.50		3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		89													129	
Capacity, c (veh/h)		354													91	
v/c Ratio		0.25													1.43	
95% Queue Length, Q_{95} (veh)		1.0													9.8	
Control Delay (s/veh)		18.6													326.5	
Level of Service (LOS)		C													F	
Approach Delay (s/veh)		2.4												326.5		
Approach LOS		A												F		

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HCS Two-Way Stop-Control Report

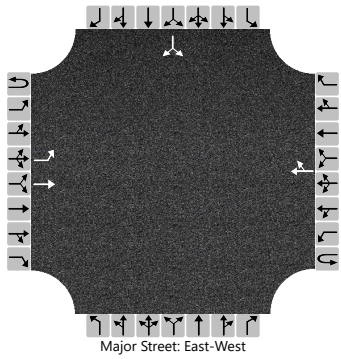
General Information

Analyst	RAW
Agency/Co.	USI
Date Performed	8/21/2024
Analysis Year	2050
Time Analyzed	2050 PM No Build(w. Port)
Intersection Orientation	East-West
Project Description	23-040

Site Information

Intersection	E St Bernard Hwy at Palmisano Blvd
Jurisdiction	LADOTD
East/West Street	E St Bernard Hwy
North/South Street	Palmisano Blvd
Peak Hour Factor	0.94
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		L	T					TR							LR	
Volume (veh/h)		81	1275				815	26						19		73
Percent Heavy Vehicles (%)		0												0		0
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.10												6.40		6.20
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.20												3.50		3.30

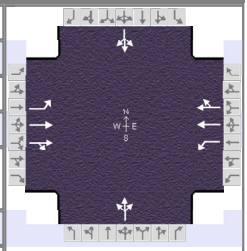
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		86													98	
Capacity, c (veh/h)		767													116	
v/c Ratio		0.11													0.84	
95% Queue Length, Q_{95} (veh)		0.4													5.0	
Control Delay (s/veh)		10.3													114.5	
Level of Service (LOS)		B													F	
Approach Delay (s/veh)		0.6												114.5		
Approach LOS		A												F		

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HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 21, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	2050 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	Campagna Dr	File Name	Judge Perez at Campagna 2050 No Build (w.POR…		
Project Description	23-040				

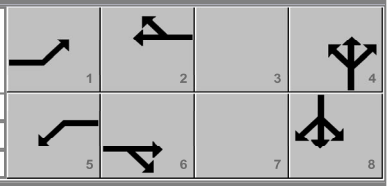


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	48	1132	10	17	1689	21	21	7	4	25	7	59

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	3	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	5.4	58.1	2.8	9.7	0.0	0.0
Yellow	5.0	5.0	5.0	5.0	0.0	0.0
Red	1.0	1.0	1.0	1.0	0.0	0.0



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	48	1132	10	17	1689	21	21	7	4	25	7	59
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	20		0	13			0			0	
Ped / Bike / RTOR, /h	0	0	1	0	0	3	0	0	1	0	0	6
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0		12.0	12.0			12.0			12.0	
Turn Bay Length, ft	210	0		220	0			0			0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	20	20	20	20	20	20

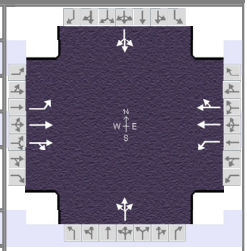
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	16.0	56.0	16.0	56.0		28.0		28.0
Yellow Change Interval (*Y*), s	5.0	5.0	5.0	5.0		5.0		5.0
Red Clearance Interval (R_c), s	1.0	1.0	1.0	1.0		1.0		1.0
Minimum Green (G_{min}), s	7	15	7	15		10		10
Start-Up Lost Time (*l*t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.5	2.0	2.5	2.0		1.5		1.5
Recall Mode	Off	Min	Off	Min		Off		Off
Dual Entry	No	Yes	No	Yes		Yes		Yes
Walk (*Walk*), s		0.0		0.0		4.0		4.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		20.0		20.0

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

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HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 21, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	2050 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	Campagna Dr	File Name	Judge Perez at Campagna 2050 No Build (w.POR…		
Project Description	23-040				

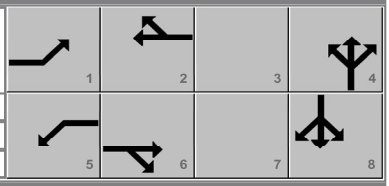


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	48	1132	10	17	1689	21	21	7	4	25	7	59

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	3	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	5.4	58.1	2.8	9.7	0.0	0.0
Yellow	5.0	5.0	5.0	5.0	0.0	0.0
Red	1.0	1.0	1.0	1.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2		4		8
Case Number	2.0	4.0	2.0	4.0		8.0		8.0
Phase Duration, s	11.4	75.5	8.8	72.9		15.7		15.7
Change Period, ($Y+R_c$), s	6.0	6.0	6.0	6.0		6.0		6.0
Max Allow Headway (*MAH*), s	3.6	0.0	3.6	0.0		2.9		2.9
Queue Clearance Time (g_s), s	4.8		3.0			3.8		7.4
Green Extension Time (g_e), s	0.1	0.0	2.7	0.0		0.2		0.1
Phase Call Probability	0.77		0.40			0.97		0.97
Max Out Probability	0.00		0.97			0.00		0.00

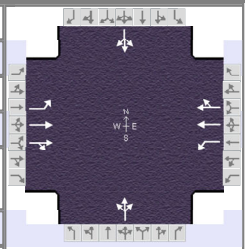
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	52	621	619	18	928	927		34			92	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1604	1599	1810	1707	1701		1523			1609	
Queue Service Time (g_s), s	2.8	19.3	19.3	1.0	39.4	39.6		0.0			2.7	
Cycle Queue Clearance Time (g_c), s	2.8	19.3	19.3	1.0	39.4	39.6		1.8			5.4	
Green Ratio (*g/C*)	0.05	0.69	0.69	0.03	0.67	0.67		0.10			0.10	
Capacity (*c*), veh/h	97	1114	1111	51	1143	1139		208			203	
Volume-to-Capacity Ratio (*X*)	0.538	0.557	0.557	0.363	0.812	0.814		0.162			0.456	
Back of Queue (*Q*), ft/ln (95 th percentile)	60.2	293.3	252.4	22.1	567.8	516.5		35.4			101.3	
Back of Queue (*Q*), veh/ln (95 th percentile)	2.4	10.1	10.1	0.9	20.6	20.7		1.4			4.1	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.29	0.00	0.00	0.10	0.00	0.00		0.00			0.00	
Uniform Delay (d_1), s/veh	46.1	7.6	7.6	47.7	12.0	12.0		41.6			43.2	
Incremental Delay (d_2), s/veh	3.4	2.0	2.0	3.2	6.3	6.4		0.1			0.6	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	
Control Delay (*d*), s/veh	49.5	9.6	9.6	50.9	18.3	18.5		41.7			43.7	
Level of Service (LOS)	D	A	A	D	B	B		D			D	
Approach Delay, s/veh / LOS	11.2	B		18.7	B		41.7	D		43.7	D	
Intersection Delay, s/veh / LOS	16.7						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.73	B	1.65	B	2.31	B	2.31	B
Bicycle LOS Score / LOS	1.55	B	2.03	B	0.54	A	0.64	A

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HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 21, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	2050 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	Campagna Dr	File Name	Judge Perez at Campagna 2050 No Build (w.POR…		
Project Description	23-040				

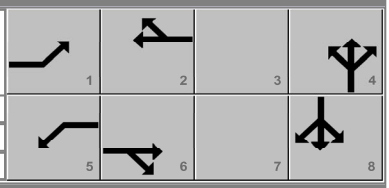


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	48	1132	10	17	1689	21	21	7	4	25	7	59

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	3	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	5.4	58.1	2.8	9.7	0.0	0.0
Yellow	5.0	5.0	5.0	5.0	0.0	0.0
Red	1.0	1.0	1.0	1.0	0.0	0.0



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	0.844	1.000	1.000	0.899	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.808	0.801		0.936	0.847	
Right-Turn Adjustment Factor (f_{RT})		0.997	0.997		0.996	0.996		0.000	0.801		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00								
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)							1.00			1.00		
Movement Saturation Flow Rate (s), veh/h	1810	3177	25	1810	3372	36	1031	344	147	473	133	1003
Proportion of Vehicles Arriving on Green (P)	0.05	0.69	0.69	0.03	0.67	0.67	0.10	0.10	0.10	0.10	0.10	0.10
Incremental Delay Factor (k)	0.08	0.50	0.50	0.08	0.50	0.50		0.04			0.04	

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.0	6.0	6.0	6.0		6.0		6.0
Green Ratio (g/C)	0.05	0.69	0.03	0.67		0.10		0.10
Permitted Saturation Flow Rate (s_p), veh/h/ln	0	0	0	0		1358		1426
Shared Saturation Flow Rate (s_{sh}), veh/h/ln						1495		1731
Permitted Effective Green Time (g_p), s	0.0	0.0	0.0	0.0		9.7		9.7
Permitted Service Time (g_u), s	0.0	0.0	0.0	0.0		4.3		7.9
Permitted Queue Service Time (g_{ps}), s						0.0		2.7
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0		0.9		2.7
Queue Service Time Before Blockage (g_{fs}), s						0.9		2.7
Protected Right Saturation Flow (s_R), veh/h/ln								
Protected Right Effective Green Time (g_R), s								

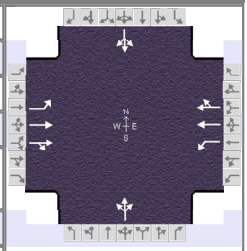
Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	0.972	0.001	0.972	0.009	1.557	0.004	1.557	0.001
Pedestrian F_s / F_{delay}	0.000	0.155	0.000	0.068	0.000	0.149	0.000	0.149
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	56.21	47.23	1338.88	5.46	193.98	40.77	193.98	40.77

Bicycle F_w / F_v	-3.64	1.07	-3.64	1.55	-3.64	0.06	-3.64	0.15

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HCS Signalized Intersection Results Graphical Summary

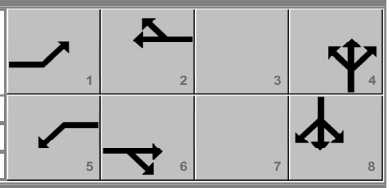
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 21, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	2050 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	Campagna Dr	File Name	Judge Perez at Campagna 2050 No Build (w.POR…		
Project Description	23-040				



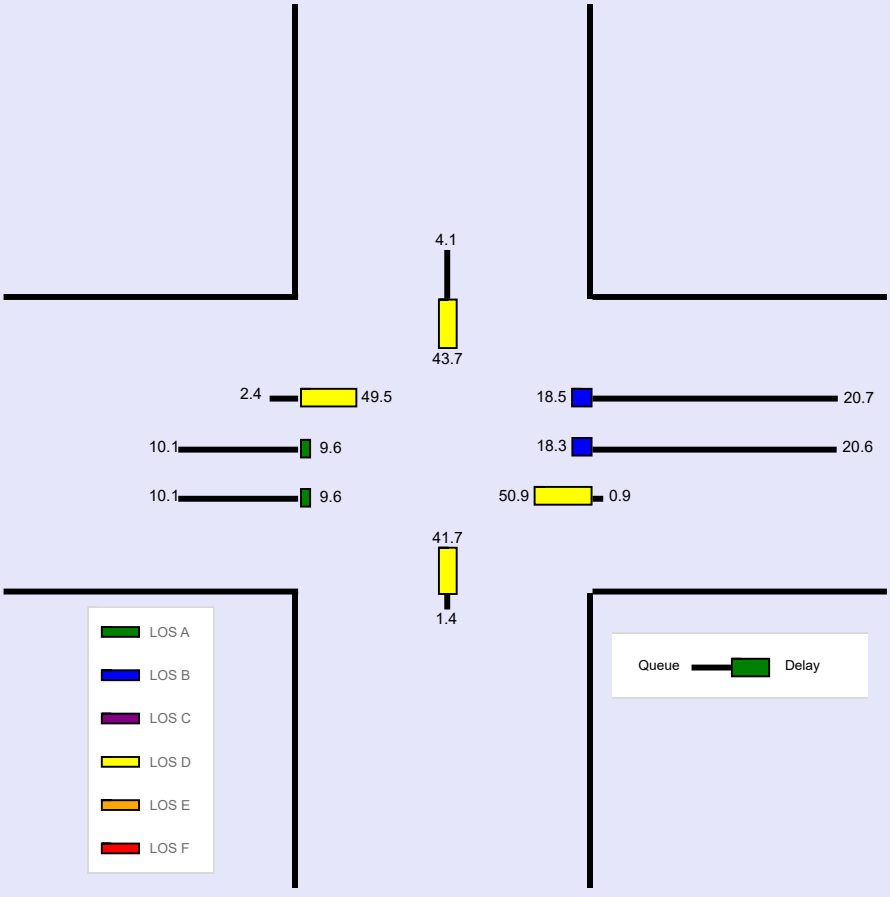
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	48	1132	10	17	1689	21	21	7	4	25	7	59

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	3	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	5.4	58.1	2.8	9.7	0.0	0.0	
Yellow	5.0	5.0	5.0	5.0	0.0	0.0	
Red	1.0	1.0	1.0	1.0	0.0	0.0	



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	60.2	293.3	252.4	22.1	567.8	516.5		35.4			101.3	
Back of Queue (*Q*), veh/ln (95 th percentile)	2.4	10.1	10.1	0.9	20.6	20.7		1.4			4.1	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.29	0.00	0.00	0.10	0.00	0.00		0.00			0.00	
Control Delay (*d*), s/veh	49.5	9.6	9.6	50.9	18.3	18.5		41.7			43.7	
Level of Service (LOS)	D	A	A	D	B	B		D			D	
Approach Delay, s/veh / LOS	11.2		B	18.7		B	41.7		D	43.7		D
Intersection Delay, s/veh / LOS	16.7						B					



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--- Messages ---

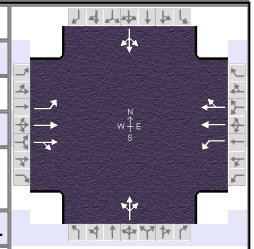
No errors or warnings exist.

--- Comments ---

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HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 21, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.94
Urban Street	E Judge Perez	Analysis Year	2050 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	Campagna Dr	File Name	Judge Perez at Campagna 2050 No Build (w.POR…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	88	1838	25	18	1281	17	27	6	12	28	3	34

Signal Information					EB			WB			NB			SB		
Cycle, s	140.0	Reference Phase	2													
Offset, s	3	Reference Point	End	Green	9.1	93.4		3.7	9.9	0.0	0.0					
Uncoordinated	No	Simult. Gap E/W	On	Yellow	5.0	5.0		5.0	5.0	0.0	0.0					
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	1.0		1.0	1.0	0.0	0.0					

Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	88	1838	25	18	1281	17	27	6	12	28	3	34
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	6		0	9			0			0	
Ped / Bike / RTOR, /h	0	0	3	0	0	2	0	0	2	0	0	4
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0		12.0	12.0			12.0			12.0	
Turn Bay Length, ft	210	0		220	0			0			0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	20	20	20	20	20	20

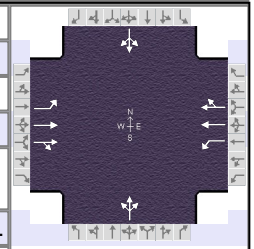
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	25.0	93.0	25.0	93.0		22.0		22.0
Yellow Change Interval (*Y*), s	5.0	5.0	5.0	5.0		5.0		5.0
Red Clearance Interval (R_c), s	1.0	1.0	1.0	1.0		1.0		1.0
Minimum Green (G_{min}), s	7	15	7	15		10		10
Start-Up Lost Time (*l*t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.5	2.0	2.5	2.0		1.5		1.5
Recall Mode	Off	Min	Off	Min		Off		Off
Dual Entry	No	Yes	No	Yes		Yes		Yes
Walk (*Walk*), s		0.0		0.0		4.0		4.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		20.0		20.0

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

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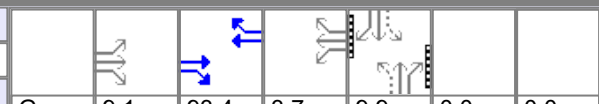
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 21, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.94
Urban Street	E Judge Perez	Analysis Year	2050 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	Campagna Dr	File Name	Judge Perez at Campagna 2050 No Build (w.POR…		
Project Description	23-040				

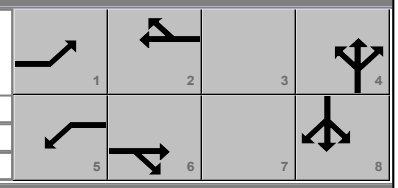


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	88	1838	25	18	1281	17	27	6	12	28	3	34

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	3	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	9.1	93.4	3.7	9.9	0.0	0.0
Yellow	5.0	5.0	5.0	5.0	0.0	0.0
Red	1.0	1.0	1.0	1.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2		4		8
Case Number	2.0	4.0	2.0	4.0		8.0		8.0
Phase Duration, s	15.1	114.5	9.7	109.1		15.9		15.9
Change Period, ($Y+R_c$), s	6.0	6.0	6.0	6.0		6.0		6.0
Max Allow Headway (*MAH*), s	3.6	0.0	3.6	0.0		2.9		2.9
Queue Clearance Time (g_s), s	9.1		3.5			5.7		7.3
Green Extension Time (g_e), s	0.2	0.0	1.8	0.0		0.1		0.1
Phase Call Probability	0.97		0.53			0.99		0.99
Max Out Probability	0.00		1.00			0.00		0.00

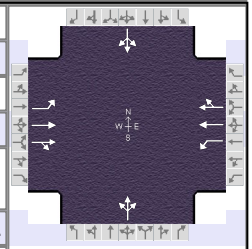
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	94	989	989	19	691	688		46			65	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1811	1803	1810	1767	1759		1558			1590	
Queue Service Time (g_s), s	7.1	38.0	38.3	1.5	23.7	23.7		0.0			1.6	
Cycle Queue Clearance Time (g_c), s	7.1	38.0	38.3	1.5	23.7	23.7		3.7			5.3	
Green Ratio (*g/C*)	0.06	0.77	0.77	0.03	0.74	0.74		0.07			0.07	
Capacity (*c*), veh/h	117	1403	1397	48	1301	1295		152			150	
Volume-to-Capacity Ratio (*X*)	0.799	0.705	0.708	0.403	0.531	0.531		0.302			0.434	
Back of Queue (*Q*), ft/ln (95 th percentile)	160.9	511.9	490.6	32.7	362	336.8		72.1			103.8	
Back of Queue (*Q*), veh/ln (95 th percentile)	6.4	19.5	19.6	1.3	13.5	13.5		2.9			4.2	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.77	0.00	0.00	0.15	0.00	0.00		0.00			0.00	
Uniform Delay (d_1), s/veh	64.6	7.8	7.9	67.1	8.0	8.0		62.2			62.9	
Incremental Delay (d_2), s/veh	8.9	3.0	3.1	4.0	1.6	1.6		0.4			0.7	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	
Control Delay (*d*), s/veh	73.5	10.8	10.9	71.1	9.5	9.6		62.6			63.6	
Level of Service (LOS)	E	B	B	E	A	A		E			E	
Approach Delay, s/veh / LOS	13.7	B		10.4	B		62.6	E		63.6	E	
Intersection Delay, s/veh / LOS	13.9						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.74	B	1.64	B	2.32	B	2.33	B
Bicycle LOS Score / LOS	2.20	B	1.64	B	0.56	A	0.59	A

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HCS Signalized Intersection Intermediate Values

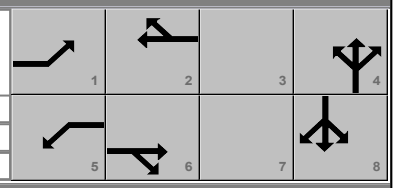
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 21, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.94
Urban Street	E Judge Perez	Analysis Year	2050 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	Campagna Dr	File Name	Judge Perez at Campagna 2050 No Build (w.POR…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	88	1838	25	18	1281	17	27	6	12	28	3	34

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	3	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	9.1	93.4	3.7	9.9	0.0	0.0
Yellow	5.0	5.0	5.0	5.0	0.0	0.0
Red	1.0	1.0	1.0	1.0	0.0	0.0



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	0.953	1.000	1.000	0.930	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.837	0.820		0.890	0.837	
Right-Turn Adjustment Factor (f_{RT})		0.996	0.996		0.996	0.996		0.000	0.820		0.000	0.837
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00								
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)							1.00			1.00		
Movement Saturation Flow Rate (s), veh/h	1810	3572	43	1810	3485	41	978	217	362	730	78	782
Proportion of Vehicles Arriving on Green (P)	0.06	0.77	0.77	0.03	0.74	0.74	0.07	0.07	0.07	0.07	0.07	0.07
Incremental Delay Factor (k)	0.08	0.50	0.50	0.08	0.50	0.50		0.04			0.04	

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.0	6.0	6.0	6.0		6.0		6.0
Green Ratio (g/C)	0.06	0.77	0.03	0.74		0.07		0.07
Permitted Saturation Flow Rate (s_p), veh/h/ln	0	0	0	0		1395		1418
Shared Saturation Flow Rate (s_{sh}), veh/h/ln						1548		1644
Permitted Effective Green Time (g_p), s	0.0	0.0	0.0	0.0		9.9		9.9
Permitted Service Time (g_u), s	0.0	0.0	0.0	0.0		4.5		6.1
Permitted Queue Service Time (g_{ps}), s						0.0		1.6
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0		1.2		1.8
Queue Service Time Before Blockage (g_{fs}), s						1.2		1.8
Protected Right Saturation Flow (s_R), veh/h/ln								
Protected Right Effective Green Time (g_R), s								

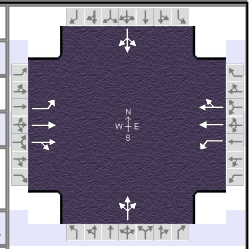
Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	0.972	0.003	0.972	0.006	1.557	0.003	1.557	0.004
Pedestrian F_s / F_{delay}	0.000	0.168	0.000	0.063	0.000	0.165	0.000	0.165
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	52.52	66.37	1472.51	4.87	140.93	60.48	140.93	60.48

Bicycle F_w / F_v	-3.64	1.71	-3.64	1.15	-3.64	0.08	-3.64	0.11

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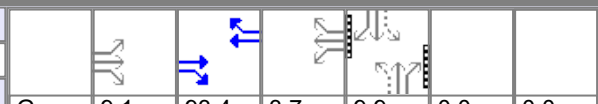
HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 21, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.94
Urban Street	E Judge Perez	Analysis Year	2050 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	Campagna Dr	File Name	Judge Perez at Campagna 2050 No Build (w.POR…		
Project Description	23-040				

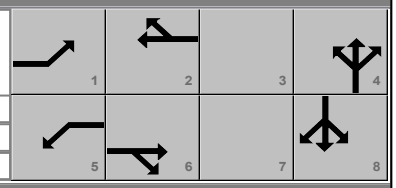


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	88	1838	25	18	1281	17	27	6	12	28	3	34

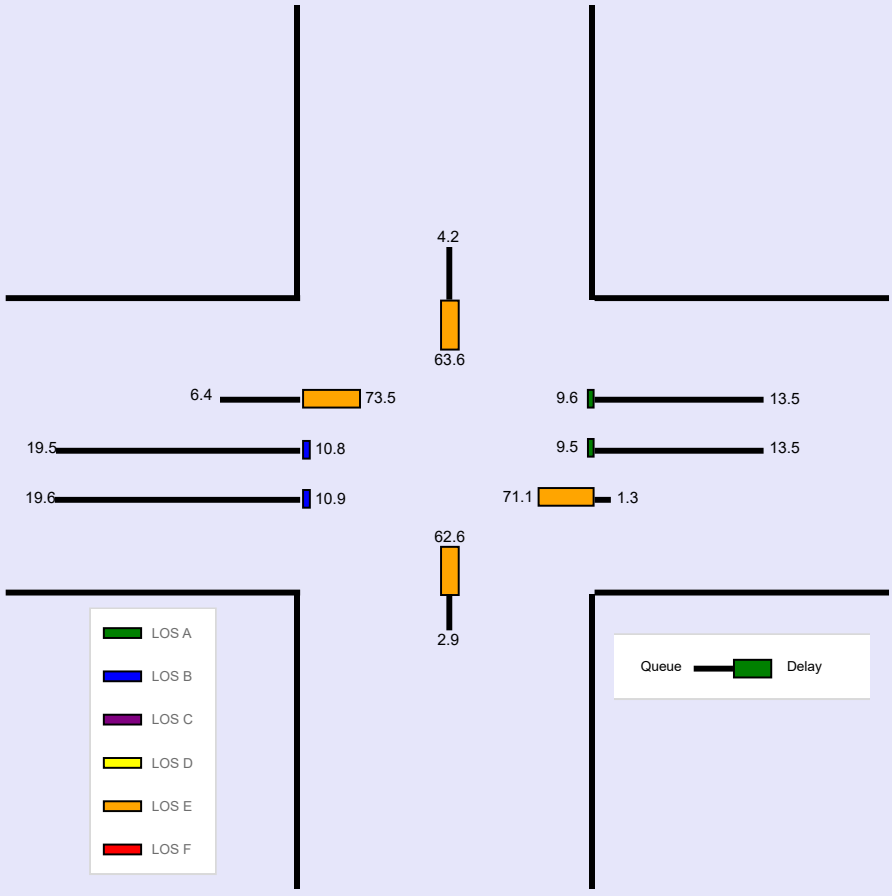
Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	3	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	9.1	93.4	3.7	9.9	0.0	0.0
Yellow	5.0	5.0	5.0	5.0	0.0	0.0
Red	1.0	1.0	1.0	1.0	0.0	0.0



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	160.9	511.9	490.6	32.7	362	336.8		72.1			103.8	
Back of Queue (*Q*), veh/ln (95 th percentile)	6.4	19.5	19.6	1.3	13.5	13.5		2.9			4.2	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.77	0.00	0.00	0.15	0.00	0.00		0.00			0.00	
Control Delay (*d*), s/veh	73.5	10.8	10.9	71.1	9.5	9.6		62.6			63.6	
Level of Service (LOS)	E	B	B	E	A	A		E			E	
Approach Delay, s/veh / LOS	13.7		B	10.4		B	62.6		E	63.6		E
Intersection Delay, s/veh / LOS	13.9						B					



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--- Messages ---

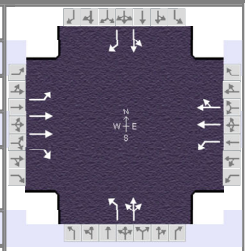
No errors or warnings exist.

--- Comments ---

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HCS Signalized Intersection Input Data

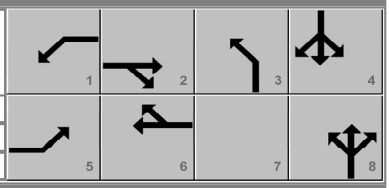
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 21, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	2050 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	Archbishop Hannan Blvd	File Name	Judge Perez at Archbishop Hannan 2050 No Buil…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	36	836	130	77	1228	6	110	33	73	7	61	183

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	4.5	3.1	71.6	16.2	10.6	0.0	
Yellow	4.5	0.0	4.5	4.0	4.0	0.0	
Red	1.5	0.0	1.5	2.0	2.0	0.0	



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	36	836	130	77	1228	6	110	33	73	7	61	183
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	27	2	0	18		0	0			0	0
Ped / Bike / RTOR, /h	0	0	13	0	0	1	0	0	8	0	0	19
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0	12.0	12.0	12.0		12.0	12.0			12.0	12.0
Turn Bay Length, ft	195	0	185	220	0		220	0			0	0
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	45	45	45	45	45	45	30	30	30	20	20	20

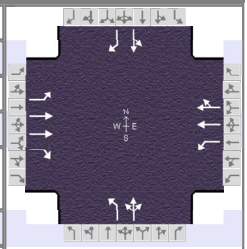
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	24.0	60.0	24.0	60.0	23.0	23.0		23.0
Yellow Change Interval (*Y*), s	4.5	4.5	4.5	4.5	4.0	4.0		4.0
Red Clearance Interval (R_c), s	1.5	1.5	1.5	1.5	2.0	2.0		2.0
Minimum Green (G_{min}), s	6	15	6	15	6	6		6
Start-Up Lost Time (*l*t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	1.5	2.0	1.5	2.0	1.5	1.5		1.5
Recall Mode	Off	Min	Off	Min	Off	Off		Off
Dual Entry	No	No	No	No	No	No		No
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

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

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HCS Signalized Intersection Results Summary

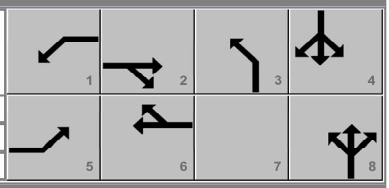
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 21, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	2050 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	Archbishop Hannan Blvd	File Name	Judge Perez at Archbishop Hannan 2050 No Buil…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	36	836	130	77	1228	6	110	33	73	7	61	183

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	4.5	3.1	71.6	16.2	10.6	0.0	
Yellow	4.5	0.0	4.5	4.0	4.0	0.0	
Red	1.5	0.0	1.5	2.0	2.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6		8		4
Case Number	2.0	3.0	2.0	4.0		10.0		11.0
Phase Duration, s	10.5	77.6	13.6	80.6		16.6		22.2
Change Period, ($Y+R_c$), s	6.0	6.0	6.0	6.0		6.0		6.0
Max Allow Headway (*MAH*), s	2.5	0.0	2.5	0.0		2.7		3.0
Queue Clearance Time (g_s), s	4.8		7.9			10.4		16.2
Green Extension Time (g_e), s	0.0	0.0	0.1	0.0		0.2		0.0
Phase Call Probability	0.76		0.95			1.00		1.00
Max Out Probability	0.00		0.00			0.01		1.00

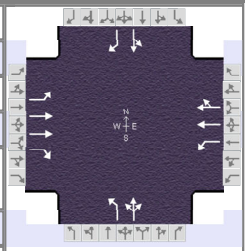
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	39	909	127	84	671	670	120	107			74	178
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1428	1585	1810	1633	1631	1810	1697			1890	1610
Queue Service Time (g_s), s	2.8	27.3	5.1	5.9	38.6	38.6	8.4	8.0			4.6	14.2
Cycle Queue Clearance Time (g_c), s	2.8	27.3	5.1	5.9	38.6	38.6	8.4	8.0			4.6	14.2
Green Ratio (*g/C*)	0.03	0.55	0.55	0.06	0.57	0.57	0.08	0.08			0.12	0.12
Capacity (*c*), veh/h	63	1572	873	106	938	936	148	139			236	201
Volume-to-Capacity Ratio (*X*)	0.619	0.578	0.146	0.790	0.715	0.715	0.808	0.768			0.314	0.888
Back of Queue (*Q*), ft/ln (95 th percentile)	59.1	415.2	83.8	126.7	598.2	523	181.7	160.5			101.7	302.9
Back of Queue (*Q*), veh/ln (95 th percentile)	2.4	13.7	3.3	5.1	20.9	20.9	7.3	6.4			4.1	12.1
Queue Storage Ratio (*RQ*) (95 th percentile)	0.30	0.00	0.45	0.58	0.00	0.00	0.83	0.00			0.00	0.00
Uniform Delay (d_1), s/veh	61.9	19.3	14.3	60.4	20.0	20.0	58.7	58.5			51.8	56.0
Incremental Delay (d_2), s/veh	3.6	1.6	0.4	4.9	4.7	4.7	3.9	3.3			0.3	31.4
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0
Control Delay (*d*), s/veh	65.5	20.8	14.6	65.3	24.7	24.7	62.6	61.8			52.1	87.4
Level of Service (LOS)	E	C	B	E	C	C	E	E			D	F
Approach Delay, s/veh / LOS	21.7	C		27.1	C		62.2	E		77.1	E	
Intersection Delay, s/veh / LOS	32.0						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.91	B	1.92	B	2.33	B	2.49	B
Bicycle LOS Score / LOS	1.37	A	1.66	B	0.86	A	0.90	A

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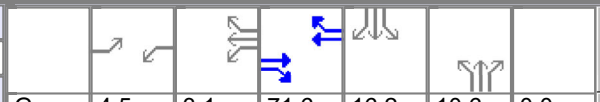
HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 21, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	2050 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	Archbishop Hannan Blvd	File Name	Judge Perez at Archbishop Hannan 2050 No Buil…		
Project Description	23-040				

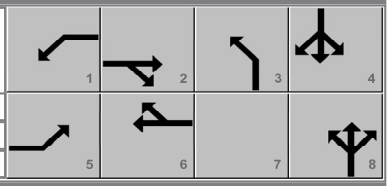


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	36	836	130	77	1228	6	110	33	73	7	61	183

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	4.5	3.1	71.6	16.2	10.6	0.0
Yellow	4.5	0.0	4.5	4.0	4.0	0.0
Red	1.5	0.0	1.5	2.0	2.0	0.0



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	0.789	0.984	1.000	0.860	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	0.952	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.995	0.995	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.999	0.999		0.893	0.893		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00								
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)												
Movement Saturation Flow Rate (s), veh/h	1810	2856	1585	1810	3251	13	1810	572	1126	195	1696	1610
Proportion of Vehicles Arriving on Green (P)	0.03	0.55	0.55	0.06	0.57	0.57	0.08	0.08	0.08	0.12	0.12	0.12
Incremental Delay Factor (k)	0.04	0.50	0.50	0.04	0.50	0.50	0.04	0.04			0.04	0.36

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.0	6.0	6.0	6.0		6.0		6.0
Green Ratio (g/C)	0.03	0.55	0.06	0.57		0.08		0.12
Permitted Saturation Flow Rate (s_p), veh/h/ln	0	0	0	0		1810		0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	0.0	0.0	0.0	0.0		0.0		0.0
Permitted Service Time (g_u), s	0.0	0.0	0.0	0.0		0.0		0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0		0.0		0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		0						0
Protected Right Effective Green Time (g_R), s		0.0						0.0

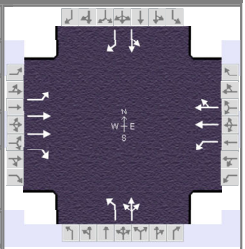
Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.198	0.011	1.198	0.027	1.557	0.001	1.710	0.018
Pedestrian F_s / F_{delay}	0.000	0.103	0.000	0.099	0.000	0.167	0.000	0.161
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	1100.93	13.14	1148.13	11.79		72.19	163.45	54.81

Bicycle F_w / F_v	-3.64	0.89	-3.64	1.17	-3.64	0.37	-3.64	0.42

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HCS Signalized Intersection Results Graphical Summary

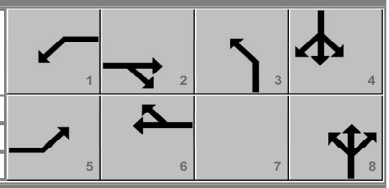
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 21, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	2050 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	Archbishop Hannan Blvd	File Name	Judge Perez at Archbishop Hannan 2050 No Buil…		
Project Description	23-040				



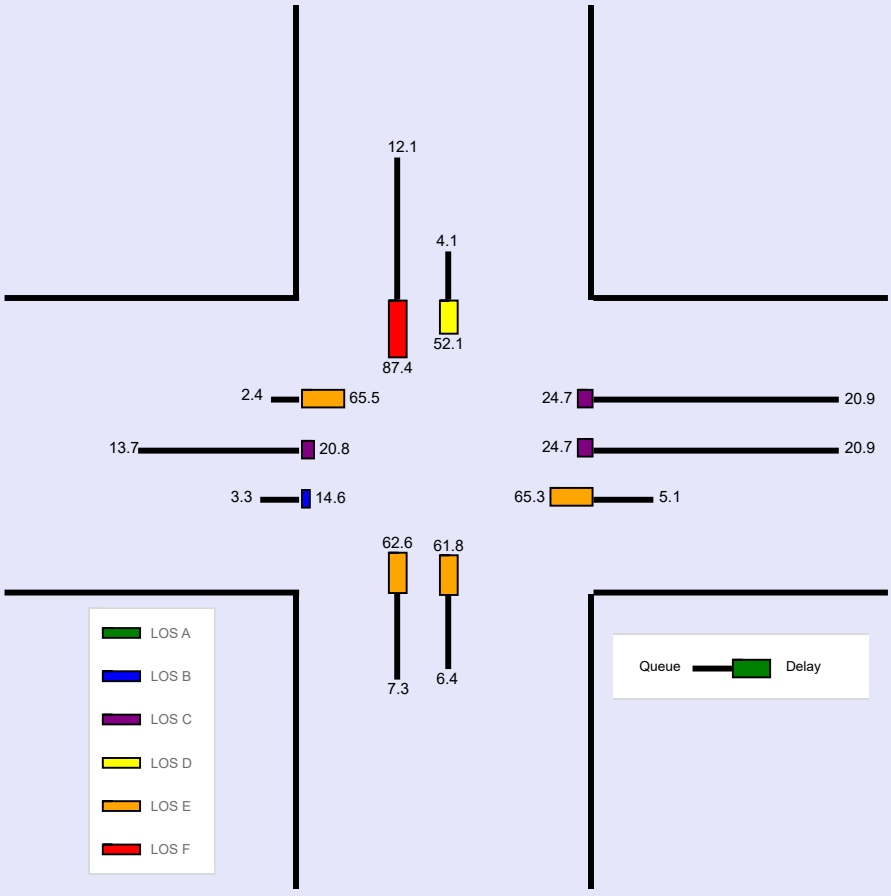
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	36	836	130	77	1228	6	110	33	73	7	61	183

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	4.5	3.1	71.6	16.2	10.6	0.0	
Yellow	4.5	0.0	4.5	4.0	4.0	0.0	
Red	1.5	0.0	1.5	2.0	2.0	0.0	



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	59.1	415.2	83.8	126.7	598.2	523	181.7	160.5			101.7	302.9
Back of Queue (*Q*), veh/ln (95 th percentile)	2.4	13.7	3.3	5.1	20.9	20.9	7.3	6.4			4.1	12.1
Queue Storage Ratio (*RQ*) (95 th percentile)	0.30	0.00	0.45	0.58	0.00	0.00	0.83	0.00			0.00	0.00
Control Delay (*d*), s/veh	65.5	20.8	14.6	65.3	24.7	24.7	62.6	61.8			52.1	87.4
Level of Service (LOS)	E	C	B	E	C	C	E	E			D	F
Approach Delay, s/veh / LOS	21.7	C		27.1	C		62.2	E		77.1	E	
Intersection Delay, s/veh / LOS	32.0						C					



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--- Messages ---

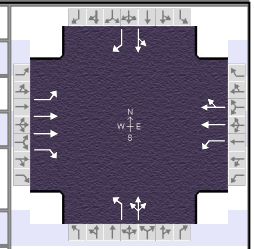
WARNING: The shared-plus-exclusive turn lane solution is an approximation of the HCM method, because more than three lane groups cannot be accommodated. Input data for Percent Turns in Shared Lane are used to specify proportion of turning vehicles in the shared lane.

--- Comments ---

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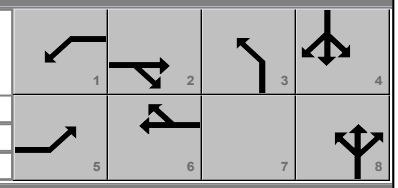
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 21, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.97
Urban Street	E Judge Perez	Analysis Year	2050 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	Archbishop Hannan Blvd	File Name	Judge Perez at Archbishop Hannan 2050 No Buil…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	123	1221	237	104	792	21	160	65	224	39	40	126

Signal Information												
Cycle, s	130.0	Reference Phase	2									
Offset, s	0	Reference Point	End	Green	9.4	1.5	61.1	11.4	22.6	0.0		
Uncoordinated	No	Simult. Gap E/W	On	Yellow	4.5	0.0	4.5	4.0	4.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.5	0.0	1.5	2.0	2.0	0.0		



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	123	1221	237	104	792	21	160	65	224	39	40	126
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	9	1	0	15		0	0			0	0
Ped / Bike / RTOR, /h	0	0	24	0	0	3	0	0	23	0	0	13
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0	12.0	12.0	12.0		12.0	12.0			12.0	12.0
Turn Bay Length, ft	195	0	185	220	0		220	0			0	0
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	45	45	45	45	45	45	30	30	30	20	20	20

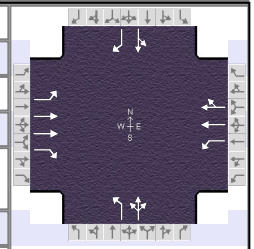
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	24.0	60.0	24.0	60.0	23.0	23.0		23.0
Yellow Change Interval (*Y*), s	4.5	4.5	4.5	4.5	4.0	4.0		4.0
Red Clearance Interval (R_c), s	1.5	1.5	1.5	1.5	2.0	2.0		2.0
Minimum Green (G_{min}), s	6	15	6	15	6	6		6
Start-Up Lost Time (*l*t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	1.5	2.0	1.5	2.0	1.5	1.5		1.5
Recall Mode	Off	Min	Off	Min	Off	Off		Off
Dual Entry	No	No	No	No	No	No		No
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

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

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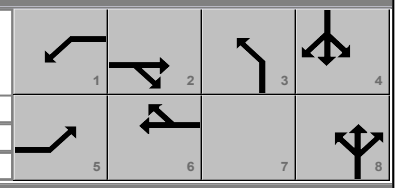
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 21, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.97
Urban Street	E Judge Perez	Analysis Year	2050 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	Archbishop Hannan Blvd	File Name	Judge Perez at Archbishop Hannan 2050 No Buil…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	123	1221	237	104	792	21	160	65	224	39	40	126

Signal Information					EB			WB			NB			SB		
Cycle, s	130.0	Reference Phase	2													
Offset, s	0	Reference Point	End	Green	9.4	1.5	0.0	61.1	11.4	22.6	0.0					
Uncoordinated	No	Simult. Gap E/W	On	Yellow	4.5	0.0	0.0	4.5	4.0	4.0	0.0					
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.5	0.0	0.0	1.5	2.0	2.0	0.0					



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6		8		4
Case Number	2.0	3.0	2.0	4.0		10.0		11.0
Phase Duration, s	16.9	68.6	15.4	67.1		28.6		17.4
Change Period, ($Y+R_c$), s	6.0	6.0	6.0	6.0		6.0		6.0
Max Allow Headway (*MAH*), s	2.5	0.0	2.5	0.0		2.8		3.0
Queue Clearance Time (g_s), s	11.0		9.6			23.1		11.3
Green Extension Time (g_e), s	0.1	0.0	0.1	0.0		0.0		0.2
Phase Call Probability	0.99		0.98			1.00		1.00
Max Out Probability	0.00		0.00			1.00		0.05

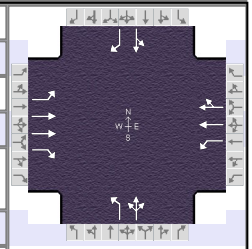
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	127	1259	220	107	419	416	165	274			81	116
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1682	1598	1810	1678	1664	1810	1673			1854	1610
Queue Service Time (g_s), s	9.0	40.3	10.7	7.6	23.0	23.0	10.8	21.1			5.4	9.3
Cycle Queue Clearance Time (g_c), s	9.0	40.3	10.7	7.6	23.0	23.0	10.8	21.1			5.4	9.3
Green Ratio (*g/C*)	0.08	0.48	0.48	0.07	0.47	0.47	0.17	0.17			0.09	0.09
Capacity (*c*), veh/h	152	1619	769	132	788	782	315	291			162	141
Volume-to-Capacity Ratio (*X*)	0.834	0.778	0.286	0.815	0.532	0.532	0.524	0.943			0.501	0.826
Back of Queue (*Q*), ft/ln (95 th percentile)	190.4	608	184.3	160.8	399.8	354.8	215.2	437.4			118.8	189.2
Back of Queue (*Q*), veh/ln (95 th percentile)	7.6	22.7	7.3	6.4	14.3	14.2	8.6	17.5			4.8	7.6
Queue Storage Ratio (*RQ*) (95 th percentile)	0.98	0.00	1.00	0.73	0.00	0.00	0.98	0.00			0.00	0.00
Uniform Delay (d_1), s/veh	58.6	28.0	20.3	59.4	24.4	24.4	48.8	53.1			56.6	58.3
Incremental Delay (d_2), s/veh	5.1	3.8	0.9	4.6	2.6	2.6	0.8	37.3			0.9	9.6
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0
Control Delay (*d*), s/veh	63.7	31.7	21.2	64.0	26.9	26.9	49.6	90.4			57.5	67.9
Level of Service (LOS)	E	C	C	E	C	C	D	F			E	E
Approach Delay, s/veh / LOS	32.8	C		31.1	C		75.1	E		63.6	E	
Intersection Delay, s/veh / LOS	40.1						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.94	B	1.93	B	2.33	B	2.50	B
Bicycle LOS Score / LOS	1.81	B	1.26	A	1.21	A	0.81	A

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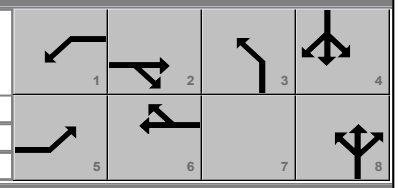
HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 21, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.97
Urban Street	E Judge Perez	Analysis Year	2050 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	Archbishop Hannan Blvd	File Name	Judge Perez at Archbishop Hannan 2050 No Buil…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	123	1221	237	104	792	21	160	65	224	39	40	126

Signal Information					EB			WB			NB			SB		
Cycle, s	130.0	Reference Phase	2													
Offset, s	0	Reference Point	End	Green	9.4	1.5		61.1	11.4	22.6	0.0					
Uncoordinated	No	Simult. Gap E/W	On	Yellow	4.5	0.0		4.5	4.0	4.0	0.0					
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.5	0.0		1.5	2.0	2.0	0.0					



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	0.930	0.992	1.000	0.883	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	0.952	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.976	0.976	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.992	0.992		0.880	0.880		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00								
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)												
Movement Saturation Flow Rate (s), veh/h	1810	3364	1598	1810	3268	74	1810	409	1264	915	939	1610
Proportion of Vehicles Arriving on Green (P)	0.08	0.48	0.48	0.07	0.47	0.47	0.17	0.17	0.17	0.09	0.09	0.09
Incremental Delay Factor (k)	0.05	0.50	0.50	0.04	0.50	0.50	0.06	0.45			0.04	0.09

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.0	6.0	6.0	6.0		6.0		6.0
Green Ratio (g/C)	0.08	0.48	0.07	0.47		0.17		0.09
Permitted Saturation Flow Rate (s_p), veh/h/ln	0	0	0	0		1810		0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	0.0	0.0	0.0	0.0		0.0		0.0
Permitted Service Time (g_u), s	0.0	0.0	0.0	0.0		0.0		0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0		0.0		0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		0						0
Protected Right Effective Green Time (g_R), s		0.0						0.0

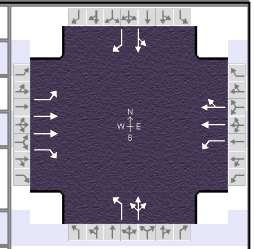
Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.198	0.033	1.198	0.018	1.557	0.004	1.710	0.034
Pedestrian F_s / F_{delay}	0.000	0.115	0.000	0.117	0.000	0.167	0.000	0.152
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	962.35	17.50	939.65	18.27		72.19	347.77	44.36

Bicycle F_w / F_v	-3.64	1.32	-3.64	0.78	-3.64	0.72	-3.64	0.33

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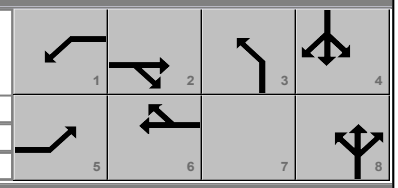
HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 21, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.97
Urban Street	E Judge Perez	Analysis Year	2050 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	Archbishop Hannan Blvd	File Name	Judge Perez at Archbishop Hannan 2050 No Buil…		
Project Description	23-040				

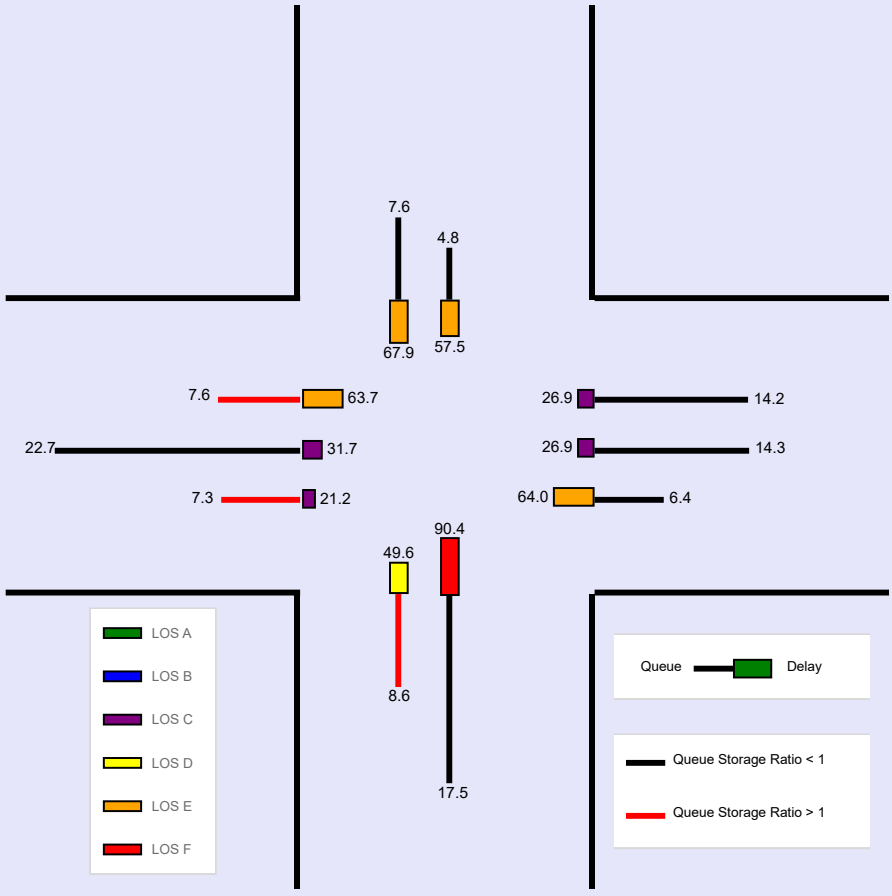


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	123	1221	237	104	792	21	160	65	224	39	40	126

Signal Information												
Cycle, s	130.0	Reference Phase	2									
Offset, s	0	Reference Point	End	Green	9.4	1.5	61.1	11.4	22.6	0.0		
Uncoordinated	No	Simult. Gap E/W	On	Yellow	4.5	0.0	4.5	4.0	4.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.5	0.0	1.5	2.0	2.0	0.0		



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	190.4	608	184.3	160.8	399.8	354.8	215.2	437.4			118.8	189.2
Back of Queue (*Q*), veh/ln (95 th percentile)	7.6	22.7	7.3	6.4	14.3	14.2	8.6	17.5			4.8	7.6
Queue Storage Ratio (*RQ*) (95 th percentile)	0.98	0.00	1.00	0.73	0.00	0.00	0.98	0.00			0.00	0.00
Control Delay (*d*), s/veh	63.7	31.7	21.2	64.0	26.9	26.9	49.6	90.4			57.5	67.9
Level of Service (LOS)	E	C	C	E	C	C	D	F			E	E
Approach Delay, s/veh / LOS	32.8	C		31.1	C		75.1	E		63.6	E	
Intersection Delay, s/veh / LOS	40.1						D					



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--- Messages ---

WARNING: The shared-plus-exclusive turn lane solution is an approximation of the HCM method, because more than three lane groups cannot be accommodated. Input data for Percent Turns in Shared Lane are used to specify proportion of turning vehicles in the shared lane.

--- Comments ---

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HCS Two-Way Stop-Control Report

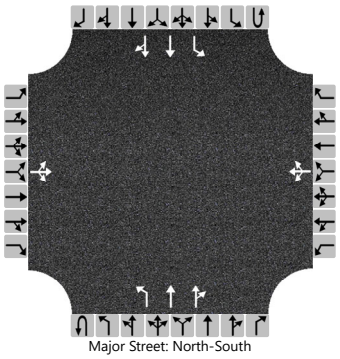
General Information

Analyst	RAW
Agency/Co.	USI
Date Performed	8/21/2024
Analysis Year	2050
Time Analyzed	2050 AM No Build(w. Port)
Intersection Orientation	North-South
Project Description	23-040

Site Information

Intersection	Guerra at Judge Perez
Jurisdiction	LADOTD
East/West Street	Guerra Dr
North/South Street	Judge Perez Dr
Peak Hour Factor	0.94
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	2	0	0	1	2	0
Configuration			LTR				LTR			L	T	TR		L	T	TR
Volume (veh/h)		17	6	6		9	8	23	0	36	900	9	0	64	682	12
Percent Heavy Vehicles (%)		0	0	0		0	0	0	0	0			0	0		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Left + Thru								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.9		4.1				4.1		
Critical Headway (sec)		7.50	6.50	6.90		7.50	6.50	6.90		4.10				4.10		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.50	4.00	3.30		3.50	4.00	3.30		2.20				2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			31				43			38				68		
Capacity, c (veh/h)			201				273			877				720		
v/c Ratio			0.15				0.16			0.04				0.09		
95% Queue Length, Q_{95} (veh)			0.5				0.5			0.1				0.3		
Control Delay (s/veh)			26.1				20.6			9.3				10.5		
Level of Service (LOS)			D				C			A				B		
Approach Delay (s/veh)	26.1				20.6				0.4				0.9			
Approach LOS	D				C				A				A			

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HCS Two-Way Stop-Control Report

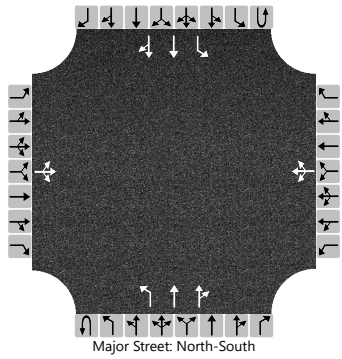
General Information

Analyst	RAW
Agency/Co.	USI
Date Performed	8/21/24
Analysis Year	2050
Time Analyzed	2050 PM No Build(w. Port)
Intersection Orientation	North-South
Project Description	23-040

Site Information

Intersection	Guerra at Judge Perez
Jurisdiction	LADOTD
East/West Street	Guerra Dr
North/South Street	Judge Perez Dr
Peak Hour Factor	0.94
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	2	0	0	1	2	0
Configuration			LTR				LTR			L	T	TR		L	T	TR
Volume (veh/h)		16	13	22		14	6	20	0	36	650	20	0	164	943	19
Percent Heavy Vehicles (%)		0	0	0		0	0	0	0	0			0	0		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Left + Thru								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.9		4.1				4.1		
Critical Headway (sec)		7.50	6.50	6.90		7.50	6.50	6.90		4.10				4.10		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.50	4.00	3.30		3.50	4.00	3.30		2.20				2.20		

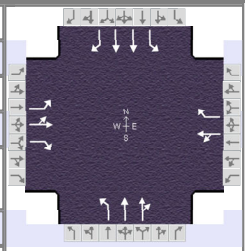
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			54				43			38				174		
Capacity, c (veh/h)			153				202			686				896		
v/c Ratio			0.35				0.21			0.06				0.19		
95% Queue Length, Q_{95} (veh)			1.5				0.8			0.2				0.7		
Control Delay (s/veh)			40.9				27.6			10.6				10.0		
Level of Service (LOS)			E				D			B				A		
Approach Delay (s/veh)	40.9				27.6				0.5				1.5			
Approach LOS	E				D				A				A			

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HCS Signalized Intersection Input Data

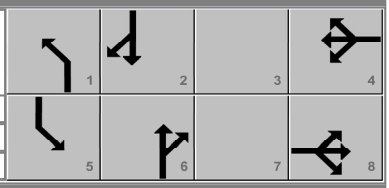
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 21, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.89
Urban Street	E Judge Perez Dr	Analysis Year	2050 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	Colonial Blvd	File Name	Judge Perez at Colonial Blvd 2050 No Build (w.P…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	127	10	47	3	13	6	39	670	5	1	491	198

Signal Information			
Cycle, s	70.1	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	0.2	3.8	28.1	11.8	2.6	0.0
Yellow	5.0	0.0	5.0	3.8	3.8	0.0
Red	1.0	0.0	1.0	2.0	2.0	0.0



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	127	10	47	3	13	6	39	670	5	1	491	198
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	1	0	0		0	0	0	33		0	45	0
Ped / Bike / RTOR, /h	0	0	0	0	0	1	0	0	1	0	0	0
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0	12.0		12.0	12.0	12.0	12.0		12.0	12.0	12.0
Turn Bay Length, ft	0	0	0		0	0	300	0		260	0	0
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	30	30	30	30	30	30	45	45	45	45	45	45

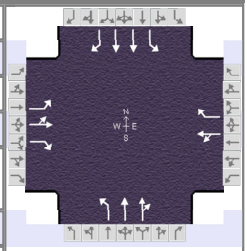
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		30.0		20.0	20.0	55.0	20.0	55.0
Yellow Change Interval (*Y*), s		3.8		3.8	5.0	5.0	5.0	5.0
Red Clearance Interval (R_c), s		2.0		2.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s		12		7	7	20	8	20
Start-Up Lost Time (*l*t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s		3.8		3.8	2.5	4.2	2.0	4.2
Recall Mode		Off		Off	Off	Min	Off	Min
Dual Entry		No		No	No	No	No	No
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

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

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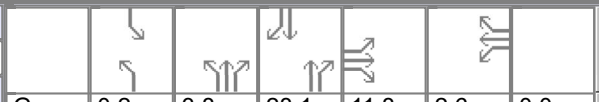
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 21, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.89
Urban Street	E Judge Perez Dr	Analysis Year	2050 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	Colonial Blvd	File Name	Judge Perez at Colonial Blvd 2050 No Build (w.P…		
Project Description	23-040				

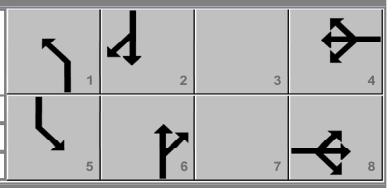


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	127	10	47	3	13	6	39	670	5	1	491	198

Signal Information			
Cycle, s	70.1	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	0.2	3.8	28.1	11.8	2.6	0.0
Yellow	5.0	0.0	5.0	3.8	3.8	0.0
Red	1.0	0.0	1.0	2.0	2.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4	1	6	5	2
Case Number		9.0		11.0	2.0	4.0	2.0	3.0
Phase Duration, s		17.6		8.4	10.0	38.0	6.2	34.1
Change Period, ($Y+R_c$), s		5.8		5.8	6.0	6.0	6.0	6.0
Max Allow Headway (*MAH*), s		5.0		5.0	3.5	5.2	3.0	5.2
Queue Clearance Time (g_s), s		7.0		2.7	3.6	16.0	2.0	14.9
Green Extension Time (g_e), s		1.0		0.0	0.1	13.1	0.0	13.2
Phase Call Probability		0.98		0.37	0.57	1.00	0.02	1.00
Max Out Probability		0.00		0.00	0.00	0.13	0.00	0.12

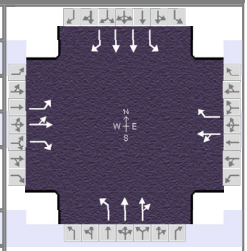
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h	143	11	53		18	6	44	379	378	1	552	222
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1795	1900			1882	1610	1810	1411	1408	1810	1174	
Queue Service Time (g_s), s	5.0	0.3			0.7	0.2	1.6	14.0	14.0	0.0	12.9	
Cycle Queue Clearance Time (g_c), s	5.0	0.3			0.7	0.2	1.6	14.0	14.0	0.0	12.9	
Green Ratio (*g/C*)	0.17	0.17			0.04	0.04	0.06	0.46	0.46	0.00	0.40	
Capacity (*c*), veh/h	302	319			69	59	104	643	642	5	942	
Volume-to-Capacity Ratio (*X*)	0.473	0.035			0.259	0.095	0.422	0.589	0.589	0.249	0.586	
Back of Queue (*Q*), ft/ln (95 th percentile)	99.5	7			15.2	4.7	32.5	220.6	174.2	1.4	185.8	
Back of Queue (*Q*), veh/ln (95 th percentile)	3.9	0.3			0.6	0.2	1.3	7.0	7.0	0.1	5.5	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00			0.00	0.00	0.11	0.00	0.00	0.01	0.00	
Uniform Delay (d_1), s/veh	26.4	24.4			32.8	32.6	31.9	14.2	14.2	34.9	16.4	
Incremental Delay (d_2), s/veh	1.5	0.1			2.6	0.9	2.0	1.3	1.3	10.3	0.9	
Initial Queue Delay (d_3), s/veh	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	27.9	24.5	0.0		35.4	33.6	33.9	15.5	15.5	45.2	17.3	0.0
Level of Service (LOS)	C	C	A		D	C	C	B	B	D	B	A
Approach Delay, s/veh / LOS	20.6	C		35.0	C		16.5	B		12.4	B	
Intersection Delay, s/veh / LOS	15.5						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.30	B	2.45	B	1.89	B	2.09	B
Bicycle LOS Score / LOS	0.83	A	0.53	A	1.15	A	1.13	A

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HCS Signalized Intersection Intermediate Values

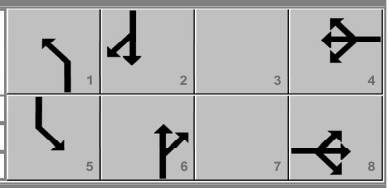
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 21, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.89
Urban Street	E Judge Perez Dr	Analysis Year	2050 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	Colonial Blvd	File Name	Judge Perez at Colonial Blvd 2050 No Build (w.P…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	127	10	47	3	13	6	39	670	5	1	491	198

Signal Information			
Cycle, s	70.1	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	0.2	3.8	28.1	11.8	2.6	0.0						
Yellow	5.0	0.0	5.0	3.8	3.8	0.0						
Red	1.0	0.0	1.0	2.0	2.0	0.0						



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	0.992	1.000	1.000	1.000	1.000	1.000	1.000	0.743	1.000	1.000	0.649	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.952	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.991	0.991		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.000	0.847		0.998	0.998		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)							1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)												
Movement Saturation Flow Rate (s), veh/h	1795	1900	1610	353	1529	1610	1810	2802	17	1810	2348	1610
Proportion of Vehicles Arriving on Green (P)	0.17	0.17	0.17	0.04	0.04	0.04	0.06	0.46	0.46	0.00	0.40	0.40
Incremental Delay Factor (k)	0.14	0.14	0.14		0.14	0.14	0.08	0.17	0.17	0.04	0.17	0.17

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		4.0		5.8	6.0	6.0	6.0	6.0
Green Ratio (g/C)		0.17		0.04	0.06	0.46	0.00	0.40
Permitted Saturation Flow Rate (s_p), veh/h/ln		1795		0	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s		0.0		0.0	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s		0.0		0.0	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s		0.0		0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		0		0				0
Protected Right Effective Green Time (g_R), s		0.0		0.0				0.0

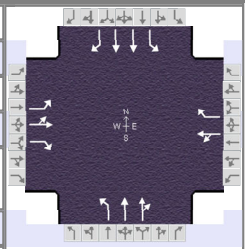
Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.001	1.710	0.000	1.198	0.001	1.389	0.000
Pedestrian F_s / F_{delay}	0.000	0.143	0.000	0.140	0.000	0.094	0.000	0.102
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b		42.19	73.69	32.52	911.90	10.38	802.10	12.58

Bicycle F_w / F_v	-3.64	0.34	-3.64	0.04	-3.64	0.66	-3.64	0.64

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HCS Signalized Intersection Results Graphical Summary

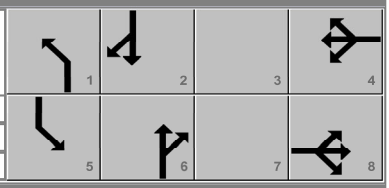
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 21, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.89
Urban Street	E Judge Perez Dr	Analysis Year	2050 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	Colonial Blvd	File Name	Judge Perez at Colonial Blvd 2050 No Build (w.P…		
Project Description	23-040				



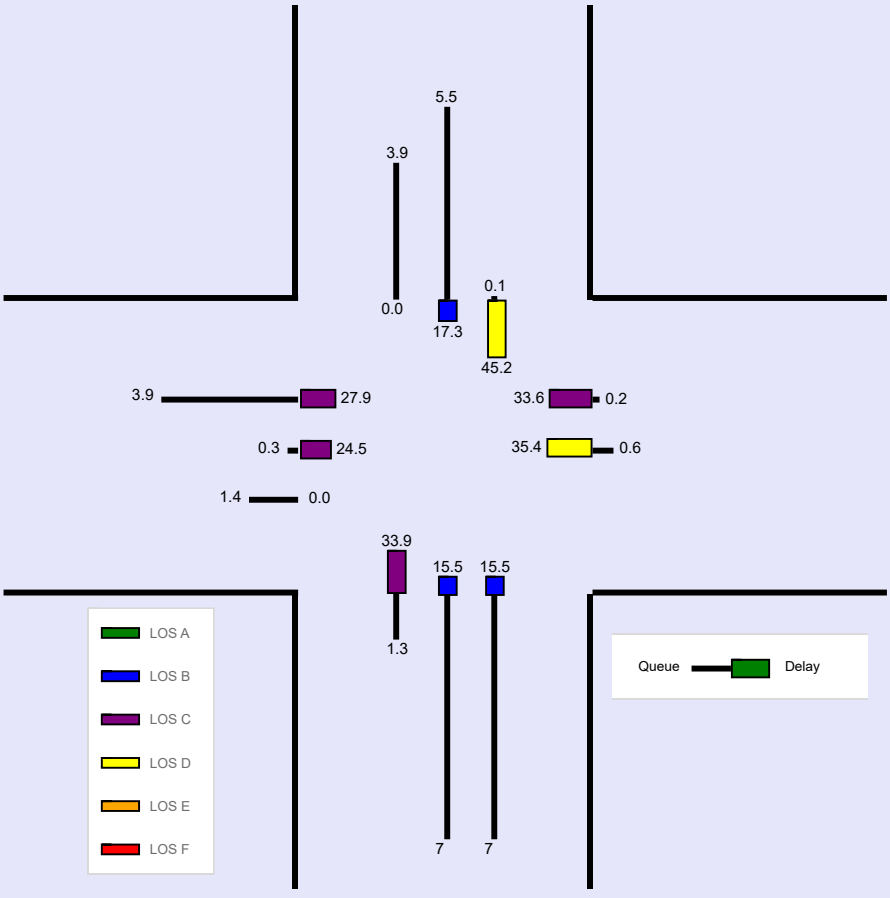
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	127	10	47	3	13	6	39	670	5	1	491	198

Signal Information			
Cycle, s	70.1	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	0.2	3.8	28.1	11.8	2.6	0.0	
Yellow	5.0	0.0	5.0	3.8	3.8	0.0	
Red	1.0	0.0	1.0	2.0	2.0	0.0	



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	99.5	7			15.2	4.7	32.5	220.6	174.2	1.4	185.8	
Back of Queue (*Q*), veh/ln (95 th percentile)	3.9	0.3			0.6	0.2	1.3	7.0	7.0	0.1	5.5	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00			0.00	0.00	0.11	0.00	0.00	0.01	0.00	
Control Delay (*d*), s/veh	27.9	24.5	0.0		35.4	33.6	33.9	15.5	15.5	45.2	17.3	0.0
Level of Service (LOS)	C	C	A		D	C	C	B	B	D	B	A
Approach Delay, s/veh / LOS	20.6		C	35.0		C	16.5		B	12.4		B
Intersection Delay, s/veh / LOS	15.5						B					



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--- Messages ---

WARNING: The shared-plus-exclusive turn lane solution is an approximation of the HCM method, because more than three lane groups cannot be accommodated. Input data for Percent Turns in Shared Lane are used to specify proportion of turning vehicles in the shared lane.

INFO: EBR was specified to have Unsignalized Delay of 0 seconds.

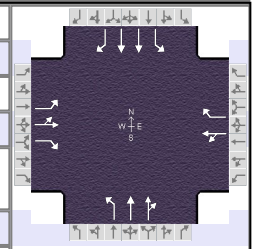
INFO: SBR was specified to have Unsignalized Delay of 0 seconds.

--- Comments ---

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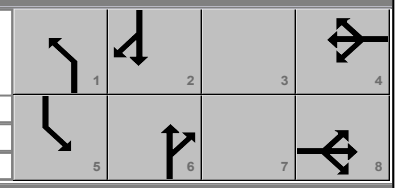
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 21, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.94
Urban Street	E Judge Perez Dr	Analysis Year	2050 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	Colonial Blvd	File Name	Judge Perez at Colonial Blvd 2050 No Build (w.P…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	144	15	49	7	2	14	28	428	8	12	609	214

Signal Information												
Cycle, s	64.6	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	Yes	Simult. Gap E/W	On	Green	1.6	1.3	24.0	11.8	2.3	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	5.0	0.0	5.0	3.8	3.8	0.0		
				Red	1.0	0.0	1.0	2.0	2.0	0.0		



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	144	15	49	7	2	14	28	428	8	12	609	214
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	0	0		0	0	0	27		0	19	0
Ped / Bike / RTOR, /h	0	0	0	0	0	2	0	0	1	0	0	0
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0	12.0		12.0	12.0	12.0	12.0		12.0	12.0	12.0
Turn Bay Length, ft	0	0	0		0	0	300	0		260	0	0
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	30	30	30	30	30	30	45	45	45	45	45	45

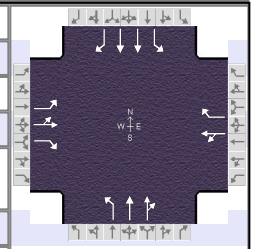
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		30.0		20.0	20.0	55.0	20.0	55.0
Yellow Change Interval (*Y*), s		3.8		3.8	5.0	5.0	5.0	5.0
Red Clearance Interval (R_c), s		2.0		2.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s		12		7	7	20	8	20
Start-Up Lost Time (*l1*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s		3.8		3.8	2.5	4.2	2.0	4.2
Recall Mode		Off		Off	Off	Min	Off	Min
Dual Entry		No		No	No	No	No	No
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

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

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HCS Signalized Intersection Results Summary

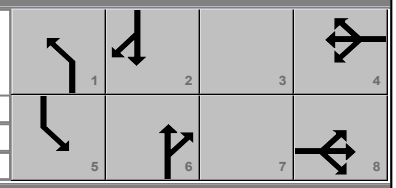
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 21, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.94
Urban Street	E Judge Perez Dr	Analysis Year	2050 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	Colonial Blvd	File Name	Judge Perez at Colonial Blvd 2050 No Build (w.P…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	144	15	49	7	2	14	28	428	8	12	609	214

Signal Information			
Cycle, s	64.6	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	1.6	1.3	24.0	11.8	2.3	0.0	
Yellow	5.0	0.0	5.0	3.8	3.8	0.0	
Red	1.0	0.0	1.0	2.0	2.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4	1	6	5	2
Case Number		9.0		11.0	2.0	4.0	2.0	3.0
Phase Duration, s		17.6		8.1	8.9	31.3	7.6	30.0
Change Period, ($Y+R_c$), s		5.8		5.8	6.0	6.0	6.0	6.0
Max Allow Headway (*MAH*), s		5.0		5.1	3.5	5.2	3.0	5.2
Queue Clearance Time (g_s), s		6.9		2.5	3.0	9.2	2.4	12.8
Green Extension Time (g_e), s		1.1		0.0	0.0	11.4	0.0	11.2
Phase Call Probability		0.98		0.33	0.41	1.00	0.20	1.00
Max Out Probability		0.00		0.00	0.00	0.04	0.00	0.05

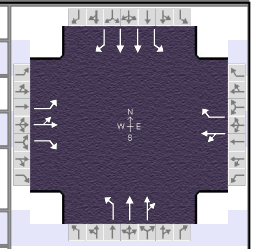
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h	153	16	52		10	13	30	232	231	13	648	228
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1900			1829	1610	1810	1500	1491	1810	1541	
Queue Service Time (g_s), s	4.9	0.4			0.3	0.5	1.0	7.2	7.2	0.4	10.8	
Cycle Queue Clearance Time (g_c), s	4.9	0.4			0.3	0.5	1.0	7.2	7.2	0.4	10.8	
Green Ratio (*g/C*)	0.18	0.18			0.04	0.04	0.04	0.39	0.39	0.03	0.37	
Capacity (*c*), veh/h	330	346			66	58	81	587	584	46	1146	
Volume-to-Capacity Ratio (*X*)	0.465	0.046			0.146	0.221	0.366	0.395	0.396	0.277	0.565	
Back of Queue (*Q*), ft/ln (95 th percentile)	94.4	8.9			7.3	10.2	20.6	116.2	95.2	8.7	169.7	
Back of Queue (*Q*), veh/ln (95 th percentile)	3.8	0.4			0.3	0.4	0.8	3.8	3.8	0.3	5.9	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00			0.00	0.00	0.07	0.00	0.00	0.03	0.00	
Uniform Delay (d_1), s/veh	23.6	21.8			30.2	30.3	30.0	14.2	14.2	30.9	16.1	
Incremental Delay (d_2), s/veh	1.4	0.1			1.3	2.5	2.0	0.7	0.7	1.2	0.7	
Initial Queue Delay (d_3), s/veh	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	25.0	21.9	0.0		31.5	32.8	32.0	14.8	14.8	32.1	16.8	0.0
Level of Service (LOS)	C	C	A		C	C	C	B	B	C	B	A
Approach Delay, s/veh / LOS	18.9	B		32.3	C		15.9	B		12.7	B	
Intersection Delay, s/veh / LOS	14.8						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.30	B	2.45	B	1.90	B	2.09	B
Bicycle LOS Score / LOS	0.85	A	0.52	A	0.89	A	1.22	A

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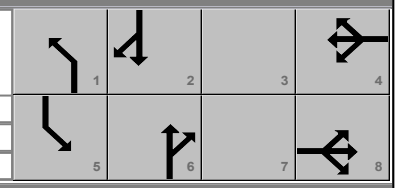
HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 21, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.94
Urban Street	E Judge Perez Dr	Analysis Year	2050 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	Colonial Blvd	File Name	Judge Perez at Colonial Blvd 2050 No Build (w.P…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	144	15	49	7	2	14	28	428	8	12	609	214

Signal Information												
Cycle, s	64.6	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	Yes	Simult. Gap E/W	On	Green	1.6	1.3	24.0	11.8	2.3	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	5.0	0.0	5.0	3.8	3.8	0.0		
				Red	1.0	0.0	1.0	2.0	2.0	0.0		



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.789	1.000	1.000	0.852	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.952	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.963	0.963		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.000	0.847		0.994	0.994		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)							1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)												
Movement Saturation Flow Rate (s), veh/h	1810	1900	1610	1422	406	1610	1810	2943	48	1810	3081	1610
Proportion of Vehicles Arriving on Green (P)	0.18	0.18	0.18	0.04	0.04	0.04	0.04	0.39	0.39	0.03	0.37	0.37
Incremental Delay Factor (k)	0.14	0.14	0.14		0.14	0.14	0.08	0.17	0.17	0.04	0.17	0.17

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		4.0		5.8	6.0	6.0	6.0	6.0
Green Ratio (g/C)		0.18		0.04	0.04	0.39	0.03	0.37
Permitted Saturation Flow Rate (s_p), veh/h/ln		1810		0	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s		0.0		0.0	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s		0.0		0.0	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s		0.0		0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		0		0				0
Protected Right Effective Green Time (g_R), s		0.0		0.0				0.0

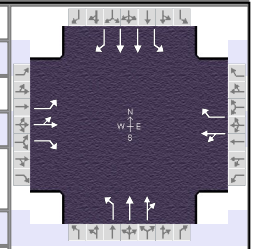
Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.001	1.710	0.000	1.198	0.003	1.389	0.000
Pedestrian F_s / F_{delay}	0.000	0.139	0.000	0.136	0.000	0.100	0.000	0.102
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	-210.47	39.47	71.70	30.03	782.55	11.97	743.49	12.75

Bicycle F_w / F_v	-3.64	0.37	-3.64	0.04	-3.64	0.41	-3.64	0.73

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HCS Signalized Intersection Results Graphical Summary

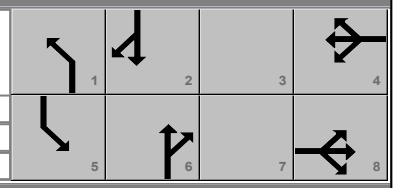
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 21, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.94
Urban Street	E Judge Perez Dr	Analysis Year	2050 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	Colonial Blvd	File Name	Judge Perez at Colonial Blvd 2050 No Build (w.P…		
Project Description	23-040				



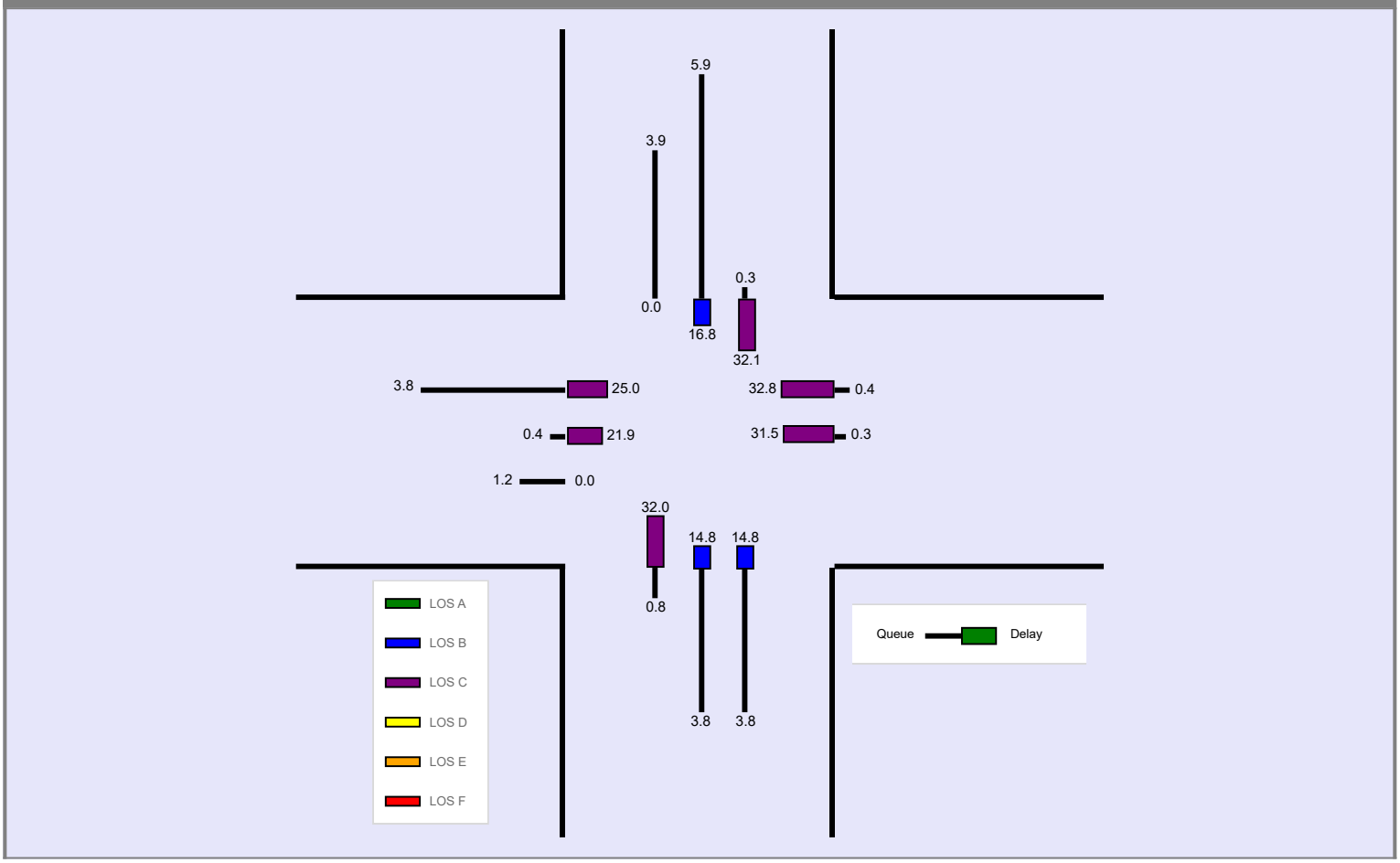
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	144	15	49	7	2	14	28	428	8	12	609	214

Signal Information			
Cycle, s	64.6	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	1.6	1.3	24.0	11.8	2.3	0.0	
Yellow	5.0	0.0	5.0	3.8	3.8	0.0	
Red	1.0	0.0	1.0	2.0	2.0	0.0	



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	94.4	8.9			7.3	10.2	20.6	116.2	95.2	8.7	169.7	
Back of Queue (*Q*), veh/ln (95 th percentile)	3.8	0.4			0.3	0.4	0.8	3.8	3.8	0.3	5.9	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00			0.00	0.00	0.07	0.00	0.00	0.03	0.00	
Control Delay (*d*), s/veh	25.0	21.9	0.0		31.5	32.8	32.0	14.8	14.8	32.1	16.8	0.0
Level of Service (LOS)	C	C	A		C	C	C	B	B	C	B	A
Approach Delay, s/veh / LOS	18.9		B	32.3		C	15.9		B	12.7		B
Intersection Delay, s/veh / LOS	14.8						B					



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--- Messages ---

WARNING: The shared-plus-exclusive turn lane solution is an approximation of the HCM method, because more than three lane groups cannot be accommodated. Input data for Percent Turns in Shared Lane are used to specify proportion of turning vehicles in the shared lane.

INFO: EBR was specified to have Unsignalized Delay of 0 seconds.

INFO: SBR was specified to have Unsignalized Delay of 0 seconds.

--- Comments ---

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HCS Two-Way Stop-Control Report

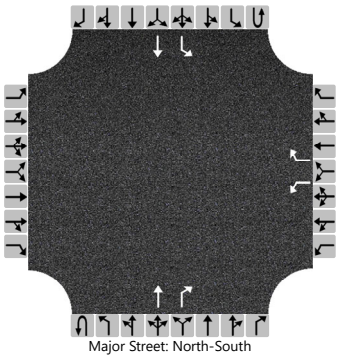
General Information

Analyst	RAW
Agency/Co.	USI
Date Performed	8/21/2023
Analysis Year	2050
Time Analyzed	2050 AM No Build(w. Port)
Intersection Orientation	North-South
Project Description	23-040

Site Information

Intersection	Colonial Blvd at E St Bernard Hwy
Jurisdiction	LADOTD
East/West Street	Colonial Blvd
North/South Street	E St Bernard Hwy
Peak Hour Factor	0.91
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		1	0	1	0	0	1	1	0	1	1	0
Configuration						L		R			T	R		L	T	
Volume (veh/h)						113		91			554	108		73	239	
Percent Heavy Vehicles (%)						0		0						3		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized						No				No						
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.40		6.20						4.13		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.50		3.30						2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						124		100						80		
Capacity, c (veh/h)						236		499						871		
v/c Ratio						0.53		0.20						0.09		
95% Queue Length, Q_{95} (veh)						2.8		0.7						0.3		
Control Delay (s/veh)						36.0		14.0						9.6		
Level of Service (LOS)						E		B						A		
Approach Delay (s/veh)						26.2								2.2		
Approach LOS						D								A		

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HCS Two-Way Stop-Control Report

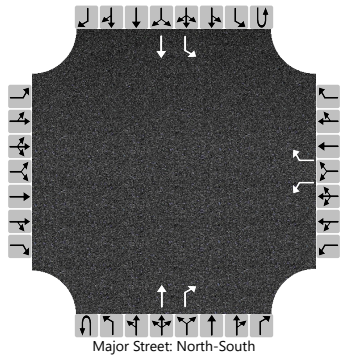
General Information

Analyst	RAW
Agency/Co.	USI
Date Performed	8/21/24
Analysis Year	2050
Time Analyzed	2050 PM No Build(w. Port)
Intersection Orientation	North-South
Project Description	23-040

Site Information

Intersection	Colonial Blvd at E St Bernard Hwy
Jurisdiction	LADOTD
East/West Street	Colonial Blvd
North/South Street	E St Bernard Hwy
Peak Hour Factor	0.97
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		1	0	1	0	0	1	1	0	1	1	0
Configuration						L		R			T	R		L	T	
Volume (veh/h)						143		89			418	103		112	502	
Percent Heavy Vehicles (%)						0		0						0		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized						No					No					
Median Type | Storage						Undivided										

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.40		6.20						4.10		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.50		3.30						2.20		

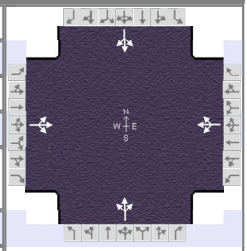
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						147		92						115		
Capacity, c (veh/h)						189		629						1041		
v/c Ratio						0.78		0.15						0.11		
95% Queue Length, Q_{95} (veh)						5.3		0.5						0.4		
Control Delay (s/veh)						70.3		11.7						8.9		
Level of Service (LOS)						F		B						A		
Approach Delay (s/veh)						47.8								1.6		
Approach LOS						E								A		

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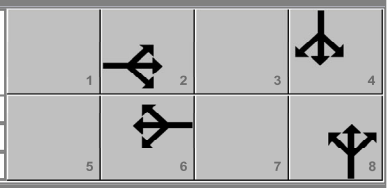
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 21, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.84
Urban Street	St Bernard Hwy	Analysis Year	2050 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	LA 39/Christie St	File Name	St Bernard Hwy at LA 39.Chrstie St 2050 No Buil…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	17	86	83	31	147	10	164	2	29	16	9	35

Signal Information												
Cycle, s	50.0	Reference Phase	2									
Offset, s	0	Reference Point	End	Green	27.2	11.8	0.0	0.0	0.0	0.0		
Uncoordinated	No	Simult. Gap E/W	On	Yellow	4.5	4.5	0.0	0.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	1.0	0.0	0.0	0.0	0.0		



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	17	86	83	31	147	10	164	2	29	16	9	35
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %		2			1			0			0	
Ped / Bike / RTOR, /h	0	0	9	0	0	1	0	0	3	0	0	4
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft		12.0			12.0			12.0			12.0	
Turn Bay Length, ft		0			0			0			0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	45	45	45	40	40	40	40	40	40	40	40	40

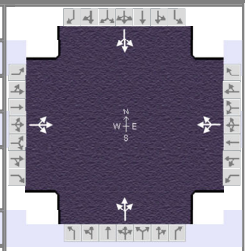
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		30.0		30.0		20.0		20.0
Yellow Change Interval (*Y*), s		4.5		4.5		4.5		4.5
Red Clearance Interval (R_c), s		1.0		1.0		1.0		1.0
Minimum Green (G_{min}), s		15		15		12		12
Start-Up Lost Time (*l*t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s		2.0		2.0		2.0		2.0
Recall Mode		Min		Min		Off		Off
Dual Entry		Yes		Yes		Yes		Yes
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

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

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HCS Signalized Intersection Results Summary

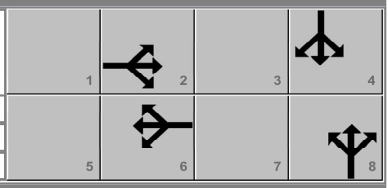
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 21, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.84
Urban Street	St Bernard Hwy	Analysis Year	2050 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	LA 39/Christie St	File Name	St Bernard Hwy at LA 39.Chrstie St 2050 No Buil…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	17	86	83	31	147	10	164	2	29	16	9	35

Signal Information			
Cycle, s	50.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	27.2	11.8	0.0	0.0	0.0	0.0	
Yellow	4.5	4.5	0.0	0.0	0.0	0.0	
Red	1.0	1.0	0.0	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6		8		4
Case Number		8.0		8.0		8.0		8.0
Phase Duration, s		32.7		32.7		17.3		17.3
Change Period, ($Y+R_c$), s		5.5		5.5		5.5		5.5
Max Allow Headway (*MAH*), s		0.0		0.0		3.1		3.1
Queue Clearance Time (g_s), s						9.2		3.5
Green Extension Time (g_e), s		0.0		0.0		0.3		0.4
Phase Call Probability						0.98		0.98
Max Out Probability						0.17		0.00

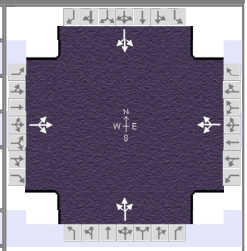
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h		211			223			229			67	
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1699			1763			1426			1669	
Queue Service Time (g_s), s		0.0			0.0			5.7			0.0	
Cycle Queue Clearance Time (g_c), s		3.1			3.1			7.2			1.5	
Green Ratio (*g/C*)		0.54			0.54			0.24			0.24	
Capacity (*c*), veh/h		1003			1043			470			487	
Volume-to-Capacity Ratio (*X*)		0.210			0.213			0.486			0.137	
Back of Queue (*Q*), ft/ln (95 th percentile)		36.6			40.6			90.3			23	
Back of Queue (*Q*), veh/ln (95 th percentile)		1.4			1.6			3.6			0.9	
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00			0.00			0.00	
Uniform Delay (d_1), s/veh		5.9			5.9			17.3			15.2	
Incremental Delay (d_2), s/veh		0.5			0.5			0.3			0.0	
Initial Queue Delay (d_3), s/veh		0.0			0.0			0.0			0.0	
Control Delay (*d*), s/veh		6.4			6.4			17.6			15.2	
Level of Service (LOS)		A			A			B			B	
Approach Delay, s/veh / LOS	6.4	A		6.4	A		17.6	B		15.2	B	
Intersection Delay, s/veh / LOS	10.7						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.64	B	1.64	B	1.68	B	1.69	B
Bicycle LOS Score / LOS	0.84	A	0.85	A	0.86	A	0.60	A

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HCS Signalized Intersection Intermediate Values

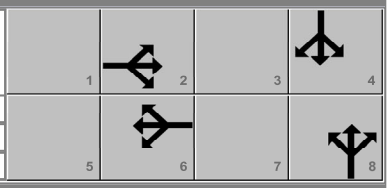
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 21, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.84
Urban Street	St Bernard Hwy	Analysis Year	2050 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	LA 39/Christie St	File Name	St Bernard Hwy at LA 39.Chrstie St 2050 No Buil…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	17	86	83	31	147	10	164	2	29	16	9	35

Signal Information			
Cycle, s	50.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	27.2	11.8	0.0	0.0	0.0	0.0						
Yellow	4.5	4.5	0.0	0.0	0.0	0.0						
Red	1.0	1.0	0.0	0.0	0.0	0.0						



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	0.984	1.000	1.000	0.992	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.975	0.909		0.943	0.935		0.763	0.751		0.941	0.879	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.909		0.000	0.935		0.000	0.751		0.000	0.879
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)												
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)	1.00			1.00			1.00			1.00		
Movement Saturation Flow Rate (s), veh/h	163	826	710	292	1386	85	1218	15	193	477	268	924
Proportion of Vehicles Arriving on Green (P)	0.54	0.54	0.54	0.54	0.54	0.54	0.24	0.24	0.24	0.24	0.24	0.24
Incremental Delay Factor (k)		0.50			0.50			0.04			0.04	

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		5.5		5.5		5.5		5.5
Green Ratio (g/C)		0.54		0.54		0.24		0.24
Permitted Saturation Flow Rate (s_p), veh/h/ln		1217		1212		1379		1397
Shared Saturation Flow Rate (s_{sh}), veh/h/ln		1775		1723		1437		1723
Permitted Effective Green Time (g_p), s		27.2		27.2		11.8		11.8
Permitted Service Time (g_u), s		24.1		24.1		10.3		4.6
Permitted Queue Service Time (g_{ps}), s		0.0		0.0		5.7		0.0
Time to First Blockage (g_f), s		14.1		9.2		0.3		4.3
Queue Service Time Before Blockage (g_{fs}), s		1.4		2.9		0.3		4.3
Protected Right Saturation Flow (s_R), veh/h/ln								
Protected Right Effective Green Time (g_R), s								

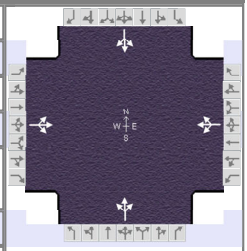
Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	0.972	0.004	0.972	0.006	0.972	0.001	0.972	0.013
Pedestrian F_s / F_{delay}	0.000	0.066	0.000	0.066	0.000	0.107	0.000	0.107
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	1087.95	5.20	1087.95	5.20	472.05	14.59	472.05	14.59

Bicycle F_w / F_v	-3.64	0.35	-3.64	0.37	-3.64	0.38	-3.64	0.11

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HCS Signalized Intersection Results Graphical Summary

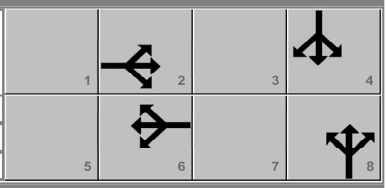
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 21, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.84
Urban Street	St Bernard Hwy	Analysis Year	2050 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	LA 39/Christie St	File Name	St Bernard Hwy at LA 39.Chrstie St 2050 No Buil…		
Project Description	23-040				



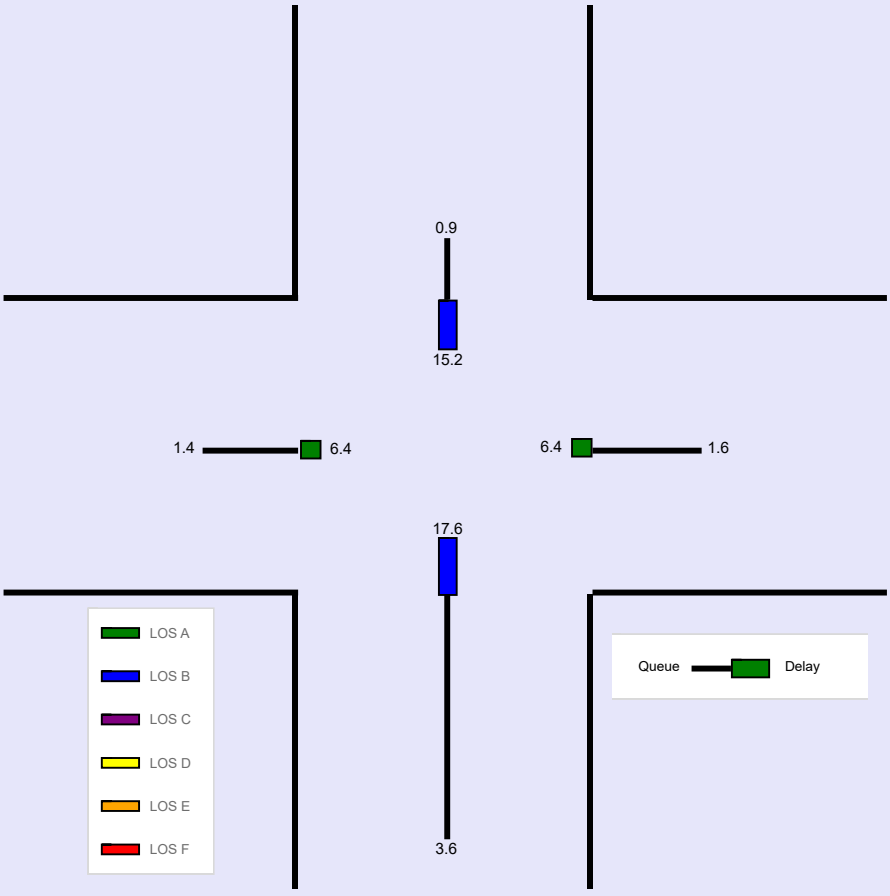
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	17	86	83	31	147	10	164	2	29	16	9	35

Signal Information			
Cycle, s	50.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	27.2	11.8	0.0	0.0	0.0	0.0	
Yellow	4.5	4.5	0.0	0.0	0.0	0.0	
Red	1.0	1.0	0.0	0.0	0.0	0.0	



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)		36.6			40.6			90.3			23	
Back of Queue (*Q*), veh/ln (95 th percentile)		1.4			1.6			3.6			0.9	
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00			0.00			0.00	
Control Delay (*d*), s/veh		6.4			6.4			17.6			15.2	
Level of Service (LOS)		A			A			B			B	
Approach Delay, s/veh / LOS	6.4	A		6.4	A		17.6	B		15.2	B	
Intersection Delay, s/veh / LOS	10.7						B					



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--- Messages ---

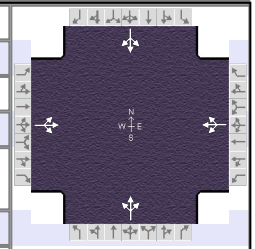
No errors or warnings exist.

--- Comments ---

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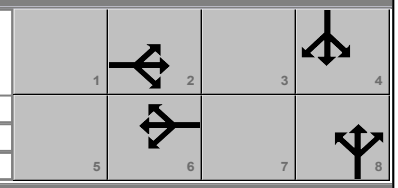
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 21, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.88
Urban Street	St Bernard Hwy	Analysis Year	2050 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	LA 39/Christie St	File Name	St Bernard Hwy at LA 39.Christie St 2050 No Buil…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	35	210	132	31	158	11	174	8	39	18	15	38

Signal Information					EB			WB			NB			SB		
Cycle, s	60.0	Reference Phase	2													
Offset, s	0	Reference Point	End	Green	36.6	12.4		0.0	0.0		0.0					
Uncoordinated	No	Simult. Gap E/W	On	Yellow	4.5	4.5		0.0	0.0		0.0					
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	1.0		0.0	0.0		0.0					



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	35	210	132	31	158	11	174	8	39	18	15	38
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %		0			0			0			0	
Ped / Bike / RTOR, /h	0	0	14	0	0	2	0	0	4	0	0	4
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft		12.0			12.0			12.0			12.0	
Turn Bay Length, ft		0			0			0			0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	45	45	45	40	40	40	40	40	40	40	40	40

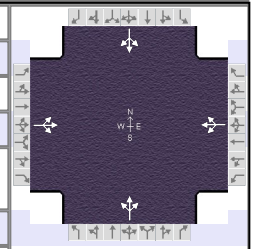
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		30.0		30.0		30.0		30.0
Yellow Change Interval (*Y*), s		4.5		4.5		4.5		4.5
Red Clearance Interval (R_c), s		1.0		1.0		1.0		1.0
Minimum Green (G_{min}), s		15		15		12		12
Start-Up Lost Time (*l*t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s		2.0		2.0		2.0		2.0
Recall Mode		Min		Min		Off		Off
Dual Entry		Yes		Yes		Yes		Yes
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

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

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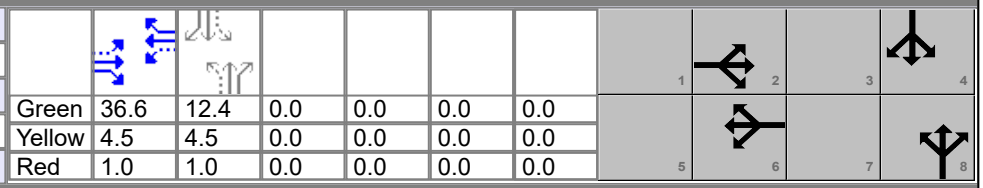
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 21, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.88
Urban Street	St Bernard Hwy	Analysis Year	2050 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	LA 39/Christie St	File Name	St Bernard Hwy at LA 39.Christie St 2050 No Buil…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	35	210	132	31	158	11	174	8	39	18	15	38

Signal Information			
Cycle, s	60.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	36.6	12.4	0.0	0.0	0.0	0.0						
Yellow	4.5	4.5	0.0	0.0	0.0	0.0						
Red	1.0	1.0	0.0	0.0	0.0	0.0						

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6		8		4
Case Number		8.0		8.0		8.0		8.0
Phase Duration, s		42.1		42.1		17.9		17.9
Change Period, ($Y+R_c$), s		5.5		5.5		5.5		5.5
Max Allow Headway (*MAH*), s		0.0		0.0		3.1		3.1
Queue Clearance Time (g_s), s						12.0		4.2
Green Extension Time (g_e), s		0.0		0.0		0.5		0.6
Phase Call Probability						1.00		1.00
Max Out Probability						0.00		0.00

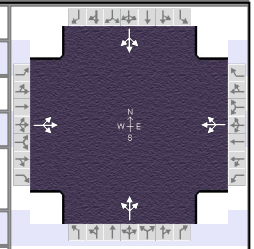
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h		413			225			247			76	
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1745			1726			1424			1705	
Queue Service Time (g_s), s		0.0			0.0			7.8			0.0	
Cycle Queue Clearance Time (g_c), s		7.0			3.2			10.0			2.2	
Green Ratio (*g/C*)		0.61			0.61			0.21			0.21	
Capacity (*c*), veh/h		1130			1122			403			429	
Volume-to-Capacity Ratio (*X*)		0.365			0.200			0.613			0.178	
Back of Queue (*Q*), ft/ln (95 th percentile)		84.1			42.2			135.4			35.8	
Back of Queue (*Q*), veh/ln (95 th percentile)		3.4			1.7			5.4			1.4	
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00			0.00			0.00	
Uniform Delay (d_1), s/veh		5.9			5.2			22.8			19.7	
Incremental Delay (d_2), s/veh		0.9			0.4			0.6			0.1	
Initial Queue Delay (d_3), s/veh		0.0			0.0			0.0			0.0	
Control Delay (*d*), s/veh		6.8			5.6			23.4			19.8	
Level of Service (LOS)		A			A			C			B	
Approach Delay, s/veh / LOS	6.8	A		5.6	A		23.4	C		19.8	B	
Intersection Delay, s/veh / LOS	11.8						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.64	B	1.64	B	1.69	B	1.71	B
Bicycle LOS Score / LOS	1.17	A	0.86	A	0.89	A	0.61	A

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HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 21, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.88
Urban Street	St Bernard Hwy	Analysis Year	2050 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	LA 39/Christie St	File Name	St Bernard Hwy at LA 39.Christie St 2050 No Buil…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	35	210	132	31	158	11	174	8	39	18	15	38

Signal Information			
Cycle, s	60.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

								1	2	3	4	
Green	36.6	12.4	0.0	0.0	0.0	0.0						
Yellow	4.5	4.5	0.0	0.0	0.0	0.0						
Red	1.0	1.0	0.0	0.0	0.0	0.0	5	6	7	8		

Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.971	0.918		0.915	0.909		0.763	0.749		0.942	0.897	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.918		0.000	0.909		0.000	0.749		0.000	0.897
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)												
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)	1.00			1.00			1.00			1.00		
Movement Saturation Flow Rate (s), veh/h	168	1009	567	270	1378	78	1142	52	230	458	382	865
Proportion of Vehicles Arriving on Green (P)	0.61	0.61	0.61	0.61	0.61	0.61	0.21	0.21	0.21	0.21	0.21	0.21
Incremental Delay Factor (k)		0.50			0.50			0.04			0.04	

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		5.5		5.5		5.5		5.5
Green Ratio (g/C)		0.61		0.61		0.21		0.21
Permitted Saturation Flow Rate (s_p), veh/h/ln		1212		1026		1369		1378
Shared Saturation Flow Rate (s_{sh}), veh/h/ln		1801		1676		1450		1724
Permitted Effective Green Time (g_p), s		36.6		36.6		12.4		12.4
Permitted Service Time (g_u), s		33.4		29.6		10.2		2.5
Permitted Queue Service Time (g_{ps}), s		0.0		0.0		7.8		0.0
Time to First Blockage (g_f), s		15.8		10.3		0.0		4.7
Queue Service Time Before Blockage (g_{fs}), s		3.6		3.0		0.0		4.7
Protected Right Saturation Flow (s_R), veh/h/ln								
Protected Right Effective Green Time (g_R), s								

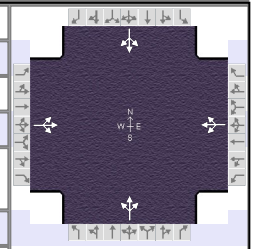
Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	0.972	0.006	0.972	0.006	0.972	0.003	0.972	0.020
Pedestrian F_s / F_{delay}	0.000	0.061	0.000	0.061	0.000	0.118	0.000	0.118
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	1219.79	4.57	1219.79	4.57	413.54	18.88	413.54	18.88

Bicycle F_w / F_v	-3.64	0.68	-3.64	0.37	-3.64	0.41	-3.64	0.13

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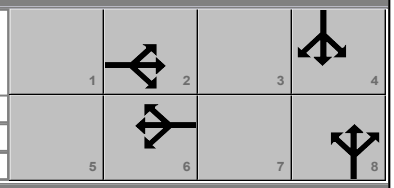
HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 21, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.88
Urban Street	St Bernard Hwy	Analysis Year	2050 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	LA 39/Christie St	File Name	St Bernard Hwy at LA 39.Christie St 2050 No Buil…		
Project Description	23-040				

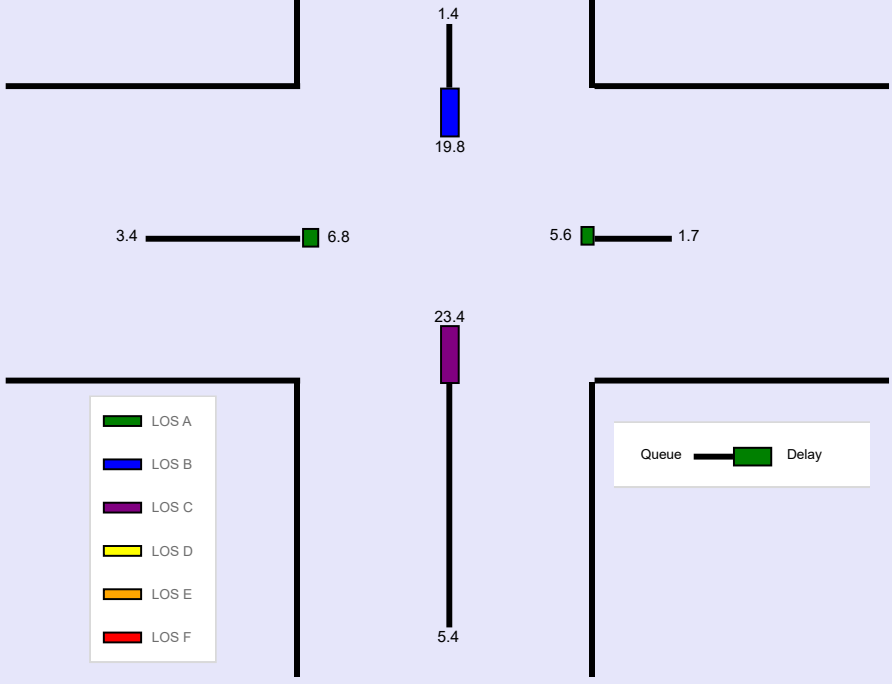


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	35	210	132	31	158	11	174	8	39	18	15	38

Signal Information												
Cycle, s	60.0	Reference Phase	2									
Offset, s	0	Reference Point	End	Green	36.6	12.4	0.0	0.0	0.0	0.0		
Uncoordinated	No	Simult. Gap E/W	On	Yellow	4.5	4.5	0.0	0.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	1.0	0.0	0.0	0.0	0.0		



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)		84.1			42.2			135.4			35.8	
Back of Queue (*Q*), veh/ln (95 th percentile)		3.4			1.7			5.4			1.4	
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00			0.00			0.00	
Control Delay (*d*), s/veh		6.8			5.6			23.4			19.8	
Level of Service (LOS)		A			A			C			B	
Approach Delay, s/veh / LOS	6.8	A		5.6	A		23.4	C		19.8	B	
Intersection Delay, s/veh / LOS	11.8						B					



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--- Messages ---

No errors or warnings exist.

--- Comments ---

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HCS Two-Way Stop-Control Report

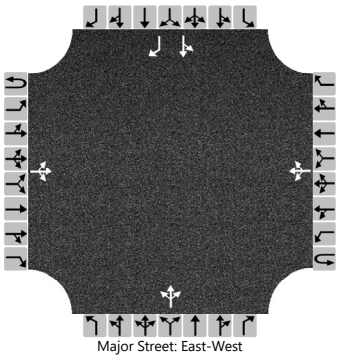
General Information

Analyst	RAW
Agency/Co.	USI
Date Performed	8/21/2024
Analysis Year	2050
Time Analyzed	2050 AM No Build(w. Port)
Intersection Orientation	East-West
Project Description	23-040

Site Information

Intersection	Bayou Rd at LA 39
Jurisdiction	LADOTD
East/West Street	Bayou Rd
North/South Street	LA 39
Peak Hour Factor	0.87
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	1
Configuration			LTR				LTR				LTR			LT		R
Volume (veh/h)		95	28	8		1	21	77		17	22	1		21	4	75
Percent Heavy Vehicles (%)		0				0				0	6	0		0	0	0
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized													No			
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.10				4.10				7.10	6.56	6.20		7.10	6.50	6.20
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.20				2.20				3.50	4.05	3.30		3.50	4.00	3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		109				1					46			29		86
Capacity, c (veh/h)		1489				1581					510			545		1000
v/c Ratio		0.07				0.00					0.09			0.05		0.09
95% Queue Length, Q_{95} (veh)		0.2				0.0					0.3			0.2		0.3
Control Delay (s/veh)		7.6	0.6	0.6		7.3	0.0	0.0			12.8			12.0		8.9
Level of Service (LOS)		A	A	A		A	A	A			B			B		A
Approach Delay (s/veh)	5.7				0.1				12.8				9.7			
Approach LOS	A				A				B				A			

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HCS Two-Way Stop-Control Report

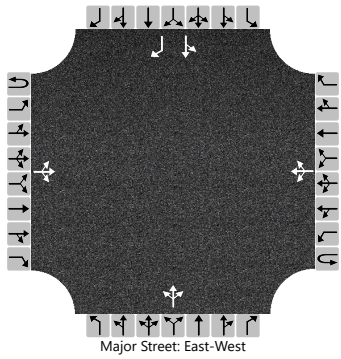
General Information

Analyst	RAW
Agency/Co.	USI
Date Performed	8/21/24
Analysis Year	2050
Time Analyzed	2050 PM No Build(w. Port)
Intersection Orientation	East-West
Project Description	23-040

Site Information

Intersection	Bayou Rd at LA 39
Jurisdiction	LADOTD
East/West Street	Bayou Rd
North/South Street	LA 39
Peak Hour Factor	0.94
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	1
Configuration			LTR				LTR				LTR			LT		R
Volume (veh/h)		132	54	9		2	48	34		14	14	0		62	26	112
Percent Heavy Vehicles (%)		0				0				0	6	0		0	0	0
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized														No		
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.10				4.10				7.10	6.56	6.20		7.10	6.50	6.20
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.20				2.20				3.50	4.05	3.30		3.50	4.00	3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		140				2					30			94		119
Capacity, c (veh/h)		1521				1547					410			476		999
v/c Ratio		0.09				0.00					0.07			0.20		0.12
95% Queue Length, Q_{95} (veh)		0.3				0.0					0.2			0.7		0.4
Control Delay (s/veh)		7.6	0.7	0.7		7.3	0.0	0.0			14.5			14.4		9.1
Level of Service (LOS)		A	A	A		A	A	A			B			B		A
Approach Delay (s/veh)	5.4				0.2				14.5				11.4			
Approach LOS	A				A				B				B			

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LSB / LIT Road Network and Resilience
Stage 0 Feasibility Study
H.015428

Appendix D
Existing and No Build Analysis

Appendix D.8 MOE Maps

Existing vs 2030 No Build.....**D-1026**
Existing vs 2050 No Build.....**D-1057**

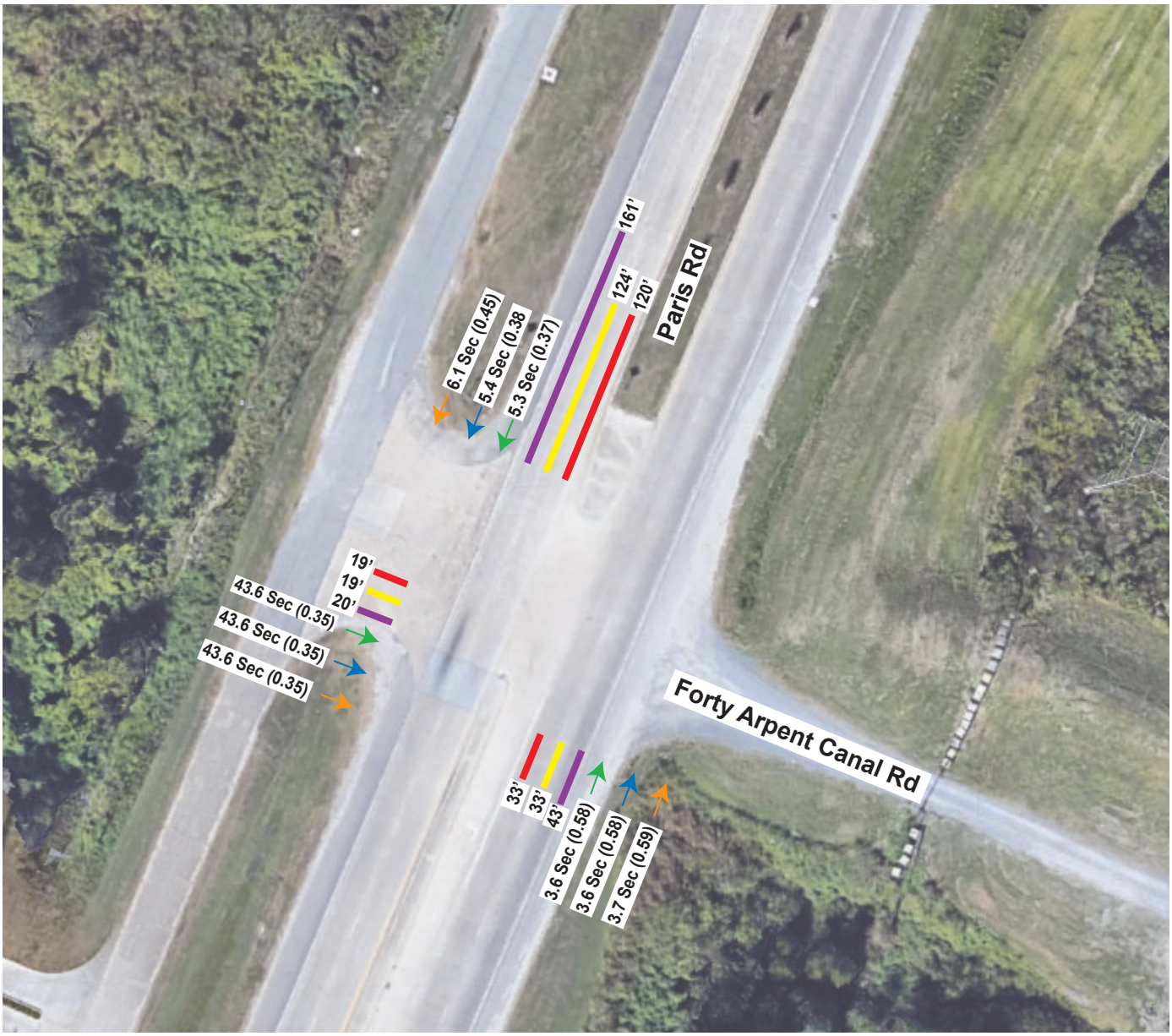
URBAN SYSTEMS inc.

EXISTING VS 2030 NO BUILD MOE MAPS

LEGEND:

- 95th %'ile Queue - 2023 Existing
- 95th %'ile Queue - 2030 No Build Without Port
- 95th %'ile Queue - 2030 No Build With Port
- 2023 Existing Delay (V/C)
- 2030 No Build Without Port Delay (V/C)
- 2030 No Build With Port Delay (V/C)

N
W E
S



Paris Rd at Forty Arpent Canal Rd

Figure D-16
AM MOE Maps
2023 Existing vs 2030 No Build

LIT Road Network Study RPC
St Bernard Parish, LA

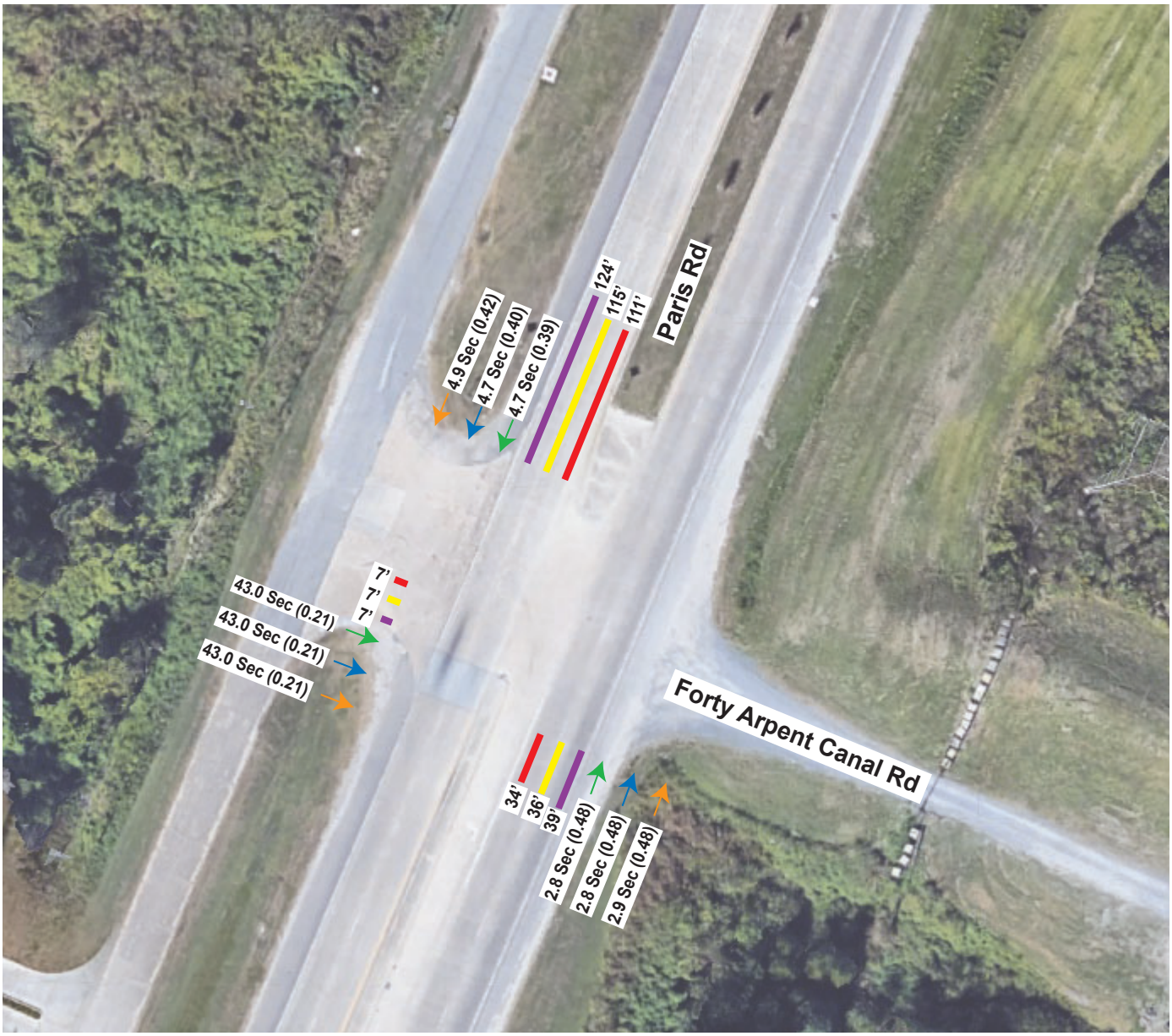
NOT TO SCALE
FOR PLANNING PURPOSES ONLY

URBAN SYSTEMS inc.

LEGEND:

- 95th %'ile Queue - 2023 Existing
- 95th %'ile Queue - 2030 No Build Without Port
- 95th %'ile Queue - 2030 No Build With Port
- 2023 Existing Delay (V/C)
- 2030 No Build Without Port Delay (V/C)
- 2030 No Build With Port Delay (V/C)

N
W E
S



Paris Rd at Forty Arpent Canal Rd

Figure D-17
PM MOE Maps
2023 Existing vs 2030 No Build

LIT Road Network Study RPC
St Bernard Parish, LA

NOT TO SCALE
FOR PLANNING PURPOSES ONLY

URBAN SYSTEMS inc.

LEGEND:

- 95th %'ile Queue - 2023 Existing
- 95th %'ile Queue - 2030 No Build Without Port
- 95th %'ile Queue - 2030 No Build With Port
- 2023 Existing Delay (V/C)
- 2030 No Build Without Port Delay (V/C)
- 2030 No Build With Port Delay (V/C)

N
W E
S



Paris Rd at E Virtue St

Figure D-18
AM MOE Maps
2023 Existing vs 2030 No Build

LIT Road Network Study RPC
St Bernard Parish, LA

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URBAN SYSTEMS inc.

LEGEND:

- 95th %'ile Queue - 2023 Existing
- 95th %'ile Queue - 2030 No Build Without Port
- 95th %'ile Queue - 2030 No Build With Port
- 2023 Existing Delay (V/C)
- 2030 No Build Without Port Delay (V/C)
- 2030 No Build With Port Delay (V/C)

N
W E
S



Paris Rd at E Virtue St

Figure D-19

PM MOE Maps
2023 Existing vs 2030 No Build

LIT Road Network Study RPC
St Bernard Parish, LA

NOT TO SCALE
FOR PLANNING PURPOSES ONLY

URBAN SYSTEMS inc.

LEGEND:

- 95th %'ile Queue - 2023 Existing
- 95th %'ile Queue - 2030 No Build WIthout Port
- 95th %'ile Queue - 2030 No Build With Port
- 2023 Existing Delay (V/C)
- 2030 No Build Without Port Delay (V/C)
- 2030 No Build With Port Delay (V/C)

N
W E
S



Paris Rd at E Genie St

Figure D-20

AM MOE Maps
2023 Existing vs 2030 No Build

LIT Road Network Study RPC
St Bernard Parish, LA

NOT TO SCALE
FOR PLANNING PURPOSES ONLY

URBAN SYSTEMS inc.

LEGEND:

- 95th %'ile Queue - 2023 Existing
- 95th %'ile Queue - 2030 No Build Without Port
- 95th %'ile Queue - 2030 No Build With Port
- 2023 Existing Delay (V/C)
- 2030 No Build Without Port Delay (V/C)
- 2030 No Build With Port Delay (V/C)

N
W E
S



Paris Rd at E Genie St

Figure D-21

PM MOE Maps
2023 Existing vs 2030 No Build

LIT Road Network Study RPC
St Bernard Parish, LA

NOT TO SCALE
FOR PLANNING PURPOSES ONLY

URBAN SYSTEMS inc.

LEGEND:

- 95th %'ile Queue - 2023 Existing
- 95th %'ile Queue - 2030 No Build Without Port
- 95th %'ile Queue - 2030 No Build With Port
- 2023 Existing Delay (V/C)
- 2030 No Build Without Port Delay (V/C)
- 2030 No Build With Port Delay (V/C)

N
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Paris Rd at E Solidelle St

Figure D-22
AM MOE Maps
2023 Existing vs 2030 No Build

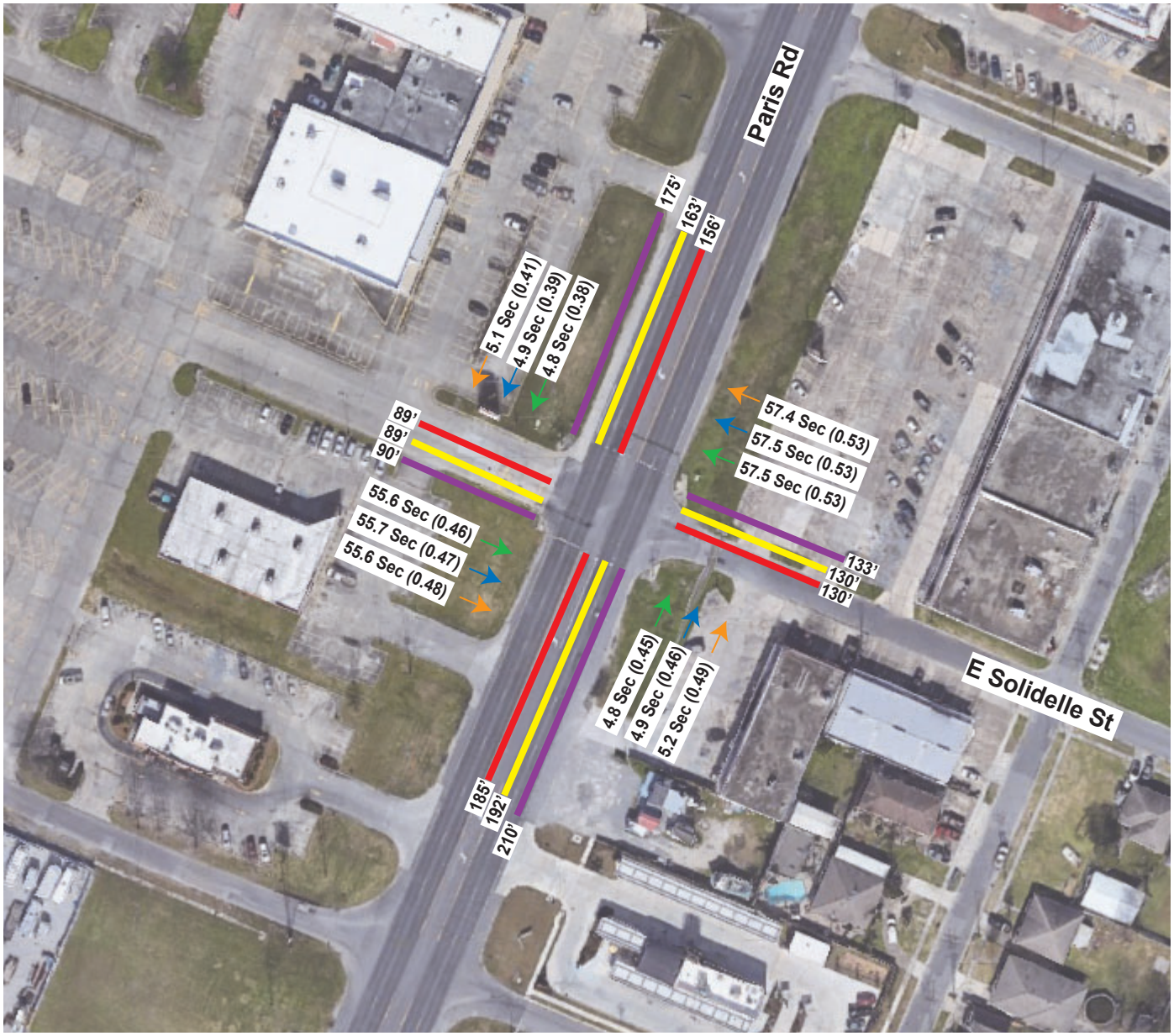
LIT Road Network Study RPC
St Bernard Parish, LA

NOT TO SCALE
FOR PLANNING PURPOSES ONLY

URBAN SYSTEMS inc.

LEGEND:

- 95th %'ile Queue - 2023 Existing
- 95th %'ile Queue - 2030 No Build Without Port
- 95th %'ile Queue - 2030 No Build With Port
- 2023 Existing Delay (V/C)
- 2030 No Build Without Port Delay (V/C)
- 2030 No Build With Port Delay (V/C)



Paris Rd at E Solidelle St

Figure D-23

PM MOE Maps
2023 Existing vs 2030 No Build

LIT Road Network Study RPC
St Bernard Parish, LA

NOT TO SCALE
FOR PLANNING PURPOSES ONLY

URBAN SYSTEMS inc.

LEGEND:

- 95th %'ile Queue - 2023 Existing
- 95th %'ile Queue - 2030 No Build Without Port
- 95th %'ile Queue - 2030 No Build With Port
- 2023 Existing Delay (V/C)
- 2030 No Build Without Port Delay (V/C)
- 2030 No Build With Port Delay (V/C)

N
W E
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Paris Rd at E Judge Perez Dr

Figure D-24
AM MOE Maps
2023 Existing vs 2030 No Build

LIT Road Network Study RPC
St Bernard Parish, LA

NOT TO SCALE
FOR PLANNING PURPOSES ONLY

URBAN SYSTEMS inc.

LEGEND:

- 95th %'ile Queue - 2023 Existing
- 95th %'ile Queue - 2030 No Build Without Port
- 95th %'ile Queue - 2030 No Build With Port
- 2023 Existing Delay (V/C)
- 2030 No Build Without Port Delay (V/C)
- 2030 No Build With Port Delay (V/C)

N
W E
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Paris Rd at E Judge Perez Dr

Figure D-25
PM MOE Maps
2023 Existing vs 2030 No Build

LIT Road Network Study RPC
St Bernard Parish, LA

NOT TO SCALE
FOR PLANNING PURPOSES ONLY

URBAN SYSTEMS inc.

LEGEND:

- 95th %'ile Queue - 2023 Existing
- 95th %'ile Queue - 2030 No Build Without Port
- 95th %'ile Queue - 2030 No Build With Port
- 2023 Existing Delay (V/C)
- 2030 No Build Without Port Delay (V/C)
- 2030 No Build With Port Delay (V/C)

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W E
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Paris Rd at E St Bernard Hwy

Figure D-26
AM MOE Maps
2023 Existing vs 2030 No Build

LIT Road Network Study RPC
St Bernard Parish, LA

NOT TO SCALE
FOR PLANNING PURPOSES ONLY

URBAN SYSTEMS inc.

LEGEND:

- 95th %'ile Queue - 2023 Existing
- 95th %'ile Queue - 2030 No Build Without Port
- 95th %'ile Queue - 2030 No Build With Port
- 2023 Existing Delay (V/C)
- 2030 No Build Without Port Delay (V/C)
- 2030 No Build With Port Delay (V/C)

N
W E
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Paris Rd at E St Bernard Hwy

Figure D-27
PM MOE Maps
2023 Existing vs 2030 No Build

LIT Road Network Study RPC
St Bernard Parish, LA

NOT TO SCALE
FOR PLANNING PURPOSES ONLY

URBAN SYSTEMS inc.

LEGEND:

- 95th %'ile Queue - 2023 Existing
- 95th %'ile Queue - 2030 No Build Without Port
- 95th %'ile Queue - 2030 No Build With Port
- 2023 Existing Delay (V/C)
- 2030 No Build Without Port Delay (V/C)
- 2030 No Build With Port Delay (V/C)

N
W E
S



E Judge Perez Dr at Palmisano Blvd

Figure D-28

AM MOE Maps
2023 Existing vs 2030 No Build

LIT Road Network Study RPC
St Bernard Parish, LA

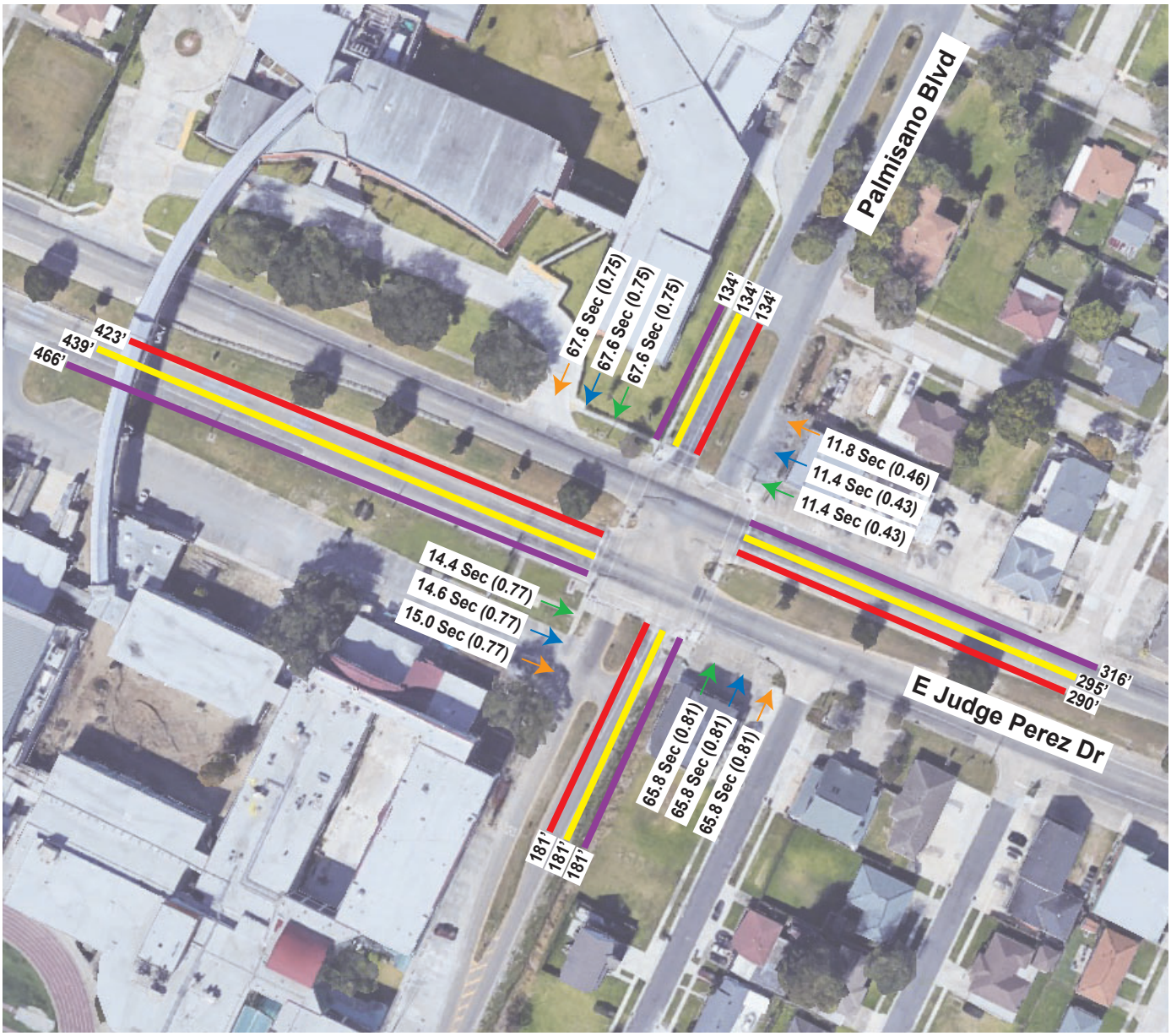
NOT TO SCALE
FOR PLANNING PURPOSES ONLY

URBAN SYSTEMS inc.

LEGEND:

- 95th %'ile Queue - 2023 Existing
- 95th %'ile Queue - 2030 No Build Without Port
- 95th %'ile Queue - 2030 No Build With Port
- 2023 Existing Delay (V/C)
- 2030 No Build Without Port Delay (V/C)
- 2030 No Build With Port Delay (V/C)

N
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E Judge Perez Dr at Palmisano Blvd

Figure D-29

PM MOE Maps
2023 Existing vs 2030 No Build

LIT Road Network Study RPC
St Bernard Parish, LA

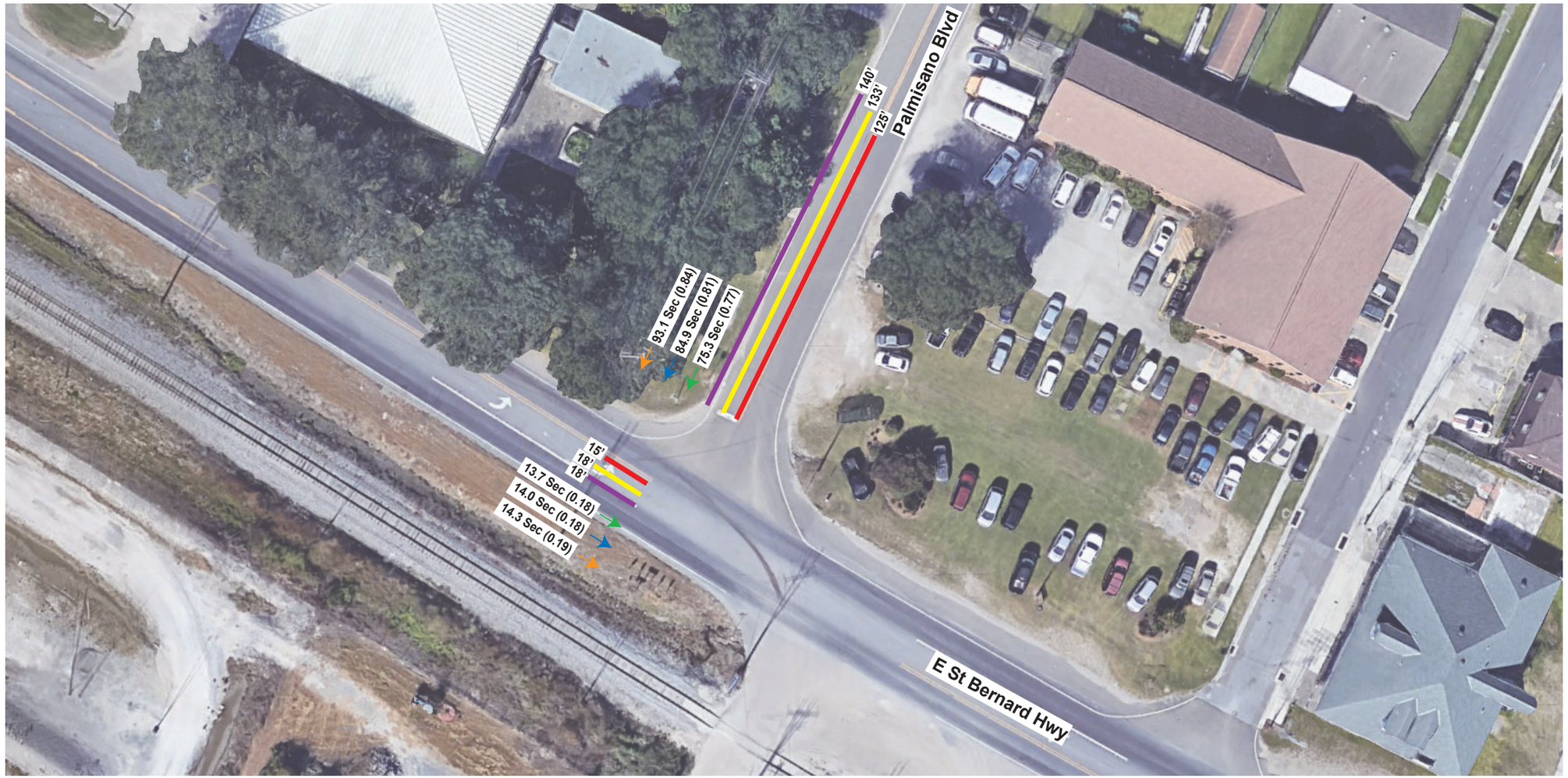
NOT TO SCALE
FOR PLANNING PURPOSES ONLY

URBAN SYSTEMS inc.

LEGEND:

- 95th %'ile Queue - 2023 Existing
- 95th %'ile Queue - 2030 No Build Without Port
- 95th %'ile Queue - 2030 No Build With Port
- 2023 Existing Delay (V/C)
- 2030 No Build Without Port Delay (V/C)
- 2030 No Build With Port Delay (V/C)

N
W E
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E St Bernard Hwy at Palmisano Blvd

Figure D-30
AM MOE Maps
2023 Existing vs 2030 No Build

LIT Road Network Study RPC
St Bernard Parish, LA

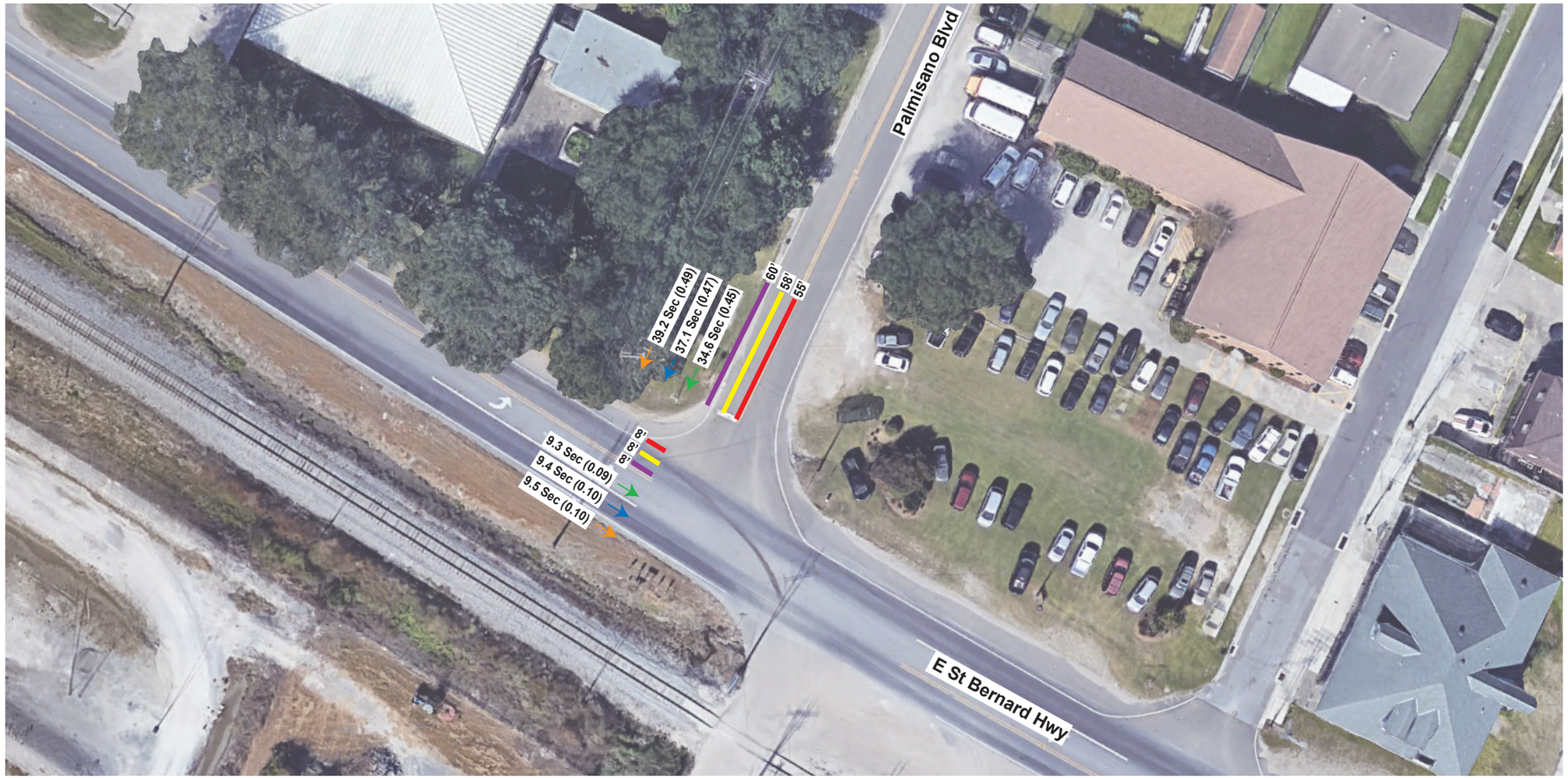
NOT TO SCALE
FOR PLANNING PURPOSES ONLY

URBAN SYSTEMS inc.

LEGEND:

- 95th %'ile Queue - 2023 Existing
- 95th %'ile Queue - 2030 No Build Without Port
- 95th %'ile Queue - 2030 No Build With Port
- 2023 Existing Delay (V/C)
- 2030 No Build Without Port Delay (V/C)
- 2030 No Build With Port Delay (V/C)

N
W E
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E St Bernard Hwy at Palmisano Blvd

Figure D-31
PM MOE Maps
2023 Existing vs 2030 No Build

LIT Road Network Study RPC
St Bernard Parish, LA

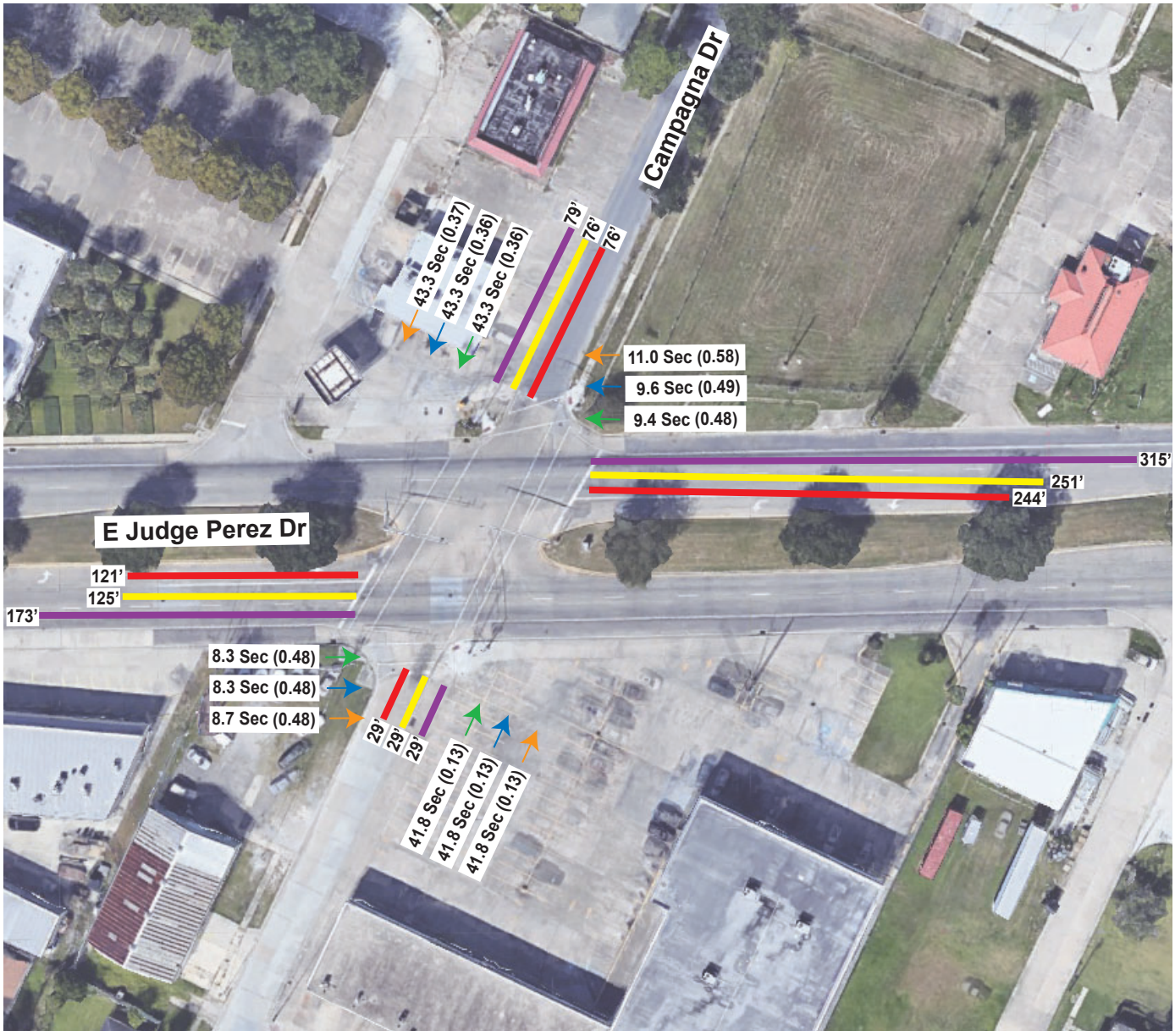
NOT TO SCALE
FOR PLANNING PURPOSES ONLY

URBAN SYSTEMS inc.

LEGEND:

- 95th %'ile Queue - 2023 Existing
- 95th %'ile Queue - 2030 No Build Without Port
- 95th %'ile Queue - 2030 No Build With Port
- 2023 Existing Delay (V/C)
- 2030 No Build Without Port Delay (V/C)
- 2030 No Build With Port Delay (V/C)

N
W E
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E Judge Perez Dr at Campagna Dr

Figure D-32

AM MOE Maps
2023 Existing vs 2030 No Build

LIT Road Network Study RPC
St Bernard Parish, LA

NOT TO SCALE
FOR PLANNING PURPOSES ONLY

URBAN SYSTEMS inc.

LEGEND:

- 95th %'ile Queue - 2023 Existing
- 95th %'ile Queue - 2030 No Build Without Port
- 95th %'ile Queue - 2030 No Build With Port
- 2023 Existing Delay (V/C)
- 2030 No Build Without Port Delay (V/C)
- 2030 No Build With Port Delay (V/C)

N
W E
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E Judge Perez at Campagna Dr

Figure D-33
PM MOE Maps
2023 Existing vs 2030 No Build

LIT Road Network Study RPC
St Bernard Parish, LA

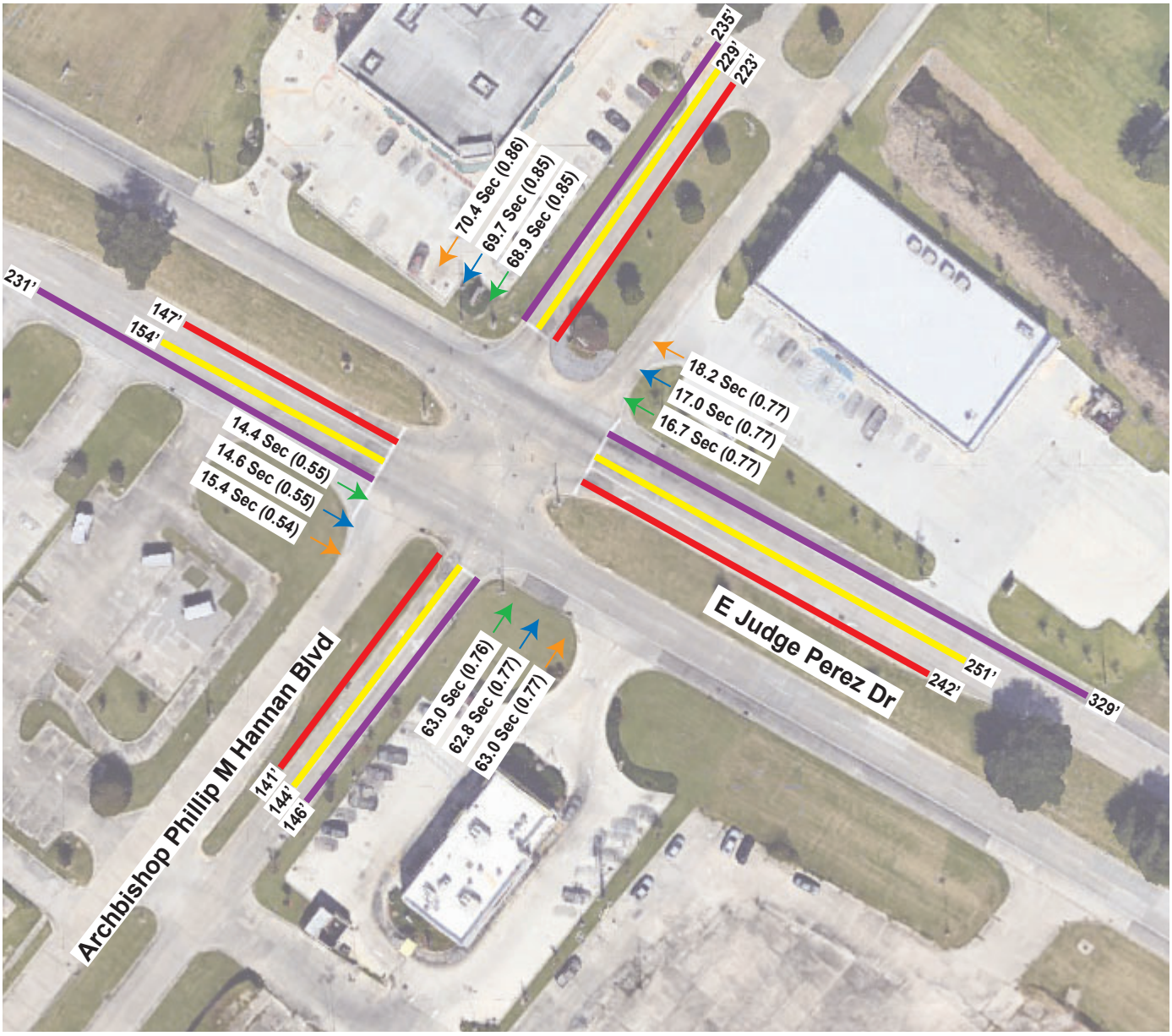
NOT TO SCALE
FOR PLANNING PURPOSES ONLY

URBAN SYSTEMS inc.

LEGEND:

- 95th %'ile Queue - 2023 Existing
- 95th %'ile Queue - 2030 No Build Without Port
- 95th %'ile Queue - 2030 No Build With Port
- 2023 Existing Delay (V/C)
- 2030 No Build Without Port Delay (V/C)
- 2030 No Build With Port Delay (V/C)

N
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S



E Judge Perez Dr at Archbishop Phillip M Hannan Blvd

Figure D-34

AM MOE Maps
2023 Existing vs 2030 No Build

LIT Road Network Study RPC
St Bernard Parish, LA

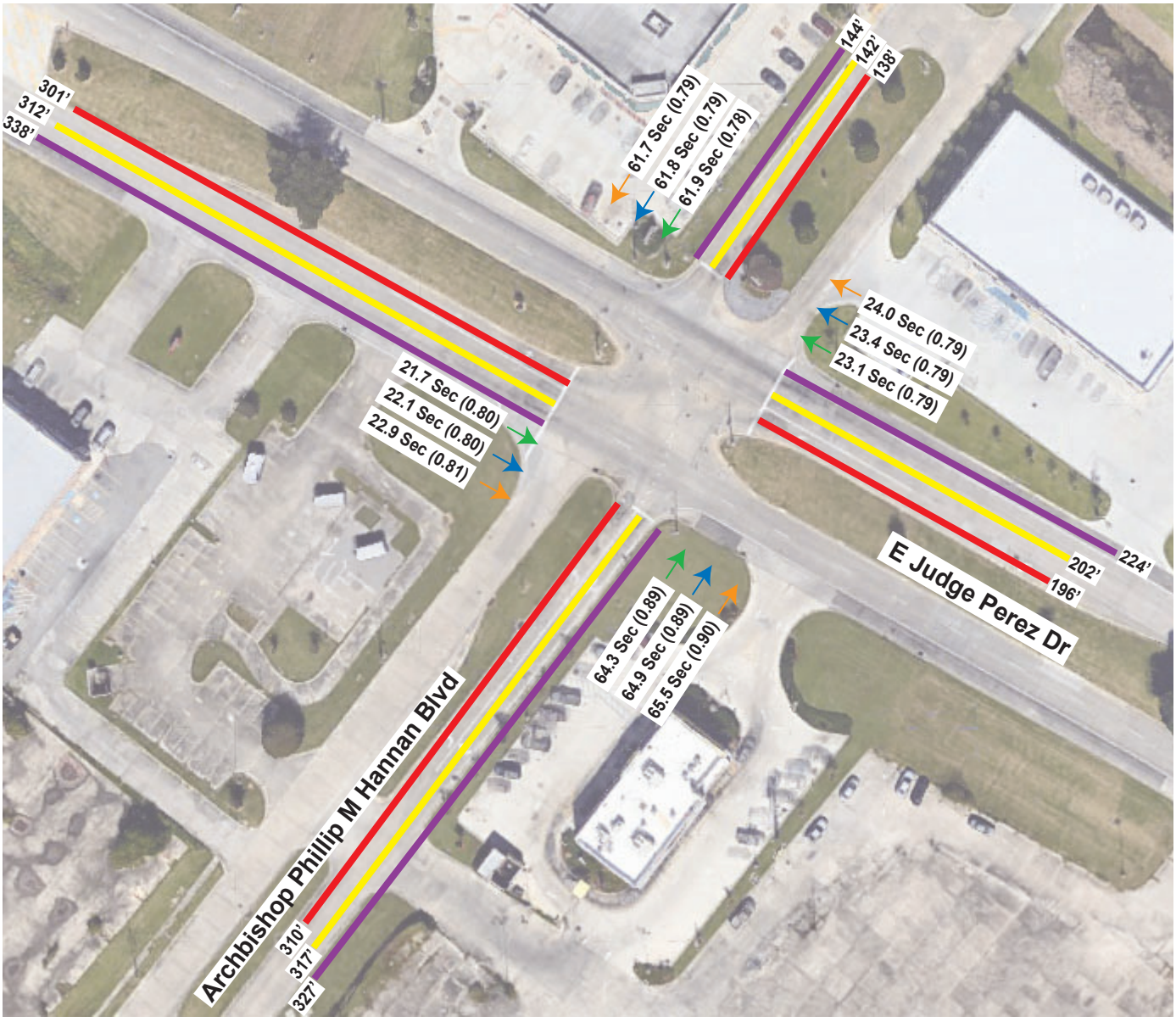
NOT TO SCALE
FOR PLANNING PURPOSES ONLY

URBAN SYSTEMS inc.

LEGEND:

- 95th %'ile Queue - 2023 Existing
- 95th %'ile Queue - 2030 No Build Without Port
- 95th %'ile Queue - 2030 No Build With Port
- 2023 Existing Delay (V/C)
- 2030 No Build Without Port Delay (V/C)
- 2030 No Build With Port Delay (V/C)

N
W E
S



E Judge Perez Dr at Archbishop Phillip M Hannan Blvd

Figure D-35

PM MOE Maps
2023 Existing vs 2030 No Build

LIT Road Network Study RPC
St Bernard Parish, LA

NOT TO SCALE
FOR PLANNING PURPOSES ONLY

URBAN SYSTEMS inc.

LEGEND:

- 95th %'ile Queue - 2023 Existing
- 95th %'ile Queue - 2030 No Build Without Port
- 95th %'ile Queue - 2030 No Build With Port
- 2023 Existing Delay (V/C)
- 2030 No Build Without Port Delay (V/C)
- 2030 No Build With Port Delay (V/C)

N
W E
S



E Judge Perez Dr at Guerra Dr

Figure D-36

AM MOE Maps
2023 Existing vs 2030 No Build

LIT Road Network Study RPC
St Bernard Parish, LA

NOT TO SCALE
FOR PLANNING PURPOSES ONLY

URBAN SYSTEMS inc.

LEGEND:

- 95th %'ile Queue - 2023 Existing
- 95th %'ile Queue - 2030 No Build Without Port
- 95th %'ile Queue - 2030 No Build With Port
- 2023 Existing Delay (V/C)
- 2030 No Build Without Port Delay (V/C)
- 2030 No Build With Port Delay (V/C)

N
W E
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E Judge Perez Dr at Guerra Dr

Figure D-37

PM MOE Maps
2023 Existing vs 2030 No Build

LIT Road Network Study RPC
St Bernard Parish, LA

NOT TO SCALE
FOR PLANNING PURPOSES ONLY

URBAN SYSTEMS inc.

LEGEND:

- 95th %'ile Queue - 2023 Existing
- 95th %'ile Queue - 2030 No Build Without Port
- 95th %'ile Queue - 2030 No Build With Port
- 2023 Existing Delay (V/C)
- 2030 No Build Without Port Delay (V/C)
- 2030 No Build With Port Delay (V/C)

N
W E
S



E Judge Perez Dr at Colonial Blvd

Figure D-38

AM MOE Maps
2023 Existing vs 2030 No Build

LIT Road Network Study RPC
St Bernard Parish, LA

NOT TO SCALE
FOR PLANNING PURPOSES ONLY

URBAN SYSTEMS inc.

LEGEND:

- 95th %'ile Queue - 2023 Existing
- 95th %'ile Queue - 2030 No Build Without Port
- 95th %'ile Queue - 2030 No Build With Port
- 2023 Existing Delay (V/C)
- 2030 No Build Without Port Delay (V/C)
- 2030 No Build With Port Delay (V/C)

N
W E
S



E Judge Perez Dr at Colonial Blvd

Figure D-39

PM MOE Maps
2023 Existing vs 2030 No Build

LIT Road Network Study RPC
St Bernard Parish, LA

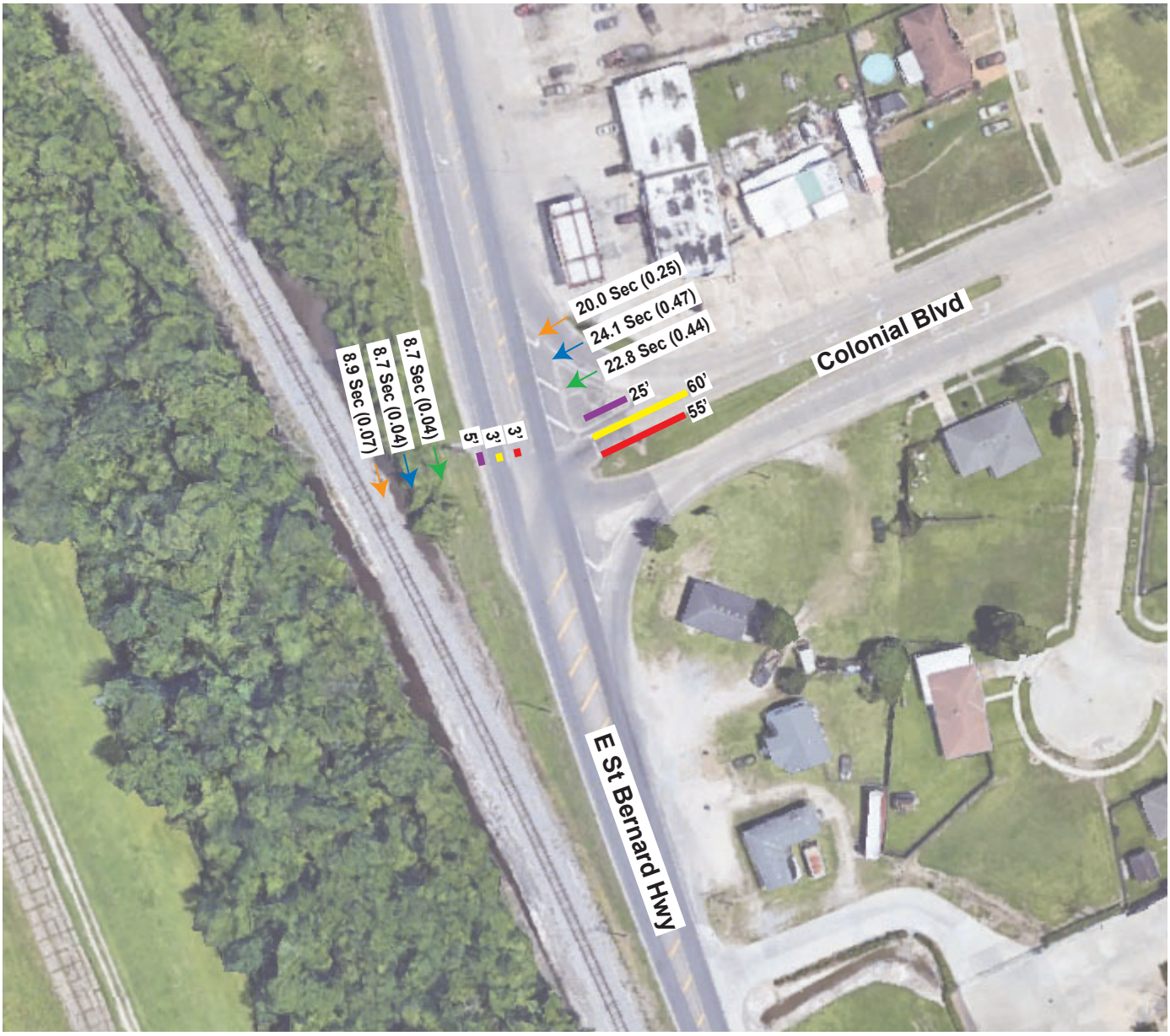
NOT TO SCALE
FOR PLANNING PURPOSES ONLY

URBAN SYSTEMS inc.

LEGEND:

- 95th %'ile Queue - 2023 Existing
- 95th %'ile Queue - 2030 No Build Without Port
- 95th %'ile Queue - 2030 No Build With Port
- 2023 Existing Delay (V/C)
- 2030 No Build Without Port Delay (V/C)
- 2030 No Build With Port Delay (V/C)

N
W E
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E St Bernard Hwy at Colonial Blvd

Figure D-40

AM MOE Maps
2023 Existing vs 2030 No Build

LIT Road Network Study RPC
St Bernard Parish, LA

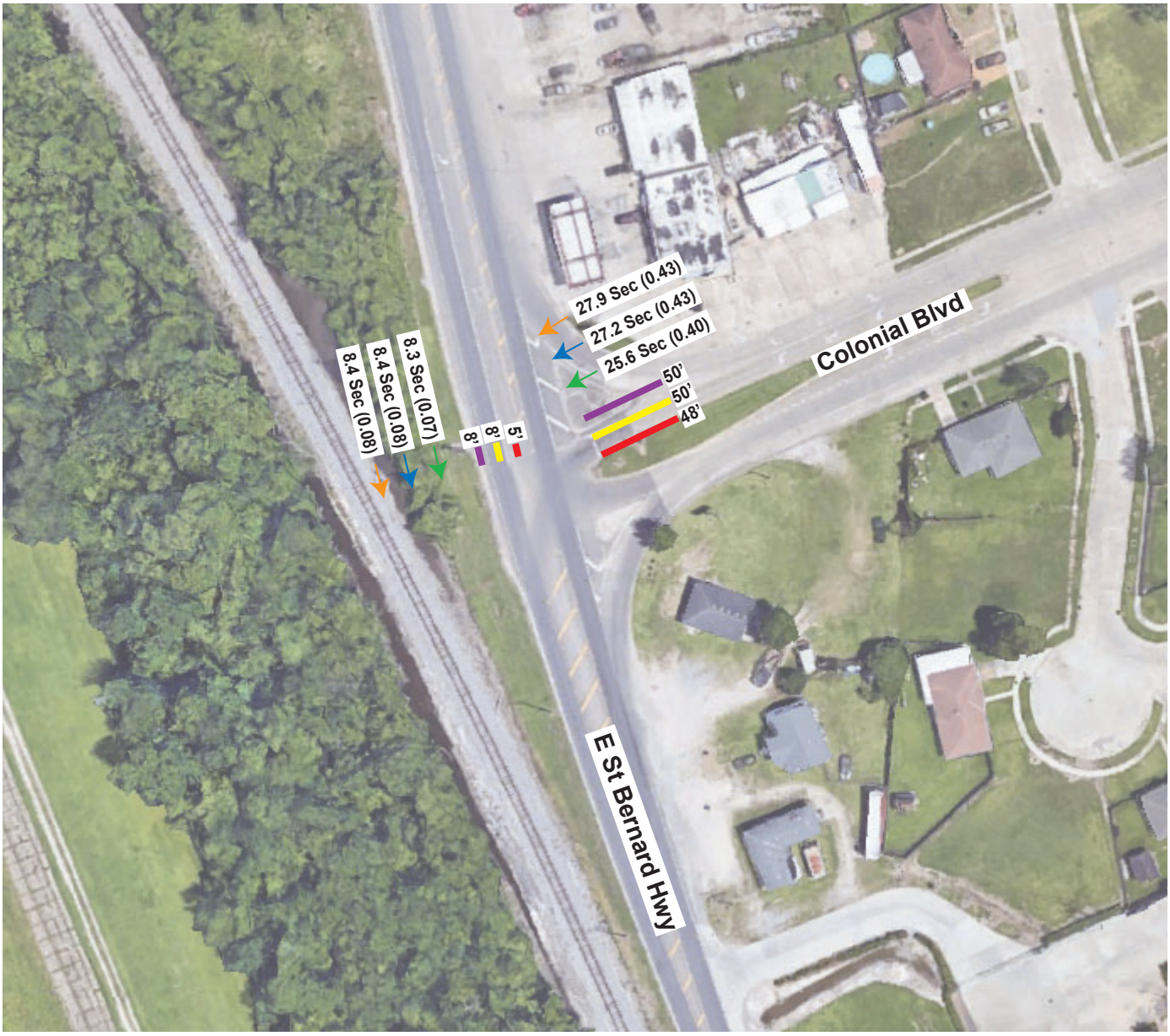
NOT TO SCALE
FOR PLANNING PURPOSES ONLY

URBAN SYSTEMS inc.

LEGEND:

- 95th %'ile Queue - 2023 Existing
- 95th %'ile Queue - 2030 No Build Without Port
- 95th %'ile Queue - 2030 No Build With Port
- 2023 Existing Delay (V/C)
- 2030 No Build Without Port Delay (V/C)
- 2030 No Build With Port Delay (V/C)

N W E S



E St Bernard Hwy at Colonial Blvd

Figure D-41

PM MOE Maps
2023 Existing vs 2030 No Build

LIT Road Network Study RPC
St Bernard Parish, LA

NOT TO SCALE
FOR PLANNING PURPOSES ONLY

URBAN SYSTEMS inc.

LEGEND:

- 95th %'ile Queue - 2023 Existing
- 95th %'ile Queue - 2030 No Build Without Port
- 95th %'ile Queue - 2030 No Build With Port
- 2023 Existing Delay (V/C)
- 2030 No Build Without Port Delay (V/C)
- 2030 No Build With Port Delay (V/C)

N
W E
S



E St Bernard Hwy at E Christie St

Figure D-42

AM MOE Maps
2023 Existing vs 2030 No Build

LIT Road Network Study RPC
St Bernard Parish, LA

NOT TO SCALE
FOR PLANNING PURPOSES ONLY

URBAN SYSTEMS inc.

LEGEND:

- 95th %'ile Queue - 2023 Existing
- 95th %'ile Queue - 2030 No Build Without Port
- 95th %'ile Queue - 2030 No Build With Port
- 2023 Existing Delay (V/C)
- 2030 No Build Without Port Delay (V/C)
- 2030 No Build With Port Delay (V/C)

N
W E
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E St Bernard Hwy at E Christie St

Figure D-43

PM MOE Maps
2023 Existing vs 2030 No Build

LIT Road Network Study RPC
St Bernard Parish, LA

NOT TO SCALE
FOR PLANNING PURPOSES ONLY

URBAN SYSTEMS inc.

LEGEND:

- 95th %'ile Queue - 2023 Existing
- 95th %'ile Queue - 2030 No Build Without Port
- 95th %'ile Queue - 2030 No Build With Port
- 2023 Existing Delay (V/C)
- 2030 No Build Without Port Delay (V/C)
- 2030 No Build With Port Delay (V/C)

N
W E
S



E Judge Perez Dr at Bayou Rd

Figure D-44

AM MOE Maps
2023 Existing vs 2030 No Build

LIT Road Network Study RPC
St Bernard Parish, LA

NOT TO SCALE
FOR PLANNING PURPOSES ONLY

URBAN SYSTEMS inc.

LEGEND:

- 95th %'ile Queue - 2023 Existing
- 95th %'ile Queue - 2030 No Build Without Port
- 95th %'ile Queue - 2030 No Build With Port
- 2023 Existing Delay (V/C)
- 2030 No Build WIthout Port Delay (V/C)
- 2030 No Build With Port Delay (V/C)

N
W E
S



E Judge Perez Dr at Bayou Rd

Figure D-45

PM MOE Maps
2023 Existing vs 2030 No Build

LIT Road Network Study RPC
St Bernard Parish, LA

NOT TO SCALE
FOR PLANNING PURPOSES ONLY

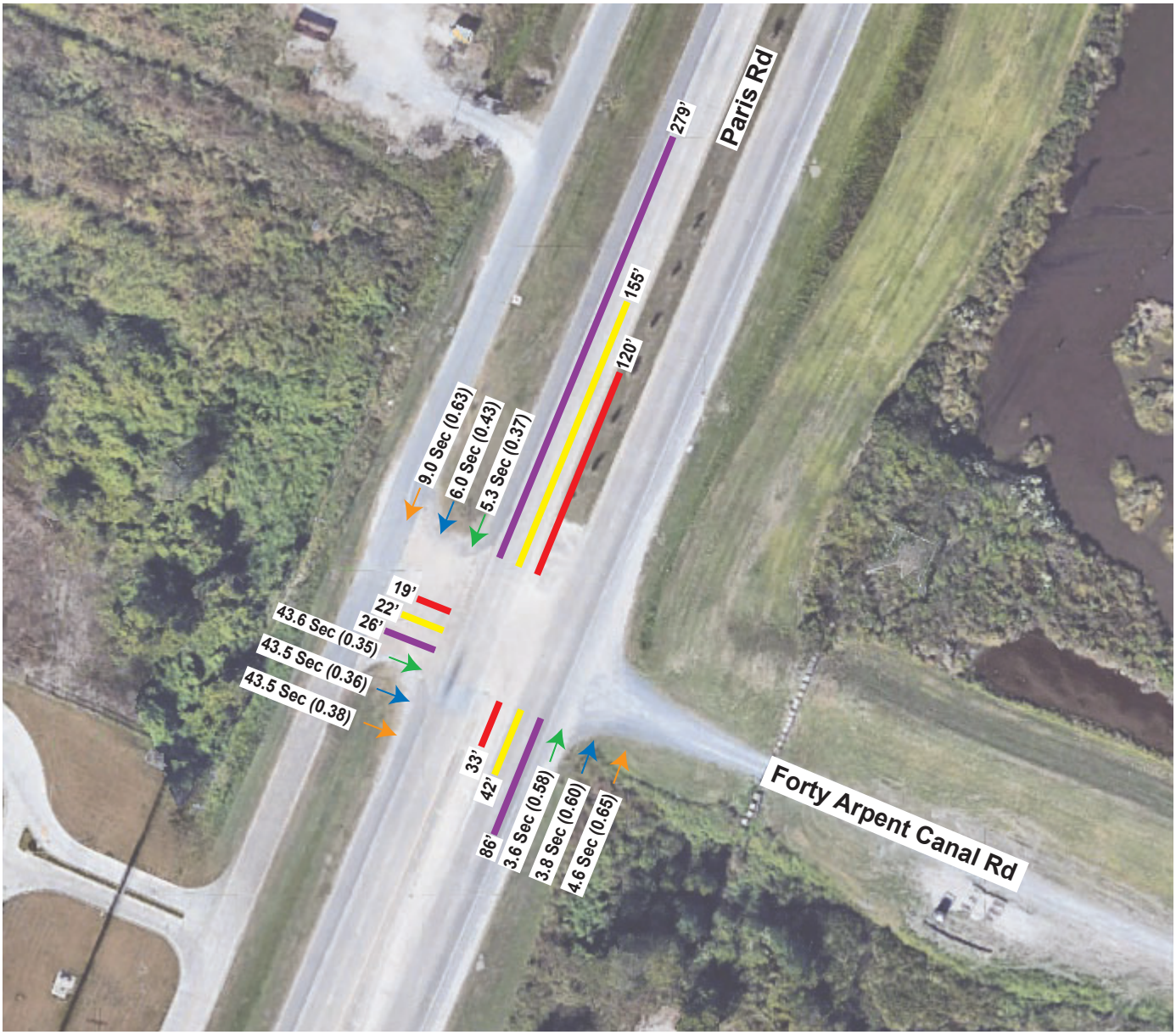
URBAN SYSTEMS inc.

EXISTING VS 2050 NO BUILD MOE MAPS

LEGEND:

- 95th %'ile Queue - 2023 Existing
- 95th %'ile Queue - 2050 No Build Without Port
- 95th %'ile Queue - 2050 No Build With Port
- 2023 Existing Delay (V/C)
- 2050 No Build Without Port Delay (V/C)
- 2050 No Build With Port Delay (V/C)

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Paris Rd at Forty Arpent Canal Rd

Figure D-46
AM MOE Maps
2023 Existing vs 2050 No Build

LIT Road Network Study RPC
St Bernard Parish, LA

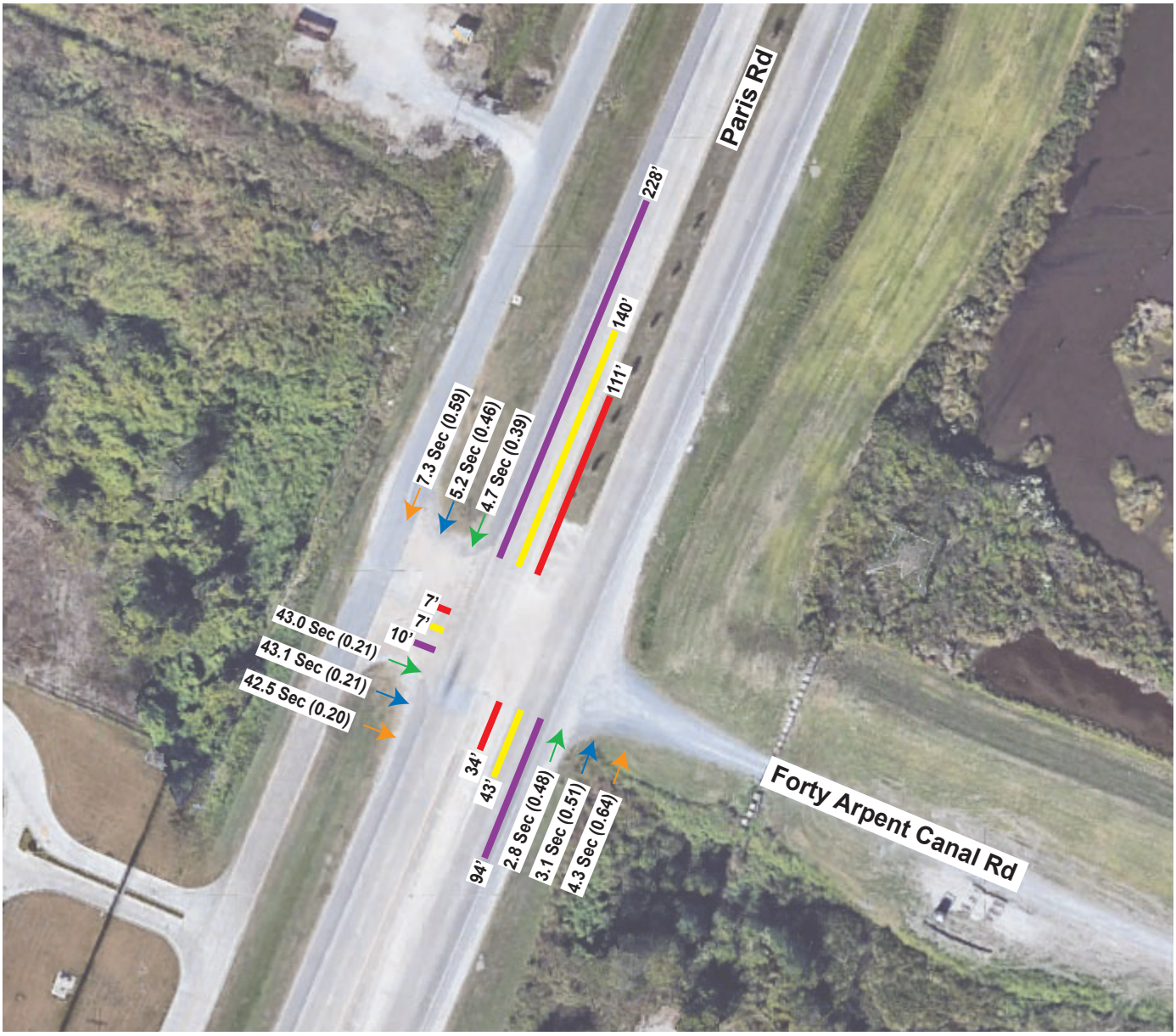
NOT TO SCALE
FOR PLANNING PURPOSES ONLY

URBAN SYSTEMS inc.

LEGEND:

- 95th %'ile Queue - 2023 Existing
- 95th %'ile Queue - 2050 No Build Without Port
- 95th %'ile Queue - 2050 No Build With Port
- 2023 Existing Delay (V/C)
- 2050 No Build Without Port Delay (V/C)
- 2050 No Build With Port Delay (V/C)

N
W E
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Paris Rd at Forty Arpent Canal Rd

Figure D-47
PM MOE Maps
2023 Existing vs 2050 No Build

LIT Road Network Study RPC
St Bernard Parish, LA

NOT TO SCALE
FOR PLANNING PURPOSES ONLY

URBAN SYSTEMS inc.

LEGEND:

- 95th %'ile Queue - 2023 Existing
- 95th %'ile Queue - 2050 No Build Without Port
- 95th %'ile Queue - 2050 No Build With Port
- 2023 Existing Delay (V/C)
- 2050 No Build Without Port Delay (V/C)
- 2050 No Build With Port Delay (V/C)

N
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Paris Rd at E Virtue St

Figure D-48

AM MOE Maps
2023 Existing vs 2050 No Build

LIT Road Network Study RPC
St Bernard Parish, LA

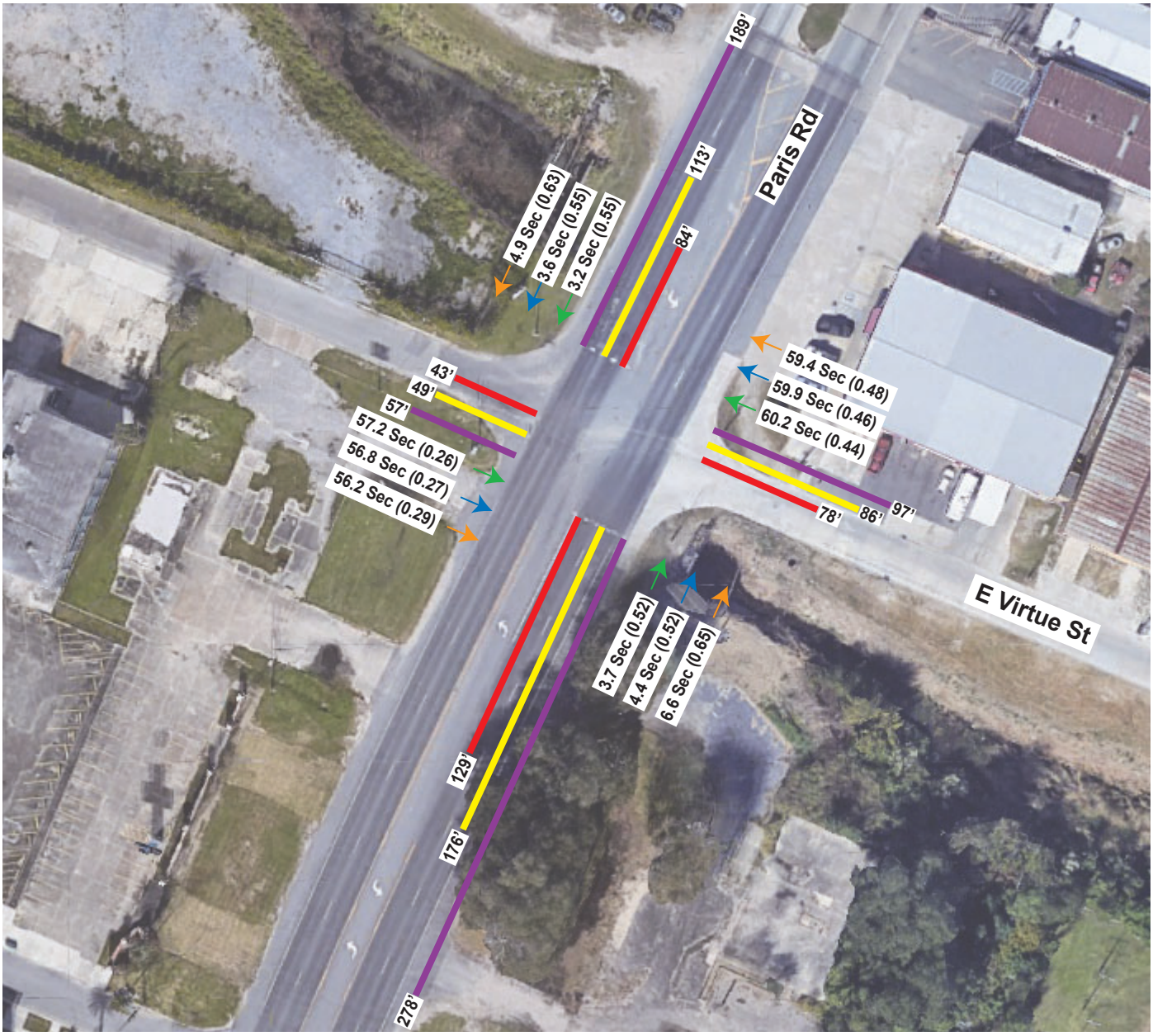
NOT TO SCALE
FOR PLANNING PURPOSES ONLY

URBAN SYSTEMS inc.

LEGEND:

- 95th %'ile Queue - 2023 Existing
- 95th %'ile Queue - 2050 No Build Without Port
- 95th %'ile Queue - 2050 No Build With Port
- 2023 Existing Delay (V/C)
- 2050 No Build Without Port Delay (V/C)
- 2050 No Build With Port Delay (V/C)

N
W E
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Paris Rd at E Virtue St

Figure D-49

PM MOE Maps
2023 Existing vs 2050 No Build

LIT Road Network Study RPC
St Bernard Parish, LA

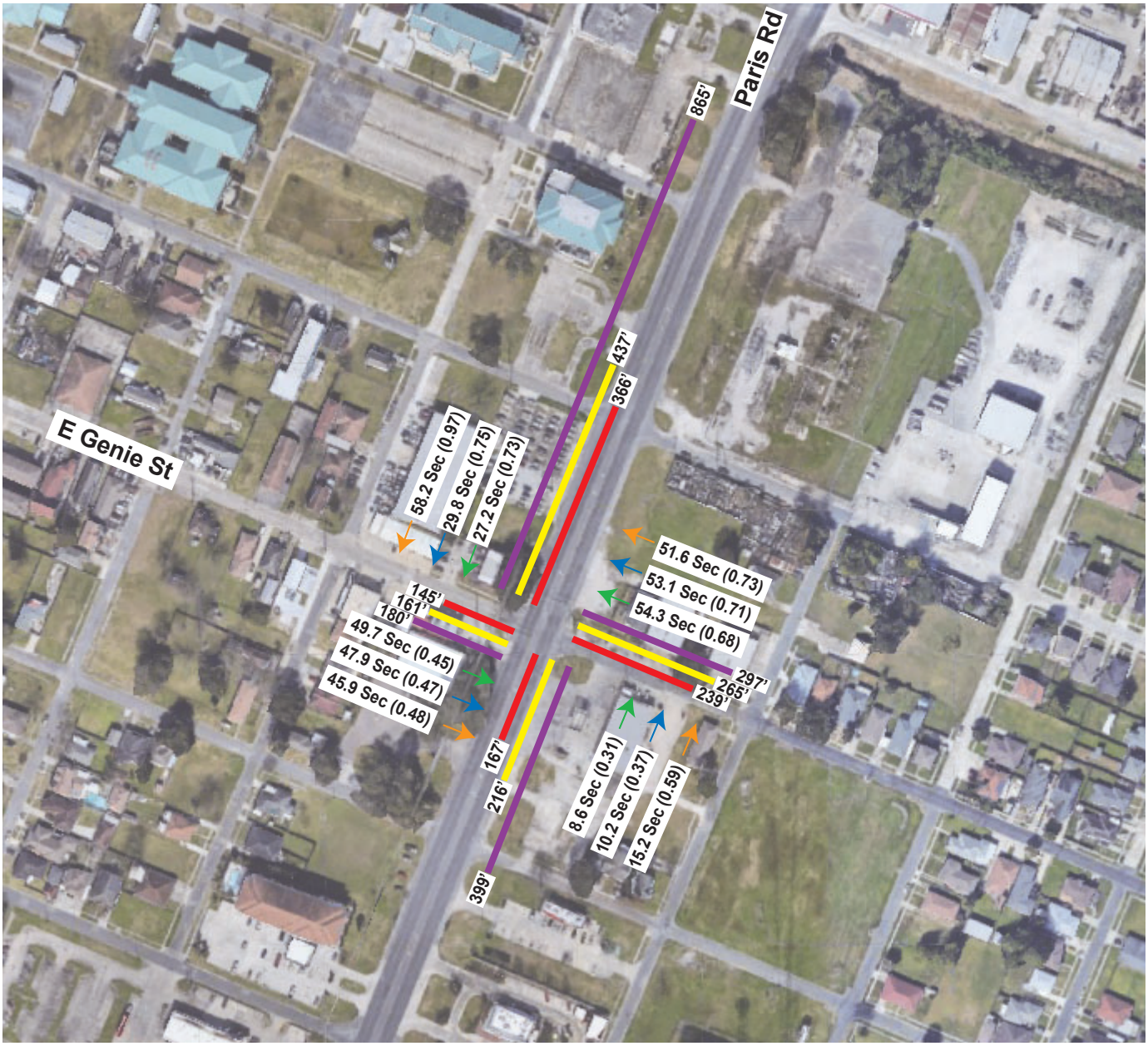
NOT TO SCALE
FOR PLANNING PURPOSES ONLY

URBAN SYSTEMS inc.

LEGEND:

- 95th %'ile Queue - 2023 Existing
- 95th %'ile Queue - 2050 No Build Without Port
- 95th %'ile Queue - 2050 No Build With Port
- 2023 Existing Delay (V/C)
- 2050 No Build Without Port Delay (V/C)
- 2050 No Build With Port Delay (V/C)

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Paris Rd at E Genie St

Figure D-50

AM MOE Maps
2023 Existing vs 2050 No Build

LIT Road Network Study RPC
St Bernard Parish, LA

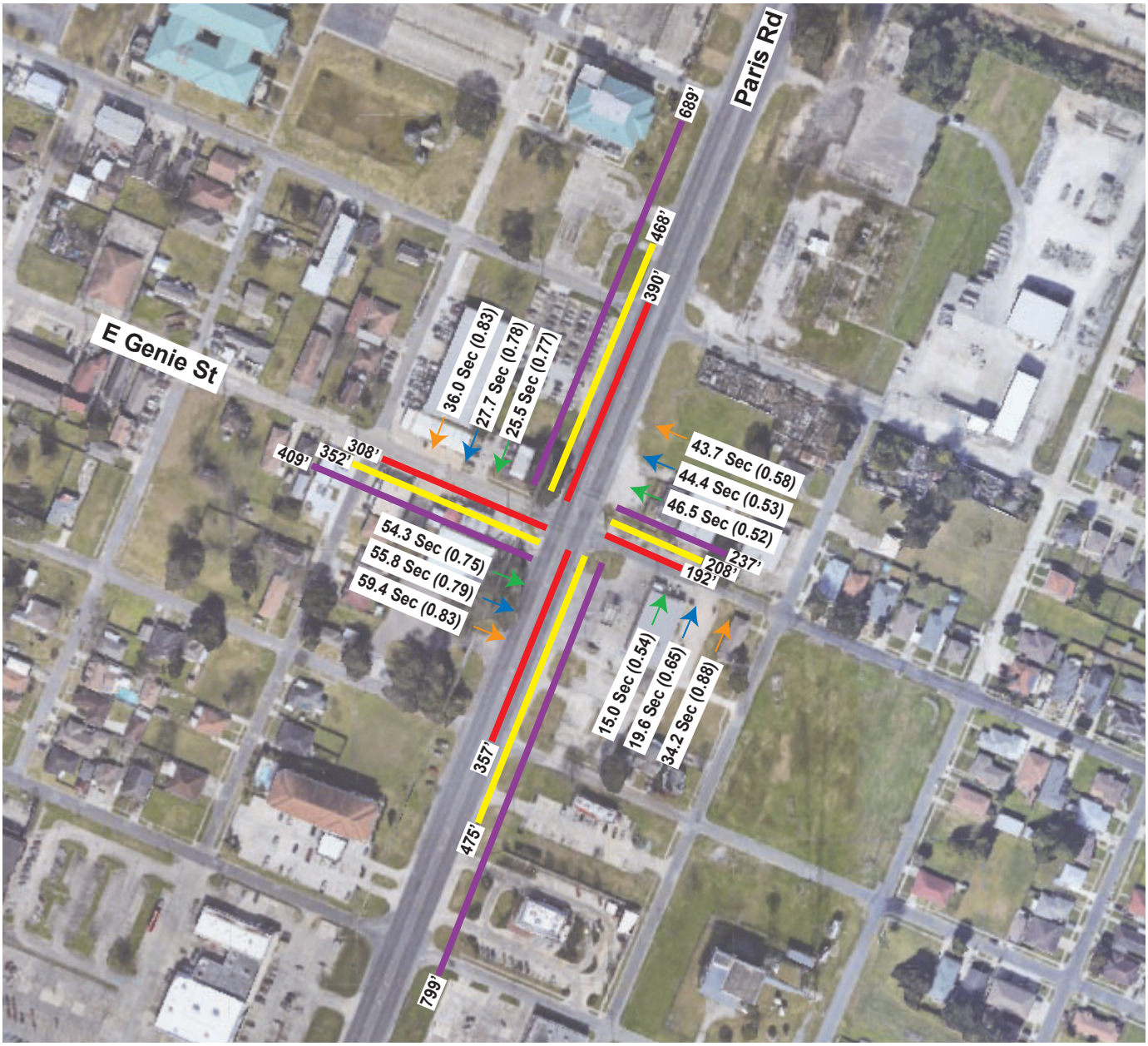
NOT TO SCALE
FOR PLANNING PURPOSES ONLY

URBAN SYSTEMS inc.

LEGEND:

- 95th %'ile Queue - 2023 Existing
- 95th %'ile Queue - 2050 No Build Without Port
- 95th %'ile Queue - 2050 No Build With Port
- 2023 Existing Delay (V/C)
- 2050 No Build Without Port Delay (V/C)
- 2050 No Build With Port Delay (V/C)

N W E S



Paris Rd at E Genie St

Figure D-51

PM MOE Maps
2023 Existing vs 2050 No Build

LIT Road Network Study RPC
St Bernard Parish, LA

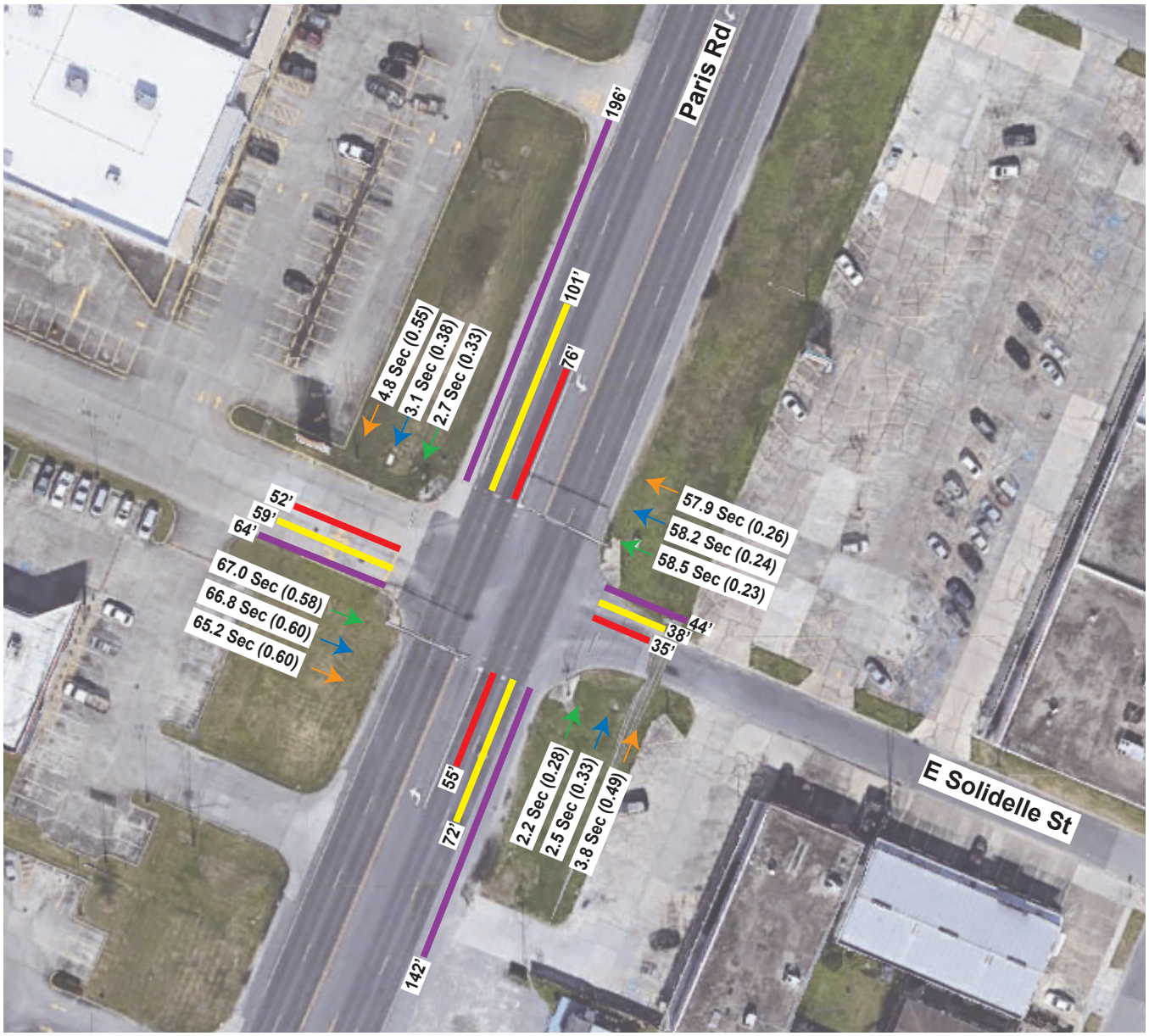
NOT TO SCALE
FOR PLANNING PURPOSES ONLY

URBAN SYSTEMS inc.

LEGEND:

- 95th %'ile Queue - 2023 Existing
- 95th %'ile Queue - 2050 No Build Without Port
- 95th %'ile Queue - 2050 No Build With Port
- 2023 Existing Delay (V/C)
- 2050 No Build Without Port Delay (V/C)
- 2050 No Build With Port Delay (V/C)

N
W E
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Paris Rd at E Solidelle St

Figure D-52

AM MOE Maps
2023 Existing vs 2050 No Build

LIT Road Network Study RPC
St Bernard Parish, LA

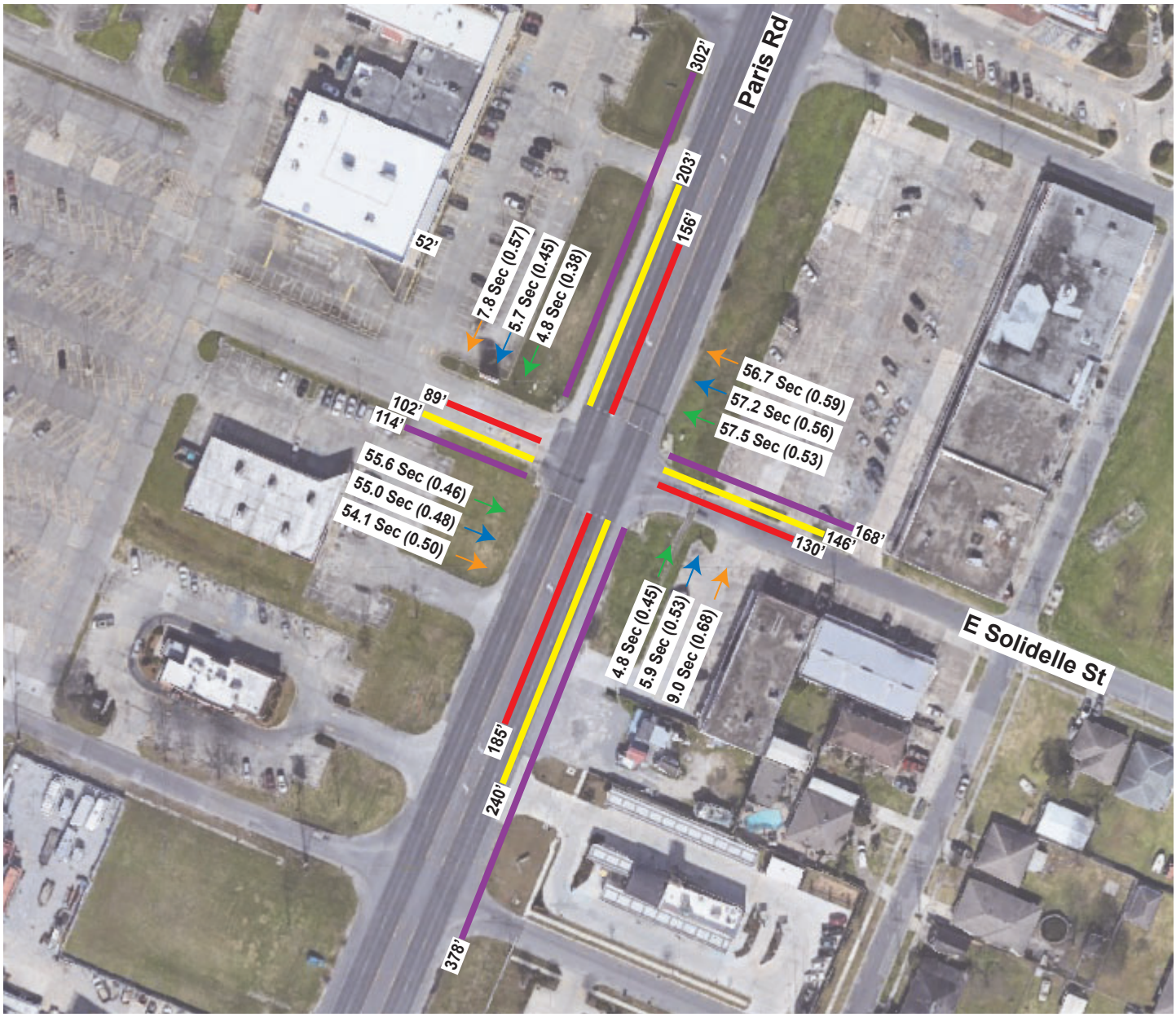
NOT TO SCALE
FOR PLANNING PURPOSES ONLY

URBAN SYSTEMS inc.

LEGEND:

- 95th %'ile Queue - 2023 Existing
- 95th %'ile Queue - 2050 No Build Without Port
- 95th %'ile Queue - 2050 No Build With Port
- 2023 Existing Delay (V/C)
- 2050 No Build Without Port Delay (V/C)
- 2050 No Build With Port Delay (V/C)

N
W E
S



Paris Rd at E Solidelle St

Figure D-53

PM MOE Maps
2023 Existing vs 2050 No Build

LIT Road Network Study RPC
St Bernard Parish, LA

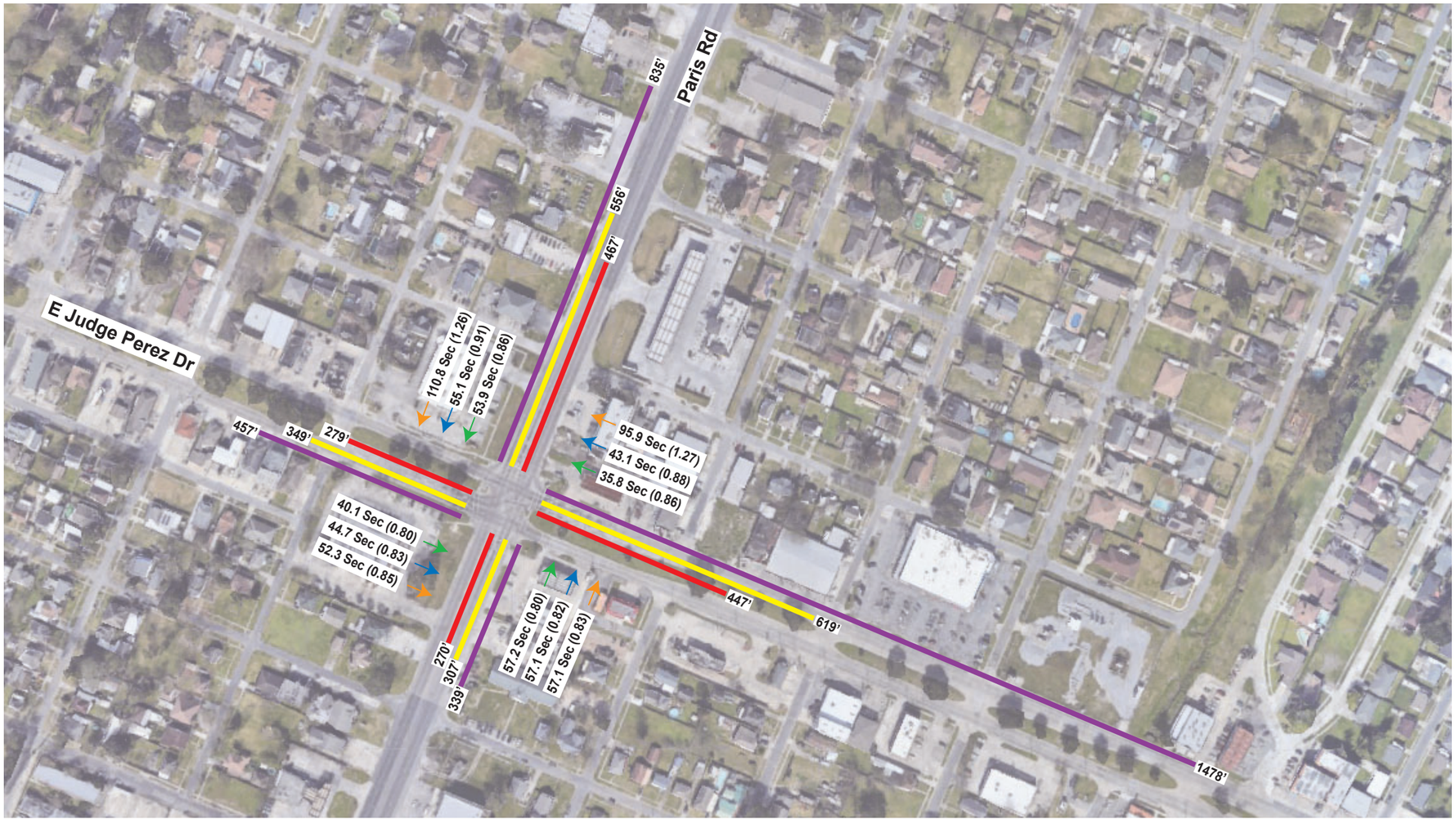
NOT TO SCALE
FOR PLANNING PURPOSES ONLY

URBAN SYSTEMS inc.

LEGEND:

- 95th %'ile Queue - 2023 Existing
- 95th %'ile Queue - 2050 No Build Without Port
- 95th %'ile Queue - 2050 No Build With Port
- 2023 Existing Delay (V/C)
- 2050 No Build Without Port Delay (V/C)
- 2050 No Build With Port Delay (V/C)

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Paris Rd at E Judge Perez Dr

Figure D-54
AM MOE Maps
2023 Existing vs 2050 No Build

LIT Road Network Study RPC
St Bernard Parish, LA

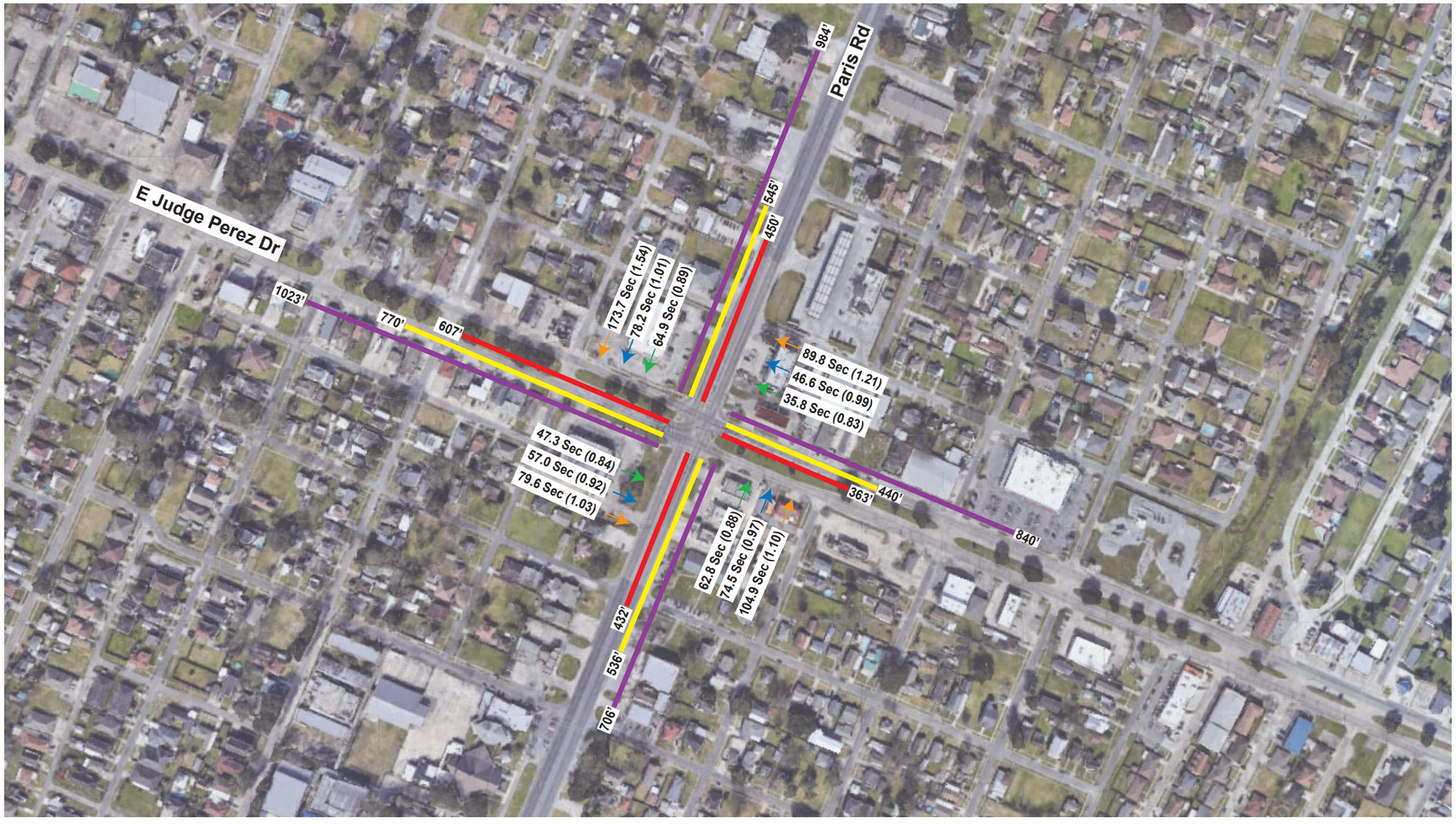
NOT TO SCALE
FOR PLANNING PURPOSES ONLY

URBAN SYSTEMS inc.

LEGEND:

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- 95th %'ile Queue - 2050 No Build Without Port
- 95th %'ile Queue - 2050 No Build With Port
- 2023 Existing Delay (V/C)
- 2050 No Build Without Port Delay (V/C)
- 2050 No Build With Port Delay (V/C)

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Paris Rd at E Judge Perez Dr

Figure D-55
PM MOE Maps
2023 Existing vs 2050 No Build

LIT Road Network Study RPC
St Bernard Parish, LA

NOT TO SCALE
FOR PLANNING PURPOSES ONLY

URBAN SYSTEMS inc.

LEGEND:

- 95th %'ile Queue - 2023 Existing
- 95th %'ile Queue - 2050 No Build Without Port
- 95th %'ile Queue - 2050 No Build With Port
- 2023 Existing Delay (V/C)
- 2050 No Build Without Port Delay (V/C)
- 2050 No Build With Port Delay (V/C)

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Paris Rd at E St Bernard Hwy

Figure D-56
AM MOE Maps
2023 Existing vs 2050 No Build

LIT Road Network Study RPC
St Bernard Parish, LA

NOT TO SCALE
FOR PLANNING PURPOSES ONLY

URBAN SYSTEMS inc.

LEGEND:

- 95th %'ile Queue - 2023 Existing
- 95th %'ile Queue - 2050 No Build Without Port
- 95th %'ile Queue - 2050 No Build With Port
- 2023 Existing Delay (V/C)
- 2050 No Build Without Port Delay (V/C)
- 2050 No Build With Port Delay (V/C)

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Paris Rd at E St Bernard Hwy

Figure D-57
PM MOE Maps
2023 Existing vs 2050 No Build

LIT Road Network Study RPC
St Bernard Parish, LA

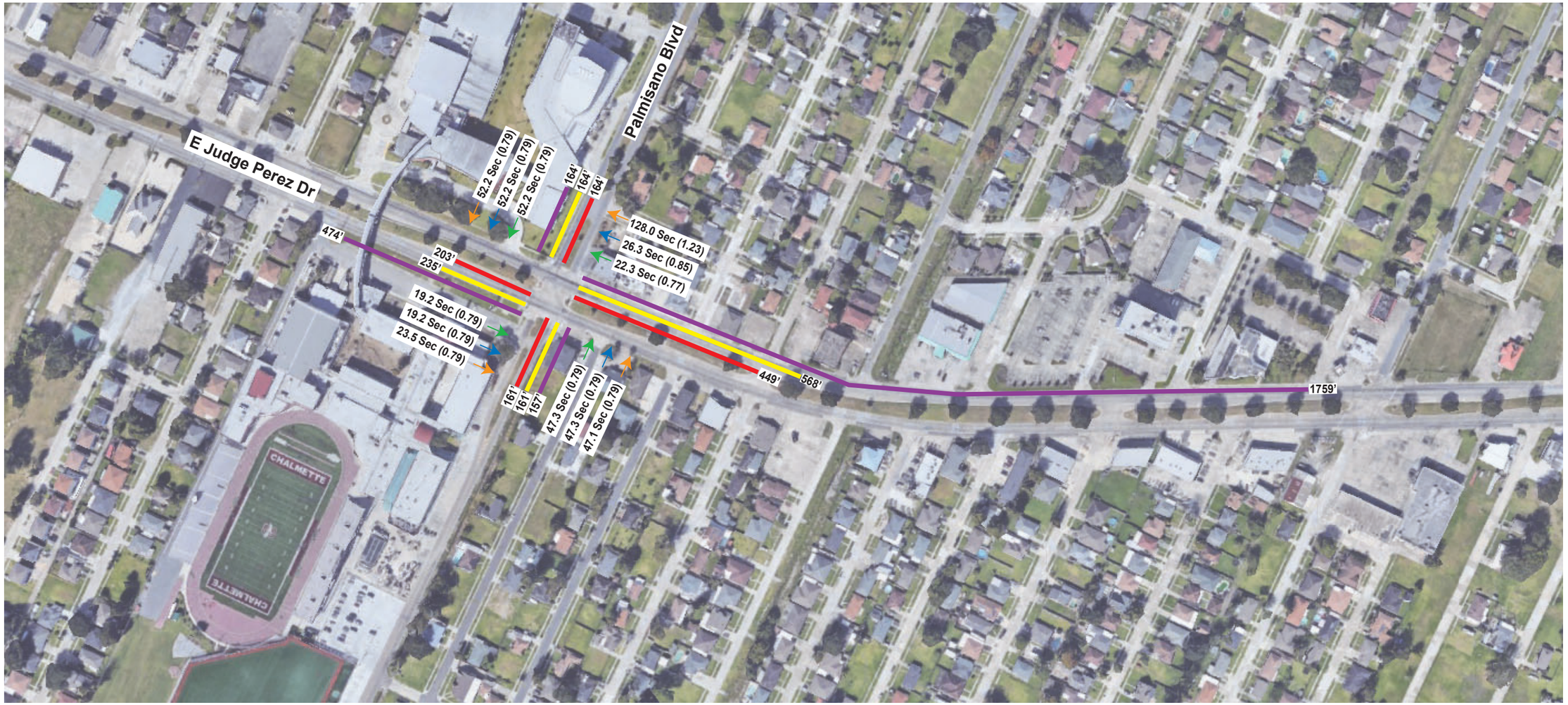
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FOR PLANNING PURPOSES ONLY

URBAN SYSTEMS inc.

LEGEND:

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- 95th %'ile Queue - 2050 No Build With Port
- 2023 Existing Delay (V/C)
- 2050 No Build Without Port Delay (V/C)
- 2050 No Build With Port Delay (V/C)

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E Judge Perez Dr at Palmisano Blvd

Figure D-58
AM MOE Maps
2023 Existing vs 2050 No Build

LIT Road Network Study RPC
St Bernard Parish, LA

NOT TO SCALE
FOR PLANNING PURPOSES ONLY

URBAN SYSTEMS inc.

LEGEND:

- 95th %'ile Queue - 2023 Existing
- 95th %'ile Queue - 2050 No Build Without Port
- 95th %'ile Queue - 2050 No Build With Port
- 2023 Existing Delay (V/C)
- 2050 No Build Without Port Delay (V/C)
- 2050 No Build With Port Delay (V/C)

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E Judge Perez Dr at Palmisano Blvd

Figure D-59
PM MOE Maps
2023 Existing vs 2050 No Build

LIT Road Network Study RPC
St Bernard Parish, LA

NOT TO SCALE
FOR PLANNING PURPOSES ONLY

URBAN SYSTEMS inc.

LEGEND:

- 95th %'ile Queue - 2023 Existing
- 95th %'ile Queue - 2050 No Build Without Port
- 95th %'ile Queue - 2050 No Build With Port
- 2023 Existing Delay (V/C)
- 2050 No Build Without Port Delay (V/C)
- 2050 No Build With Port Delay (V/C)

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E St Bernard Hwy at Palmisano Blvd

Figure D-60
AM MOE Maps
2023 Existing vs 2050 No Build

LIT Road Network Study RPC
St Bernard Parish, LA

NOT TO SCALE
FOR PLANNING PURPOSES ONLY

URBAN SYSTEMS inc.

LEGEND:

- 95th %'ile Queue - 2023 Existing
- 95th %'ile Queue - 2050 No Build Without Port
- 95th %'ile Queue - 2050 No Build With Port
- 2023 Existing Delay (V/C)
- 2050 No Build Without Port Delay (V/C)
- 2050 No Build With Port Delay (V/C)

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E St Bernard Hwy at Palmisano Blvd

Figure D-61
AM MOE Maps
2023 Existing vs 2050 No Build

LIT Road Network Study RPC
St Bernard Parish, LA

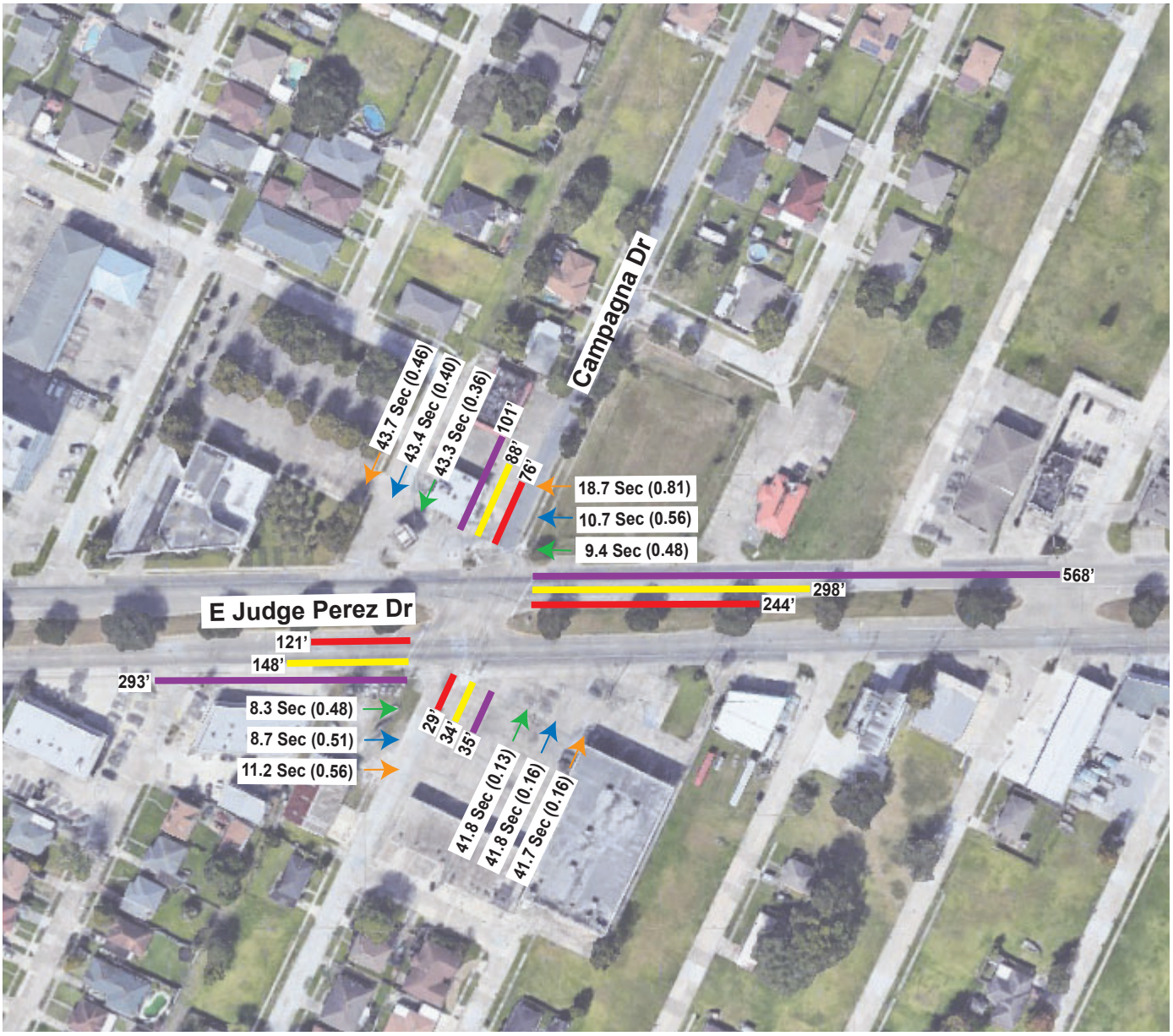
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URBAN SYSTEMS inc.

LEGEND:

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- 95th %'ile Queue - 2050 No Build With Port
- 2023 Existing Delay (V/C)
- 2050 No Build Without Port Delay (V/C)
- 2050 No Build With Port Delay (V/C)

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E Judge Perez Dr at Campagna Dr

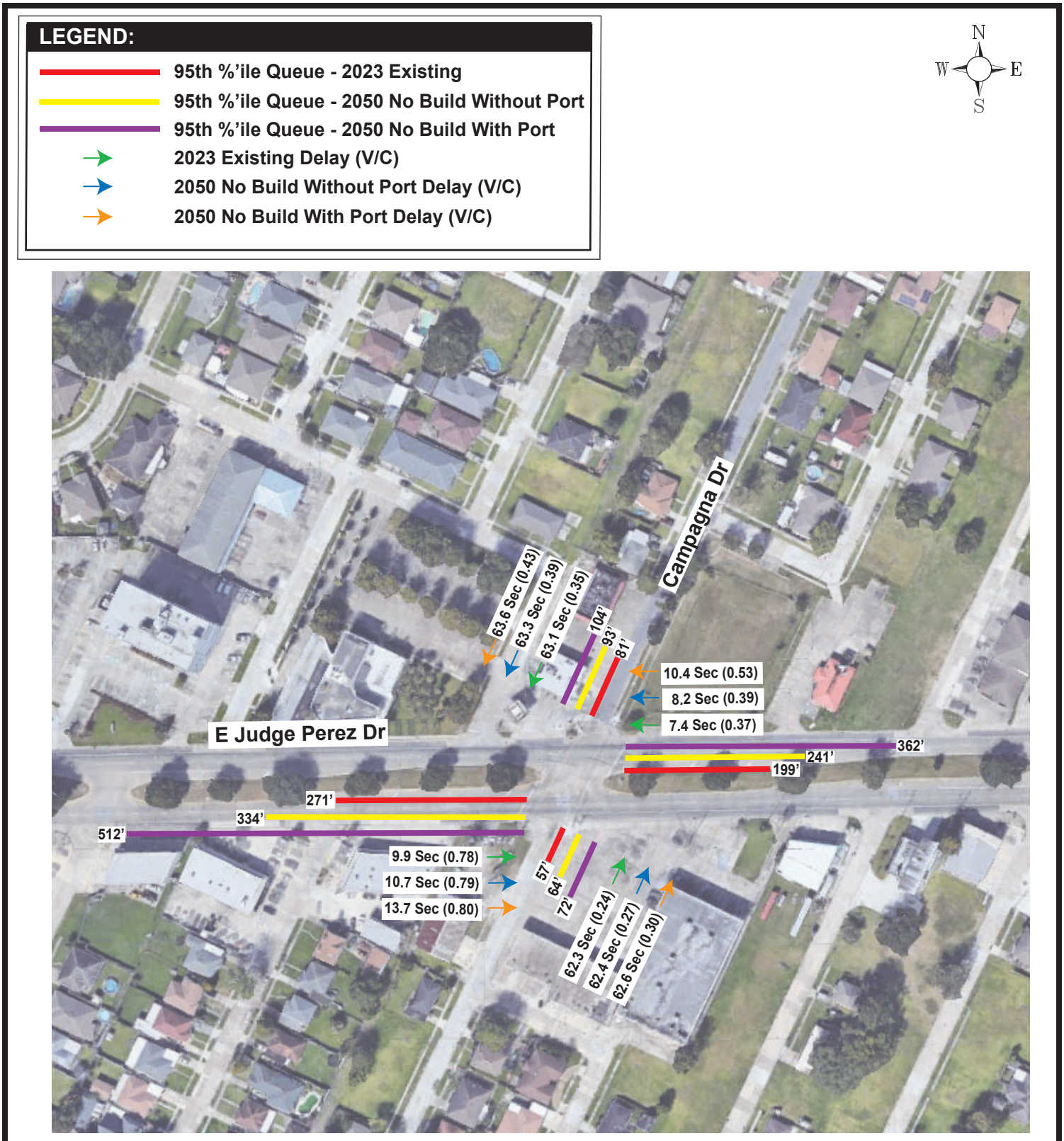
Figure D-62

AM MOE Maps
2023 Existing vs 2050 No Build

LIT Road Network Study RPC
St Bernard Parish, LA

NOT TO SCALE
FOR PLANNING PURPOSES ONLY

URBAN SYSTEMS inc.



E Judge Perez Dr at Campagna Dr

Figure D-63

PM MOE Maps
2023 Existing vs 2050 No Build

LIT Road Network Study RPC
St Bernard Parish, LA

NOT TO SCALE
FOR PLANNING PURPOSES ONLY

URBAN SYSTEMS inc.

LEGEND:

- 95th %'ile Queue - 2023 Existing
- 95th %'ile Queue - 2050 No Build Without Port
- 95th %'ile Queue - 2050 No Build With Port
- 2023 Existing Delay (V/C)
- 2050 No Build Without Port Delay (V/C)
- 2050 No Build With Port Delay (V/C)

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E Judge Perez Dr at Archbishop Phillip M Hannan Blvd

Figure D-64

AM MOE Maps
2023 Existing vs 2050 No Build

LIT Road Network Study RPC
St Bernard Parish, LA

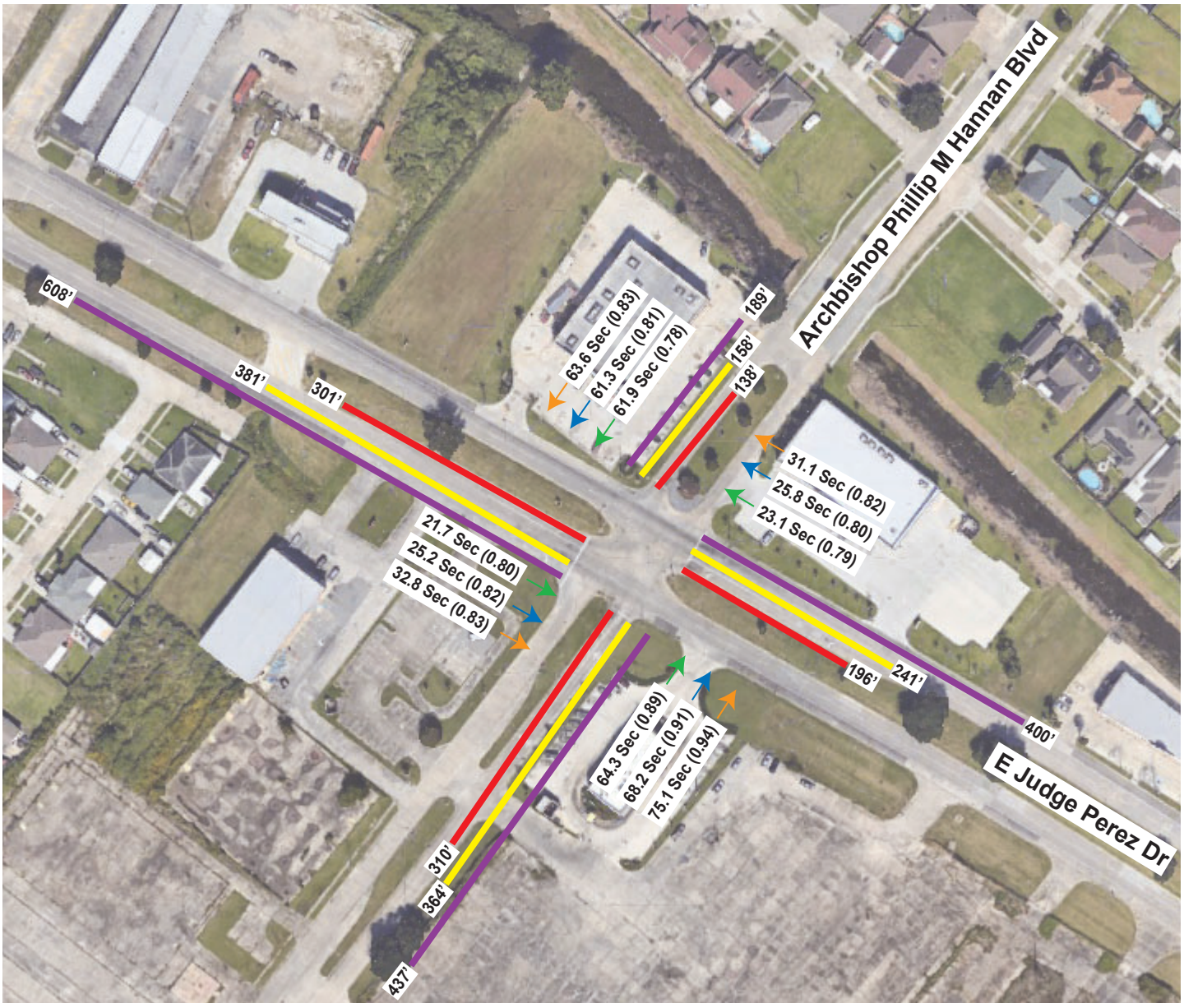
NOT TO SCALE
FOR PLANNING PURPOSES ONLY

URBAN SYSTEMS inc.

LEGEND:

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- 95th %'ile Queue - 2050 No Build Without Port
- 95th %'ile Queue - 2050 No Build With Port
- 2023 Existing Delay (V/C)
- 2050 No Build Without Port Delay (V/C)
- 2050 No Build With Port Delay (V/C)

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E Judge Perez Dr at Archbishop Phillip M Hannan Blvd

Figure D-65

PM MOE Maps
2023 Existing vs 2050 No Build

LIT Road Network Study RPC
St Bernard Parish, LA

NOT TO SCALE
FOR PLANNING PURPOSES ONLY

URBAN SYSTEMS inc.

LEGEND:

- 95th %'ile Queue - 2023 Existing
- 95th %'ile Queue - 2050 No Build Without Port
- 95th %'ile Queue - 2050 No Build With Port
- 2023 Existing Delay (V/C)
- 2050 No Build Without Port Delay (V/C)
- 2050 No Build With Port Delay (V/C)

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E Judge Perez Dr at Guerra Dr

Figure D-66

AM MOE Maps
2023 Existing vs 2050 No Build

LIT Road Network Study RPC
St Bernard Parish, LA

NOT TO SCALE
FOR PLANNING PURPOSES ONLY

URBAN SYSTEMS inc.

LEGEND:

- 95th %'ile Queue - 2023 Existing
- 95th %'ile Queue - 2050 No Build Without Port
- 95th %'ile Queue - 2050 No Build With Port
- 2023 Existing Delay (V/C)
- 2050 No Build Without Port Delay (V/C)
- 2050 No Build With Port Delay (V/C)

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E Judge Perez Dr at Guerra Dr

Figure D-67

PM MOE Maps
2023 Existing vs 2050 No Build

LIT Road Network Study RPC
St Bernard Parish, LA

NOT TO SCALE
FOR PLANNING PURPOSES ONLY

URBAN SYSTEMS inc.

LEGEND:

- 95th %'ile Queue - 2023 Existing
- 95th %'ile Queue - 2050 No Build Without Port
- 95th %'ile Queue - 2050 No Build With Port
- 2023 Existing Delay (V/C)
- 2050 No Build Without Port Delay (V/C)
- 2050 No Build With Port Delay (V/C)

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E Judge Perez Dr at Colonial Blvd

Figure D-68

AM MOE Maps
2023 Existing vs 2050 No Build

LIT Road Network Study RPC
St Bernard Parish, LA

NOT TO SCALE
FOR PLANNING PURPOSES ONLY

URBAN SYSTEMS inc.

LEGEND:

- 95th %'ile Queue - 2023 Existing
- 95th %'ile Queue - 2050 No Build Without Port
- 95th %'ile Queue - 2050 No Build With Port
- 2023 Existing Delay (V/C)
- 2050 No Build Without Port Delay (V/C)
- 2050 No Build With Port Delay (V/C)

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E Judge Perez Dr at Colonial Blvd

Figure D-69

PM MOE Maps
2023 Existing vs 2050 No Build

LIT Road Network Study RPC
St Bernard Parish, LA

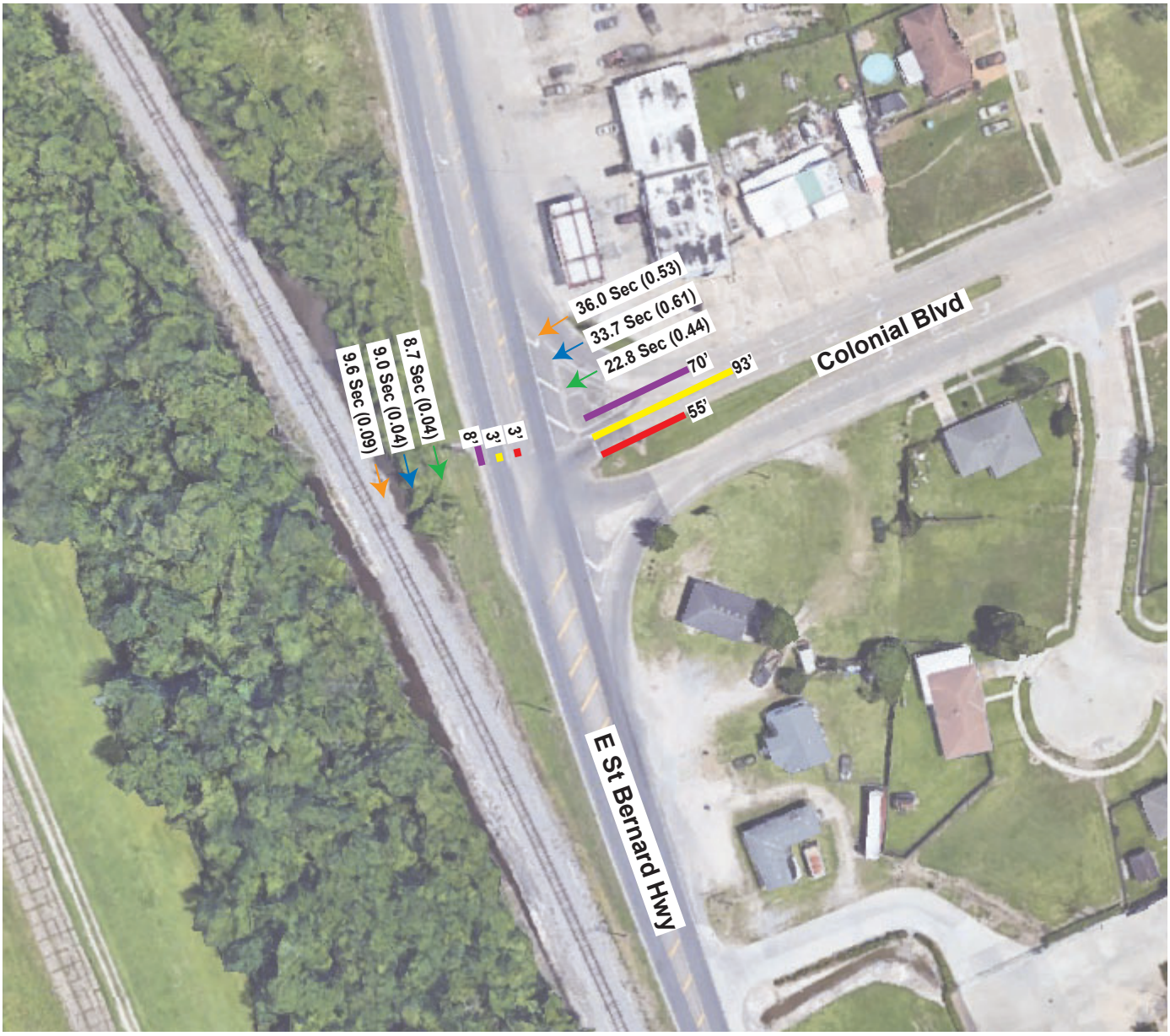
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FOR PLANNING PURPOSES ONLY

URBAN SYSTEMS inc.

LEGEND:

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- 95th %'ile Queue - 2050 No Build With Port
- 2023 Existing Delay (V/C)
- 2050 No Build Without Port Delay (V/C)
- 2050 No Build With Port Delay (V/C)

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E St Bernard Hwy at Colonial Blvd

Figure D-70

AM MOE Maps
2023 Existing vs 2050 No Build

LIT Road Network Study RPC
St Bernard Parish, LA

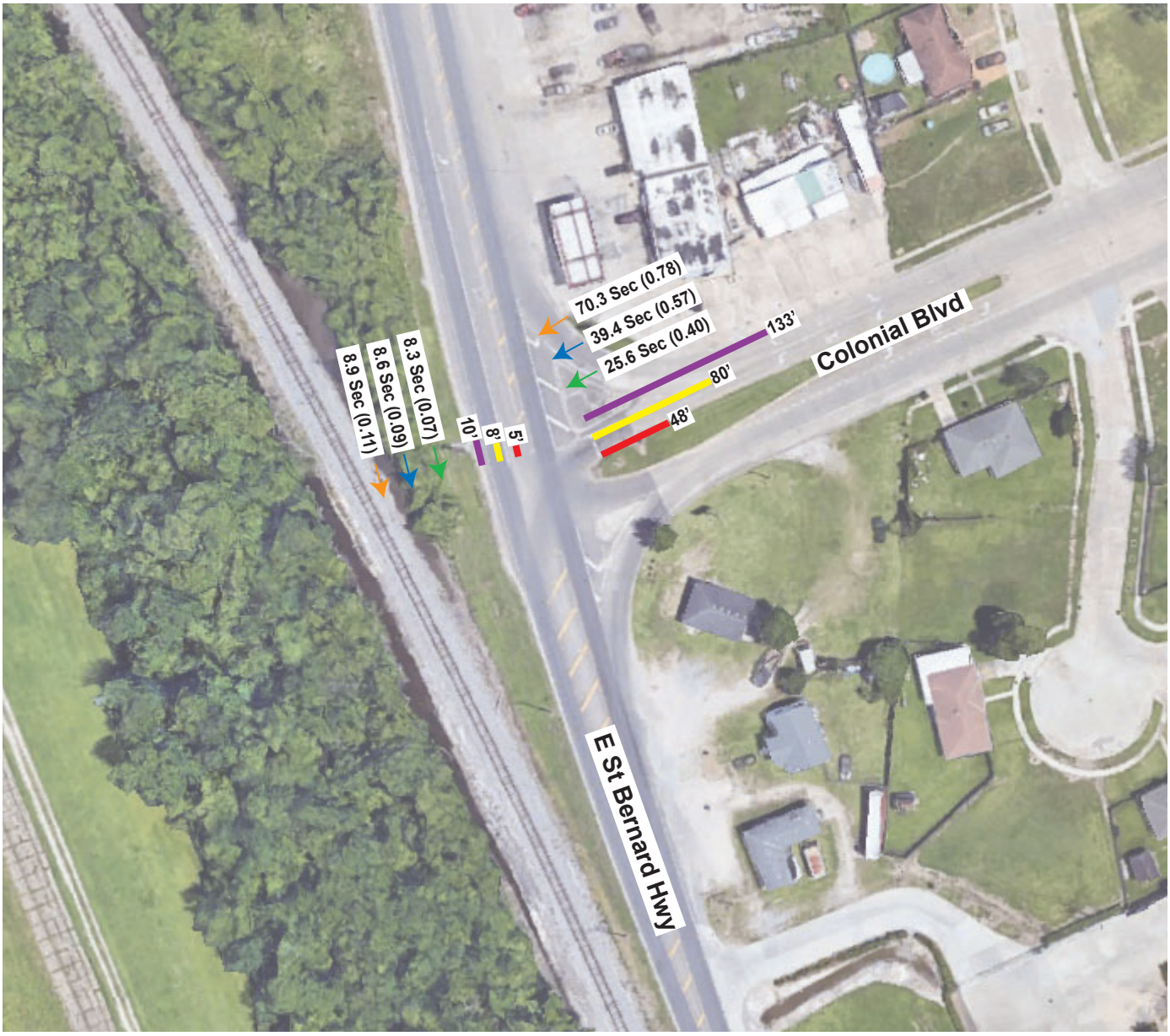
NOT TO SCALE
FOR PLANNING PURPOSES ONLY

URBAN SYSTEMS inc.

LEGEND:

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- 95th %'ile Queue - 2050 No Build Without Port
- 95th %'ile Queue - 2050 No Build With Port
- 2023 Existing Delay (V/C)
- 2050 No Build Without Port Delay (V/C)
- 2050 No Build With Port Delay (V/C)

N W E S



E St Bernard Hwy at Colonial Blvd

Figure D-71

PM MOE Maps
2023 Existing vs 2050 No Build

LIT Road Network Study RPC
St Bernard Parish, LA

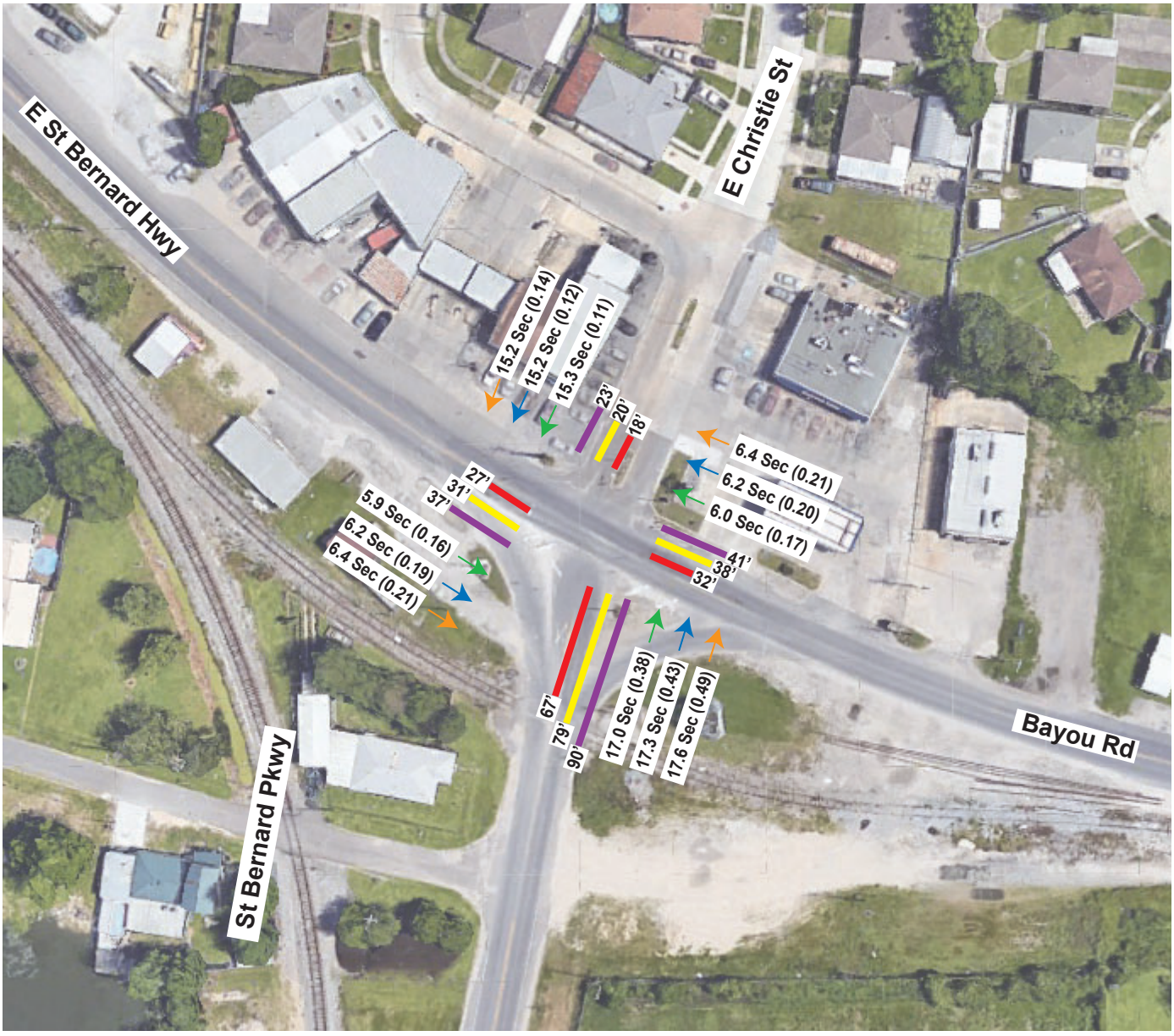
NOT TO SCALE
FOR PLANNING PURPOSES ONLY

URBAN SYSTEMS inc.

LEGEND:

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- 95th %'ile Queue - 2050 No Build Without Port
- 95th %'ile Queue - 2050 No Build With Port
- 2023 Existing Delay (V/C)
- 2050 No Build Without Port Delay (V/C)
- 2050 No Build With Port Delay (V/C)

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E St Bernard Hwy at E Christie St

Figure D-72

AM MOE Maps
2023 Existing vs 2050 No Build

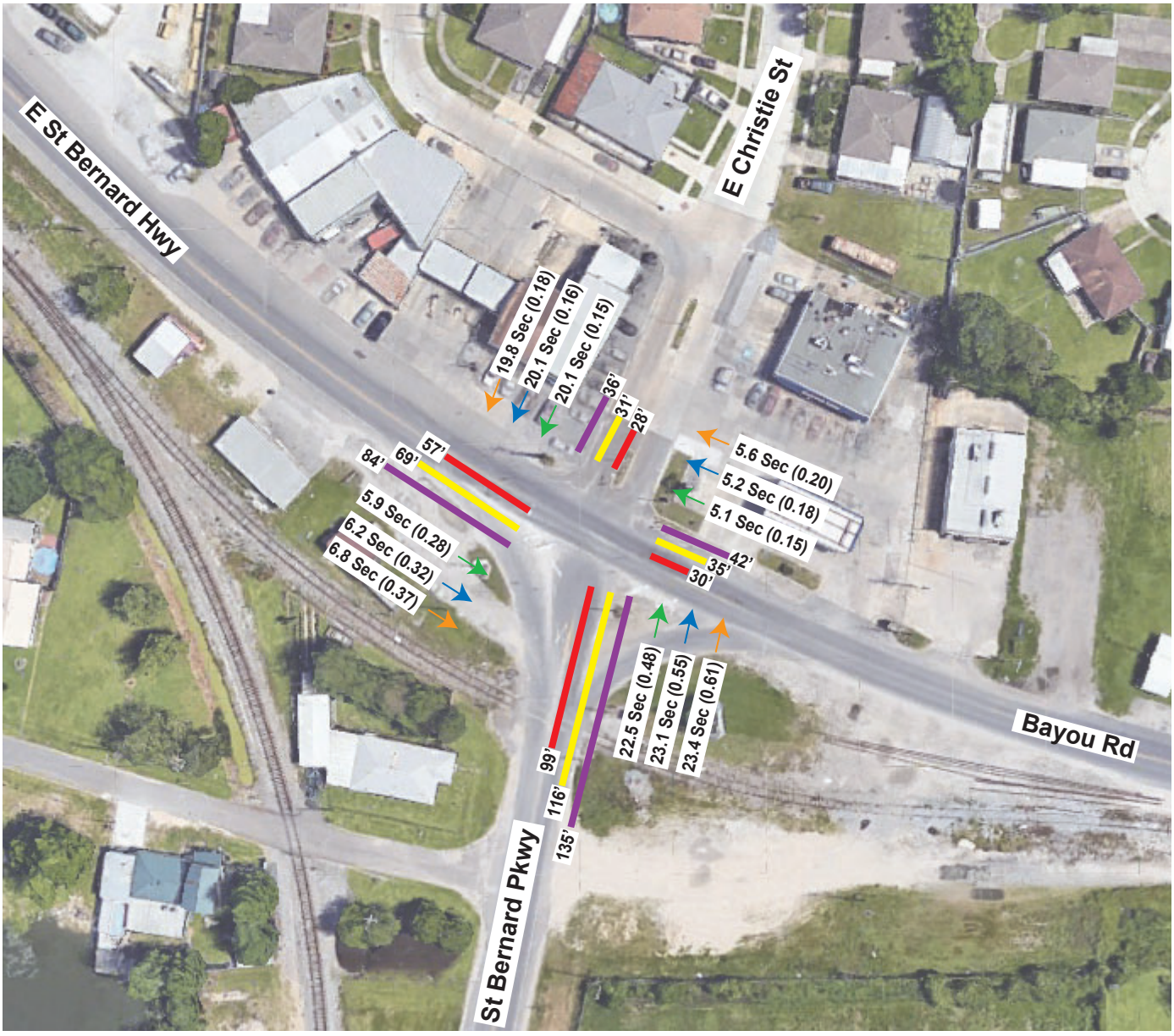
LIT Road Network Study RPC
St Bernard Parish, LA

NOT TO SCALE
FOR PLANNING PURPOSES ONLY

URBAN SYSTEMS inc.

LEGEND:

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- 95th %'ile Queue - 2050 No Build Without Port
- 95th %'ile Queue - 2050 No Build With Port
- 2023 Existing Delay (V/C)
- 2050 No Build Without Port Delay (V/C)
- 2050 No Build With Port Delay (V/C)



E St Bernard Hwy at E Christie St

Figure D-73

PM MOE Maps
2023 Existing vs 2050 No Build

LIT Road Network Study RPC
St Bernard Parish, LA

NOT TO SCALE
FOR PLANNING PURPOSES ONLY

URBAN SYSTEMS inc.

LEGEND:

- 95th %'ile Queue - 2023 Existing
- 95th %'ile Queue - 2050 No Build Without Port
- 95th %'ile Queue - 2050 No Build With Port
- 2023 Existing Delay (V/C)
- 2050 No Build Without Port Delay (V/C)
- 2050 No Build With Port Delay (V/C)

N W E S



E Judge Perez Dr at Bayou Rd

Figure D-74

AM MOE Maps
2023 Existing vs 2050 No Build

LIT Road Network Study RPC
St Bernard Parish, LA

NOT TO SCALE
FOR PLANNING PURPOSES ONLY

URBAN SYSTEMS inc.

LEGEND:

- 95th %'ile Queue - 2023 Existing
- 95th %'ile Queue - 2050 No Build Without Port
- 95th %'ile Queue - 2050 No Build With Port
- 2023 Existing Delay (V/C)
- 2050 No Build Without Port Delay (V/C)
- 2050 No Build With Port Delay (V/C)

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E Judge Perez Dr at Bayou Rd

Figure D-75

PM MOE Maps
2023 Existing vs 2050 No Build

LIT Road Network Study RPC
St Bernard Parish, LA

NOT TO SCALE
FOR PLANNING PURPOSES ONLY

URBAN SYSTEMS inc.

LSB / LIT Road Network and Resilience
Stage 0 Feasibility Study
H.015428

Appendix E
Alternative Analysis

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Appendix E.2 E St Bernard Hwy at Palmisano Blvd Alternative Analysis.....E-12
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URBAN SYSTEMS inc.

LSB / LIT Road Network and Resilience
Stage 0 Feasibility Study
H.015428

Appendix E
Alternative Analysis

Appendix E.1 Tier 1 Analysis

URBAN SYSTEMS inc.

Tier 1 Analysis

Introduction

A Tier 1 Analysis was performed to identify potential modifications in 2050 to the following intersections that were identified with operational constraints in 2050 (see Chapter 2):

- Paris Rd at E Judge Perez Dr
- E St Bernard Hwy at Palmisano Blvd
- E Judge Perez Dr at Palmisano Blvd
- E St Bernard Hwy at Paris Rd
- E St Bernard Hwy at Colonial Blvd

The Intersection descriptions are presented in **Appendix D.1**. The alternatives were evaluated for traffic operational impacts, safety, right-of-way (ROW), adjacent property impacts, and side street impacts. The categories for ranking this high-level evaluation was "low to high". The goal was to compare the alternatives to each other and decide which should move forward to the Tier 2 evaluation and to document why alternatives were eliminated from further study.

Alternatives Considered in the Tier 1

Paris Rd at E Judge Perez Dr

The alternative types considered for Tier 1 matrix evaluation at the intersection of Paris Rd at E Judge Perez Dr were based on LADOTD's Traffic Engineering Process and Report for non-interchanges:

2050 Alternatives:

1. Conventional: construct an eastbound right turn lane and add an additional westbound left turn lane (dual westbound lefts); signal timing adjustments to optimize intersection operations within the existing cycle length.
2. Quad Road: restrict left turns at the intersection. Existing left turns would instead use the adjacent Montesquieu St, Moralee St, Damour St, and/or Buffon St (after converting existing right-in / right-out to full access).
3. Full Displaced Left
4. Partial Displaced Left
5. R-Cut
6. Partial Median U-turn (such as a Michigan U-Turn)
7. Roundabout

E St Bernard Hwy at Palmisano Blvd

The alternative types considered for Tier 1 matrix evaluation at the intersection of E St Bernard Hwy at Palmisano Blvd were based on LADOTD's Traffic Engineering Process and Report for non-interchanges:

2050 Alternative:

1. Conventional: signalize intersection if volume warrants are met.
2. Roundabout

E Judge Perez Dr at Palmisano Blvd

The alternative types considered for Tier 1 matrix evaluation at the intersection of E Judge Perez Dr at Palmisano Blvd were based on LADOTD's Traffic Engineering Process and Report for non-interchanges:

2050 Alternative:

1. Conventional
    a. Signal timing adjustments to optimize intersection operations, including increasing cycle length to 140 seconds similar to the intersection of Judge Perez Dr at Paris Rd; optimize coordination for the corridor.
    b. Convert the northbound and southbound left turn phases to permitted only.
    c. Construct additional left turn lanes for the northbound and southbound legs and convert existing left turn lane to through-left; curb lane would be converted to right-turn only.
    d. Combination of alternatives 1a and 1c.
    e. Two-Phased signals: prohibit eastbound and westbound lefts, as well as northbound and southbound through movements; convert the existing signal to two-phased; construct two unsignalized U-turns on either side of the signal.

E St Bernard Hwy at Paris Rd

The alternative types considered for Tier 1 matrix evaluation at the intersection of E St Bernard Hwy at Paris Rd were based on LADOTD's Traffic Engineering Process and Report for non-interchanges:

2050 Alternative:

1. Conventional: signal timing adjustments in the PM to optimize intersection operations within the existing cycle length.

E St Bernard Hwy at Colonial Blvd

The alternative types considered for Tier 1 matrix evaluation at the intersection of E St Bernard Hwy at Colonial Blvd were based on LADOTD's Traffic Engineering Process and Report for non-interchanges:

2050 Alternative:

1. Conventional: signalize intersection if volume warrants are met.
2. Roundabout

Criteria and Methodology for Screening

Traffic Operations

Categorized into three levels based on results from Cap-X analysis:

Low – sufficient capacity available (v/c < 0.8)
Medium – low capacity available (0.8 < v/c < 1.00)
High – no capacity available (v/c > 1.00)

Safety Impacts

Categorized into three levels based on a review of crash modification factors (CMFs) and potential conflict points:

Low – large decrease in expected number of severe crashes
Medium – minimal increase or decrease in expected number of severe crashes
High – large increase in expected number of severe crashes

Right of Way, Adjacent Property, and Side Street Impacts

Categorized into three levels:

Low – minimal / low interruption of existing land uses and local roadways
Medium – moderate interruption of existing land uses and local roadways
High – major interruption of existing land uses and local roadways

Recommendations for Tier 2

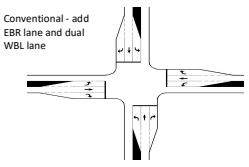
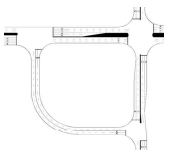
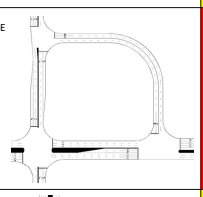
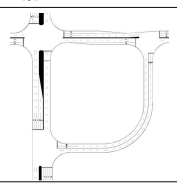
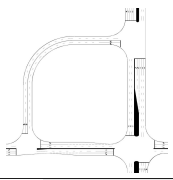
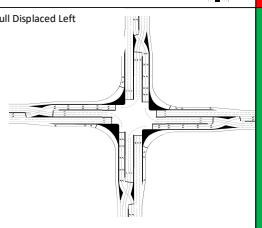
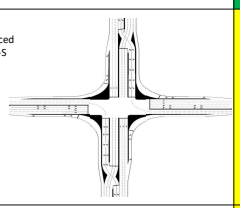
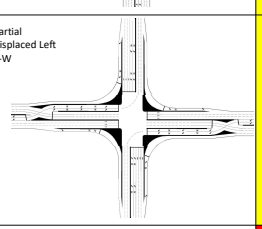
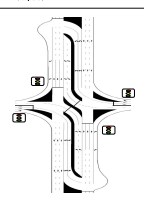
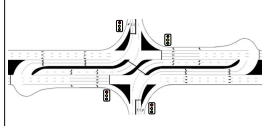
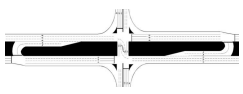
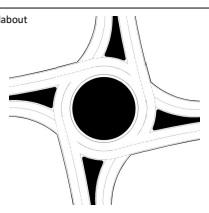
The chosen alternatives from the Tier 1 analysis are presented in **Table E.1**.

Table E-1
Tier 1 Chosen Alternatives

Intersection	Alternative	Tier 2?	Notes
Paris Rd at E Judge Perez Dr	Conventional – add EBR and dual WBL lanes	No	Minimal improvements to traffic operations. May not improve southbound operational constraints.
	Quad Rd	*No*	Minimal / No improvements to traffic operations. High truck volumes in residential neighborhoods. High right-of-way impacts.
	Full Displaced Left	Yes	The right-of-way impacts may be substantial.
	Partial Displaced Left	No	No improvements to traffic operations. High truck volumes in residential neighborhoods. High right-of-way impacts.
	R-Cut	No	No improvements to traffic operations. The right-of-way impacts may be substantial.
	Partial Median U-Turn	No	No improvements to traffic operations. High truck volumes may be required to make a U-turn.
	Roundabout	No	No improvements to traffic operations. The right-of-way impacts may be substantial.
E St Bernard Hwy at Palmisano Blvd	Conventional – signalize and add turn lanes	Yes	
	Roundabout – 1 x 1	No	No improvements to traffic operations.
	Roundabout – 2 x 1	No	High right-of-way impacts
E Judge Perez Dr at Palmisano Blvd	Conventional – increase cycle length	No	Minimal improvements to traffic operations. NB and SB operational constraints expected in the AM.
	Conventional – NBL and SBL permitted phasing	No	Minimal improvements to traffic operations. NB operational constraints expected in the AM.
	Conventional – NBL and SBL dual lefts	No	Minimal improvements to traffic operations. WB operational constraints expected in the AM.
	Conventional – NBL and SBL dual lefts + increase cycle length	No	Approaching capacity.
	Conventional – two-phased signals	Yes	
E St Bernard Hwy at Paris Rd	Conventional – optimize signal phasing	Yes	
E St Bernard Hwy at Colonial Blvd	Conventional – signalization	Yes	
	Roundabout	Yes	

Tier 1 Matrix - E Judge Perez Dr at Paris Rd

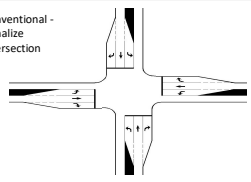
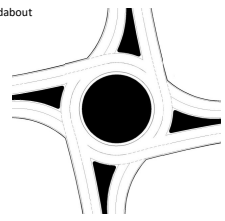
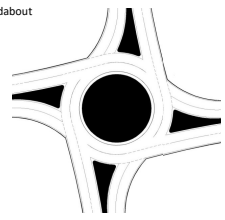
2050 Alternatives:

Alternative	Traffic Operational Impacts*	Safety	ROW / Adjacent Property / Side Street Impacts	Tier 2	Notes on Elimination
Conventional - add EBR lane and dual WBL lane 	Medium	High	Low	No	Minimal improvements to traffic operations. May not improve SB operational constraints.
Quad Road S-W 	Medium	Medium	High	No	Minimal improvements to traffic operations. High truck volumes in residential neighborhoods. High ROW impacts.
Quad Road N-E 	High	Medium	High	No	No improvements to traffic operations. High truck volumes in residential neighborhoods. High ROW impacts.
Quad Road S-E 	Medium	Medium	High	No	Minimal improvements to traffic operations. High truck volumes in residential neighborhoods. High ROW impacts.
Quad Road N-W 	High	Medium	High	No	No improvements to traffic operations. High truck volumes in residential neighborhoods. High ROW impacts.
Full Displaced Left 	Low	Medium	High	Yes	
Partial Displaced Left N-S 	Medium	Medium	High	No	The minimal potential improvements in traffic operations do not justify the high ROW and adjacent property impacts.
Partial Displaced Left E-W 	Medium	Medium	High	No	The minimal potential improvements in traffic operations do not justify the high ROW and adjacent property impacts.
R-CUT N-S 	High	Medium	High	No	No improvements to traffic operations. The ROW impacts may be substantial.
R-CUT E-W 	High	Medium	High	No	No improvements to traffic operations. The ROW impacts may be substantial.
Partial Median U-Turn N-S	High	Low	Medium	No	No improvements to traffic operations. High truck volumes may be required to make a U-turn.
Partial Median U-Turn E-W 	High	Low	Medium	No	No improvements to traffic operations. High truck volumes may be required to make a U-turn.
Roundabout 	High	Low	High	No	No improvements to traffic operations. Major ROW impacts.

Scale			
High	No capacity available (v/c > 1.00)	Large increase in expected number of severe crashes based on CMFs and Conflict Points.	Major Interruption of existing land uses and local roadways
Medium	Low capacity available (0.8 < v/c < 1.00)	Minimal increase or decrease in expected number of severe crashes based on CMFs and Conflict Points.	Moderate interruption of existing land uses and local roadways
Low	Sufficient capacity available (v/c < 0.8)	Large decrease in expected number of severe crashes based on CMFs and Conflict Points.	Minimal / low interruption of existing land uses and local roadways

Tier 1 Matrix - E St Bernard Hwy at Palmisano Blvd

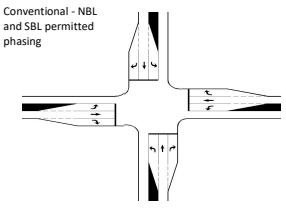
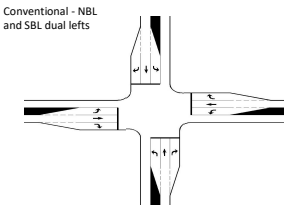
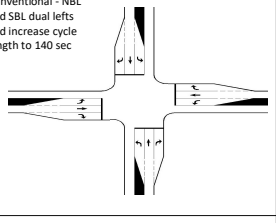
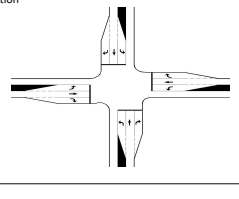
2050 Alternatives:

Alternative	Traffic Operational Impacts*	Safety	ROW / Adjacent Property / Side Street Impacts	Tier 2	Notes on Elimination
Conventional - signalize intersection 	Medium	Medium	Low	Yes	
Roundabout 1x1 	High	Low	Medium	No	No improvements to traffic operations.
Roundabout 2x1 	Low	Low	High	Yes	

Scale			
High	No capacity available (v/c > 1.00)	Large increase in expected number of severe crashes based on CMFs and Conflict Points.	Major Interruption of existing land uses and local roadways
Medium	Low capacity available (0.8 < v/c < 1.00)	Minimal increase or decrease in expected number of severe crashes based on CMFs and Conflict Points.	Moderate interruption of existing land uses and local roadways
Low	Sufficient capacity available (v/c < 0.8)	Large decrease in expected number of severe crashes based on CMFs and Conflict Points.	Minimal / low interruption of existing land uses and local roadways

Tier 1 Matrix - E Judge Perez Dr at Palmisano Blvd

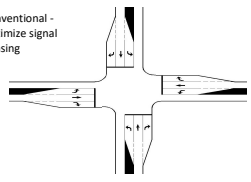
2050 Alternatives:

Alternative	Traffic Operational Impacts*	Safety	ROW / Adjacent Property / Side Street Impacts	Tier 2	Notes on Elimination
Conventional - increase cycle length to 140 seconds (From 100 seconds)	High	Medium	Low	No	Minimal improvements to traffic operations. NB and SB operational constraints expected in the AM.
Conventional - NBL and SBL permitted phasing 	High	Medium	Low	No	Minimal improvements to traffic operations. NB operational constraints expected in the AM.
Conventional - NBL and SBL dual lefts 	High	Medium	Low	No	Minimal improvements to traffic operations. WB operational constraints expected in the AM.
Conventional - NBL and SBL dual lefts and increase cycle length to 140 sec 	Medium	Medium	Low	No	Approaching capacity.
Conventional - 2-phased signals (prohibit lefts, add signalized u-turns on either side of intersection 	Low		High	Yes	

Scale			
High	No capacity available (v/c > 1.00)	Large increase in expected number of severe crashes based on CMFs and Conflict Points.	Major Interruption of existing land uses and local roadways
Medium	Low capacity available (0.8 < v/c < 1.00)	Minimal increase or decrease in expected number of severe crashes based on CMFs and Conflict Points.	Moderate interruption of existing land uses and local roadways
Low	Sufficient capacity available (v/c < 0.8)	Large decrease in expected number of severe crashes based on CMFs and Conflict Points.	Minimal / low interruption of existing land uses and local roadways

Tier 1 Matrix - E St Bernard Hwy at Paris Rd

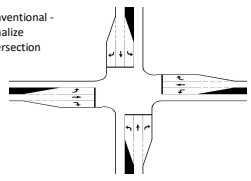
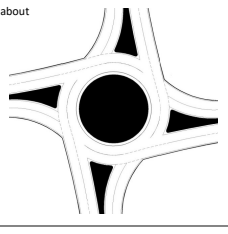
2050 Alternatives:

Alternative	Traffic Operational Impacts*	Safety	ROW / Adjacent Property / Side Street Impacts	Tier 2	Notes on Elimination
Conventional - Optimize signal phasing 	Medium	Medium	Low	Yes	

Scale			
High	No capacity available (v/c > 1.00)	Large increase in expected number of severe crashes based on CMFs and Conflict Points.	Major Interruption of existing land uses and local roadways
Medium	Low capacity available (0.8 < v/c < 1.00)	Minimal increase or decrease in expected number of severe crashes based on CMFs and Conflict Points.	Moderate interruption of existing land uses and local roadways
Low	Sufficient capacity available (v/c < 0.8)	Large decrease in expected number of severe crashes based on CMFs and Conflict Points.	Minimal / low interruption of existing land uses and local roadways

Tier 1 Matrix - E St Bernard Hwy at Colonial Blvd

2050 Alternatives:

Alternative	Traffic Operational Impacts*	Safety	ROW / Adjacent Property / Side Street Impacts	Tier 2	Notes on Elimination
Conventional - signalize intersection 	Low	Medium	Low	Yes	
Roundabout 	Low	Low	Low	Yes	

Scale			
High	No capacity available (v/c > 1.00)	Large increase in expected number of severe crashes based on CMFs and Conflict Points.	Major Interruption of existing land uses and local roadways
Medium	Low capacity available (0.8 < v/c < 1.00)	Minimal increase or decrease in expected number of severe crashes based on CMFs and Conflict Points.	Moderate interruption of existing land uses and local roadways
Low	Sufficient capacity available (v/c < 0.8)	Large decrease in expected number of severe crashes based on CMFs and Conflict Points.	Minimal / low interruption of existing land uses and local roadways

LSB / LIT Road Network and Resilience
Stage 0 Feasibility Study
H.015428

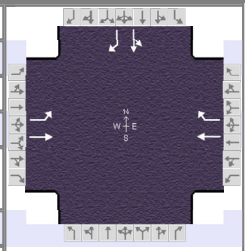
Appendix E
Alternative Analysis

Appendix E.2 E St Bernard Hwy at Palmisano Blvd Analysis Results

URBAN SYSTEMS inc.

HCS Signalized Intersection Input Data

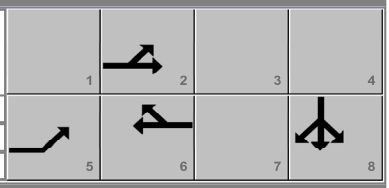
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Nov 18, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.85
Urban Street	E Judge Perez	Analysis Year	2050 No Build (w. Port) Alternative	Analysis Period	1> 7:00
Intersection	Palmisano Blvd	File Name	St Bernard Hwy at Palmisano 2050 No Build (w.P…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	76	521			1410	101				7	0	103

Signal Information			
Cycle, s	114.3	Reference Phase	2
Offset, s	51	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	6.6	80.0	9.8	0.0	0.0	0.0
Yellow	5.0	5.0	5.0	0.0	0.0	0.0
Red	1.0	1.0	1.0	0.0	0.0	0.0



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	76	521			1410	101				7	0	103
Initial Queue (Q_b), veh/h	0	0			0	0				0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900			1900	1900				1900	1900	1900
Parking (N_m), man/h		None			None						None	
Heavy Vehicles (P_{HV}), %	0	0			0	0					0	0
Ped / Bike / RTOR, /h	0	0		0	0	11	0	0		0	0	11
Buses (N_b), buses/h	0	0	0	0	0	0				0	0	0
Arrival Type (*AT*)	3	3			3	3				3	3	3
Upstream Filtering (*I*)	1.00	1.00			1.00	1.00				1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0			12.0	12.0					12.0	12.0
Turn Bay Length, ft	215	0			0	150					0	0
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	40	40			40	40				30	30	30

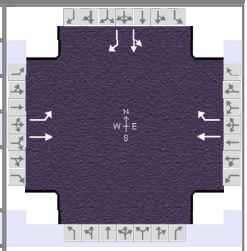
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	10.0	80.0		80.0				30.0
Yellow Change Interval (*Y*), s	5.0	5.0		5.0				5.0
Red Clearance Interval (R_c), s	1.0	1.0		1.0				1.0
Minimum Green (G_{min}), s	7	15		15				10
Start-Up Lost Time (*l*t), s	2.0	2.0		2.0			2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0		2.0			2.0	2.0
Passage (*PT*), s	2.0	5.0		5.0				2.0
Recall Mode	Off	Max		Max				Off
Dual Entry	No	No		No				No
Walk (*Walk*), s				0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s				0.0		0.0		0.0

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

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HCS Signalized Intersection Results Summary

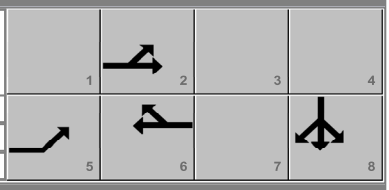
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Nov 18, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.85
Urban Street	E Judge Perez	Analysis Year	2050 No Build (w. Port) Alternative	Analysis Period	1> 7:00
Intersection	Palmisano Blvd	File Name	St Bernard Hwy at Palmisano 2050 No Build (w.P…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	76	521			1410	101				7	0	103

Signal Information			
Cycle, s	114.3	Reference Phase	2
Offset, s	51	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	6.6	80.0	9.8	0.0	0.0	0.0
Yellow	5.0	5.0	5.0	0.0	0.0	0.0
Red	1.0	1.0	1.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2		6				8
Case Number	1.0	4.0		7.3				11.0
Phase Duration, s	12.6	98.6		86.0				15.8
Change Period, ($Y+R_c$), s	6.0	6.0		6.0				6.0
Max Allow Headway (*MAH*), s	3.1	6.0		6.0				3.4
Queue Clearance Time (g_s), s	3.4	12.4		82.0				9.5
Green Extension Time (g_e), s	0.1	63.9		0.0				0.2
Phase Call Probability	0.94	1.00		1.00				0.98
Max Out Probability	0.01	0.93		1.00				0.00

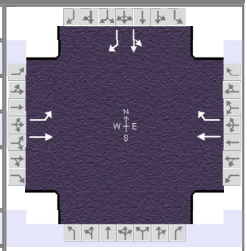
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2			6	16				3	8	18
Adjusted Flow Rate (*v*), veh/h	89	613			1659	106					8	108
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1900			1900	1610					1810	1610
Queue Service Time (g_s), s	1.4	10.4			80.0	2.4					0.5	7.5
Cycle Queue Clearance Time (g_c), s	1.4	10.4			80.0	2.4					0.5	7.5
Green Ratio (*g/C*)	0.77	0.81			0.70	0.70					0.09	0.09
Capacity (*c*), veh/h	167	1539			1329	1127					154	137
Volume-to-Capacity Ratio (*X*)	0.535	0.398			1.248	0.094					0.053	0.788
Back of Queue (*Q*), ft/ln (95 th percentile)	80.2	124.4			2538.5	33.8					9.8	143
Back of Queue (*Q*), veh/ln (95 th percentile)	3.2	5.0			101.5	1.4					0.4	5.7
Queue Storage Ratio (*RQ*) (95 th percentile)	0.37	0.00			0.00	0.23					0.00	0.00
Uniform Delay (d_1), s/veh	32.8	3.1			17.2	5.5					48.1	51.3
Incremental Delay (d_2), s/veh	1.0	0.8			118.0	0.2					0.1	3.8
Initial Queue Delay (d_3), s/veh	0.0	0.0			0.0	0.0					0.0	0.0
Control Delay (*d*), s/veh	33.8	3.8			135.2	5.7					48.1	55.0
Level of Service (LOS)	C	A			F	A					D	E
Approach Delay, s/veh / LOS	7.6	A		127.4	F		0.0			54.6	D	
Intersection Delay, s/veh / LOS	91.6						F					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.32	A	1.88	B	1.98	B	1.98	B
Bicycle LOS Score / LOS	1.62	B	3.40	C	0.00	A	0.68	A

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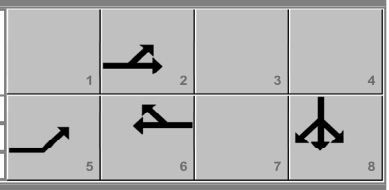
HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Nov 18, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.85
Urban Street	E Judge Perez	Analysis Year	2050 No Build (w. Port) Alternative	Analysis Period	1> 7:00
Intersection	Palmisano Blvd	File Name	St Bernard Hwy at Palmisano 2050 No Build (w.P…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	76	521			1410	101				7	0	103

Signal Information												
Cycle, s	114.3	Reference Phase	2									
Offset, s	51	Reference Point	End									
Uncoordinated	Yes	Simult. Gap E/W	On									
Force Mode	Fixed	Simult. Gap N/S	On									
				Green	6.6	80.0	9.8	0.0	0.0	0.0		
				Yellow	5.0	5.0	5.0	0.0	0.0	0.0		
				Red	1.0	1.0	1.0	0.0	0.0	0.0		



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000				1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	0.992	1.000	1.000	1.000				1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	0.000	0.000	0.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	0.000	0.000	0.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000				1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		1.000	1.000					0.952	0.952	
Right-Turn Adjustment Factor (f_{RT})		1.000	1.000		0.000	0.847					0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000						1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000						1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000				1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000				1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00											
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)				1.00								
Movement Saturation Flow Rate (s), veh/h	1810	1900	0	0	1900	1610				1810	0	1610
Proportion of Vehicles Arriving on Green (P)	0.06	0.81	0.00	0.00	0.70	0.70	0.00	0.00	0.00	0.09	0.00	0.09
Incremental Delay Factor (k)	0.04	0.50			0.50	0.50					0.04	0.04

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.0	6.0		6.0				4.0
Green Ratio (g/C)	0.77	0.81		0.70				0.09
Permitted Saturation Flow Rate (s_p), veh/h/ln	305	0		822				0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln				0				
Permitted Effective Green Time (g_p), s	82.0	0.0		0.0				0.0
Permitted Service Time (g_u), s	0.0	0.0		0.0				0.0
Permitted Queue Service Time (g_{ps}), s	0.0							
Time to First Blockage (g_f), s	0.0	0.0		80.0				0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln				0				0
Protected Right Effective Green Time (g_R), s				0.0				0.0

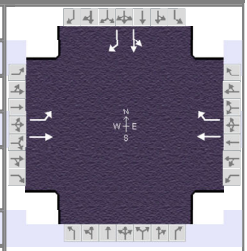
Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	0.681	0.011	1.198	0.016	1.198	0.016	1.198	0.021
Pedestrian F_s / F_{delay}	0.000	0.029	0.000	0.066	0.000	0.162	0.000	0.162
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	1619.50	2.07	1399.28	5.16	-87.45	62.28		64.39

Bicycle F_w / F_v	-3.64	1.13	-3.64	2.91	-3.64	-Infinity	-3.64	0.19

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HCS Signalized Intersection Results Graphical Summary

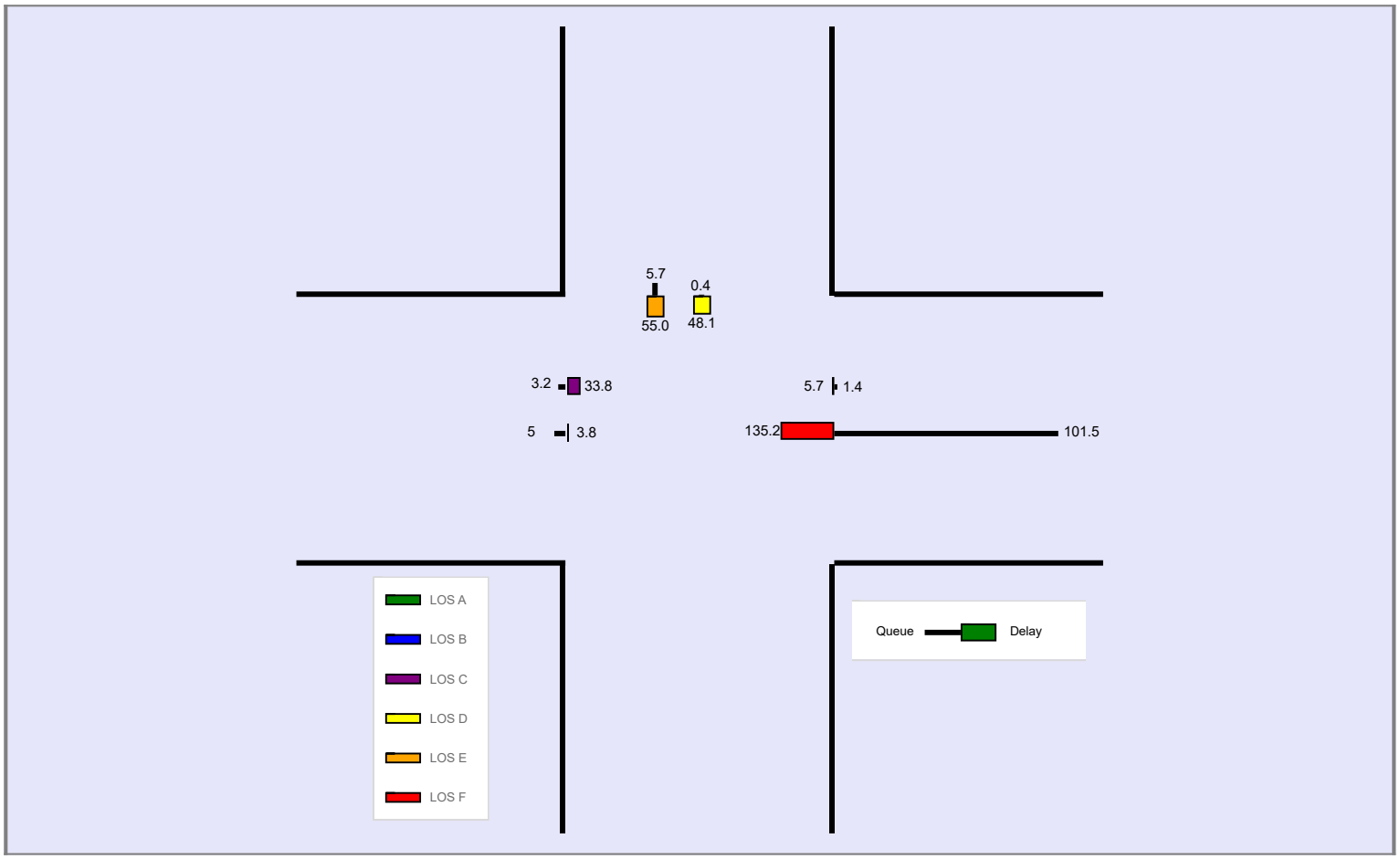
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Nov 18, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.85
Urban Street	E Judge Perez	Analysis Year	2050 No Build (w. Port) Alternative	Analysis Period	1> 7:00
Intersection	Palmisano Blvd	File Name	St Bernard Hwy at Palmisano 2050 No Build (w.P…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	76	521			1410	101				7	0	103

Signal Information												
Cycle, s	114.3	Reference Phase	2									
Offset, s	51	Reference Point	End	Green	6.6	80.0	9.8	0.0	0.0	0.0		
Uncoordinated	Yes	Simult. Gap E/W	On	Yellow	5.0	5.0	5.0	0.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	1.0	1.0	0.0	0.0	0.0		

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	80.2	124.4			2538.5	33.8					9.8	143
Back of Queue (*Q*), veh/ln (95 th percentile)	3.2	5.0			101.5	1.4					0.4	5.7
Queue Storage Ratio (*RQ*) (95 th percentile)	0.37	0.00			0.00	0.23					0.00	0.00
Control Delay (*d*), s/veh	33.8	3.8			135.2	5.7					48.1	55.0
Level of Service (LOS)	C	A			F	A					D	E
Approach Delay, s/veh / LOS	7.6	A		127.4	F		0.0			54.6	D	
Intersection Delay, s/veh / LOS	91.6						F					



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--- Messages ---

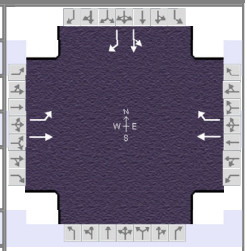
WARNING: If demand exceeds capacity, a multiple-period analysis should be conducted.

--- Comments ---

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HCS Signalized Intersection Input Data

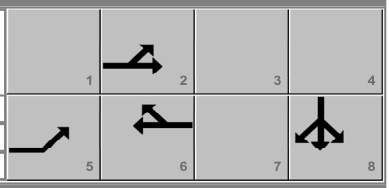
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Nov 18, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.94
Urban Street	E Judge Perez	Analysis Year	2050 No Build (w. Port) Alternative	Analysis Period	1> 7:00
Intersection	Palmisano Blvd	File Name	St Bernard Hwy at Palmisano 2050 No Build (w.P…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	81	1275			815	26				19	0	73

Signal Information			
Cycle, s	114.0	Reference Phase	2
Offset, s	51	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	6.5	80.0	9.4	0.0	0.0	0.0
Yellow	5.0	5.0	5.0	0.0	0.0	0.0
Red	1.0	1.0	1.0	0.0	0.0	0.0



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	81	1275			815	26				19	0	73
Initial Queue (Q_b), veh/h	0	0			0	0				0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900			1900	1900				1900	1900	1900
Parking (N_m), man/h		None			None						None	
Heavy Vehicles (P_{HV}), %	0	0			0	0					0	0
Ped / Bike / RTOR, /h	0	0		0	0	3	0	0		0	0	8
Buses (N_b), buses/h	0	0	0	0	0	0				0	0	0
Arrival Type (*AT*)	3	3			3	3				3	3	3
Upstream Filtering (*I*)	1.00	1.00			1.00	1.00				1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0			12.0	12.0					12.0	12.0
Turn Bay Length, ft	215	0			0	150					0	0
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	40	40			40	40				30	30	30

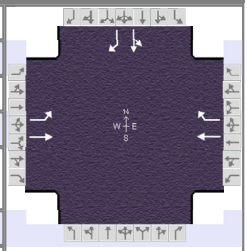
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	10.0	80.0		80.0				30.0
Yellow Change Interval (*Y*), s	5.0	5.0		5.0				5.0
Red Clearance Interval (R_c), s	1.0	1.0		1.0				1.0
Minimum Green (G_{min}), s	7	15		15				10
Start-Up Lost Time (*l*t), s	2.0	2.0		2.0			2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0		2.0			2.0	2.0
Passage (*PT*), s	2.0	5.0		5.0				2.0
Recall Mode	Off	Max		Max				Off
Dual Entry	No	No		No				No
Walk (*Walk*), s				0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s				0.0		0.0		0.0

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

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HCS Signalized Intersection Results Summary

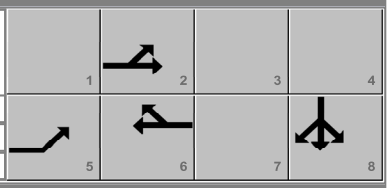
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Nov 18, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.94
Urban Street	E Judge Perez	Analysis Year	2050 No Build (w. Port) Alternative	Analysis Period	1> 7:00
Intersection	Palmisano Blvd	File Name	St Bernard Hwy at Palmisano 2050 No Build (w.P…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	81	1275			815	26				19	0	73

Signal Information			
Cycle, s	114.0	Reference Phase	2
Offset, s	51	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	6.5	80.0	9.4	0.0	0.0	0.0
Yellow	5.0	5.0	5.0	0.0	0.0	0.0
Red	1.0	1.0	1.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2		6				8
Case Number	1.0	4.0		7.3				11.0
Phase Duration, s	12.5	98.5		86.0				15.4
Change Period, ($Y+R_c$), s	6.0	6.0		6.0				6.0
Max Allow Headway (*MAH*), s	3.1	6.0		6.0				3.4
Queue Clearance Time (g_s), s	3.3	55.4		30.5				6.7
Green Extension Time (g_e), s	0.1	22.6		42.6				0.2
Phase Call Probability	0.93	1.00		1.00				0.94
Max Out Probability	0.01	0.92		0.83				0.00

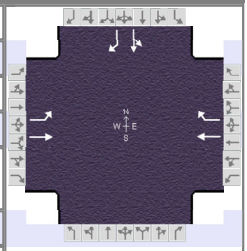
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2			6	16				3	8	18
Adjusted Flow Rate (*v*), veh/h	86	1356			867	24					20	69
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1900			1900	1610					1810	1610
Queue Service Time (g_s), s	1.3	53.4			28.5	0.5					1.2	4.7
Cycle Queue Clearance Time (g_c), s	1.3	53.4			28.5	0.5					1.2	4.7
Green Ratio (*g/C*)	0.78	0.81			0.70	0.70					0.08	0.08
Capacity (*c*), veh/h	460	1543			1334	1130					149	133
Volume-to-Capacity Ratio (*X*)	0.187	0.879			0.650	0.022					0.135	0.520
Back of Queue (*Q*), ft/ln (95 th percentile)	23.4	554			399.1	7.3					24.3	86.9
Back of Queue (*Q*), veh/ln (95 th percentile)	0.9	22.2			16.0	0.3					1.0	3.5
Queue Storage Ratio (*RQ*) (95 th percentile)	0.11	0.00			0.00	0.05					0.00	0.00
Uniform Delay (d_1), s/veh	7.7	7.0			9.3	5.1					48.5	50.1
Incremental Delay (d_2), s/veh	0.1	7.5			2.5	0.0					0.2	1.2
Initial Queue Delay (d_3), s/veh	0.0	0.0			0.0	0.0					0.0	0.0
Control Delay (*d*), s/veh	7.8	14.5			11.8	5.2					48.6	51.3
Level of Service (LOS)	A	B			B	A					D	D
Approach Delay, s/veh / LOS	14.1	B		11.6	B		0.0			50.7	D	
Intersection Delay, s/veh / LOS	14.5						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.32	A	1.87	B	1.96	B	1.97	B
Bicycle LOS Score / LOS	2.86	C	1.96	B	0.00	A	0.64	A

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HCS Signalized Intersection Intermediate Values

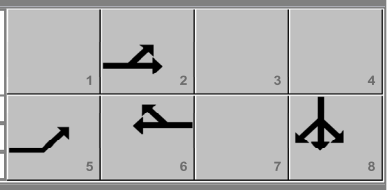
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Nov 18, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.94
Urban Street	E Judge Perez	Analysis Year	2050 No Build (w. Port) Alternative	Analysis Period	1> 7:00
Intersection	Palmisano Blvd	File Name	St Bernard Hwy at Palmisano 2050 No Build (w.P…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	81	1275			815	26				19	0	73

Signal Information			
Cycle, s	114.0	Reference Phase	2
Offset, s	51	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	6.5	80.0	9.4	0.0	0.0	0.0
Yellow	5.0	5.0	5.0	0.0	0.0	0.0
Red	1.0	1.0	1.0	0.0	0.0	0.0



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000				1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000	1.000	1.000	1.000				1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	0.000	0.000	0.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	0.000	0.000	0.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000				1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		1.000	1.000					0.952	0.952	
Right-Turn Adjustment Factor (f_{RT})		1.000	1.000		0.000	0.847					0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000						1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000						1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000				1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000				1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00											
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)				1.00								
Movement Saturation Flow Rate (s), veh/h	1810	1900	0	0	1900	1610				1810	0	1610
Proportion of Vehicles Arriving on Green (P)	0.06	0.81	0.00	0.00	0.70	0.70	0.00	0.00	0.00	0.08	0.00	0.08
Incremental Delay Factor (k)	0.04	0.50			0.50	0.50					0.04	0.04

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.0	6.0		6.0				4.0
Green Ratio (g/C)	0.78	0.81		0.70				0.08
Permitted Saturation Flow Rate (s_p), veh/h/ln	648	0		408				0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln				0				
Permitted Effective Green Time (g_p), s	82.0	0.0		0.0				0.0
Permitted Service Time (g_u), s	51.5	0.0		0.0				0.0
Permitted Queue Service Time (g_{ps}), s	4.7							
Time to First Blockage (g_f), s	0.0	0.0		80.0				0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln				0				0
Protected Right Effective Green Time (g_R), s				0.0				0.0

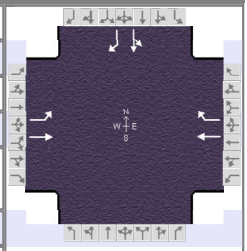
Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	0.681	0.009	1.198	0.011	1.198	0.004	1.198	0.010
Pedestrian F_s / F_{delay}	0.000	0.028	0.000	0.065	0.000	0.162	0.000	0.162
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	1624.22	2.01	1404.09	5.06	-87.76	62.09		64.19

Bicycle F_w / F_v	-3.64	2.37	-3.64	1.47	-3.64	-Infinity	-3.64	0.15

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HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Nov 18, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.94
Urban Street	E Judge Perez	Analysis Year	2050 No Build (w. Port) Alternative	Analysis Period	1> 7:00
Intersection	Palmisano Blvd	File Name	St Bernard Hwy at Palmisano 2050 No Build (w.P…		
Project Description	23-040				

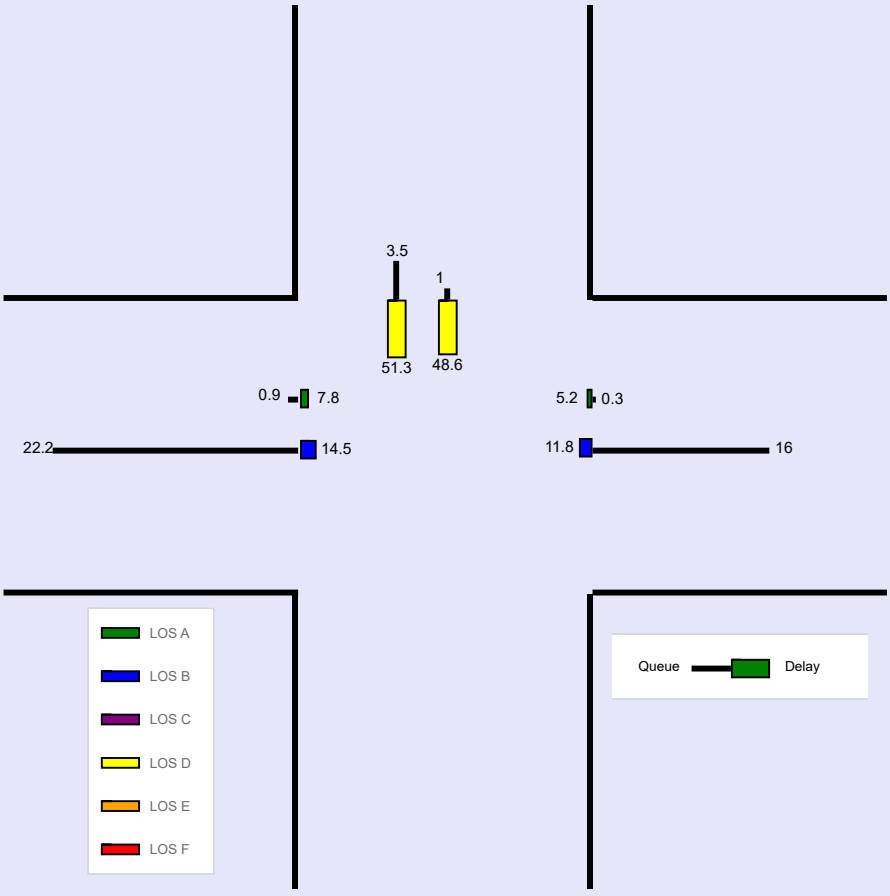


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	81	1275			815	26				19	0	73

Signal Information			
Cycle, s	114.0	Reference Phase	2
Offset, s	51	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

							1	2	3	4
Green	6.5	80.0	9.4	0.0	0.0	0.0	5	6	7	8
Yellow	5.0	5.0	5.0	0.0	0.0	0.0				
Red	1.0	1.0	1.0	0.0	0.0	0.0				

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	23.4	554			399.1	7.3					24.3	86.9
Back of Queue (*Q*), veh/ln (95 th percentile)	0.9	22.2			16.0	0.3					1.0	3.5
Queue Storage Ratio (*RQ*) (95 th percentile)	0.11	0.00			0.00	0.05					0.00	0.00
Control Delay (*d*), s/veh	7.8	14.5			11.8	5.2					48.6	51.3
Level of Service (LOS)	A	B			B	A					D	D
Approach Delay, s/veh / LOS	14.1		B	11.6		B	0.0			50.7		D
Intersection Delay, s/veh / LOS	14.5						B					



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--- Messages ---

No errors or warnings exist.

--- Comments ---

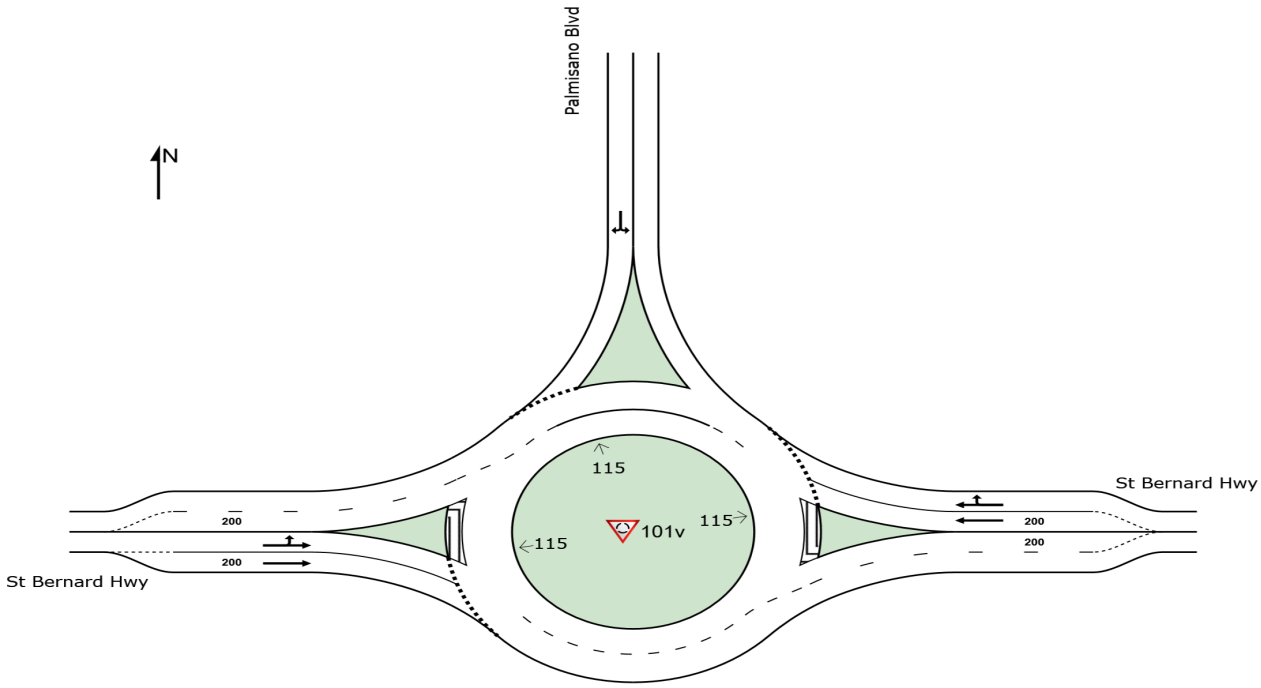
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SITE LAYOUT

Site: 101v [St Bernard at Palmisano AM roundabout (Site Folder: St Bernard Hwy at Palmisano Blvd)]

New Site
Site Category: (None)
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



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Organisation: URBAN SYSTEMS, INC | Licence: PLUS / 1PC | Created: Wednesday, December 4, 2024 11:02:07 AM
Project: C:\SharePoint\Urban Systems\USI Team Site - Documents\Projects\2023Proj\23-040 LIT Road Network Study RPC\Analysis\Sidra \Alternatives\2050 No Build (w.Port).sip9

INPUT REPORT

Site: 101v [St Bernard at Palmisano AM roundabout (Site Folder: St Bernard Hwy at Palmisano Blvd)]

New Site
Site Category: (None)
Roundabout

Intersection - Site Data	
Site Name	St Bernard at Palmisano AM roundabout
Site ID	101v
Site Category	(None)
Site Title	New Site

Intersection - Site Properties	
Site (Intersection) Type	Roundabout
Setup Name	US HCM (Customary)
Base Setup	NA
Drive Rule	Right-hand side of the road
HCM Version	Yes
Units	US
First Created	----------
Date	12/4/2024 10:23:27 AM
Created By	urbantemp
Organisation	URBAN SYSTEMS, INC
Version	9.1.3.210
Last Modified	----------
Date	12/4/2024 10:23:27 AM
Modified By	urbantemp
Organisation	URBAN SYSTEMS, INC
Version	9.1.3.210

Intersection - Approach & Exit Data

Location	Name	Type	No. of App. Lanes	No. of Exit Lanes	Approach Distance ft	Extra Bunching (Site Analysis) %	Extra Bunching (Network Analysis) %	Exit Distance ft	Approach Control	Area Type Factor
East	St Bernard Hwy	Two-way	2	2	1600.0	0	–	–	–	–
North	Palmisano Blvd	Two-way	1	1	1600.0	0	–	–	–	–
West	St Bernard Hwy	Two-way	2	2	1600.0	0	–	–	–	–

Movement Definitions - Included Movement Classes

Name	ID	Model Designation	Type
Light Vehicles	LV	Light Vehicle	Standard
Heavy Vehicles	HV	Heavy Vehicle	Standard

Movement Definitions - Approach Movements

To Approach	Turn	Approach Mov ID
From: East	St Bernard Hwy	
West	T1	6
North	R2	16
From: North	Palmisano Blvd	
East	L2	7
West	R2	14

From: West	St Bernard Hwy	
North	L2	5
East	T1	2

Approach	U-Turn Before Intersection	Exclude U-Turn Before Intersection From Signal Analysis
East	-	-
North	-	-
West	-	-

Lane Geometry - Lane Configuration

Leg	Item	Configuration	Type	Control	Slip/ Bypass Control	Length ft	Width ft	Grade %	Full Lane [ID	Col]	Island [Front Width ft	Back Width ft	Fill Style	Cnct To	For Ped Stgn	Short Splitter Isl]
East	St Bernard Hwy															
	Exit Lane 2	Full-Length	–	–	–	1600	12	0			–	–	–	–	–	–
	Exit Lane 1	Short Lane	–	–	–	–	12	0	–	–	–	–	–	–	–	–
	Rou Splt Isl 1	–	–	–	–	–	–	–	–	–	-	0	Solid	–	Yes	No
	App. Lane 1	Short Lane	Normal	Yield	–	–	12	0	–	–	–	–	–	–	–	–
	App. Lane 2	Full-Length	Normal	Yield	–	1600	12	0			–	–	–	–	–	–
North	Palmisano Blvd															
	Exit Lane 1	Full-Length	–	–	–	1600	12	0			–	–	–	–	–	–
	Rou Splt Isl 1	–	–	–	–	–	–	–	–	–	-	0	Solid	–	Yes	No
	App. Lane 1	Full-Length	Normal	Yield	–	1600	12	0			–	–	–	–	–	–
West	St Bernard Hwy															
	Exit Lane 2	Full-Length	–	–	–	1600	12	0			–	–	–	–	–	–
	Exit Lane 1	Short Lane	–	–	–	–	12	0	–	–	–	–	–	–	–	–
	Rou Splt Isl 1	–	–	–	–	–	–	–	–	–	-	0	Solid	–	Yes	No
	App. Lane 1	Full-Length	Normal	Yield	–	1600	12	0			–	–	–	–	–	–
	App. Lane 2	Short Lane	Normal	Yield	–	–	12	0	–	–	–	–	–	–	–	–

Lanes are numbered from left to right in the direction of travel.

Lane Geometry - Lane Configuration - Short Lanes and Two-Segment Lanes

Leg	Item	Configuration	Short Lane / Segment 1 [Length ft	Overflow/ Merge Lane Number	ID	Colour]	Segment 2 [Length ft	ID	Colour]
East	St Bernard Hwy								
	Exit Lane 1	Short Lane	200	2			–	–	–
	App. Lane 1	Short Lane	200	2			–	–	–
West	St Bernard Hwy								
	Exit Lane 1	Short Lane	200	2			–	–	–
	App. Lane 2	Short Lane	200	1			–	–	–

Lane Geometry - Lane Disciplines

To Approach	Turn	Free Queue Distance ft	Movement Class(es)
From: East	App. Lane 1		
West	T1	–	LV, HV
From: East	App. Lane 2		
West	T1	0	LV, HV

North	R2	0	LV, HV
From: North	App. Lane 1		
East	L2	0	LV, HV
West	R2	0	LV, HV
From: West	App. Lane 1		
North	L2	0	LV, HV
East	T1	0	LV, HV
From: West	App. Lane 2		
East	T1	–	LV, HV

Lane Geometry - Lane Data

Approach Lane Data

Approach Lane	Basic Satn Flow tcu/h	Util Ratio %	Satn Speed mph	Capacity Adj %	Use Given Cap Adj in Network Analysis	Set As Dominant Lane	Include SLip/ ByPass Lane in Entry Lane Count	Initial Demand veh	Apply Satn Flow Est	Short Lane Capacity	Delay Model Param
East	St Bernard Hwy										
App. Lane 1	–	–	–	0.0	No	–	–	0.0	–	–	–
App. Lane 2	–	–	–	0.0	No	–	–	0.0	–	–	–
North	Palmisano Blvd										
App. Lane 1	–	–	–	0.0	No	–	–	0.0	–	–	–
West	St Bernard Hwy										
App. Lane 1	–	–	–	0.0	No	–	–	0.0	–	–	–
App. Lane 2	–	–	–	0.0	No	–	–	0.0	–	–	–

Merge Analysis

Exit Lane	Merge Lane Number	Apply Merge Analysis	Merge Type	Percent Opposing in Short Lane %	Percent Opposing in Merge Lane %	Critical Gap sec	Follow-up Headway sec	Minimum Departures veh/min
East	St Bernard Hwy							
Exit Lane 1	2	Yes	Priority Merge	0	100	3.0	2.0	0.1
Exit Lane 2	–	–	–	–	–	–	–	–
North	Palmisano Blvd							
Exit Lane 1	–	–	–	–	–	–	–	–
West	St Bernard Hwy							
Exit Lane 1	2	Yes	Priority Merge	0	100	3.0	2.0	0.1
Exit Lane 2	–	–	–	–	–	–	–	–

Lane Movements - Flow Proportions

Exit Lane	To Exit Leg East %	North %	West %
Light Vehicles (LV)			
From: East	App. Lane 1		
Exit Lane 1	–	–	100
Exit Lane 2	–	–	0
From: East	App. Lane 2		
Exit Lane 1	–	100	0
Exit Lane 2	–	–	100
From: North	App. Lane 1		
Exit Lane 1	100	–	0
Exit Lane 2	0	–	100
From: West	App. Lane 1		
Exit Lane 1	100	100	–
Exit Lane 2	0	–	–

From: West	App. Lane 2		
Exit Lane 1	0	–	–
Exit Lane 2	100	–	–
Heavy Vehicles (HV)			
From: East	App. Lane 1		
Exit Lane 1	–	–	100
Exit Lane 2	–	–	0
From: East	App. Lane 2		
Exit Lane 1	–	100	0
Exit Lane 2	–	–	100
From: North	App. Lane 1		
Exit Lane 1	100	–	0
Exit Lane 2	0	–	100
From: West	App. Lane 1		
Exit Lane 1	100	100	–
Exit Lane 2	0	–	–
From: West	App. Lane 2		
Exit Lane 1	0	–	–
Exit Lane 2	100	–	–

Lane Movements - Blockage Calibration

	To Exit Leg		
Exit Lane	East	North	West
From: East	App. Lane 1		
Exit Lane 1	–	–	1.0
Exit Lane 2	–	–	1.0
From: East	App. Lane 2		
Exit Lane 1	–	1.0	1.0
Exit Lane 2	–	–	1.0
From: North	App. Lane 1		
Exit Lane 1	1.0	–	1.0
Exit Lane 2	1.0	–	1.0
From: West	App. Lane 1		
Exit Lane 1	1.0	1.0	–
Exit Lane 2	1.0	–	–
From: West	App. Lane 2		
Exit Lane 1	1.0	–	–
Exit Lane 2	1.0	–	–

Roundabouts - Options

Roundabout Model Options	
Roundabout Capacity Model	SIDRA Standard
Roundabout LOS Method	Same as Signalised Intersections
Exclude Geometric Delay	Yes
HCM Delay Formula	No
Apply the SIDRA Model for Unbalanced Flow Conditions for HCM 2010	–
Apply the SIDRA Model for Unbalanced Flow Conditions for HCM 6 / 6x	–
Other Roundabout Models	
FHWA 2000	No
Use Urban Compact Roundabout	–
HCM 2000	No
NAASRA 1986	No

Roundabouts - Geometry

Location	Name	Circ. Lanes	Circ. Width	Island Diameter	Inscribed Diameter	Entry Radius	Entry Angle	Raindrop Design	Circ Trans Line	Downstream Circ Lanes
			ft	ft	ft	ft	°			
East	St Bernard Hwy	1	30.0	115.0	–	100.0	30.0	No	No	–
North	Palmisano Blvd	2	30.0	115.0	–	100.0	30.0	No	No	–
West	St Bernard Hwy	1	30.0	115.0	–	100.0	30.0	No	No	–

SIDRA Standard Roundabout Capacity Model Calibration Parameters

Location	Name	Env. Factor	Entry/Circ. Flow Adjust.
East	St Bernard Hwy	–	–
North	Palmisano Blvd	–	–
West	St Bernard Hwy	–	–

Pedestrians - Pedestrian Movements

Unit Time for Volumes: 60 minutes
Peak Flow (Analysis) Period: 15 minutes

Main Crossing/ Slip/Bypass Lane Crossing	Volume	Peak Flow	Flow Scale	Growth Rate
	ped	%	%	%
No Ped Movements				

Pedestrians - Pedestrian Movement Data

Main Crossing/ Slip/ Bypass Lane Crossing	Mov. ID	Crossing Distance	Conflict Zone Length	Oppng Ped.Fac.	P.Deg. Satn	Walking Speed	App. Trav. Distance	Downst. Distance	Queue Space
		ft	ft			ft/sec	ft	ft	ft
No Ped Movements									

Volumes - Vehicle Volumes

Unit Time for Volumes: 60 minutes
Peak Flow (Analysis) Period: 15 minutes
Volume Data Method: Total and %

Movement Class	To Exit Leg East veh	North veh	West veh
From: East	St Bernard Hwy		
Total (veh)	–	101.0	1410.0
LV (%)	–	100.000	100.000
HV (%)	–	0.000	0.000
From: North	Palmisano Blvd		
Total (veh)	7.0	–	103.0
LV (%)	100.000	–	100.000
HV (%)	0.000	–	0.000
From: West	St Bernard Hwy		
Total (veh)	521.0	76.0	–
LV (%)	100.000	100.000	–
HV (%)	0.000	0.000	–

Volumes - Volume Factors

To Approach	Peak Flow Factor %	Flow Scale %	Growth Rate %/year
Light Vehicles (LV)			
From: East	St Bernard Hwy		
West	85.0	100.00	2.00
North	85.0	100.00	2.00
From: North	Palmisano Blvd		
East	85.0	100.00	2.00
West	85.0	100.00	2.00
From: West	St Bernard Hwy		
North	85.0	100.00	2.00
East	85.0	100.00	2.00
Heavy Vehicles (HV)			
From: East	St Bernard Hwy		
West	85.0	100.00	2.00
North	85.0	100.00	2.00
From: North	Palmisano Blvd		
East	85.0	100.00	2.00
West	85.0	100.00	2.00
From: West	St Bernard Hwy		
North	85.0	100.00	2.00
East	85.0	100.00	2.00

Gap Acceptance - Gap Acceptance Data

Gap Acceptance Data

Opposed Movement	Critical Gap sec	Follow-up Headway sec	Minimum Departures veh/min	Exiting Flow Effect %	% Opp. By Nearest Lane %	Opng. Peds (UnSig)
East	St Bernard Hwy					
T1	–	–	2.50	0	0.00	Prg(Flow)
R2	–	–	2.50	0	0.00	Prg(Flow)
North	Palmisano Blvd					
L2	–	–	2.50	0	0.00	Prg(Flow)
R2	–	–	2.50	0	0.00	Prg(Flow)
West	St Bernard Hwy					
L2	–	–	2.50	0	0.00	Prg(Flow)
T1	–	–	2.50	0	0.00	Prg(Flow)

Gap Acceptance - Settings

Gap Acceptance Options

Gap Acceptance Capacity Formula : SIDRA Standard (Akçelik M3D)

Merge Analysis & Zebra Crossing Analysis Parameters

Parameters	Zebra Crossing on Slip/ Bypass Lane	Midblock Zebra Crossing	Merge Analysis [Exit Short Lane	Merge Lane]
Light Vehicles				
Gap Acceptance Factor	1.0	1.0	1.0	1.0
Opposing Vehicle Factor	–	–	1.0	1.0
Continuous Lane Capacity	–	–	–	1800
Heavy Vehicles				
Gap Acceptance Factor	2.0	2.0	2.0	2.0
Opposing Vehicle Factor	–	–	2.0	2.0
Continuous Lane Capacity	–	–	–	1800

Vehicle Movement Data - Path Data

Turn	Approach Cruise Speed mph	Exit Cruise Speed mph	Negotiation Speed mph	Negotiation Distance ft	Downstream Distance ft	Negotiation Radius ft
Light Vehicles (LV)						

From: East	St Bernard Hwy					
T1	40.0	40.0	–	–	–	–
R2	40.0	30.0	–	–	–	–
From: North	Palmisano Blvd					
L2	30.0	40.0	–	–	–	–
R2	30.0	40.0	–	–	–	–
From: West	St Bernard Hwy					
L2	40.0	30.0	–	–	–	–
T1	40.0	40.0	–	–	–	–
Heavy Vehicles (HV)						
From: East	St Bernard Hwy					
T1	40.0	40.0	–	–	–	–
R2	40.0	30.0	–	–	–	–
From: North	Palmisano Blvd					
L2	30.0	40.0	–	–	–	–
R2	30.0	40.0	–	–	–	–
From: West	St Bernard Hwy					
L2	40.0	30.0	–	–	–	–
T1	40.0	40.0	–	–	–	–

Vehicle Movement Data - Calibration

Turn	Queue Space ft	Vehicle Length ft	Vehicle Occupancy pers/veh	Extra Midblock Delay sec	Turn Veh Effect [Factor	Radius] ft	Gap Accp Factor	Opng. Veh Factor	Prac. Deg. Of Satn.
Light Vehicles (LV)									
From: East	St Bernard Hwy								
T1	25.00	17.00	1.20	No	1	–	1	1	–
R2	25.00	17.00	1.20	No	1.18	–	1	1	–
From: North	Palmisano Blvd								
L2	25.00	17.00	1.20	No	1.05	–	1	1	–
R2	25.00	17.00	1.20	No	1.18	–	1	1	–
From: West	St Bernard Hwy								
L2	25.00	17.00	1.20	No	1.05	–	1	1	–
T1	25.00	17.00	1.20	No	1	–	1	1	–
Heavy Vehicles (HV)									
From: East	St Bernard Hwy								
T1	45.00	36.00	1.20	No	1	–	2	2	–
R2	45.00	36.00	1.20	No	1.18	–	2	2	–
From: North	Palmisano Blvd								
L2	45.00	36.00	1.20	No	1.05	–	2	2	–
R2	45.00	36.00	1.20	No	1.18	–	2	2	–
From: West	St Bernard Hwy								
L2	45.00	36.00	1.20	No	1.05	–	2	2	–
T1	45.00	36.00	1.20	No	1	–	2	2	–

Site Demand & Sensitivity

Analysis Method: None

Parameter Settings - Options

General Options	
Site Level of Service Method	Delay & v/c (HCM 6)
Site Level of Service Target	LOS D
Pedestrian Level of Service Target	LOS D
Site Performance Measure	Delay

Queue in Output	Average
Percentile Queue	95%
Hours per Year	480 h
Include Short Lanes in determining Queue Storage Ratio	No

Parameter Settings - Model Parameters	
Passenger Car Equivalents	
Light Vehicles (LV)	1.00 pcu/veh
Heavy Vehicles (HV)	2.00 pcu/veh
Queue Blockage	
Blockage Tolerance	5
Delay and Queue	
Exclude Geometric Delay	Yes
HCM Delay Formula	No
HCM Queue Formula	No
Midblock Detection Data	
Effective Detection Zone Length	7.0

Parameter Settings - Cost

Efficiency Parameters

Movement Class	Desired Speed mph	Lower Limit of Speed Efficiency for TTI
Light Vehicles (LV)	-	0.1
Heavy Vehicles (HV)	-	0.1

Vehicle Cost Parameters

Movement Class	Veh Cost Method	Veh Operating Cost [Pump Price of Fuel $/Gal	Fuel Res. Cost Factor	Ratio of Running Cost to Fuel Cost]	Veh Time Cost [Avg. Income $/h	Time Value Factor]
Light Vehicles (LV)	Operating Cost	3.600	0.700	3.00	32.00	0.400
Heavy Vehicles (HV)	Operating Cost	3.600	0.700	3.00	32.00	0.400

Cost Options

Cost Unit	$

Parameter Settings - Vehicle Parameters

Movement Class	Mass lb	Max Power kW	CO2 to Fuel Rate
Light Vehicles (LV)	3500.0	120	2.35
Heavy Vehicles (HV)	33000.0	170	2.633

Parameter Settings - Fuel Consumption

Movement Class	fi	A	B	Beta
Light Vehicles (LV)	1200	16	0.004	0.1
Heavy Vehicles (HV)	2300	200	0.009	0.075

Parameter Settings - CO Emission

Movement Class	fi	A	B	Beta
Light Vehicles (LV)	1620	-138	0.0743	0.294
Heavy Vehicles (HV)	25000	320	-0.06	0.04

Parameter Settings - HC Emission

Movement Class	fi	A	B	Beta
Light Vehicles (LV)	340	-9	0.0031	0.029
Heavy Vehicles (HV)	3000	1	-0.0016	0.0013

Parameter Settings - NOx Emission				
Movement Class	fi	A	B	Beta
Light Vehicles (LV)	300	-14	0.0068	0.166
Heavy Vehicles (HV)	44000	2820	0.21	1.9

Parameter Settings - Advanced	
Platoon Dispersion Model	
fpf	0.80
fpmin	1.00
fpmax	1.25
Lpmin	200.0 ft
Lpmax	1000.0 ft
n	0.60
Approach Short Lane Model	
Include Short Lane Upstream Delay & Stops	Yes
Exit (Downstream) Short Lane Model	
Minimum Downstream Utilisation Ratio	20 %
Minimum Downstream Distance	100 ft
Distance for Full Lane Utilisation	660 ft
Calibration Parameter	1.2

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MOVEMENT SUMMARY

Site: 101v [St Bernard at Palmisano AM roundabout (Site Folder: St Bernard Hwy at Palmisano Blvd)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

New Site
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] ft	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed mph
East: St Bernard Hwy															
6	T1	All MCs	1659	0.0	1659	0.0	0.802	17.5	LOS B	12.6	314.2	0.52	0.25	0.52	35.0
16	R2	All MCs	119	0.0	119	0.0	0.802	1.2	LOS A	12.6	314.2	0.60	0.30	0.60	30.7
Approach			1778	0.0	1778	0.0	0.802	16.4	LOS B	12.6	314.2	0.53	0.26	0.53	34.7
North: Palmisano Blvd															
7	L2	All MCs	8	0.0	8	0.0	0.344	11.3	LOS B	1.9	46.4	0.86	0.86	0.95	27.9
14	R2	All MCs	121	0.0	121	0.0	0.344	10.2	LOS B	1.9	46.4	0.86	0.86	0.95	28.2
Approach			129	0.0	129	0.0	0.344	10.3	LOS B	1.9	46.4	0.86	0.86	0.95	28.2
West: St Bernard Hwy															
5	L2	All MCs	89	0.0	89	0.0	0.157	0.0	LOS A	1.1	27.3	0.08	0.01	0.08	30.9
2	T1	All MCs	613	0.0	613	0.0	0.297	0.2	LOS A	2.5	63.1	0.09	0.01	0.09	36.4
Approach			702	0.0	702	0.0	0.297	0.2	LOS A	2.5	63.1	0.09	0.01	0.09	35.6
All Vehicles			2609	0.0	2609	0.0	0.802	11.7	LOS B	12.6	314.2	0.42	0.22	0.43	34.5

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: SIDRA HCM.
Delay Model: SIDRA Standard (Stopline Delay: Geometric Delay is not included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

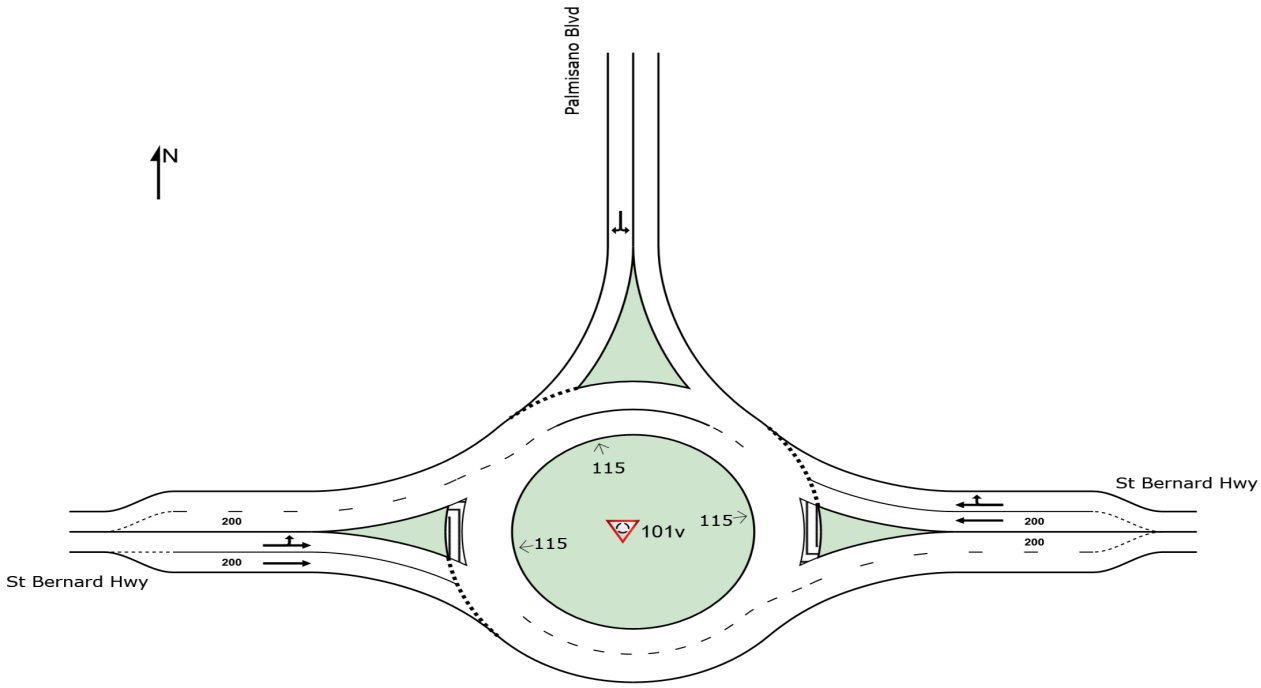
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SITE LAYOUT

Site: 101v [St Bernard at Palmisano PM roundabout (Site Folder: St Bernard Hwy at Palmisano Blvd)]

New Site
Site Category: (None)
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



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Project: C:\SharePoint\Urban Systems\USI Team Site - Documents\Projects\2023Proj\23-040 LIT Road Network Study RPC\Analysis\Sidra \Alternatives\2050 No Build (w.Port).sip9

INPUT REPORT

Site: 101v [St Bernard at Palmisano PM roundabout (Site Folder: St Bernard Hwy at Palmisano Blvd)]

New Site
Site Category: (None)
Roundabout

Intersection - Site Data	
Site Name	St Bernard at Palmisano PM roundabout
Site ID	101v
Site Category	(None)
Site Title	New Site

Intersection - Site Properties	
Site (Intersection) Type	Roundabout
Setup Name	US HCM (Customary)
Base Setup	NA
Drive Rule	Right-hand side of the road
HCM Version	Yes
Units	US
First Created	----------
Date	12/4/2024 10:34:43 AM
Created By	urbantemp
Organisation	URBAN SYSTEMS, INC
Version	9.1.3.210
Last Modified	----------
Date	12/4/2024 10:34:43 AM
Modified By	urbantemp
Organisation	URBAN SYSTEMS, INC
Version	9.1.3.210

Intersection - Approach & Exit Data

Location	Name	Type	No. of App. Lanes	No. of Exit Lanes	Approach Distance ft	Extra Bunching (Site Analysis) %	Extra Bunching (Network Analysis) %	Exit Distance ft	Approach Area Type Control	Area Type Factor
East	St Bernard Hwy	Two-way	2	2	1600.0	0	–	–	–	–
North	Palmisano Blvd	Two-way	1	1	1600.0	0	–	–	–	–
West	St Bernard Hwy	Two-way	2	2	1600.0	0	–	–	–	–

Movement Definitions - Included Movement Classes

Name	ID	Model Designation	Type
Light Vehicles	LV	Light Vehicle	Standard
Heavy Vehicles	HV	Heavy Vehicle	Standard

Movement Definitions - Approach Movements

To Approach	Turn	Approach Mov ID
From: East	St Bernard Hwy	
West	T1	6
North	R2	16
From: North	Palmisano Blvd	
East	L2	7
West	R2	14

From: West	St Bernard Hwy	
North	L2	5
East	T1	2

Approach	U-Turn Before Intersection	Exclude U-Turn Before Intersection From Signal Analysis
East	-	-
North	-	-
West	-	-

Lane Geometry - Lane Configuration

Leg	Item	Configuration	Type	Control	Slip/ Bypass Control	Length ft	Width ft	Grade %	Full Lane [ID	Col]	Island [Front Width ft	Back Width ft	Fill Style	Cnct To	For Ped Stgn	Short Splitter Isl]
East	St Bernard Hwy															
	Exit Lane 2	Full-Length	–	–	–	1600	12	0			–	–	–	–	–	–
	Exit Lane 1	Short Lane	–	–	–	–	12	0	–	–	–	–	–	–	–	–
	Rou Splt Isl 1	–	–	–	–	–	–	–	–	–	-	0	Solid	–	Yes	No
	App. Lane 1	Short Lane	Normal	Yield	–	–	12	0	–	–	–	–	–	–	–	–
	App. Lane 2	Full-Length	Normal	Yield	–	1600	12	0			–	–	–	–	–	–
North	Palmisano Blvd															
	Exit Lane 1	Full-Length	–	–	–	1600	12	0			–	–	–	–	–	–
	Rou Splt Isl 1	–	–	–	–	–	–	–	–	–	-	0	Solid	–	Yes	No
	App. Lane 1	Full-Length	Normal	Yield	–	1600	12	0			–	–	–	–	–	–
West	St Bernard Hwy															
	Exit Lane 2	Full-Length	–	–	–	1600	12	0			–	–	–	–	–	–
	Exit Lane 1	Short Lane	–	–	–	–	12	0	–	–	–	–	–	–	–	–
	Rou Splt Isl 1	–	–	–	–	–	–	–	–	–	-	0	Solid	–	Yes	No
	App. Lane 1	Full-Length	Normal	Yield	–	1600	12	0			–	–	–	–	–	–
	App. Lane 2	Short Lane	Normal	Yield	–	–	12	0	–	–	–	–	–	–	–	–

Lanes are numbered from left to right in the direction of travel.

Lane Geometry - Lane Configuration - Short Lanes and Two-Segment Lanes

Leg	Item	Configuration	Short Lane / Segment 1 [Length ft	Overflow/ Merge Lane Number	ID	Colour]	Segment 2 [Length ft	ID	Colour]
East	St Bernard Hwy								
	Exit Lane 1	Short Lane	200	2			–	–	–
	App. Lane 1	Short Lane	200	2			–	–	–
West	St Bernard Hwy								
	Exit Lane 1	Short Lane	200	2			–	–	–
	App. Lane 2	Short Lane	200	1			–	–	–

Lane Geometry - Lane Disciplines

To Approach	Turn	Free Queue Distance ft	Movement Class(es)
From: East	App. Lane 1		
West	T1	–	LV, HV
From: East	App. Lane 2		
West	T1	0	LV, HV

North	R2	0	LV, HV
From: North	App. Lane 1		
East	L2	0	LV, HV
West	R2	0	LV, HV
From: West	App. Lane 1		
North	L2	0	LV, HV
East	T1	0	LV, HV
From: West	App. Lane 2		
East	T1	–	LV, HV

Lane Geometry - Lane Data

Approach Lane Data

Approach Lane	Basic Satn Flow tcu/h	Util Ratio %	Satn Speed mph	Capacity Adj %	Use Given Cap Adj in Network Analysis	Set As Dominant Lane	Include SLip/ ByPass Lane in Entry Lane Count	Initial Demand veh	Apply Satn Flow Est	Short Lane Capacity	Delay Model Param
East	St Bernard Hwy										
App. Lane 1	–	–	–	0.0	No	–	–	0.0	–	–	–
App. Lane 2	–	–	–	0.0	No	–	–	0.0	–	–	–
North	Palmisano Blvd										
App. Lane 1	–	–	–	0.0	No	–	–	0.0	–	–	–
West	St Bernard Hwy										
App. Lane 1	–	–	–	0.0	No	–	–	0.0	–	–	–
App. Lane 2	–	–	–	0.0	No	–	–	0.0	–	–	–

Merge Analysis

Exit Lane	Merge Lane Number	Apply Merge Analysis	Merge Type	Percent Opposing in Short Lane %	Percent Opposing in Merge Lane %	Critical Gap sec	Follow-up Headway sec	Minimum Departures veh/min
East	St Bernard Hwy							
Exit Lane 1	2	Yes	Priority Merge	0	100	3.0	2.0	0.1
Exit Lane 2	–	–	–	–	–	–	–	–
North	Palmisano Blvd							
Exit Lane 1	–	–	–	–	–	–	–	–
West	St Bernard Hwy							
Exit Lane 1	2	Yes	Priority Merge	0	100	3.0	2.0	0.1
Exit Lane 2	–	–	–	–	–	–	–	–

Lane Movements - Flow Proportions

Exit Lane	To Exit Leg East %	North %	West %
Light Vehicles (LV)			
From: East	App. Lane 1		
Exit Lane 1	–	–	100
Exit Lane 2	–	–	0
From: East	App. Lane 2		
Exit Lane 1	–	100	0
Exit Lane 2	–	–	100
From: North	App. Lane 1		
Exit Lane 1	100	–	0
Exit Lane 2	0	–	100
From: West	App. Lane 1		
Exit Lane 1	100	100	–
Exit Lane 2	0	–	–

From: West	App. Lane 2		
Exit Lane 1	0	–	–
Exit Lane 2	100	–	–
Heavy Vehicles (HV)			
From: East	App. Lane 1		
Exit Lane 1	–	–	100
Exit Lane 2	–	–	0
From: East	App. Lane 2		
Exit Lane 1	–	100	0
Exit Lane 2	–	–	100
From: North	App. Lane 1		
Exit Lane 1	100	–	0
Exit Lane 2	0	–	100
From: West	App. Lane 1		
Exit Lane 1	100	100	–
Exit Lane 2	0	–	–
From: West	App. Lane 2		
Exit Lane 1	0	–	–
Exit Lane 2	100	–	–

Lane Movements - Blockage Calibration

	To Exit Leg		
Exit Lane	East	North	West
From: East	App. Lane 1		
Exit Lane 1	–	–	1.0
Exit Lane 2	–	–	1.0
From: East	App. Lane 2		
Exit Lane 1	–	1.0	1.0
Exit Lane 2	–	–	1.0
From: North	App. Lane 1		
Exit Lane 1	1.0	–	1.0
Exit Lane 2	1.0	–	1.0
From: West	App. Lane 1		
Exit Lane 1	1.0	1.0	–
Exit Lane 2	1.0	–	–
From: West	App. Lane 2		
Exit Lane 1	1.0	–	–
Exit Lane 2	1.0	–	–

Roundabouts - Options

Roundabout Model Options	
Roundabout Capacity Model	SIDRA Standard
Roundabout LOS Method	Same as Signalised Intersections
Exclude Geometric Delay	Yes
HCM Delay Formula	No
Apply the SIDRA Model for Unbalanced Flow Conditions for HCM 2010	–
Apply the SIDRA Model for Unbalanced Flow Conditions for HCM 6 / 6x	–
Other Roundabout Models	
FHWA 2000	No
Use Urban Compact Roundabout	–
HCM 2000	No
NAASRA 1986	No

Roundabouts - Geometry

Location	Name	Circ. Lanes	Circ. Width	Island Diameter	Inscribed Diameter	Entry Radius	Entry Angle	Raindrop Design	Circ Trans Line	Downstream Circ Lanes
			ft	ft	ft	ft	°			
East	St Bernard Hwy	1	30.0	115.0	–	100.0	30.0	No	No	–
North	Palmisano Blvd	2	30.0	115.0	–	100.0	30.0	No	No	–
West	St Bernard Hwy	1	30.0	115.0	–	100.0	30.0	No	No	–

SIDRA Standard Roundabout Capacity Model Calibration Parameters

Location	Name	Env. Factor	Entry/Circ. Flow Adjust.
East	St Bernard Hwy	–	–
North	Palmisano Blvd	–	–
West	St Bernard Hwy	–	–

Pedestrians - Pedestrian Movements

Unit Time for Volumes: 60 minutes
Peak Flow (Analysis) Period: 15 minutes

Main Crossing/ Slip/Bypass Lane Crossing	Volume	Peak Flow	Flow Scale	Growth Rate
	ped	%	%	%
No Ped Movements				

Pedestrians - Pedestrian Movement Data

Main Crossing/ Slip/ Bypass Lane Crossing	Mov. ID	Crossing Distance	Conflict Zone Length	Oppng Ped.Fac.	P.Deg. Satn	Walking Speed	App. Trav. Distance	Downst. Distance	Queue Space
		ft	ft			ft/sec	ft	ft	ft
No Ped Movements									

Volumes - Vehicle Volumes

Unit Time for Volumes: 60 minutes
Peak Flow (Analysis) Period: 15 minutes
Volume Data Method: Total and %

Movement Class	To Exit Leg East veh	North veh	West veh
From: East	St Bernard Hwy		
Total (veh)	–	26.0	815.0
LV (%)	–	100.000	100.000
HV (%)	–	0.000	0.000
From: North	Palmisano Blvd		
Total (veh)	19.0	–	73.0
LV (%)	100.000	–	100.000
HV (%)	0.000	–	0.000
From: West	St Bernard Hwy		
Total (veh)	1275.0	81.0	–
LV (%)	100.000	100.000	–
HV (%)	0.000	0.000	–

Volumes - Volume Factors

To Approach	Peak Flow Factor %	Flow Scale %	Growth Rate %/year
Light Vehicles (LV)			
From: East	St Bernard Hwy		
West	94.0	100.00	2.00
North	94.0	100.00	2.00
From: North	Palmisano Blvd		
East	94.0	100.00	2.00
West	94.0	100.00	2.00
From: West	St Bernard Hwy		
North	94.0	100.00	2.00
East	94.0	100.00	2.00
Heavy Vehicles (HV)			
From: East	St Bernard Hwy		
West	94.0	100.00	2.00
North	94.0	100.00	2.00
From: North	Palmisano Blvd		
East	94.0	100.00	2.00
West	94.0	100.00	2.00
From: West	St Bernard Hwy		
North	94.0	100.00	2.00
East	94.0	100.00	2.00

Gap Acceptance - Gap Acceptance Data

Gap Acceptance Data

Opposed Movement	Critical Gap sec	Follow-up Headway sec	Minimum Departures veh/min	Exiting Flow Effect %	% Opp. By Nearest Lane %	Opng. Peds (UnSig)
East	St Bernard Hwy					
T1	–	–	2.50	0	0.00	Prg(Flow)
R2	–	–	2.50	0	0.00	Prg(Flow)
North	Palmisano Blvd					
L2	–	–	2.50	0	0.00	Prg(Flow)
R2	–	–	2.50	0	0.00	Prg(Flow)
West	St Bernard Hwy					
L2	–	–	2.50	0	0.00	Prg(Flow)
T1	–	–	2.50	0	0.00	Prg(Flow)

Gap Acceptance - Settings

Gap Acceptance Options

Gap Acceptance Capacity Formula : SIDRA Standard (Akçelik M3D)

Merge Analysis & Zebra Crossing Analysis Parameters

Parameters	Zebra Crossing on Slip/ Bypass Lane	Midblock Zebra Crossing	Merge Analysis [Exit Short Lane	Merge Lane]
Light Vehicles				
Gap Acceptance Factor	1.0	1.0	1.0	1.0
Opposing Vehicle Factor	–	–	1.0	1.0
Continuous Lane Capacity	–	–	–	1800
Heavy Vehicles				
Gap Acceptance Factor	2.0	2.0	2.0	2.0
Opposing Vehicle Factor	–	–	2.0	2.0
Continuous Lane Capacity	–	–	–	1800

Vehicle Movement Data - Path Data

Turn	Approach Cruise Speed mph	Exit Cruise Speed mph	Negotiation Speed mph	Negotiation Distance ft	Downstream Distance ft	Negotiation Radius ft
Light Vehicles (LV)						

From: East	St Bernard Hwy					
T1	40.0	40.0	–	–	–	–
R2	40.0	30.0	–	–	–	–
From: North	Palmisano Blvd					
L2	30.0	40.0	–	–	–	–
R2	30.0	40.0	–	–	–	–
From: West	St Bernard Hwy					
L2	40.0	30.0	–	–	–	–
T1	40.0	40.0	–	–	–	–
Heavy Vehicles (HV)						
From: East	St Bernard Hwy					
T1	40.0	40.0	–	–	–	–
R2	40.0	30.0	–	–	–	–
From: North	Palmisano Blvd					
L2	30.0	40.0	–	–	–	–
R2	30.0	40.0	–	–	–	–
From: West	St Bernard Hwy					
L2	40.0	30.0	–	–	–	–
T1	40.0	40.0	–	–	–	–

Vehicle Movement Data - Calibration

Turn	Queue Space ft	Vehicle Length ft	Vehicle Occupancy pers/veh	Extra Midblock Delay sec	Turn Veh Effect [Factor	Radius] ft	Gap Accp Factor	Opng. Veh Factor	Prac. Deg. Of Satn.
Light Vehicles (LV)									
From: East	St Bernard Hwy								
T1	25.00	17.00	1.20	No	1	–	1	1	–
R2	25.00	17.00	1.20	No	1.18	–	1	1	–
From: North	Palmisano Blvd								
L2	25.00	17.00	1.20	No	1.05	–	1	1	–
R2	25.00	17.00	1.20	No	1.18	–	1	1	–
From: West	St Bernard Hwy								
L2	25.00	17.00	1.20	No	1.05	–	1	1	–
T1	25.00	17.00	1.20	No	1	–	1	1	–
Heavy Vehicles (HV)									
From: East	St Bernard Hwy								
T1	45.00	36.00	1.20	No	1	–	2	2	–
R2	45.00	36.00	1.20	No	1.18	–	2	2	–
From: North	Palmisano Blvd								
L2	45.00	36.00	1.20	No	1.05	–	2	2	–
R2	45.00	36.00	1.20	No	1.18	–	2	2	–
From: West	St Bernard Hwy								
L2	45.00	36.00	1.20	No	1.05	–	2	2	–
T1	45.00	36.00	1.20	No	1	–	2	2	–

Site Demand & Sensitivity

Analysis Method: None

Parameter Settings - Options

General Options	
Site Level of Service Method	Delay & v/c (HCM 6)
Site Level of Service Target	LOS D
Pedestrian Level of Service Target	LOS D
Site Performance Measure	Delay

Queue in Output	Average
Percentile Queue	95%
Hours per Year	480 h
Include Short Lanes in determining Queue Storage Ratio	No

Parameter Settings - Model Parameters	
Passenger Car Equivalents	
Light Vehicles (LV)	1.00 pcu/veh
Heavy Vehicles (HV)	2.00 pcu/veh
Queue Blockage	
Blockage Tolerance	5
Delay and Queue	
Exclude Geometric Delay	Yes
HCM Delay Formula	No
HCM Queue Formula	No
Midblock Detection Data	
Effective Detection Zone Length	7.0

Parameter Settings - Cost

Efficiency Parameters

Movement Class	Desired Speed mph	Lower Limit of Speed Efficiency for TTI
Light Vehicles (LV)	-	0.1
Heavy Vehicles (HV)	-	0.1

Vehicle Cost Parameters

Movement Class	Veh Cost Method	Veh Operating Cost [Pump Price of Fuel $/Gal	Fuel Res. Cost Factor	Ratio of Running Cost to Fuel Cost]	Veh Time Cost [Avg. Income $/h	Time Value Factor]
Light Vehicles (LV)	Operating Cost	3.600	0.700	3.00	32.00	0.400
Heavy Vehicles (HV)	Operating Cost	3.600	0.700	3.00	32.00	0.400

Cost Options

Cost Unit	$

Parameter Settings - Vehicle Parameters

Movement Class	Mass lb	Max Power kW	CO2 to Fuel Rate
Light Vehicles (LV)	3500.0	120	2.35
Heavy Vehicles (HV)	33000.0	170	2.633

Parameter Settings - Fuel Consumption

Movement Class	fi	A	B	Beta
Light Vehicles (LV)	1200	16	0.004	0.1
Heavy Vehicles (HV)	2300	200	0.009	0.075

Parameter Settings - CO Emission

Movement Class	fi	A	B	Beta
Light Vehicles (LV)	1620	-138	0.0743	0.294
Heavy Vehicles (HV)	25000	320	-0.06	0.04

Parameter Settings - HC Emission

Movement Class	fi	A	B	Beta
Light Vehicles (LV)	340	-9	0.0031	0.029
Heavy Vehicles (HV)	3000	1	-0.0016	0.0013

Parameter Settings - NOx Emission				
Movement Class	fi	A	B	Beta
Light Vehicles (LV)	300	-14	0.0068	0.166
Heavy Vehicles (HV)	44000	2820	0.21	1.9

Parameter Settings - Advanced	
Platoon Dispersion Model	
fpf	0.80
fpmin	1.00
fpmax	1.25
Lpmin	200.0 ft
Lpmax	1000.0 ft
n	0.60
Approach Short Lane Model	
Include Short Lane Upstream Delay & Stops	Yes
Exit (Downstream) Short Lane Model	
Minimum Downstream Utilisation Ratio	20 %
Minimum Downstream Distance	100 ft
Distance for Full Lane Utilisation	660 ft
Calibration Parameter	1.2

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MOVEMENT SUMMARY

Site: 101v [St Bernard at Palmisano PM roundabout (Site Folder: St Bernard Hwy at Palmisano Blvd)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

New Site
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] ft	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed mph
East: St Bernard Hwy															
6	T1	All MCs	867	0.0	867	0.0	0.403	1.1	LOS A	3.0	75.2	0.30	0.12	0.30	35.8
16	R2	All MCs	28	0.0	28	0.0	0.403	0.5	LOS A	3.0	75.2	0.30	0.13	0.30	31.5
Approach			895	0.0	895	0.0	0.403	1.0	LOS A	3.0	75.2	0.30	0.12	0.30	35.7
North: Palmisano Blvd															
7	L2	All MCs	20	0.0	20	0.0	0.142	8.8	LOS A	0.6	15.6	0.63	0.55	0.63	30.1
14	R2	All MCs	78	0.0	78	0.0	0.142	3.7	LOS A	0.6	15.6	0.63	0.55	0.63	30.5
Approach			98	0.0	98	0.0	0.142	4.7	LOS A	0.6	15.6	0.63	0.55	0.63	30.4
West: St Bernard Hwy															
5	L2	All MCs	86	0.0	86	0.0	0.325	0.2	LOS A	2.6	64.2	0.16	0.04	0.16	31.3
2	T1	All MCs	1356	0.0	1356	0.0	0.616	1.5	LOS A	7.8	194.9	0.21	0.05	0.21	36.0
Approach			1443	0.0	1443	0.0	0.616	1.4	LOS A	7.8	194.9	0.20	0.05	0.20	35.7
All Vehicles			2435	0.0	2435	0.0	0.616	1.4	LOS A	7.8	194.9	0.26	0.10	0.26	35.4

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: SIDRA HCM.
Delay Model: SIDRA Standard (Stopline Delay: Geometric Delay is not included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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LEGEND:

- 95th %'ile Queue - 2050 No Build With Port
- 95th %'ile Queue - Alternative 1: Signalized
- 95th %'ile Queue - Alternative 2: Roundabout
- 2050 No Build With Port Delay (V/C)
- Alternative 1: Signalized Delay (V/C)
- Alternative 2: Roundabout Delay (V/C)

N
W E
S



E St Bernard Hwy at Palmisano Blvd

Figure E-1
AM MOE Maps
2050 No Build With Port vs Alternative

LIT Road Network Study RPC
St Bernard Parish, LA

NOT TO SCALE
FOR PLANNING PURPOSES ONLY

URBAN SYSTEMS inc.

LEGEND:

- 95th %'ile Queue - 2050 No Build With Port
- 95th %'ile Queue - Alternative 1: Signalized
- 95th %'ile Queue - Alternative 2: Roundabout
- 2050 No Build With Port Delay (V/C)
- Alternative 1: Signalized Delay (V/C)
- Alternative 2: Roundabout Delay (V/C)

N
W E
S



E St Bernard Hwy at Palmisano Blvd

Figure E-2
PM MOE Maps
2050 No Build With Port vs Alternative

LIT Road Network Study RPC
St Bernard Parish, LA

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LSB / LIT Road Network and Resilience
Stage 0 Feasibility Study
H.015428

Appendix E
Alternative Analysis

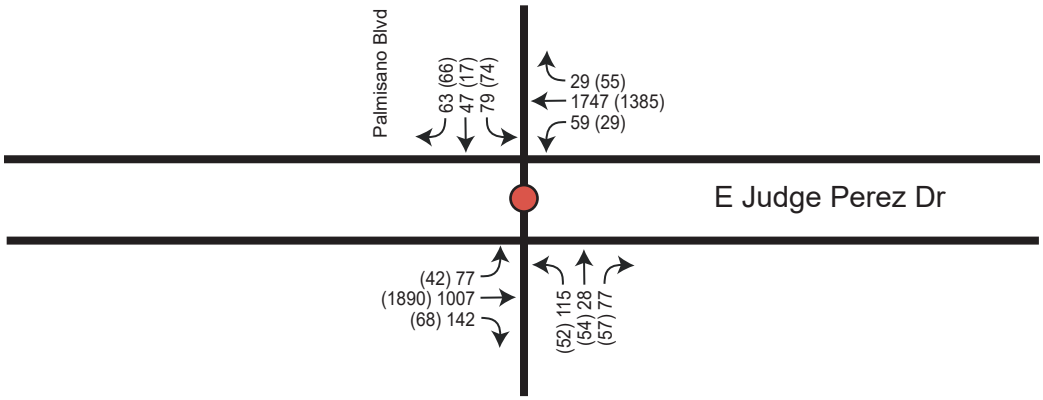
Appendix E.3 E Judge Perez Dr at Palmisano Blvd Analysis Results

URBAN SYSTEMS inc.

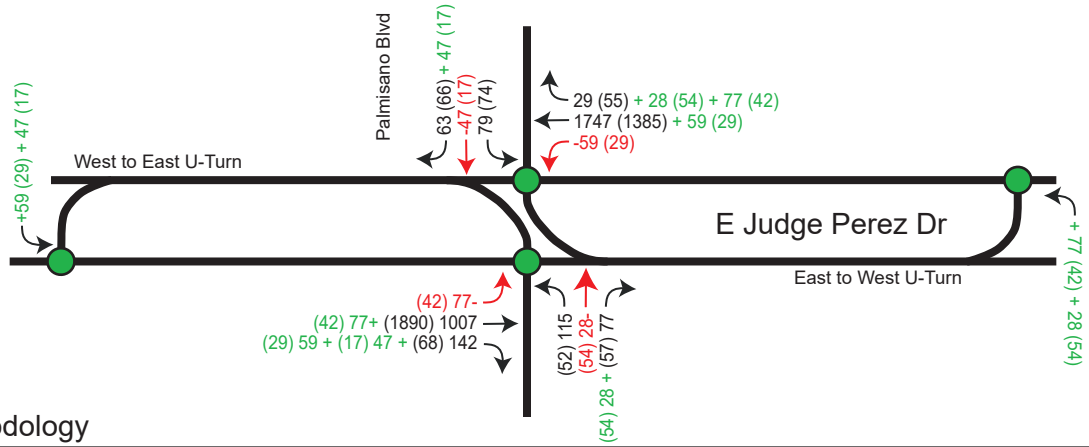
LEGEND:

X	AM Peak Hour		Permitted Movement
(X)	PM Peak Hour		Existing Signalized Intersection
	Restricted Movement		Proposed Two Phased Signal

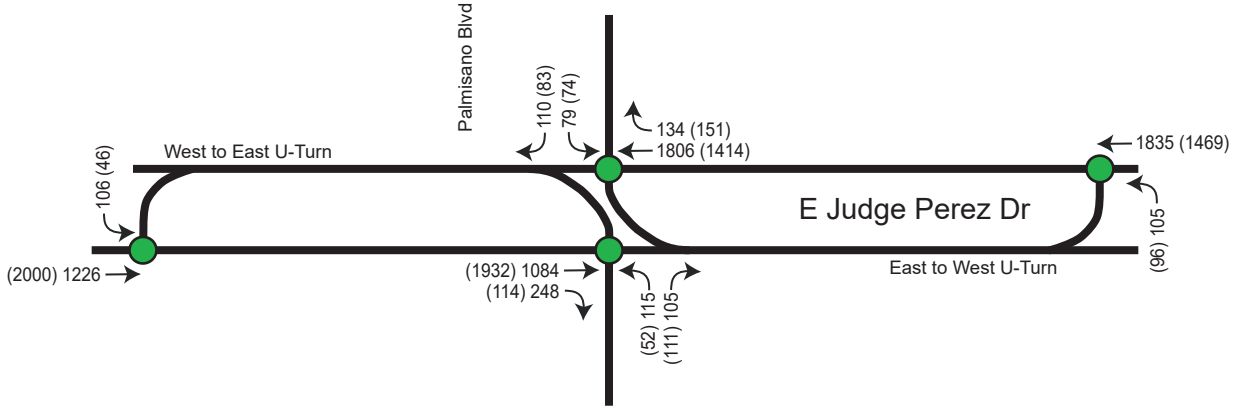




2050 No Build With Port



Rerouting Methodology



2050 No Build Rerouting

Figure E-3
2-Phased Signals Alternative Volume Figure

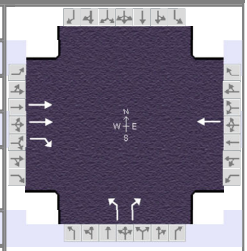
LIT Road Network Study RPC
St Bernard Parish, LA

NOT TO SCALE
FOR PLANNING PURPOSES ONLY

URBAN SYSTEMS inc.

HCS Signalized Intersection Input Data

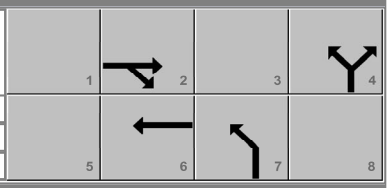
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Dec 4, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.83
Urban Street	E Judge Perez EB	Analysis Year	2050 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	Palmisano Blvd NB	File Name	E Judge Perez EB at Palmisano NB 2050 No Buil…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		1084	248		0		115		105			

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	51	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	79.2	9.8	0.0	0.0	0.0	0.0						
Yellow	5.0	4.0	0.0	0.0	0.0	0.0						
Red	1.0	1.0	0.0	0.0	0.0	0.0						



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		1084	248		0		115		105			
Initial Queue (Q_b), veh/h		0	0		0		0		0			
Base Saturation Flow Rate (s_o), veh/h		1900	1900		1900		1900		1900			
Parking (N_m), man/h		None			None			None				
Heavy Vehicles (P_{HV}), %		23	1		13		0		0			
Ped / Bike / RTOR, /h	0	0	25	0	0		0	0		0	0	
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0			
Arrival Type (*AT*)		3	3		3		3		3			
Upstream Filtering (*I*)		0.88	0.88		1.00		1.00		1.00			
Lane Width (*W*), ft		12.0	12.0		12.0		12.0		12.0			
Turn Bay Length, ft		0	200		0		200		0			
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h		35	35		35		35		35			

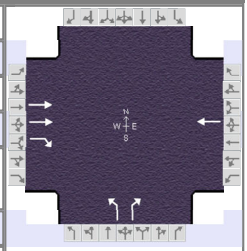
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		85.2		85.2	14.8	14.8		
Yellow Change Interval (*Y*), s		5.0		5.0	4.0	4.0		
Red Clearance Interval (R_c), s		1.0		1.0	1.0	1.0		
Minimum Green (G_{min}), s		15		15	6	6		
Start-Up Lost Time (*l*t), s		2.0		2.0	2.0			
Extension of Effective Green (*e*), s		2.0		2.0	2.0			
Passage (*PT*), s		2.0		2.0	2.0	2.0		
Recall Mode		Min		Min	Off	Off		
Dual Entry		No		No	No	No		
Walk (*Walk*), s		0.0				7.0		7.0
Pedestrian Clearance Time (*PC*), s		0.0				17.0		17.0

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

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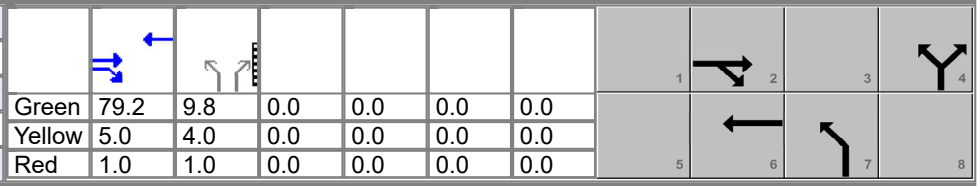
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Dec 4, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.83
Urban Street	E Judge Perez EB	Analysis Year	2050 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	Palmisano Blvd NB	File Name	E Judge Perez EB at Palmisano NB 2050 No Buil…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		1084	248		0		115		105			

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	51	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	79.2	9.8	0.0	0.0	0.0	0.0		
Yellow	5.0	4.0	0.0	0.0	0.0	0.0		
Red	1.0	1.0	0.0	0.0	0.0	0.0		

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6		4		
Case Number		7.0		8.0		9.0		
Phase Duration, s		85.2		85.2		14.8		
Change Period, ($Y+R_c$), s		6.0		6.0		5.0		
Max Allow Headway (*MAH*), s		0.0		0.0		3.2		
Queue Clearance Time (g_s), s						9.5		
Green Extension Time (g_e), s		0.0		0.0		0.0		
Phase Call Probability						1.00		
Max Out Probability						1.00		

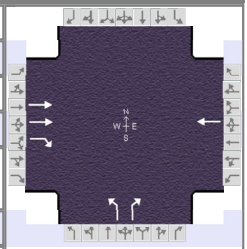
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		2	12		6		7		14			
Adjusted Flow Rate (*v*), veh/h		1176	242		0		139		117			
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1484	1598		1707		1810					
Queue Service Time (g_s), s		14.6	4.2		0.0		7.5					
Cycle Queue Clearance Time (g_c), s		14.6	4.2		0.0		7.5					
Green Ratio (*g/C*)		0.79	0.79		0.79		0.10					
Capacity (*c*), veh/h		2351	1265		1352		177					
Volume-to-Capacity Ratio (*X*)		0.500	0.191		0.000		0.781					
Back of Queue (*Q*), ft/ln (95 th percentile)		170.9	46.7		0		188.8					
Back of Queue (*Q*), veh/ln (95 th percentile)		5.8	1.9		0.0		7.6					
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00	0.23		0.00		0.94					
Uniform Delay (d_1), s/veh		4.0	3.0		0.0		44.1					
Incremental Delay (d_2), s/veh		0.7	0.3		0.0		18.3					
Initial Queue Delay (d_3), s/veh		0.0	0.0		0.0		0.0					
Control Delay (*d*), s/veh		4.7	3.3		0.0		62.3		0.0			
Level of Service (LOS)		A	A				E		A			
Approach Delay, s/veh / LOS	4.4	A		0.0			33.8	C		0.0		
Intersection Delay, s/veh / LOS	8.9						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.84	B	0.64	A	1.96	B	2.18	B
Bicycle LOS Score / LOS	1.79	B	0.48	A		F	0.00	A

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HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Dec 4, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.83
Urban Street	E Judge Perez EB	Analysis Year	2050 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	Palmisano Blvd NB	File Name	E Judge Perez EB at Palmisano NB 2050 No Buil…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		1084	248		0		115		105			

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	51	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

							1	2	3	4
Green	79.2	9.8	0.0	0.0	0.0	0.0	5	6	7	8
Yellow	5.0	4.0	0.0	0.0	0.0	0.0				
Red	1.0	1.0	0.0	0.0	0.0	0.0				

Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000			
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	0.821	0.992	1.000	0.899	1.000	1.000	1.000	1.000			
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.000	0.000	0.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.000	0.000	0.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000			
Lane Utilization Adjustment Factor (f_{LU})	1.000	0.952	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	1.000	1.000		1.000	1.000		0.952	0.000				
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.000	1.000		0.000	0.847			
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000					
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000			
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000			
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)												
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)				1.00								
Movement Saturation Flow Rate (s), veh/h	0	3043	1598	0	1707	0	1810	0	1610			
Proportion of Vehicles Arriving on Green (P)	0.00	0.77	0.76	0.00	0.00	0.00	0.10	0.00	0.10	0.00	0.00	0.00
Incremental Delay Factor (k)		0.50	0.50				0.30		0.26			

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		6.0		6.0		4.0		
Green Ratio (g/C)		0.79		0.79		0.10		
Permitted Saturation Flow Rate (s_p), veh/h/ln		1440		485		1810		
Shared Saturation Flow Rate (s_{sh}), veh/h/ln		0		0				
Permitted Effective Green Time (g_p), s		0.0		0.0		0.0		
Permitted Service Time (g_u), s		0.0		0.0		0.0		
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s		79.2		79.2		0.0		
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		0				0		
Protected Right Effective Green Time (g_R), s		0.0				0.0		

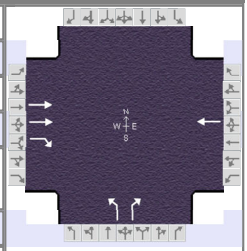
Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.198	0.011	0.000	0.010	1.198	0.004	1.389	0.036
Pedestrian F_s / F_{delay}	0.000	0.031	0.000	0.031	0.000	0.157	0.000	0.157
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	1584.00	2.16	1584.00	2.16		56.18		55.13

Bicycle F_w / F_v	-3.64	1.30	-3.64	-0.01	-3.64	Infinity	-3.64	-Infinity

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HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Dec 4, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.83
Urban Street	E Judge Perez EB	Analysis Year	2050 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	Palmisano Blvd NB	File Name	E Judge Perez EB at Palmisano NB 2050 No Buil…		
Project Description	23-040				

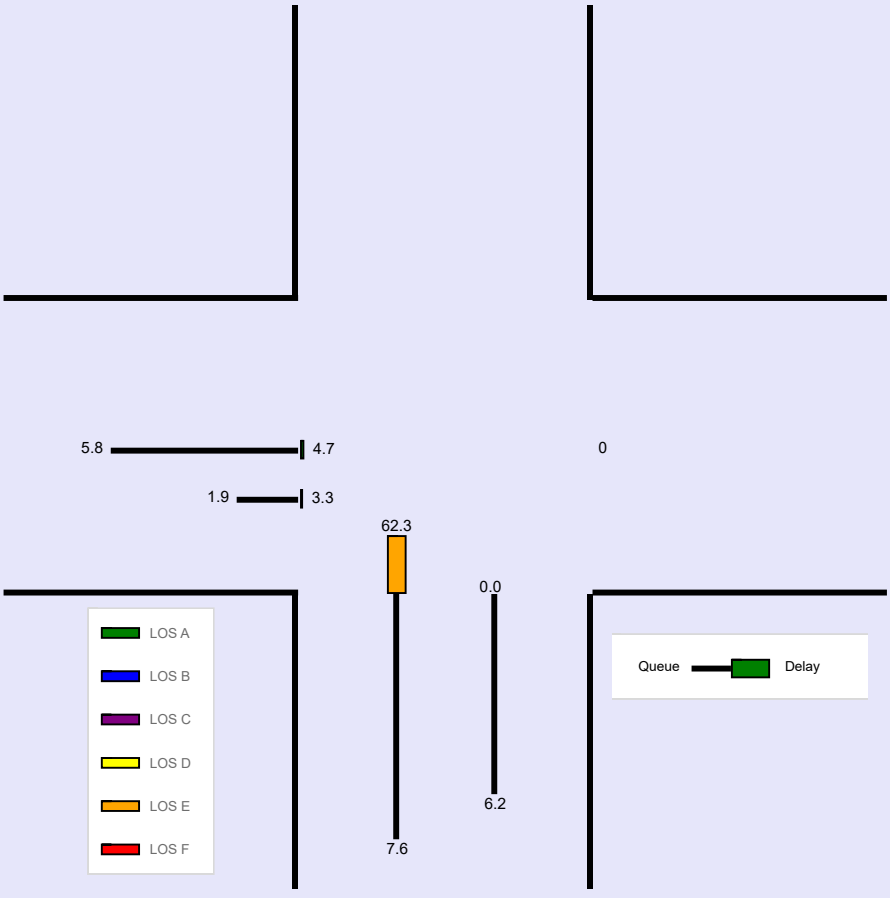


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		1084	248		0		115		105			

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	51	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	79.2	9.8	0.0	0.0	0.0	0.0	1	2	3	4		
Yellow	5.0	4.0	0.0	0.0	0.0	0.0						
Red	1.0	1.0	0.0	0.0	0.0	0.0	5	6	7	8		

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)		170.9	46.7		0		188.8					
Back of Queue (*Q*), veh/ln (95 th percentile)		5.8	1.9		0.0		7.6					
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00	0.23		0.00		0.94					
Control Delay (*d*), s/veh		4.7	3.3		0.0		62.3		0.0			
Level of Service (LOS)		A	A				E		A			
Approach Delay, s/veh / LOS	4.4	A		0.0			33.8	C		0.0		
Intersection Delay, s/veh / LOS	8.9						A					



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--- Messages ---

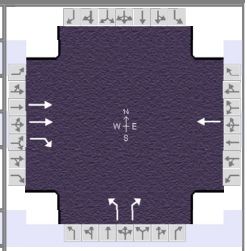
INFO: NBR was specified to have Unsignalized Delay of 0 seconds.

--- Comments ---

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HCS Signalized Intersection Input Data

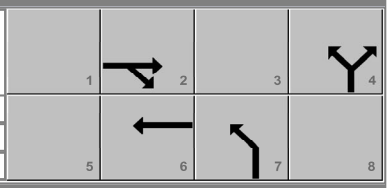
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Dec 4, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.83
Urban Street	E Judge Perez EB	Analysis Year	2050 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	Palmisano Blvd NB	File Name	E Judge Perez EB at Palmisano NB 2050 No Buil…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		1932	114		0		52		111			

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	51	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	79.3	9.7	0.0	0.0	0.0	0.0						
Yellow	5.0	4.0	0.0	0.0	0.0	0.0						
Red	1.0	1.0	0.0	0.0	0.0	0.0						



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		1932	114		0		52		111			
Initial Queue (Q_b), veh/h		0	0		0		0		0			
Base Saturation Flow Rate (s_o), veh/h		1900	1900		1900		1900		1900			
Parking (N_m), man/h		None			None			None				
Heavy Vehicles (P_{HV}), %		6	0		13		0		0			
Ped / Bike / RTOR, /h	0	0	18	0	0		0	0		0	0	
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0			
Arrival Type (*AT*)		3	3		3		3		3			
Upstream Filtering (*I*)		0.67	0.67		1.00		1.00		1.00			
Lane Width (*W*), ft		12.0	12.0		12.0		12.0		12.0			
Turn Bay Length, ft		0	200		0		200		0			
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h		35	35		35		35		35			

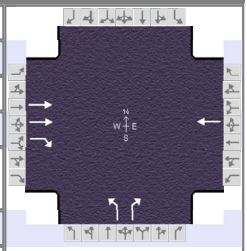
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		78.0		78.0	22.0	22.0		
Yellow Change Interval (*Y*), s		5.0		5.0	4.0	4.0		
Red Clearance Interval (R_c), s		1.0		1.0	1.0	1.0		
Minimum Green (G_{min}), s		15		15	6	6		
Start-Up Lost Time (*l*t), s		2.0		2.0	2.0			
Extension of Effective Green (*e*), s		2.0		2.0	2.0			
Passage (*PT*), s		2.0		2.0	2.0	2.0		
Recall Mode		Min		Min	Off	Off		
Dual Entry		No		No	No	No		
Walk (*Walk*), s		0.0				7.0		7.0
Pedestrian Clearance Time (*PC*), s		0.0				17.0		17.0

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

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HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Dec 4, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.83
Urban Street	E Judge Perez EB	Analysis Year	2050 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	Palmisano Blvd NB	File Name	E Judge Perez EB at Palmisano NB 2050 No Buil…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		1932	114		0		52		111			

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	51	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

							1	2	3	4
Green	79.3	9.7	0.0	0.0	0.0	0.0	5	6	7	8
Yellow	5.0	4.0	0.0	0.0	0.0	0.0				
Red	1.0	1.0	0.0	0.0	0.0	0.0				

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6		4		
Case Number		7.0		8.0		9.0		
Phase Duration, s		85.3		85.3		14.7		
Change Period, ($Y+R_c$), s		6.0		6.0		5.0		
Max Allow Headway (*MAH*), s		0.0		0.0		3.3		
Queue Clearance Time (g_s), s						9.5		
Green Extension Time (g_e), s		0.0		0.0		0.2		
Phase Call Probability						0.99		
Max Out Probability						0.02		

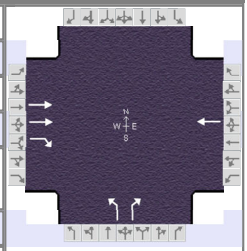
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		2	12		6		7		14			
Adjusted Flow Rate (*v*), veh/h		2098	104		0		63		124			
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1724	1610		1707		1810					
Queue Service Time (g_s), s		34.6	1.6		0.0		3.2					
Cycle Queue Clearance Time (g_c), s		34.6	1.6		0.0		3.2					
Green Ratio (*g/C*)		0.79	0.79		0.79		0.10					
Capacity (*c*), veh/h		2735	1277		1354		175					
Volume-to-Capacity Ratio (*X*)		0.767	0.082		0.000		0.357					
Back of Queue (*Q*), ft/ln (95 th percentile)		355.9	16.8		0		65.2					
Back of Queue (*Q*), veh/ln (95 th percentile)		13.6	0.7		0.0		2.6					
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00	0.08		0.00		0.33					
Uniform Delay (d_1), s/veh		6.5	2.7		0.0		42.2					
Incremental Delay (d_2), s/veh		1.4	0.1		0.0		0.5					
Initial Queue Delay (d_3), s/veh		0.0	0.0		0.0		0.0					
Control Delay (*d*), s/veh		7.9	2.7		0.0		42.7		0.0			
Level of Service (LOS)		A	A				D		A			
Approach Delay, s/veh / LOS	7.7	A		0.0			14.3	B		0.0		
Intersection Delay, s/veh / LOS	8.2						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.84	B	0.64	A	1.96	B	2.17	B
Bicycle LOS Score / LOS	2.50	C	0.48	A		F	0.00	A

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HCS Signalized Intersection Intermediate Values

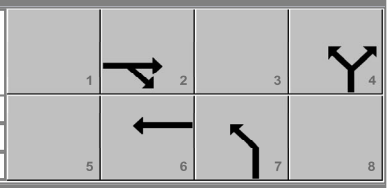
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Dec 4, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.83
Urban Street	E Judge Perez EB	Analysis Year	2050 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	Palmisano Blvd NB	File Name	E Judge Perez EB at Palmisano NB 2050 No Buil…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		1932	114		0		52		111			

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	51	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	79.3	9.7	0.0	0.0	0.0	0.0					
Yellow	5.0	4.0	0.0	0.0	0.0	0.0					
Red	1.0	1.0	0.0	0.0	0.0	0.0					



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000			
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	0.953	1.000	1.000	0.899	1.000	1.000	1.000	1.000			
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.000	0.000	0.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.000	0.000	0.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000			
Lane Utilization Adjustment Factor (f_{LU})	1.000	0.952	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	1.000	1.000		1.000	1.000		0.952	0.000				
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.000	1.000		0.000	0.847			
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000					
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000			
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000			
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)												
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)				1.00								
Movement Saturation Flow Rate (s), veh/h	0	3535	1610	0	1707	0	1810	0	1610			
Proportion of Vehicles Arriving on Green (P)	0.00	0.77	0.76	0.00	0.00	0.00	0.10	0.00	0.10	0.00	0.00	0.00
Incremental Delay Factor (k)		0.50	0.50				0.04		0.04			

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		6.0		6.0		4.0		
Green Ratio (g/C)		0.79		0.79		0.10		
Permitted Saturation Flow Rate (s_p), veh/h/ln		1440		199		1810		
Shared Saturation Flow Rate (s_{sh}), veh/h/ln		0		0				
Permitted Effective Green Time (g_p), s		0.0		0.0		0.0		
Permitted Service Time (g_u), s		0.0		0.0		0.0		
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s		79.3		79.3		0.0		
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		0				0		
Protected Right Effective Green Time (g_R), s		0.0				0.0		

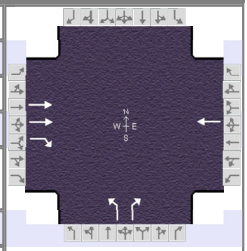
Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.198	0.011	0.000	0.010	1.198	0.004	1.389	0.026
Pedestrian F_s / F_{delay}	0.000	0.031	0.000	0.031	0.000	0.157	0.000	0.157
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	1586.09	2.14	1586.09	2.14		56.18		55.13

Bicycle F_w / F_v	-3.64	2.02	-3.64	-0.01	-3.64	Infinity	-3.64	-Infinity

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HCS Signalized Intersection Results Graphical Summary

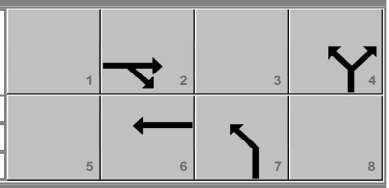
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Dec 4, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.83
Urban Street	E Judge Perez EB	Analysis Year	2050 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	Palmisano Blvd NB	File Name	E Judge Perez EB at Palmisano NB 2050 No Buil…		
Project Description	23-040				



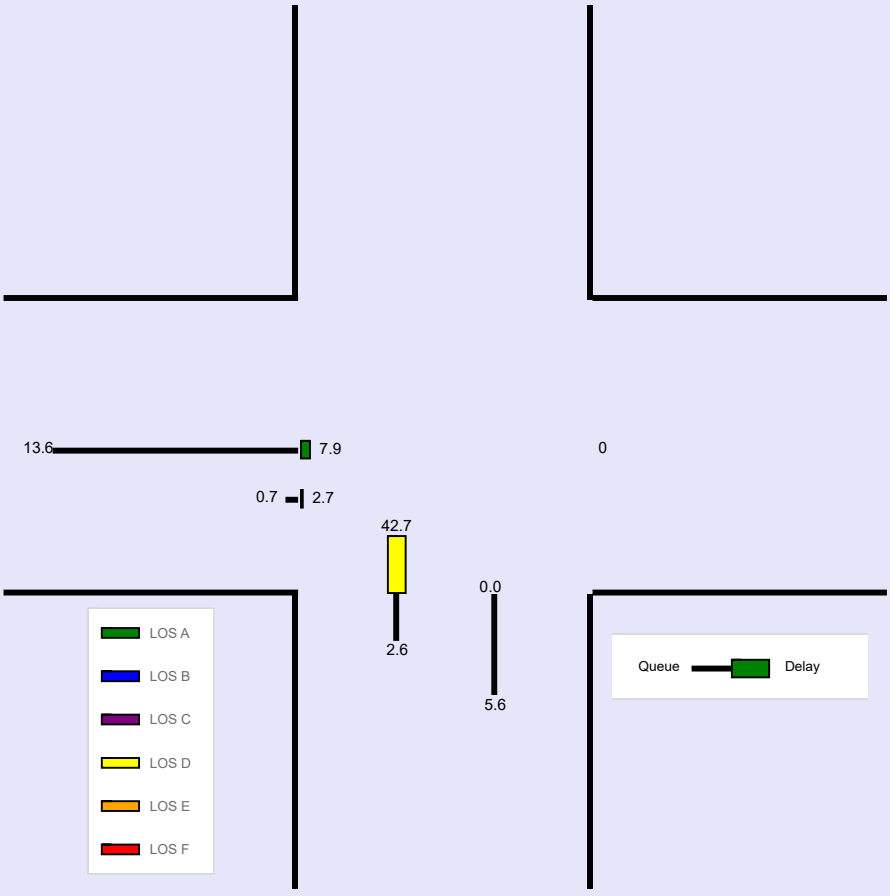
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		1932	114		0		52		111			

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	51	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	79.3	9.7	0.0	0.0	0.0	0.0	
Yellow	5.0	4.0	0.0	0.0	0.0	0.0	
Red	1.0	1.0	0.0	0.0	0.0	0.0	



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)		355.9	16.8		0		65.2					
Back of Queue (*Q*), veh/ln (95 th percentile)		13.6	0.7		0.0		2.6					
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00	0.08		0.00		0.33					
Control Delay (*d*), s/veh		7.9	2.7		0.0		42.7		0.0			
Level of Service (LOS)		A	A				D		A			
Approach Delay, s/veh / LOS	7.7		A	0.0			14.3		B	0.0		
Intersection Delay, s/veh / LOS	8.2						A					



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--- Messages ---

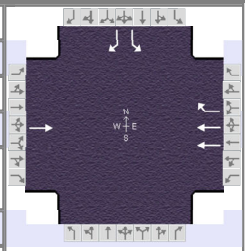
INFO: NBR was specified to have Unsignalized Delay of 0 seconds.

--- Comments ---

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HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Feb 19, 2025	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.83
Urban Street	E Judge Perez WB	Analysis Year	2050 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	Palmisano Blvd SB	File Name	E Judge Perez WB at Palmisano SB 2050 No Buil…		
Project Description	23-040				

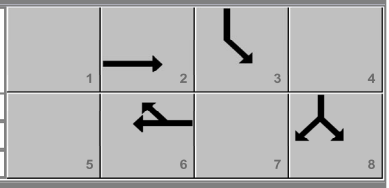


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		0			1756	184				79		110

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	51	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	79.2	9.8	0.0	0.0	0.0	0.0
Yellow	5.0	4.0	0.0	0.0	0.0	0.0
Red	1.0	1.0	0.0	0.0	0.0	0.0



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		0			1756	184				79		110
Initial Queue (Q_b), veh/h		0			0	0				0		0
Base Saturation Flow Rate (s_o), veh/h		1900			1900	1900				1900		1900
Parking (N_m), man/h		None			None						None	
Heavy Vehicles (P_{HV}), %		23			13	0				0		0
Ped / Bike / RTOR, /h	0	0		0	0	14	0	0		0	0	
Buses (N_b), buses/h	0	0	0	0	0	0				0	0	0
Arrival Type (*AT*)		3			3	3				3		3
Upstream Filtering (*I*)		1.00			1.00	1.00				1.00		1.00
Lane Width (*W*), ft		12.0			12.0	12.0				12.0		12.0
Turn Bay Length, ft		0			0	150				0		0
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h		35			35	35				20		20

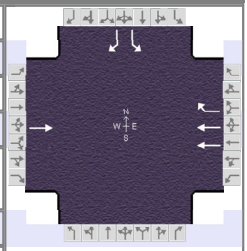
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		85.2		85.2			14.8	14.8
Yellow Change Interval (*Y*), s		5.0		5.0			4.0	4.0
Red Clearance Interval (R_c), s		1.0		1.0			1.0	1.0
Minimum Green (G_{min}), s		6		15			6	6
Start-Up Lost Time (*l*t), s		2.0		2.0			2.0	
Extension of Effective Green (*e*), s		2.0		2.0			2.0	
Passage (*PT*), s		2.0		2.0			2.0	2.0
Recall Mode		Min		Min			Off	Off
Dual Entry		No		No			No	No
Walk (*Walk*), s				0.0		7.0		7.0
Pedestrian Clearance Time (*PC*), s				0.0		17.0		17.0

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

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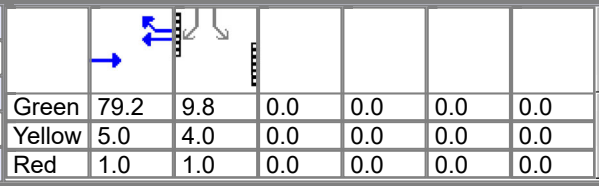
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Feb 19, 2025	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.83
Urban Street	E Judge Perez WB	Analysis Year	2050 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	Palmisano Blvd SB	File Name	E Judge Perez WB at Palmisano SB 2050 No Buil…		
Project Description	23-040				

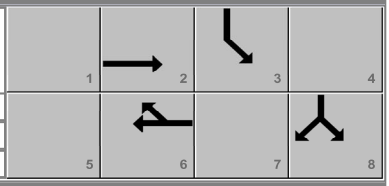


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		0			1756	184				79		110

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	51	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	79.2	9.8	0.0	0.0	0.0	0.0
Yellow	5.0	4.0	0.0	0.0	0.0	0.0
Red	1.0	1.0	0.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6				8
Case Number		8.0		7.0				9.0
Phase Duration, s		85.2		85.2				14.8
Change Period, ($Y+R_c$), s		6.0		6.0				5.0
Max Allow Headway (*MAH*), s		0.0		0.0				3.5
Queue Clearance Time (g_s), s								9.5
Green Extension Time (g_e), s		0.0		0.0				0.0
Phase Call Probability								1.00
Max Out Probability								1.00

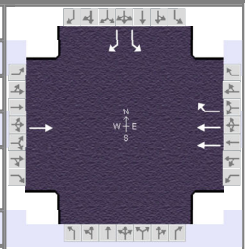
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		2			6	16				3		18
Adjusted Flow Rate (*v*), veh/h		0			2116	205				95		124
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1559			1625	1610				1810		
Queue Service Time (g_s), s		0.0			38.8	3.0				5.0		
Cycle Queue Clearance Time (g_c), s		0.0			38.8	3.0				5.0		
Green Ratio (*g/C*)		0.79			0.79	0.79				0.10		
Capacity (*c*), veh/h		1235			2575	1275				177		
Volume-to-Capacity Ratio (*X*)		0.000			0.822	0.161				0.537		
Back of Queue (*Q*), ft/ln (95 th percentile)		0			392.9	32				106.1		
Back of Queue (*Q*), veh/ln (95 th percentile)		0.0			14.2	1.3				4.2		
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00	0.21				0.00		
Uniform Delay (d_1), s/veh		0.0			6.2	2.5				42.9		
Incremental Delay (d_2), s/veh		0.0			3.1	0.3				1.7		
Initial Queue Delay (d_3), s/veh		0.0			0.0	0.0				0.0		
Control Delay (*d*), s/veh		0.0			9.3	2.7				44.7		0.0
Level of Service (LOS)					A	A				D		A
Approach Delay, s/veh / LOS	0.0			8.7		A	0.0			19.4		B
Intersection Delay, s/veh / LOS	9.6						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.64	A	1.84	B	2.17	B	1.98	B
Bicycle LOS Score / LOS	0.46	A	2.40	B	0.00	A		F

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HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Feb 19, 2025	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.83
Urban Street	E Judge Perez WB	Analysis Year	2050 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	Palmisano Blvd SB	File Name	E Judge Perez WB at Palmisano SB 2050 No Buil…		
Project Description	23-040				

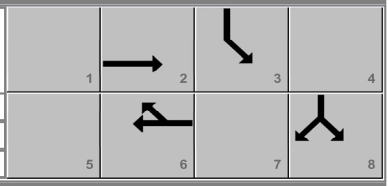


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		0			1756	184				79		110

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	51	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	79.2	9.8	0.0	0.0	0.0	0.0
Yellow	5.0	4.0	0.0	0.0	0.0	0.0
Red	1.0	1.0	0.0	0.0	0.0	0.0



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000				1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	0.821	0.992	1.000	0.899	1.000				1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	0.000	0.000	0.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	0.000	0.000	0.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000				1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	0.952	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	1.000	1.000		1.000	1.000					0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	1.000		0.000	0.847					0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000						1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000						1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000				1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000				1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)												
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)	1.00											
Movement Saturation Flow Rate (s), veh/h	0	1559	0	0	3333	1610				1810	0	1610
Proportion of Vehicles Arriving on Green (P)	0.79	0.79	0.79	0.00	0.79	0.79	0.00	0.00	0.00	0.10	0.00	0.10
Incremental Delay Factor (k)					0.50	0.50				0.07		0.30

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		6.0		6.0				5.0
Green Ratio (g/C)		0.79		0.79				0.10
Permitted Saturation Flow Rate (s_p), veh/h/ln		195		1440				1810
Shared Saturation Flow Rate (s_{sh}), veh/h/ln		0		0				
Permitted Effective Green Time (g_p), s		0.0		0.0				0.0
Permitted Service Time (g_u), s		0.0		0.0				0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s		79.2		79.2				0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln				0				0
Protected Right Effective Green Time (g_R), s				0.0				0.0

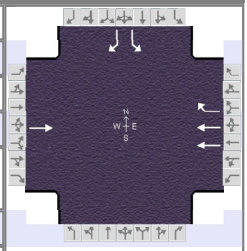
Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	0.000	0.011	1.198	0.010	1.389	0.020	1.198	0.021
Pedestrian F_s / F_{delay}	0.000	0.031	0.000	0.031	0.000	0.157	0.000	0.157
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	1584.00	2.16	1584.00	2.16		55.13		56.18

Bicycle F_w / F_v	-3.64	-0.03	-3.64	1.91	-3.64	-Infinity	-3.64	Infinity

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HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Feb 19, 2025	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.83
Urban Street	E Judge Perez WB	Analysis Year	2050 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	Palmisano Blvd SB	File Name	E Judge Perez WB at Palmisano SB 2050 No Buil…		
Project Description	23-040				



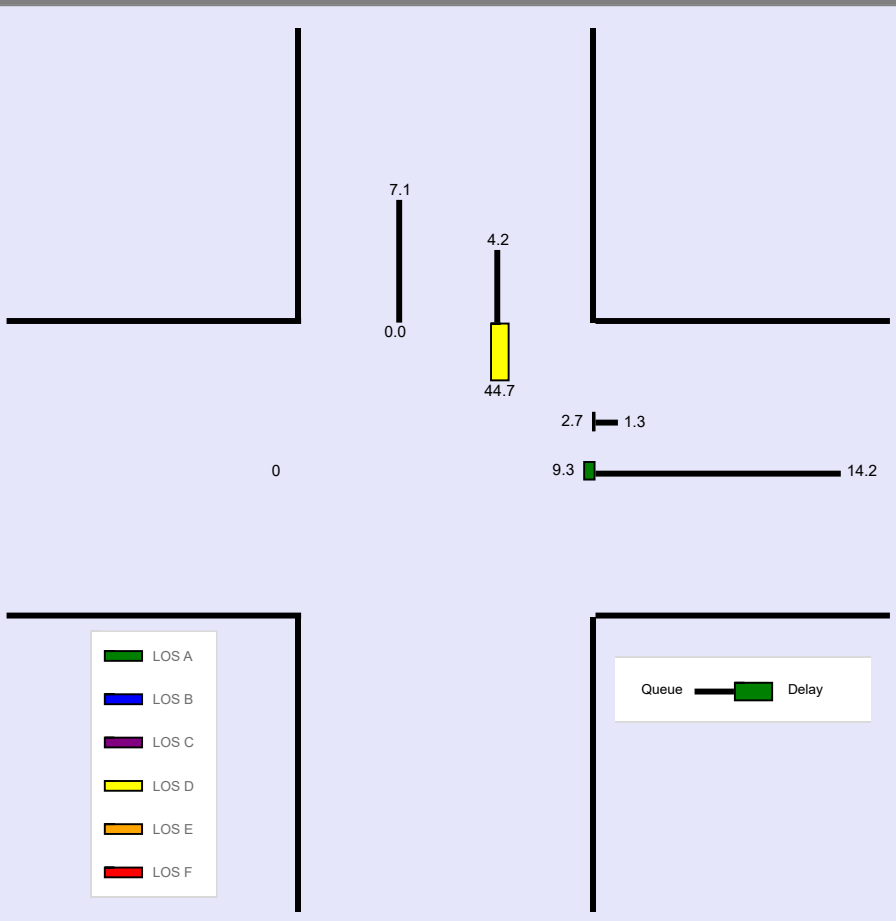
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		0			1756	184				79		110

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	51	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



							1	2	3	4
Green	79.2	9.8	0.0	0.0	0.0	0.0	5	6	7	8
Yellow	5.0	4.0	0.0	0.0	0.0	0.0				
Red	1.0	1.0	0.0	0.0	0.0	0.0				

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)		0			392.9	32				106.1		
Back of Queue (*Q*), veh/ln (95 th percentile)		0.0			14.2	1.3				4.2		
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00	0.21				0.00		
Control Delay (*d*), s/veh		0.0			9.3	2.7				44.7		0.0
Level of Service (LOS)					A	A				D		A
Approach Delay, s/veh / LOS	0.0			8.7		A	0.0			19.4		B
Intersection Delay, s/veh / LOS	9.6						A					



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--- Messages ---

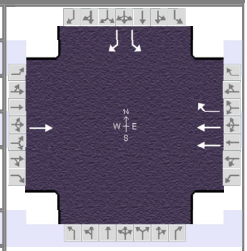
INFO: SBR was specified to have Unsignalized Delay of 0 seconds.

--- Comments ---

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HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Feb 19, 2025	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.83
Urban Street	E Judge Perez WB	Analysis Year	2050 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	Palmisano Blvd SB	File Name	E Judge Perez WB at Palmisano SB 2050 No Buil…		
Project Description	23-040				

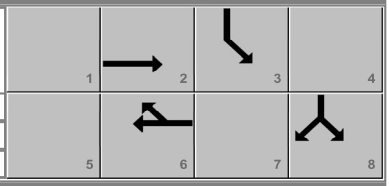


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		0			1412	153				74		83

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	51	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	79.3	9.7	0.0	0.0	0.0	0.0
Yellow	5.0	4.0	0.0	0.0	0.0	0.0
Red	1.0	1.0	0.0	0.0	0.0	0.0



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		0			1412	153				74		83
Initial Queue (Q_b), veh/h		0			0	0				0		0
Base Saturation Flow Rate (s_o), veh/h		1900			1900	1900				1900		1900
Parking (N_m), man/h		None			None						None	
Heavy Vehicles (P_{HV}), %		23			9	0				0		0
Ped / Bike / RTOR, /h	0	0		0	0	16	0	0		0	0	
Buses (N_b), buses/h	0	0	0	0	0	0				0	0	0
Arrival Type (*AT*)		3			3	3				3		3
Upstream Filtering (*I*)		1.00			1.00	1.00				1.00		1.00
Lane Width (*W*), ft		12.0			12.0	12.0				12.0		12.0
Turn Bay Length, ft		0			0	150				0		0
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h		35			35	35				20		20

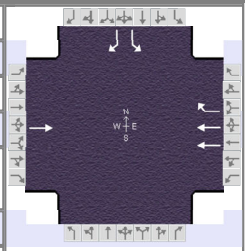
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		85.3		85.3			14.7	14.7
Yellow Change Interval (*Y*), s		5.0		5.0			4.0	4.0
Red Clearance Interval (R_c), s		1.0		1.0			1.0	1.0
Minimum Green (G_{min}), s		6		15			6	6
Start-Up Lost Time (*l*t), s		2.0		2.0			2.0	
Extension of Effective Green (*e*), s		2.0		2.0			2.0	
Passage (*PT*), s		2.0		2.0			2.0	2.0
Recall Mode		Min		Min			Off	Off
Dual Entry		No		No			No	No
Walk (*Walk*), s				0.0		7.0		7.0
Pedestrian Clearance Time (*PC*), s				0.0		17.0		17.0

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

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HCS Signalized Intersection Results Summary

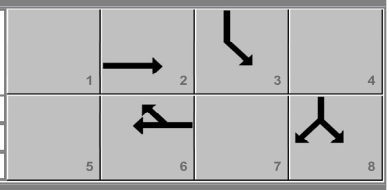
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Feb 19, 2025	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.83
Urban Street	E Judge Perez WB	Analysis Year	2050 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	Palmisano Blvd SB	File Name	E Judge Perez WB at Palmisano SB 2050 No Buil…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		0			1412	153				74		83

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	51	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	79.3	9.7	0.0	0.0	0.0	0.0	
Yellow	5.0	4.0	0.0	0.0	0.0	0.0	
Red	1.0	1.0	0.0	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6				8
Case Number		8.0		7.0				9.0
Phase Duration, s		85.3		85.3				14.7
Change Period, (*Y+R c*), s		6.0		6.0				5.0
Max Allow Headway (*MAH*), s		0.0		0.0				3.5
Queue Clearance Time (*g s*), s								7.4
Green Extension Time (*g e*), s		0.0		0.0				0.1
Phase Call Probability								1.00
Max Out Probability								1.00

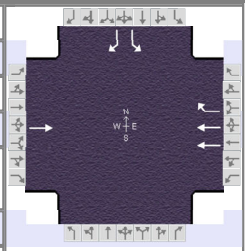
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		2			6	16				3		18
Adjusted Flow Rate (*v*), veh/h		0			1701	165				89		92
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1559			1682	1610				1810		
Queue Service Time (*g s*), s		0.0			21.2	2.4				4.7		
Cycle Queue Clearance Time (*g c*), s		0.0			21.2	2.4				4.7		
Green Ratio (*g/C*)		0.79			0.79	0.79				0.10		
Capacity (*c*), veh/h		1236			2667	1277				176		
Volume-to-Capacity Ratio (*X*)		0.000			0.638	0.129				0.508		
Back of Queue (*Q*), ft/ln (95 th percentile)		0			231.3	25				97.7		
Back of Queue (*Q*), veh/ln (95 th percentile)		0.0			8.6	1.0				3.9		
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00	0.17				0.00		
Uniform Delay (*d 1*), s/veh		0.0			4.3	2.4				42.9		
Incremental Delay (*d 2*), s/veh		0.0			1.2	0.2				1.0		
Initial Queue Delay (*d 3*), s/veh		0.0			0.0	0.0				0.0		
Control Delay (*d*), s/veh		0.0			5.5	2.6				43.9		0.0
Level of Service (LOS)					A	A				D		A
Approach Delay, s/veh / LOS	0.0			5.3		A	0.0			21.6		C
Intersection Delay, s/veh / LOS	6.7						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.64	A	1.84	B	2.17	B	1.98	B
Bicycle LOS Score / LOS	0.46	A	2.03	B	0.00	A		F

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HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Feb 19, 2025	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.83
Urban Street	E Judge Perez WB	Analysis Year	2050 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	Palmisano Blvd SB	File Name	E Judge Perez WB at Palmisano SB 2050 No Buil…		
Project Description	23-040				

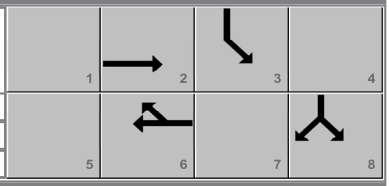


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		0			1412	153				74		83

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	51	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	79.3	9.7	0.0	0.0	0.0	0.0
Yellow	5.0	4.0	0.0	0.0	0.0	0.0
Red	1.0	1.0	0.0	0.0	0.0	0.0



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000				1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	0.821	0.992	1.000	0.930	1.000				1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	0.000	0.000	0.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	0.000	0.000	0.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000				1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	0.952	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	1.000	1.000		1.000	1.000					0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	1.000		0.000	0.847					0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000						1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000						1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000				1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000				1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)												
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)	1.00											
Movement Saturation Flow Rate (s), veh/h	0	1559	0	0	3448	1610				1810	0	1610
Proportion of Vehicles Arriving on Green (P)	0.79	0.79	0.79	0.00	0.79	0.79	0.00	0.00	0.00	0.10	0.00	0.10
Incremental Delay Factor (k)					0.50	0.50				0.05		0.12

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		6.0		6.0				5.0
Green Ratio (g/C)		0.79		0.79				0.10
Permitted Saturation Flow Rate (s_p), veh/h/ln		293		1440				1810
Shared Saturation Flow Rate (s_{sh}), veh/h/ln		0		0				
Permitted Effective Green Time (g_p), s		0.0		0.0				0.0
Permitted Service Time (g_u), s		0.0		0.0				0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s		79.3		79.3				0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln				0				0
Protected Right Effective Green Time (g_R), s				0.0				0.0

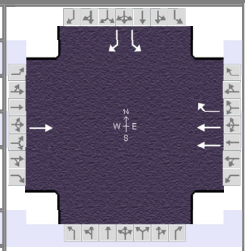
Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	0.000	0.011	1.198	0.010	1.389	0.023	1.198	0.021
Pedestrian F_s / F_{delay}	0.000	0.031	0.000	0.031	0.000	0.157	0.000	0.157
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	1586.00	2.14	1586.00	2.14		55.13		56.18

Bicycle F_w / F_v	-3.64	-0.03	-3.64	1.54	-3.64	-Infinity	-3.64	Infinity

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HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Feb 19, 2025	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.83
Urban Street	E Judge Perez WB	Analysis Year	2050 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	Palmisano Blvd SB	File Name	E Judge Perez WB at Palmisano SB 2050 No Buil…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		0			1412	153				74		83

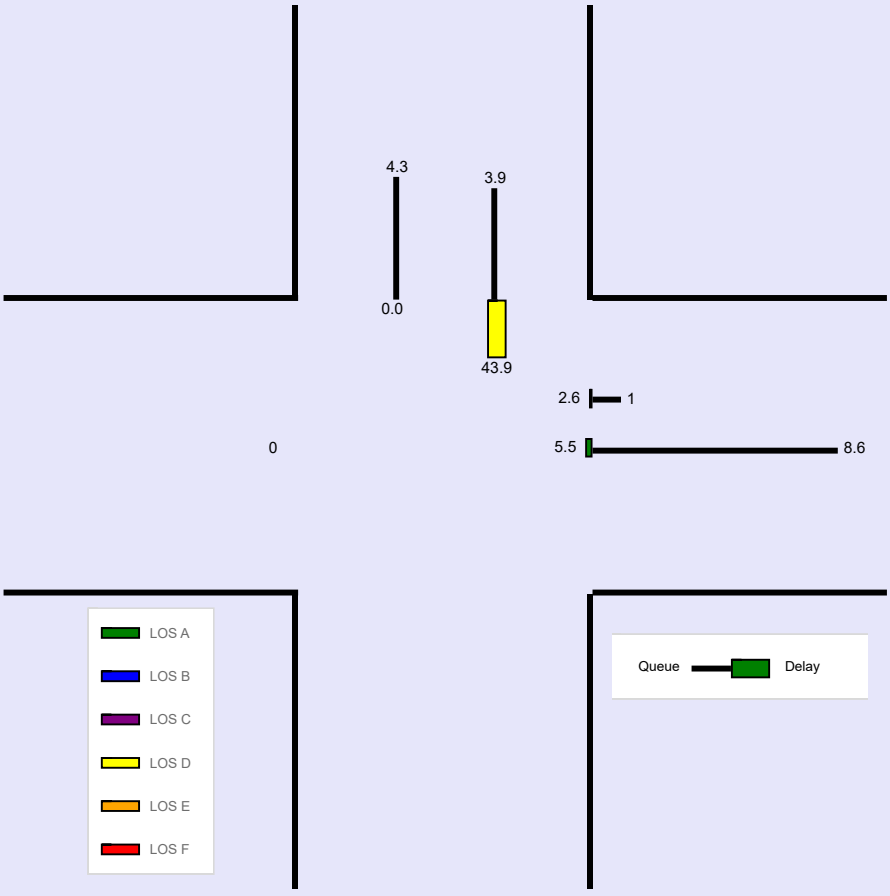
Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	51	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	79.3	9.7	0.0	0.0	0.0	0.0	
Yellow	5.0	4.0	0.0	0.0	0.0	0.0	
Red	1.0	1.0	0.0	0.0	0.0	0.0	



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)		0			231.3	25				97.7		
Back of Queue (*Q*), veh/ln (95 th percentile)		0.0			8.6	1.0				3.9		
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00	0.17				0.00		
Control Delay (*d*), s/veh		0.0			5.5	2.6				43.9		0.0
Level of Service (LOS)					A	A				D		A
Approach Delay, s/veh / LOS	0.0			5.3		A	0.0			21.6		C
Intersection Delay, s/veh / LOS	6.7						A					



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--- Messages ---

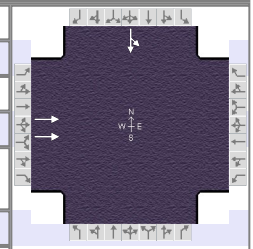
INFO: SBR was specified to have Unsignalized Delay of 0 seconds.

--- Comments ---

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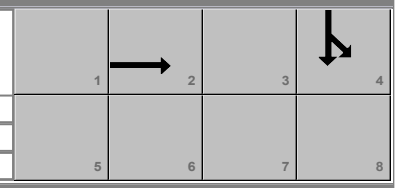
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Dec 4, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.92
Urban Street	E Judge Perez EB	Analysis Year	2050 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	E Judge Perez Dr WB to…	File Name	E Judge Perez EB at Palmisano SB 2050 No Buil…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		1226								106	0	

Signal Information					EB			WB			NB			SB		
Cycle, s	100.0	Reference Phase	2		→	⇩										
Offset, s	0	Reference Point	End	Green	83.9	8.1	0.0	0.0	0.0	0.0						
Uncoordinated	No	Simult. Gap E/W	On	Yellow	4.0	4.0	0.0	0.0	0.0	0.0						
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.0	0.0	0.0	0.0	0.0	0.0						



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		1226								106	0	
Initial Queue (Q_b), veh/h		0								0	0	
Base Saturation Flow Rate (s_o), veh/h		1900								1900	1900	
Parking (N_m), man/h		None									None	
Heavy Vehicles (P_{HV}), %		0									0	
Ped / Bike / RTOR, /h	0	0		0	0		0	0		0	0	
Buses (N_b), buses/h	0	0	0							0	0	0
Arrival Type (*AT*)		3								3	3	
Upstream Filtering (*I*)		1.00								1.00	1.00	
Lane Width (*W*), ft		12.0									12.0	
Turn Bay Length, ft		0									0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h		35								35	35	

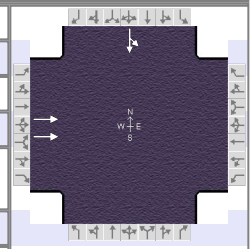
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		70.0						30.0
Yellow Change Interval (*Y*), s		4.0						4.0
Red Clearance Interval (R_c), s		0.0						0.0
Minimum Green (G_{min}), s		6						6
Start-Up Lost Time (*l*t), s		2.0					2.0	2.0
Extension of Effective Green (*e*), s		2.0					2.0	2.0
Passage (*PT*), s		2.0						2.0
Recall Mode		Min						Off
Dual Entry		Yes						Yes
Walk (*Walk*), s				0.0				0.0
Pedestrian Clearance Time (*PC*), s				0.0				0.0

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

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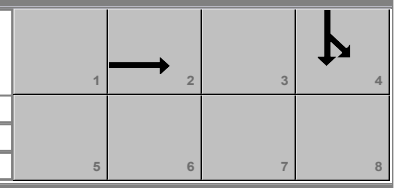
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Dec 4, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.92
Urban Street	E Judge Perez EB	Analysis Year	2050 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	E Judge Perez Dr WB to…	File Name	E Judge Perez EB at Palmisano SB 2050 No Buil…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		1226								106	0	

Signal Information					EB		WB			
Cycle, s	100.0	Reference Phase	2		→	⇊				
Offset, s	0	Reference Point	End	Green	83.9	8.1	0.0	0.0	0.0	0.0
Uncoordinated	No	Simult. Gap E/W	On	Yellow	4.0	4.0	0.0	0.0	0.0	0.0
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.0	0.0	0.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2						4
Case Number		8.0						12.0
Phase Duration, s		87.9						12.1
Change Period, ($Y+R_c$), s		4.0						4.0
Max Allow Headway (*MAH*), s		0.0						3.1
Queue Clearance Time (g_s), s								8.3
Green Extension Time (g_e), s		0.0						0.2
Phase Call Probability								0.96
Max Out Probability								0.00

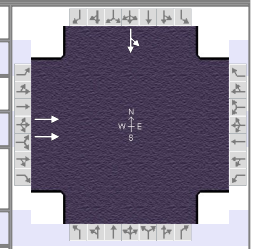
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		2								7	4	
Adjusted Flow Rate (*v*), veh/h		1333									115	
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1809									1810	
Queue Service Time (g_s), s		9.4									6.3	
Cycle Queue Clearance Time (g_c), s		9.4									6.3	
Green Ratio (*g/C*)		0.84									0.08	
Capacity (*c*), veh/h		3036									146	
Volume-to-Capacity Ratio (*X*)		0.439									0.789	
Back of Queue (*Q*), ft/ln (95 th percentile)		73									131	
Back of Queue (*Q*), veh/ln (95 th percentile)		2.9									5.2	
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00									0.00	
Uniform Delay (d_1), s/veh		2.0									45.1	
Incremental Delay (d_2), s/veh		0.5									3.6	
Initial Queue Delay (d_3), s/veh		0.0									0.0	
Control Delay (*d*), s/veh		2.5									48.7	
Level of Service (LOS)		A									D	
Approach Delay, s/veh / LOS	2.5	A		0.0			0.0			48.7	D	
Intersection Delay, s/veh / LOS	6.2						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.29	A	1.44	A	1.73	B	1.73	B
Bicycle LOS Score / LOS	1.59	B					0.68	A

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HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Dec 4, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.92
Urban Street	E Judge Perez EB	Analysis Year	2050 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	E Judge Perez Dr WB to…	File Name	E Judge Perez EB at Palmisano SB 2050 No Buil…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		1226								106	0	

Signal Information													
Cycle, s	100.0	Reference Phase	2							1	2	3	4
Offset, s	0	Reference Point	End	Green	83.9	8.1	0.0	0.0	0.0	0.0			
Uncoordinated	No	Simult. Gap E/W	On	Yellow	4.0	4.0	0.0	0.0	0.0	0.0			
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.0	0.0	0.0	0.0	0.0	0.0	5	6	7	8

Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000							1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000							1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	0.000	0.000	0.000	0.000	0.000	0.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	0.000	0.000	0.000	0.000	0.000	0.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000							1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	0.952	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	1.000	1.000								0.952	0.952	
Right-Turn Adjustment Factor (f_{RT})		1.000	1.000								0.000	0.000
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000									1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000									1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000							1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000							1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)												
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)												
Movement Saturation Flow Rate (s), veh/h	0	3800	0							1810	0	0
Proportion of Vehicles Arriving on Green (P)	0.00	0.84	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.08	0.00	0.00
Incremental Delay Factor (k)		0.50									0.04	

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		4.0						4.0
Green Ratio (g/C)		0.84						0.08
Permitted Saturation Flow Rate (s_p), veh/h/ln		1440						0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln		0						
Permitted Effective Green Time (g_p), s		0.0						0.0
Permitted Service Time (g_u), s		0.0						0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s		83.9						0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln								
Protected Right Effective Green Time (g_R), s								

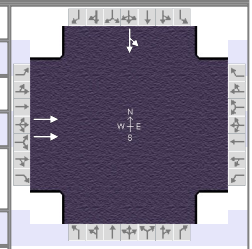
Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	0.681	0.000	0.681	0.000	0.972	0.000	0.972	0.000
Pedestrian F_s / F_{delay}	0.000	0.010	0.000	0.157	0.000	0.157	0.000	0.157
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	1678.62	1.29		55.13		55.13		55.13

Bicycle F_w / F_v	-3.64	1.10	-3.64		-3.64		-3.64	0.19

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HCS Signalized Intersection Results Graphical Summary

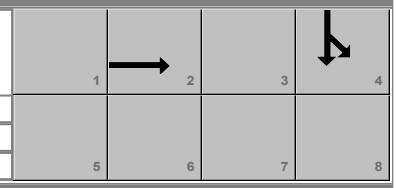
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Dec 4, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.92
Urban Street	E Judge Perez EB	Analysis Year	2050 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	E Judge Perez Dr WB to…	File Name	E Judge Perez EB at Palmisano SB 2050 No Buil…		
Project Description	23-040				



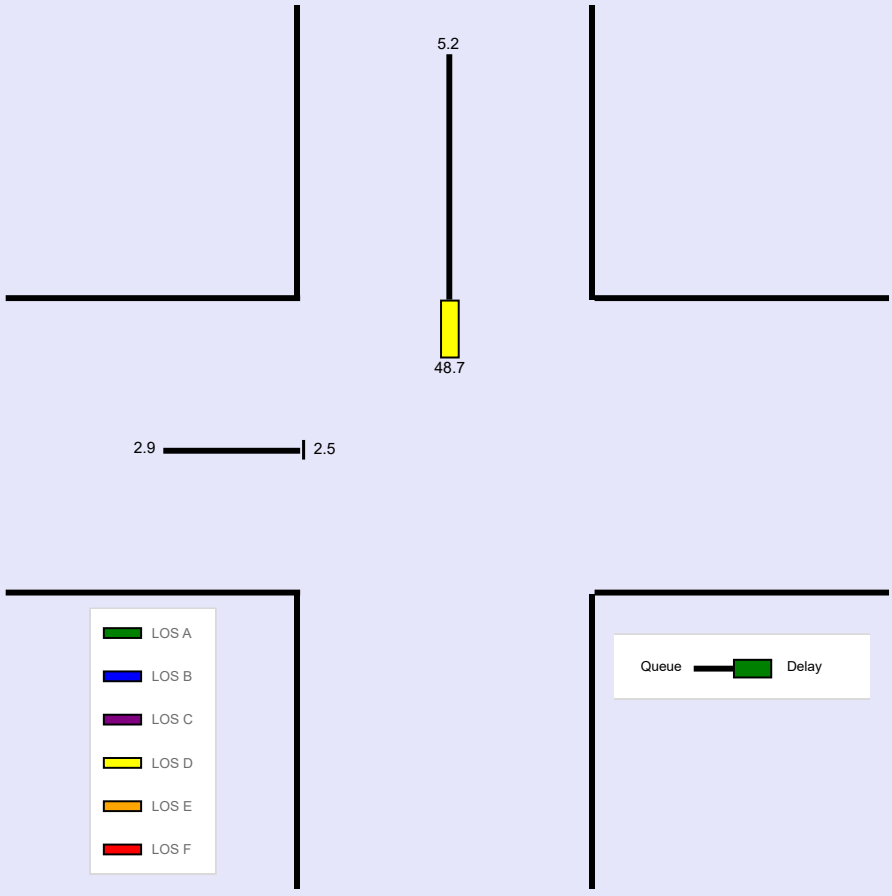
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		1226								106	0	

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	83.9	8.1	0.0	0.0	0.0	0.0	
Yellow	4.0	4.0	0.0	0.0	0.0	0.0	
Red	0.0	0.0	0.0	0.0	0.0	0.0	



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)		73									131	
Back of Queue (*Q*), veh/ln (95 th percentile)		2.9									5.2	
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00									0.00	
Control Delay (*d*), s/veh		2.5									48.7	
Level of Service (LOS)		A									D	
Approach Delay, s/veh / LOS	2.5		A	0.0			0.0			48.7		D
Intersection Delay, s/veh / LOS	6.2						A					



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--- Messages ---

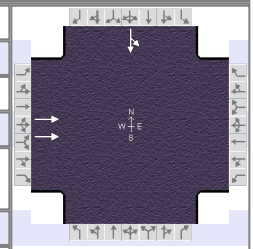
No errors or warnings exist.

--- Comments ---

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HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Dec 4, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.92
Urban Street	E Judge Perez EB	Analysis Year	2050 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	E Judge Perez Dr WB to…	File Name	E Judge Perez EB at Palmisano SB 2050 No Buil…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		2000								46	0	

Signal Information					EB			WB			NB			SB		
Cycle, s	100.0	Reference Phase	2													
Offset, s	0	Reference Point	End	Green	87.5	4.5		0.0	0.0		0.0	0.0		0.0	0.0	
Uncoordinated	No	Simult. Gap E/W	On	Yellow	4.0	4.0		0.0	0.0		0.0	0.0		0.0	0.0	
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	

Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		2000								46	0	
Initial Queue (Q_b), veh/h		0								0	0	
Base Saturation Flow Rate (s_o), veh/h		1900								1900	1900	
Parking (N_m), man/h		None									None	
Heavy Vehicles (P_{HV}), %		0									0	
Ped / Bike / RTOR, /h	0	0		0	0		0	0		0	0	
Buses (N_b), buses/h	0	0	0							0	0	0
Arrival Type (*AT*)		3								3	3	
Upstream Filtering (*I*)		1.00								1.00	1.00	
Lane Width (*W*), ft		12.0									12.0	
Turn Bay Length, ft		0									0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h		35								35	35	

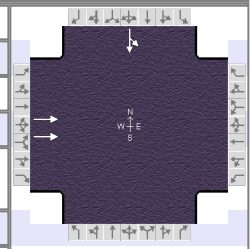
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		70.0						30.0
Yellow Change Interval (*Y*), s		4.0						4.0
Red Clearance Interval (R_c), s		0.0						0.0
Minimum Green (G_{min}), s		6						6
Start-Up Lost Time (*l*t), s		2.0					2.0	2.0
Extension of Effective Green (*e*), s		2.0					2.0	2.0
Passage (*PT*), s		2.0						2.0
Recall Mode		Min						Off
Dual Entry		Yes						Yes
Walk (*Walk*), s				0.0				0.0
Pedestrian Clearance Time (*PC*), s				0.0				0.0

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

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HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Dec 4, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.92
Urban Street	E Judge Perez EB	Analysis Year	2050 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	E Judge Perez Dr WB to…	File Name	E Judge Perez EB at Palmisano SB 2050 No Buil…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		2000								46	0	

Signal Information					EB			WB			NB			SB		
Cycle, s	100.0	Reference Phase	2		→	⇩										
Offset, s	0	Reference Point	End	Green	87.5	4.5	0.0	0.0	0.0	0.0						
Uncoordinated	No	Simult. Gap E/W	On	Yellow	4.0	4.0	0.0	0.0	0.0	0.0						
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.0	0.0	0.0	0.0	0.0	0.0						

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2						4
Case Number		8.0						12.0
Phase Duration, s		91.5						8.5
Change Period, (*Y+R c*), s		4.0						4.0
Max Allow Headway (*MAH*), s		0.0						3.1
Queue Clearance Time (*g s*), s								4.7
Green Extension Time (*g e*), s		0.0						0.1
Phase Call Probability								0.75
Max Out Probability								0.00

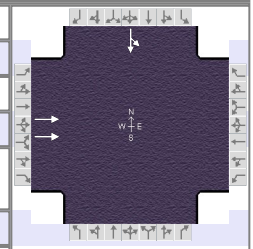
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		2								7	4	
Adjusted Flow Rate (*v*), veh/h		2174									50	
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1809									1810	
Queue Service Time (*g s*), s		18.8									2.7	
Cycle Queue Clearance Time (*g c*), s		18.8									2.7	
Green Ratio (*g/C*)		0.87									0.05	
Capacity (*c*), veh/h		3165									82	
Volume-to-Capacity Ratio (*X*)		0.687									0.613	
Back of Queue (*Q*), ft/ln (95 th percentile)		72									57	
Back of Queue (*Q*), veh/ln (95 th percentile)		2.9									2.3	
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00									0.00	
Uniform Delay (*d 1*), s/veh		2.0									46.9	
Incremental Delay (*d 2*), s/veh		1.2									2.8	
Initial Queue Delay (*d 3*), s/veh		0.0									0.0	
Control Delay (*d*), s/veh		3.2									49.7	
Level of Service (LOS)		A									D	
Approach Delay, s/veh / LOS	3.2	A		0.0			0.0			49.7	D	
Intersection Delay, s/veh / LOS	4.2						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.28	A	1.44	A	1.73	B	1.73	B
Bicycle LOS Score / LOS	2.28	B					0.57	A

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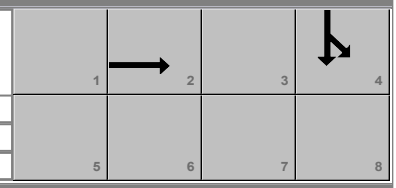
HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Dec 4, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.92
Urban Street	E Judge Perez EB	Analysis Year	2050 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	E Judge Perez Dr WB to…	File Name	E Judge Perez EB at Palmisano SB 2050 No Buil…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		2000								46	0	

Signal Information												
Cycle, s	100.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On									
Force Mode	Fixed	Simult. Gap N/S	On									
				Green	87.5	4.5	0.0	0.0	0.0	0.0		
				Yellow	4.0	4.0	0.0	0.0	0.0	0.0		
				Red	0.0	0.0	0.0	0.0	0.0	0.0		



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000							1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000							1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	0.000	0.000	0.000	0.000	0.000	0.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	0.000	0.000	0.000	0.000	0.000	0.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000							1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	0.952	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	1.000	1.000								0.952	0.952	
Right-Turn Adjustment Factor (f_{RT})		1.000	1.000								0.000	0.000
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000									1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000									1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000							1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000							1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)												
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)												
Movement Saturation Flow Rate (s), veh/h	0	3800	0							1810	0	0
Proportion of Vehicles Arriving on Green (P)	0.00	0.87	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.05	0.00	0.00
Incremental Delay Factor (k)		0.50									0.04	

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		4.0						4.0
Green Ratio (g/C)		0.87						0.05
Permitted Saturation Flow Rate (s_p), veh/h/ln		1440						0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln		0						
Permitted Effective Green Time (g_p), s		0.0						0.0
Permitted Service Time (g_u), s		0.0						0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s		87.5						0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln								
Protected Right Effective Green Time (g_R), s								

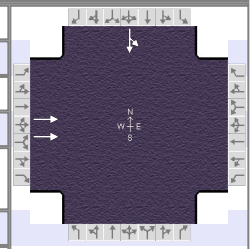
Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	0.681	0.000	0.681	0.000	0.972	0.000	0.972	0.000
Pedestrian F_s / F_{delay}	0.000	0.000	0.000	0.157	0.000	0.157	0.000	0.157
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	1749.91	0.78		55.13		55.13		55.13

Bicycle F_w / F_v	-3.64	1.79	-3.64		-3.64		-3.64	0.08

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HCS Signalized Intersection Results Graphical Summary

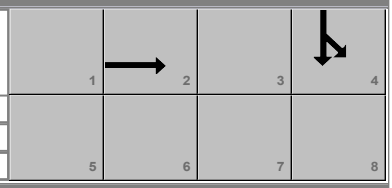
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Dec 4, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.92
Urban Street	E Judge Perez EB	Analysis Year	2050 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	E Judge Perez Dr WB to…	File Name	E Judge Perez EB at Palmisano SB 2050 No Buil…		
Project Description	23-040				



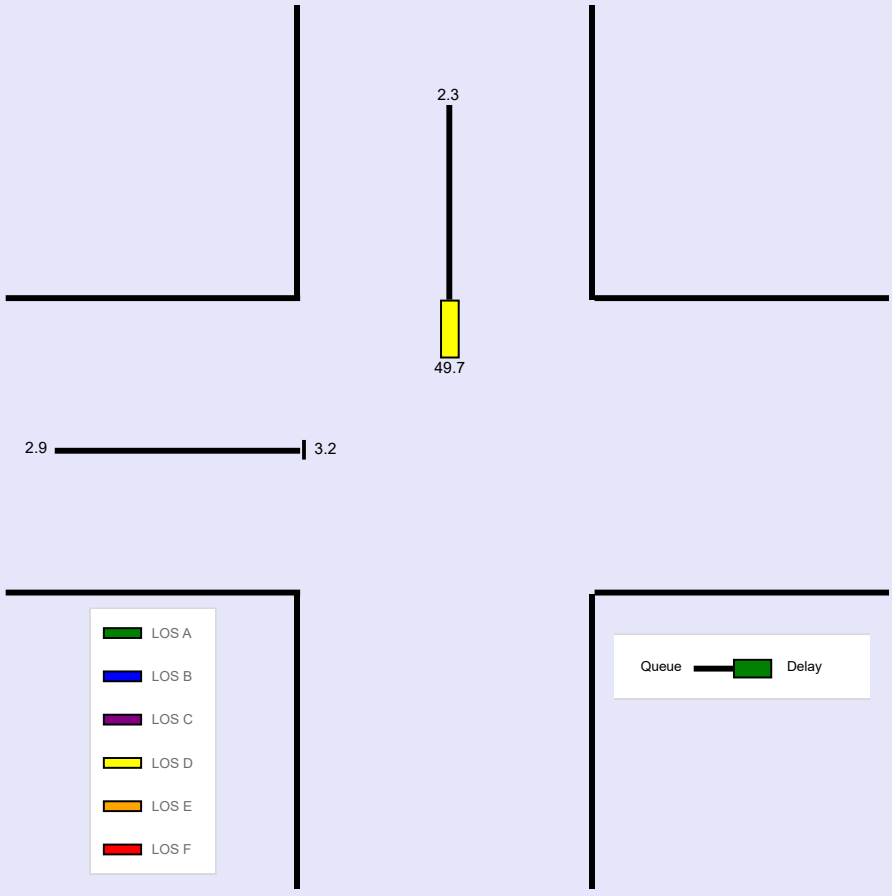
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		2000								46	0	

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	87.5	4.5	0.0	0.0	0.0	0.0	
Yellow	4.0	4.0	0.0	0.0	0.0	0.0	
Red	0.0	0.0	0.0	0.0	0.0	0.0	



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)		72									57	
Back of Queue (*Q*), veh/ln (95 th percentile)		2.9									2.3	
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00									0.00	
Control Delay (*d*), s/veh		3.2									49.7	
Level of Service (LOS)		A									D	
Approach Delay, s/veh / LOS	3.2		A	0.0			0.0			49.7		D
Intersection Delay, s/veh / LOS	4.2						A					



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--- Messages ---

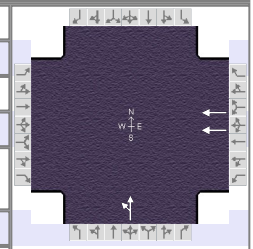
No errors or warnings exist.

--- Comments ---

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HCS Signalized Intersection Input Data

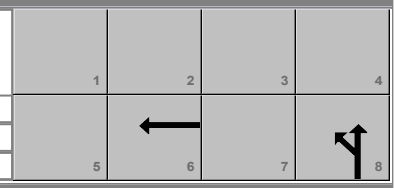
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Feb 19, 2025	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.92
Urban Street	E Judge Perez WB	Analysis Year	2050 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	E Judge Perez Dr EB to…	File Name	E Judge Perez WB at Palmisano NB 2050 No Bui…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h					1835		105	0				

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	51	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	8.0	0.0	0.0	0.0	0.0	0.0	
Yellow	4.0	0.0	0.0	0.0	0.0	0.0	
Red	0.0	0.0	0.0	0.0	0.0	0.0	



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h					1835		105	0				
Initial Queue (Q_b), veh/h					0		0	0				
Base Saturation Flow Rate (s_o), veh/h					1900		1900	1900				
Parking (N_m), man/h					None			None				
Heavy Vehicles (P_{HV}), %					0			0				
Ped / Bike / RTOR, /h	0	0		0	0		0	0		0	0	
Buses (N_b), buses/h				0	0	0	0	0	0			
Arrival Type (*AT*)					3		3	3				
Upstream Filtering (*I*)					0.43		1.00	1.00				
Lane Width (*W*), ft					12.0			12.0				
Turn Bay Length, ft					0			0				
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h					35		35	35				

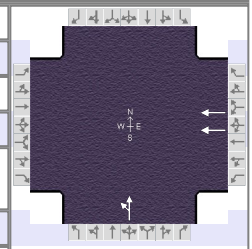
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s				70.0		30.0		
Yellow Change Interval (*Y*), s				4.0		4.0		
Red Clearance Interval (R_c), s				0.0		0.0		
Minimum Green (G_{min}), s				6		6		
Start-Up Lost Time (*l*t), s				2.0	2.0	2.0		
Extension of Effective Green (*e*), s				2.0	2.0	2.0		
Passage (*PT*), s				2.0		2.0		
Recall Mode				Min		Off		
Dual Entry				Yes		Yes		
Walk (*Walk*), s		0.0				0.0		
Pedestrian Clearance Time (*PC*), s		0.0				0.0		

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

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HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Feb 19, 2025	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.92
Urban Street	E Judge Perez WB	Analysis Year	2050 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	E Judge Perez Dr EB to…	File Name	E Judge Perez WB at Palmisano NB 2050 No Bui…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h					1835		105	0				

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	51	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

							1	2	3	4
Green	8.0	0.0	0.0	0.0	0.0	0.0	5	6	7	8
Yellow	4.0	0.0	0.0	0.0	0.0	0.0				
Red	0.0	0.0	0.0	0.0	0.0	0.0				

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				6		8		
Case Number				8.0		12.0		
Phase Duration, s				88.0		12.0		
Change Period, ($Y+R_c$), s				4.0		4.0		
Max Allow Headway (*MAH*), s				0.0		3.1		
Queue Clearance Time (g_s), s						8.2		
Green Extension Time (g_e), s				0.0		0.2		
Phase Call Probability						0.96		
Max Out Probability						0.00		

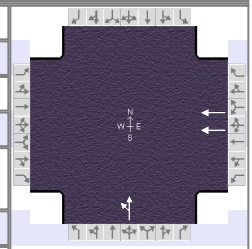
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement					6		3	8				
Adjusted Flow Rate (*v*), veh/h					2308			114				
Adjusted Saturation Flow Rate (*s*), veh/h/ln					1809			1810				
Queue Service Time (g_s), s					32.0			6.2				
Cycle Queue Clearance Time (g_c), s					32.0			6.2				
Green Ratio (*g/C*)					0.84			0.08				
Capacity (*c*), veh/h					3037			146				
Volume-to-Capacity Ratio (*X*)					0.760			0.784				
Back of Queue (*Q*), ft/ln (95 th percentile)					263			129				
Back of Queue (*Q*), veh/ln (95 th percentile)					10.5			5.2				
Queue Storage Ratio (*RQ*) (95 th percentile)					0.00			0.00				
Uniform Delay (d_1), s/veh					4.7			45.1				
Incremental Delay (d_2), s/veh					0.8			3.5				
Initial Queue Delay (d_3), s/veh					0.0			0.0				
Control Delay (*d*), s/veh					5.5			48.6				
Level of Service (LOS)					A			D				
Approach Delay, s/veh / LOS	0.0			5.5		A	48.6		D	0.0		
Intersection Delay, s/veh / LOS	7.5						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.44	A	1.29	A	1.73	B	1.73	B
Bicycle LOS Score / LOS			2.13	B	0.68	A		

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HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Feb 19, 2025	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.92
Urban Street	E Judge Perez WB	Analysis Year	2050 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	E Judge Perez Dr EB to…	File Name	E Judge Perez WB at Palmisano NB 2050 No Bui…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h					1835		105	0				

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	51	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

							1	2	3	4
Green	8.0	0.0	0.0	0.0	0.0	0.0	5	6	7	8
Yellow	4.0	0.0	0.0	0.0	0.0	0.0				
Red	0.0	0.0	0.0	0.0	0.0	0.0				

Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)				1.000	1.000	1.000	1.000	1.000	1.000			
Heavy Vehicles and Grade Factor (f_{HVg})				1.000	1.000	1.000	1.000	1.000	1.000			
Parking Activity Adjustment Factor (f_p)	0.000	0.000	0.000	1.000	1.000	1.000	1.000	1.000	1.000	0.000	0.000	0.000
Bus Blockage Adjustment Factor (f_{bb})	0.000	0.000	0.000	1.000	1.000	1.000	1.000	1.000	1.000	0.000	0.000	0.000
Area Type Adjustment Factor (f_a)				1.000	1.000	1.000	1.000	1.000	1.000			
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	0.952	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})				1.000	1.000		0.952	0.952				
Right-Turn Adjustment Factor (f_{RT})					1.000	1.000		0.000	0.000			
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})				1.000			1.000					
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})						1.000			1.000			
Work Zone Adjustment Factor (f_{wz})				1.000	1.000	1.000	1.000	1.000	1.000			
DDI Factor (f_{DDI})				1.000	1.000	1.000	1.000	1.000	1.000			
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)												
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)												
Movement Saturation Flow Rate (s), veh/h				0	3800	0	1810	0	0			
Proportion of Vehicles Arriving on Green (P)	0.00	0.00	0.00	0.00	0.81	0.00	0.08	0.00	0.00	0.00	0.00	0.00
Incremental Delay Factor (k)					0.50			0.04				

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)				4.0		4.0		
Green Ratio (g/C)				0.84		0.08		
Permitted Saturation Flow Rate (s_p), veh/h/ln				1440		0		
Shared Saturation Flow Rate (s_{sh}), veh/h/ln				0				
Permitted Effective Green Time (g_p), s				0.0		0.0		
Permitted Service Time (g_u), s				0.0		0.0		
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s				84.0		0.0		
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln								
Protected Right Effective Green Time (g_R), s								

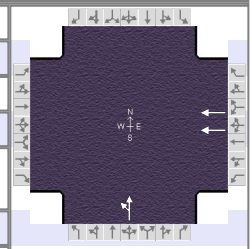
Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	0.681	0.000	0.681	0.000	0.972	0.000	0.972	0.000
Pedestrian F_s / F_{delay}	0.000	0.157	0.000	0.010	0.000	0.157	0.000	0.157
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b		55.13	1679.11	1.29		55.13		55.13

Bicycle F_w / F_v	-3.64		-3.64	1.65	-3.64	0.19	-3.64	

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HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Feb 19, 2025	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.92
Urban Street	E Judge Perez WB	Analysis Year	2050 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	E Judge Perez Dr EB to…	File Name	E Judge Perez WB at Palmisano NB 2050 No Bui…		
Project Description	23-040				

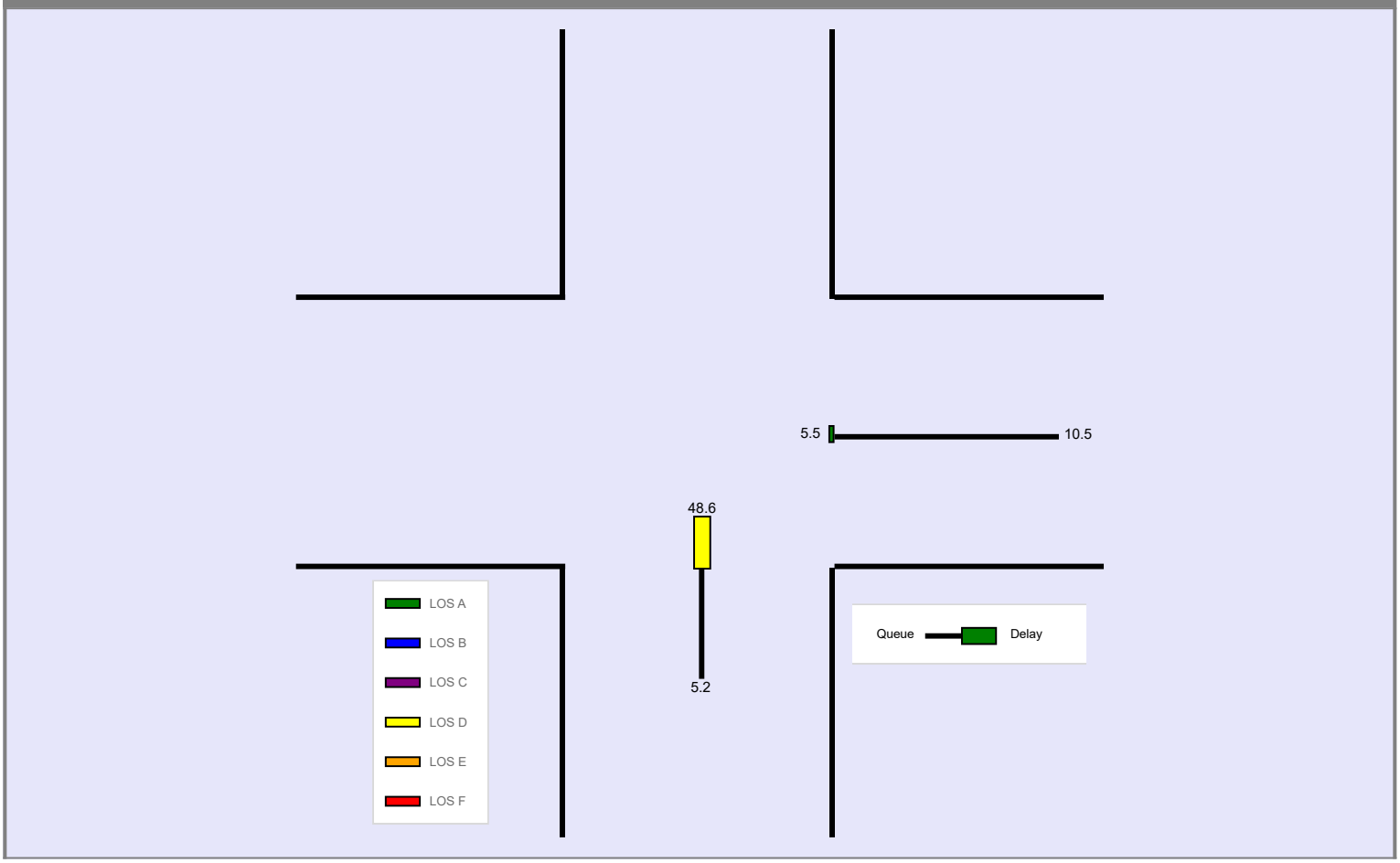


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h					1835		105	0				

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	51	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

								1	2	3	4	
Green	8.0	0.0	0.0	0.0	0.0	0.0						
Yellow	4.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0	5	6	7	8		

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)					263			129				
Back of Queue (*Q*), veh/ln (95 th percentile)					10.5			5.2				
Queue Storage Ratio (*RQ*) (95 th percentile)					0.00			0.00				
Control Delay (*d*), s/veh					5.5			48.6				
Level of Service (LOS)					A			D				
Approach Delay, s/veh / LOS	0.0			5.5		A	48.6		D	0.0		
Intersection Delay, s/veh / LOS	7.5						A					



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--- Messages ---

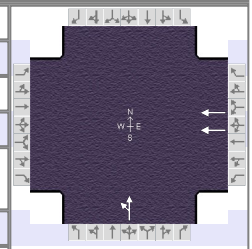
WARNING: According to input data, upstream feeding volume is equal to 116% of downstream exit volume during time period #1, for thru movement #6.

--- Comments ---

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HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Feb 19, 2025	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.92
Urban Street	E Judge Perez WB	Analysis Year	2050 No Build (w. Port)	Analysis Period	1> 7:00
Intersection	E Judge Perez Dr EB to…	File Name	E Judge Perez WB at Palmisano NB 2050 No Bui…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h					1469		96	0				

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	51	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

							1	2	3	4
Green	7.4	0.0	0.0	0.0	0.0	0.0	5	6	7	8
Yellow	4.0	0.0	0.0	0.0	0.0	0.0				
Red	0.0	0.0	0.0	0.0	0.0	0.0				

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				6		8		
Case Number				8.0		12.0		
Phase Duration, s				88.6		11.4		
Change Period, ($Y+R_c$), s				4.0		4.0		
Max Allow Headway (*MAH*), s				0.0		3.1		
Queue Clearance Time (g_s), s						7.7		
Green Extension Time (g_e), s				0.0		0.2		
Phase Call Probability						0.94		
Max Out Probability						0.00		

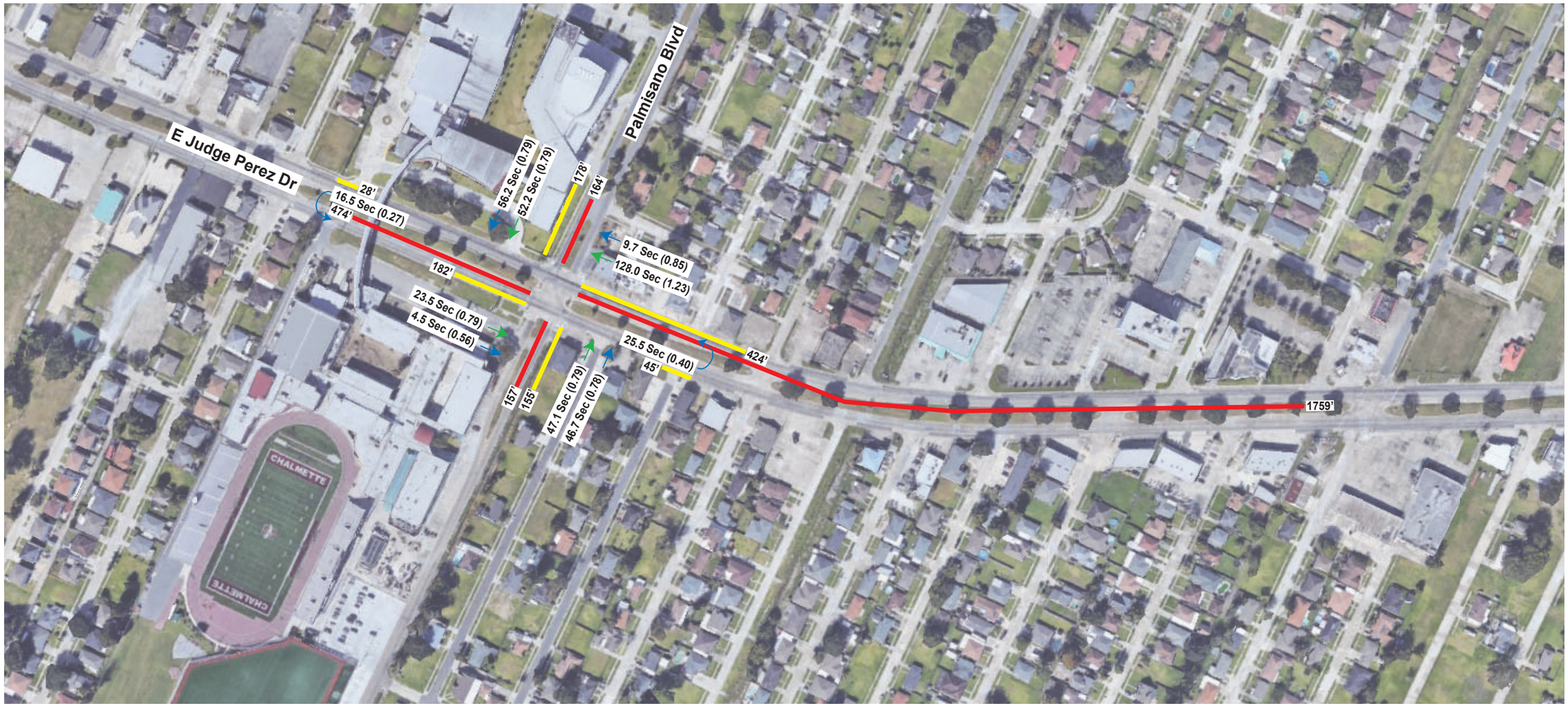
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement					6		3	8				
Adjusted Flow Rate (*v*), veh/h					1804			104				
Adjusted Saturation Flow Rate (*s*), veh/h/ln					1809			1810				
Queue Service Time (g_s), s					17.5			5.7				
Cycle Queue Clearance Time (g_c), s					17.5			5.7				
Green Ratio (*g/C*)					0.85			0.07				
Capacity (*c*), veh/h					3060			134				
Volume-to-Capacity Ratio (*X*)					0.589			0.777				
Back of Queue (*Q*), ft/ln (95 th percentile)					147			119				
Back of Queue (*Q*), veh/ln (95 th percentile)					5.9			4.7				
Queue Storage Ratio (*RQ*) (95 th percentile)					0.00			0.00				
Uniform Delay (d_1), s/veh					3.0			45.5				
Incremental Delay (d_2), s/veh					0.6			3.6				
Initial Queue Delay (d_3), s/veh					0.0			0.0				
Control Delay (*d*), s/veh					3.6			49.1				
Level of Service (LOS)					A			D				
Approach Delay, s/veh / LOS	0.0			3.6		A	49.1		D	0.0		
Intersection Delay, s/veh / LOS	6.1						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.44	A	1.29	A	1.73	B	1.73	B
Bicycle LOS Score / LOS			1.80	B	0.66	A		

LEGEND:

- 95th %'ile Queue - 2050 No Build With Port
- 95th %'ile Queue - Alternative 1: Two-Phased Signal with Unsignalized U-Turns
- 2050 No Build With Port Delay (V/C)
- Alternative 1: Two-Phased Signal with Unsignalized U-Turns Delay (V/C)

N
W E
S



E Judge Perez Dr at Palmisano Blvd

Figure E-4
AM MOE Maps
2050 No Build With Port vs Alternative

LIT Road Network Study RPC
St Bernard Parish, LA

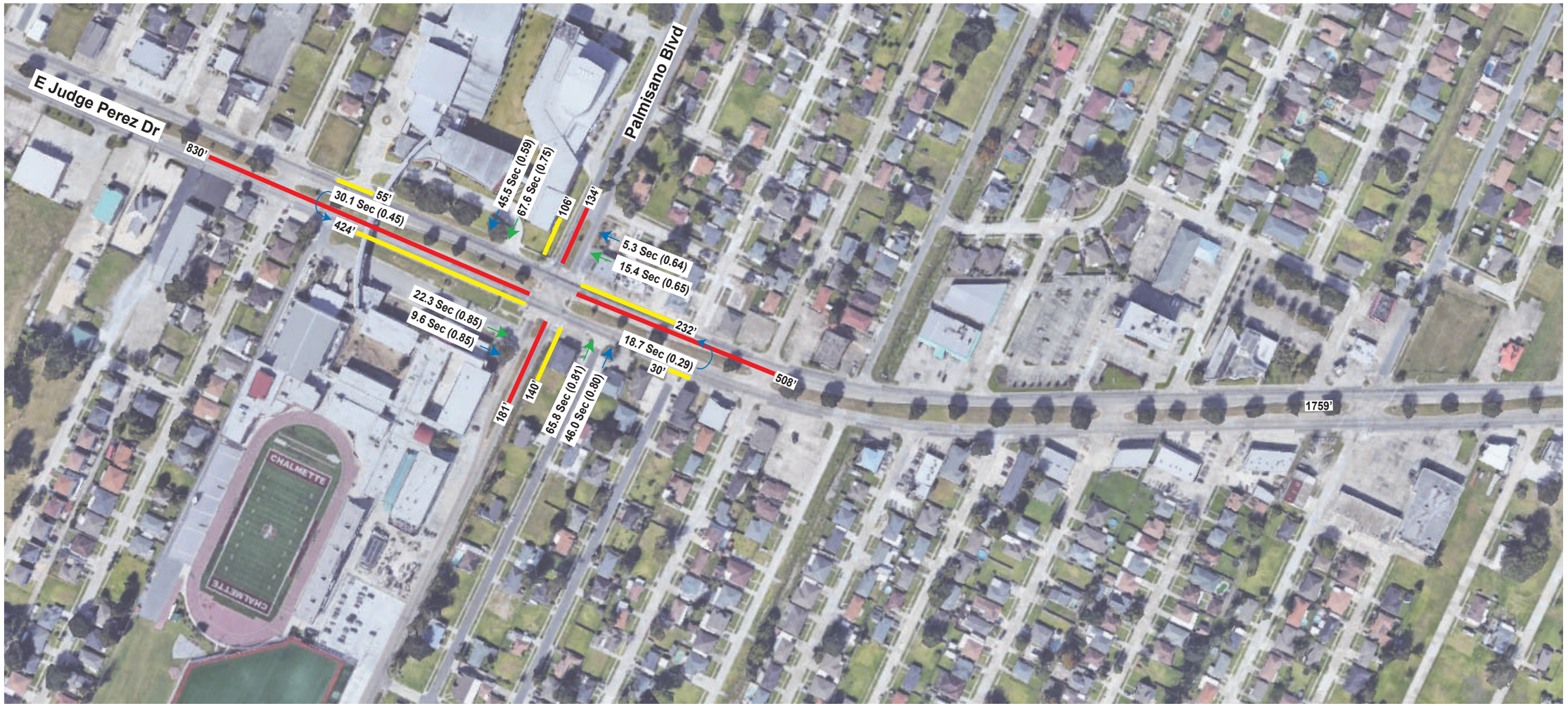
NOT TO SCALE
FOR PLANNING PURPOSES ONLY

URBAN SYSTEMS inc.

LEGEND:

- 95th %'ile Queue - 2050 No Build With Port
- 95th %'ile Queue - Alternative 1: Two-Phased Signal with Unsignalized U-Turns
- 2050 No Build With Port Delay (V/C)
- Alternative 1: Two-Phased Signal with Unsignalized U-Turns Delay (V/C)

N
W E
S



E Judge Perez Dr at Palmisano Blvd

Figure E-5
PM MOE Maps
2050 No Build With Port vs Alternative

LIT Road Network Study RPC
St Bernard Parish, LA

NOT TO SCALE
FOR PLANNING PURPOSES ONLY

URBAN SYSTEMS inc.

LSB / LIT Road Network and Resilience
Stage 0 Feasibility Study
H.015428

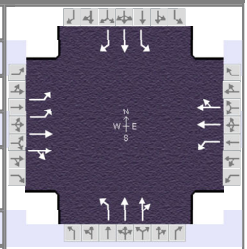
Appendix E
Alternative Analysis

Appendix E.4 E St Bernard Hwy at Paris Rd Analysis Results

URBAN SYSTEMS inc.

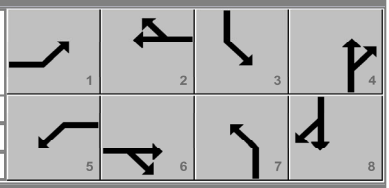
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 21, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.92
Urban Street	E St Bernard Hwy	Analysis Year	2050 No Build (w. Port)- Optimized	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	St Bernard Hwy at Paris 2050 No Build (w.PORT)…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	463	958	62	20	536	264	73	121	30	327	65	375

Signal Information												
Cycle, s	131.4	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	Yes	Simult. Gap E/W	On									
Force Mode	Fixed	Simult. Gap N/S	On									
				Green	3.3	12.2	48.5	7.4	16.1	9.3		
				Yellow	4.5	4.5	4.5	4.0	4.0	4.0		
				Red	2.0	2.0	2.0	1.0	1.0	1.0		



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	463	958	62	20	536	264	73	121	30	327	65	375
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	3	1		5	0		1	6		3	5	3
Ped / Bike / RTOR, /h	0	0	7	0	0	27	0	0	3	0	0	0
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	12.0
Turn Bay Length, ft	215	0		0	0		130	0		0	0	0
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	40	40	40	40	40	40

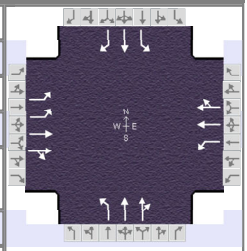
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	25.0	65.0	35.0	65.0	30.0	30.0	35.0	30.0
Yellow Change Interval (*Y*), s	4.5	4.5	4.5	4.5	4.0	4.0	4.0	4.0
Red Clearance Interval (R_c), s	2.0	2.0	2.0	2.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s	6	15	6	15	7	10	7	10
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	4.0	5.0	1.5	5.0	1.5	1.5	2.5	1.5
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	No	No	No	No	No	No	No	No
Walk (*Walk*), s		7.0		7.0		0.0		7.0
Pedestrian Clearance Time (*PC*), s		24.0		24.0		0.0		24.0

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

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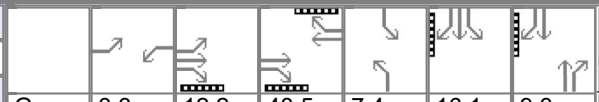
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 21, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.92
Urban Street	E St Bernard Hwy	Analysis Year	2050 No Build (w. Port)- Optimized	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	St Bernard Hwy at Paris 2050 No Build (w.PORT)…		
Project Description	23-040				

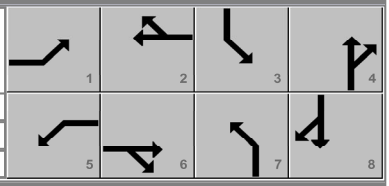


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	463	958	62	20	536	264	73	121	30	327	65	375

Signal Information			
Cycle, s	131.4	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	3.3	12.2	48.5	7.4	16.1	9.3
Yellow	4.5	4.5	4.5	4.0	4.0	4.0
Red	2.0	2.0	2.0	1.0	1.0	1.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	2.0	4.0	2.0	4.0	2.0	4.0	2.0	3.0
Phase Duration, s	28.5	73.8	9.8	55.0	12.4	14.3	33.5	35.5
Change Period, ($Y+R_c$), s	6.5	6.5	6.5	6.5	5.0	5.0	5.0	5.0
Max Allow Headway (*MAH*), s	5.1	6.1	2.6	6.1	2.6	2.7	3.6	2.7
Queue Clearance Time (g_s), s	20.8	28.8	3.6	27.3	7.7	8.0	27.9	32.5
Green Extension Time (g_e), s	1.2	23.6	0.0	21.3	0.1	0.2	0.6	0.0
Phase Call Probability	1.00	1.00	0.55	1.00	0.94	1.00	1.00	1.00
Max Out Probability	1.00	0.59	0.00	0.58	0.00	0.00	0.12	1.00

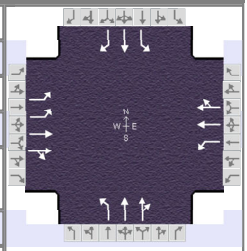
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	503	556	545	22	443	397	79	81	80	355	71	408
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1716	1885	1849	1739	1900	1701	1795	1811	1698	1767	1826	
Queue Service Time (g_s), s	18.8	26.8	26.8	1.6	25.2	25.3	5.7	5.7	6.0	25.9	4.1	
Cycle Queue Clearance Time (g_c), s	18.8	26.8	26.8	1.6	25.2	25.3	5.7	5.7	6.0	25.9	4.1	
Green Ratio (*g/C*)	0.17	0.51	0.51	0.03	0.37	0.37	0.06	0.07	0.07	0.22	0.23	
Capacity (*c*), veh/h	576	965	946	44	702	628	101	129	121	384	423	
Volume-to-Capacity Ratio (*X*)	0.874	0.576	0.576	0.499	0.631	0.633	0.787	0.632	0.660	0.927	0.167	
Back of Queue (*Q*), ft/ln (95 th percentile)	356.8	444.4	486.1	35.3	438.3	414.9	123.4	125.7	118.3	499.2	85.2	
Back of Queue (*Q*), veh/ln (95 th percentile)	13.9	17.6	17.4	1.4	17.5	16.1	4.9	4.8	4.7	19.5	3.3	
Queue Storage Ratio (*RQ*) (95 th percentile)	1.66	0.00	0.00	0.00	0.00	0.00	0.95	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	53.3	22.2	22.2	63.2	34.1	34.1	61.2	59.4	59.5	50.4	40.3	
Incremental Delay (d_2), s/veh	12.2	1.4	1.4	3.2	2.0	2.3	5.0	1.9	2.3	21.3	0.1	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	65.6	23.6	23.6	66.5	36.1	36.4	66.2	61.3	61.8	71.7	40.4	0.0
Level of Service (LOS)	E	C	C	E	D	D	E	E	E	E	D	A
Approach Delay, s/veh / LOS	36.7	D		37.0	D		63.1	E		34.0	C	
Intersection Delay, s/veh / LOS	37.9						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS								
Bicycle LOS Score / LOS								

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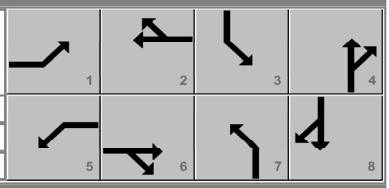
HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 21, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.92
Urban Street	E St Bernard Hwy	Analysis Year	2050 No Build (w. Port)- Optimized	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	St Bernard Hwy at Paris 2050 No Build (w.PORT)…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	463	958	62	20	536	264	73	121	30	327	65	375

Signal Information			
Cycle, s	131.4	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	3.3	12.2	48.5	7.4	16.1	9.3						
Yellow	4.5	4.5	4.5	4.0	4.0	4.0						
Red	2.0	2.0	2.0	1.0	1.0	1.0						

Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	0.977	0.992	0.883	0.961	1.000	0.969	0.992	0.953	1.000	0.977	0.961	0.977
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	0.971	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.981	0.981		0.895	0.895		0.938	0.938		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00			1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)												
Movement Saturation Flow Rate (s), veh/h	3432	3531	203	1739	2498	1103	1795	2884	626	1767	1826	1572
Proportion of Vehicles Arriving on Green (P)	0.17	0.51	0.51	0.03	0.37	0.37	0.06	0.07	0.07	0.22	0.23	0.23
Incremental Delay Factor (k)	0.34	0.27	0.27	0.04	0.23	0.23	0.04	0.04	0.04	0.29	0.04	0.50

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.5	6.5	6.5	6.5	5.0	5.0	5.0	5.0
Green Ratio (g/C)	0.17	0.51	0.03	0.37	0.06	0.07	0.22	0.23
Permitted Saturation Flow Rate (s_p), veh/h/ln	0	0	0	0	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln								0
Protected Right Effective Green Time (g_R), s								0.0

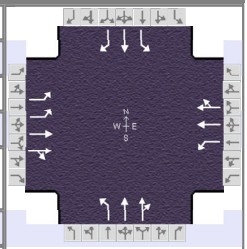
Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v								
Pedestrian F_s / F_{delay}								
Pedestrian M_{corner} / M_{cw}								
Bicycle c_b / d_b								

Bicycle F_w / F_v								

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HCS Signalized Intersection Results Graphical Summary

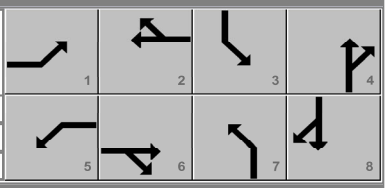
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 21, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.92
Urban Street	E St Bernard Hwy	Analysis Year	2050 No Build (w. Port)- Optimized	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	St Bernard Hwy at Paris 2050 No Build (w.PORT)…		
Project Description	23-040				



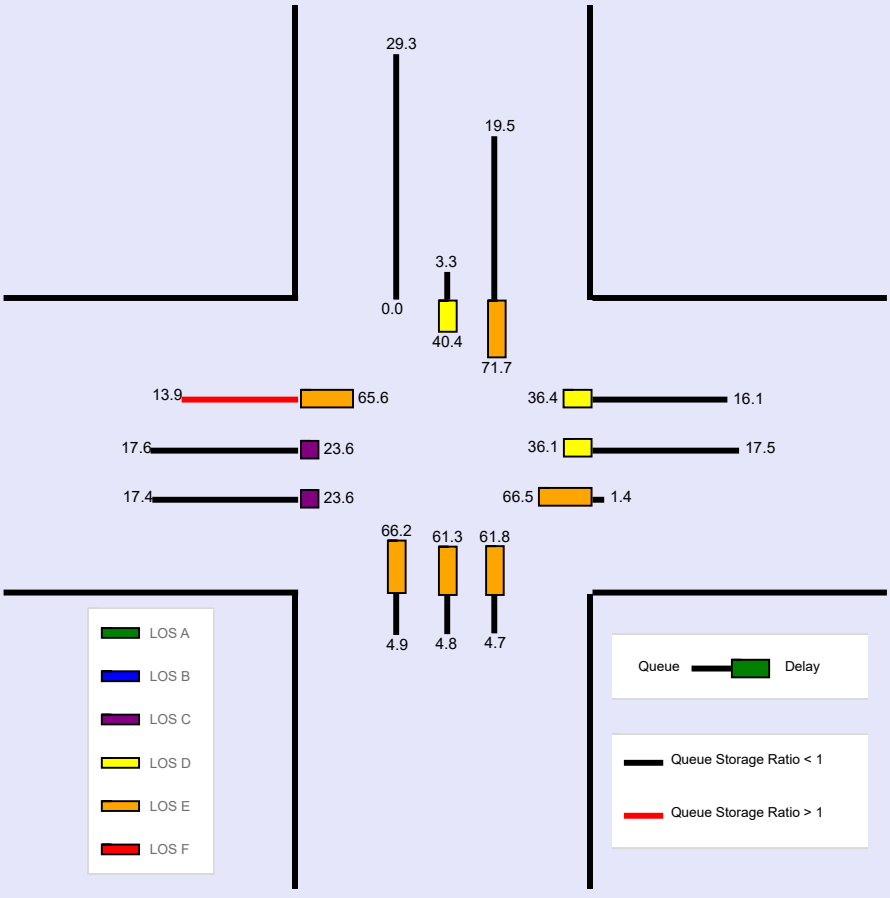
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	463	958	62	20	536	264	73	121	30	327	65	375

Signal Information			
Cycle, s	131.4	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	3.3	12.2	48.5	7.4	16.1	9.3						
Yellow	4.5	4.5	4.5	4.0	4.0	4.0						
Red	2.0	2.0	2.0	1.0	1.0	1.0						



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	356.8	444.4	486.1	35.3	438.3	414.9	123.4	125.7	118.3	499.2	85.2	
Back of Queue (*Q*), veh/ln (95 th percentile)	13.9	17.6	17.4	1.4	17.5	16.1	4.9	4.8	4.7	19.5	3.3	
Queue Storage Ratio (*RQ*) (95 th percentile)	1.66	0.00	0.00	0.00	0.00	0.00	0.95	0.00	0.00	0.00	0.00	
Control Delay (*d*), s/veh	65.6	23.6	23.6	66.5	36.1	36.4	66.2	61.3	61.8	71.7	40.4	0.0
Level of Service (LOS)	E	C	C	E	D	D	E	E	E	E	D	A
Approach Delay, s/veh / LOS	36.7	D		37.0	D		63.1	E		34.0	C	
Intersection Delay, s/veh / LOS	37.9						D					



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--- Messages ---

WARNING: Since queue spillover from turn lanes and spillback into upstream intersections is not accounted for in the HCM procedures, use of a simulation tool may be advised in situations where the Queue Storage Ratio exceeds 1.0.

INFO: SBR was specified to have Unsignalized Delay of 0 seconds.

--- Comments ---

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LEGEND:

- 95th %'ile Queue - 2050 No Build With Port
- 95th %'ile Queue - Alternative 1: Optimized
- 2050 No Build With Port Delay (V/C)
- Alternative 1: Optimized Delay (V/C)

N
W E
S



Paris Rd at E St Bernard Hwy

Figure E-6
PM MOE Maps
2050 No Build With Port vs Alternative

LIT Road Network Study RPC
St Bernard Parish, LA

NOT TO SCALE
FOR PLANNING PURPOSES ONLY

URBAN SYSTEMS inc.

LSB / LIT Road Network and Resilience
Stage 0 Feasibility Study
H.015428

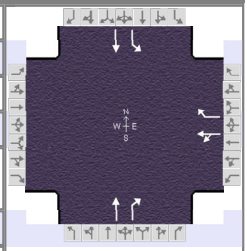
Appendix E
Alternative Analysis

Appendix E.5 E St Bernard Hwy at Colonial Blvd Analysis Results

URBAN SYSTEMS inc.

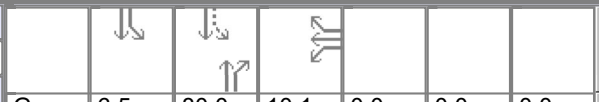
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Nov 18, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.91
Urban Street	E Judge Perez Dr	Analysis Year	2050 No Build (w. Port) Alternative	Analysis Period	1> 7:00
Intersection	Colonial Blvd	File Name	St Bernard Hwy at Colonial Blvd 2050 No Build (w…		
Project Description	23-040				

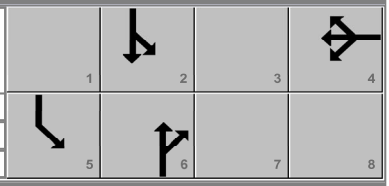


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				113	0	91		554	108	73	239	

Signal Information			
Cycle, s	114.6	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	6.5	80.0	10.1	0.0	0.0	0.0
Yellow	5.0	5.0	5.0	0.0	0.0	0.0
Red	1.0	1.0	1.0	0.0	0.0	0.0



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				113	0	91		554	108	73	239	
Initial Queue (Q_b), veh/h				0	0	0		0	0	0	0	
Base Saturation Flow Rate (s_o), veh/h				1900	1900	1900		1900	1900	1900	1900	
Parking (N_m), man/h					None			None			None	
Heavy Vehicles (P_{HV}), %					0	0		0	0	3	0	
Ped / Bike / RTOR, /h	0	0		0	0	1	0	0	11	0	0	
Buses (N_b), buses/h				0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)				3	3	3		3	3	3	3	
Upstream Filtering (*I*)				1.00	1.00	1.00		1.00	1.00	1.00	1.00	
Lane Width (*W*), ft					12.0	12.0		12.0	12.0	12.0	12.0	
Turn Bay Length, ft					0	0		0	0	260	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h				30	30	30		35	35	45	45	

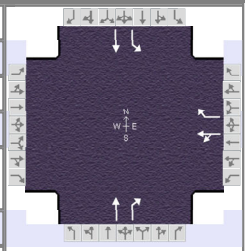
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s				30.0		80.0	10.0	80.0
Yellow Change Interval (*Y*), s				5.0		5.0	5.0	5.0
Red Clearance Interval (R_c), s				1.0		1.0	1.0	1.0
Minimum Green (G_{min}), s				10		15	7	15
Start-Up Lost Time (*l*t), s			2.0	2.0		2.0	2.0	2.0
Extension of Effective Green (*e*), s			2.0	2.0		2.0	2.0	2.0
Passage (*PT*), s				2.0		5.0	2.0	5.0
Recall Mode				Off		Max	Off	Max
Dual Entry				No		No	No	No
Walk (*Walk*), s		0.0		0.0		0.0		
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		

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

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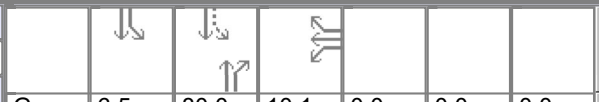
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Nov 18, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.91
Urban Street	E Judge Perez Dr	Analysis Year	2050 No Build (w. Port) Alternative	Analysis Period	1> 7:00
Intersection	Colonial Blvd	File Name	St Bernard Hwy at Colonial Blvd 2050 No Build (w…		
Project Description	23-040				

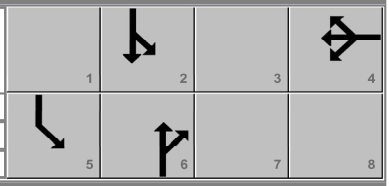


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				113	0	91		554	108	73	239	

Signal Information			
Cycle, s	114.6	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	6.5	80.0	10.1	0.0	0.0	0.0
Yellow	5.0	5.0	5.0	0.0	0.0	0.0
Red	1.0	1.0	1.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				4		6	5	2
Case Number				11.0		7.3	1.0	4.0
Phase Duration, s				16.1		86.0	12.5	98.5
Change Period, ($Y+R_c$), s				6.0		6.0	6.0	6.0
Max Allow Headway (*MAH*), s				3.3		6.0	3.0	6.0
Queue Clearance Time (g_s), s				9.7		18.3	3.2	5.5
Green Extension Time (g_e), s				0.4		11.5	0.0	11.7
Phase Call Probability				1.00		1.00	0.92	1.00
Max Out Probability				0.00		0.01	0.00	0.00

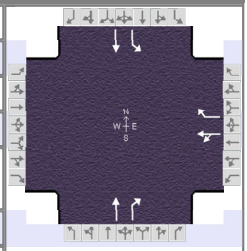
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				7	4	14		6	16	5	2	
Adjusted Flow Rate (*v*), veh/h					124	99		609	107	80	263	
Adjusted Saturation Flow Rate (*s*), veh/h/ln					1810	1610		1900	1610	1767	1900	
Queue Service Time (g_s), s					7.7	6.8		16.3	2.5	1.2	3.5	
Cycle Queue Clearance Time (g_c), s					7.7	6.8		16.3	2.5	1.2	3.5	
Green Ratio (*g/C*)					0.09	0.09		0.70	0.70	0.77	0.81	
Capacity (*c*), veh/h					160	142		1327	1124	610	1533	
Volume-to-Capacity Ratio (*X*)					0.778	0.696		0.459	0.095	0.131	0.171	
Back of Queue (*Q*), ft/ln (95 th percentile)					162.9	127.9		258.4	35.7	14.6	40.1	
Back of Queue (*Q*), veh/ln (95 th percentile)					6.5	5.1		10.3	1.4	0.6	1.6	
Queue Storage Ratio (*RQ*) (95 th percentile)					0.00	0.00		0.00	0.00	0.06	0.00	
Uniform Delay (d_1), s/veh					51.1	50.7		7.7	5.6	4.7	2.5	
Incremental Delay (d_2), s/veh					3.1	2.3		1.1	0.2	0.0	0.2	
Initial Queue Delay (d_3), s/veh					0.0	0.0		0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh					54.2	53.0		8.8	5.8	4.8	2.7	
Level of Service (LOS)					D	D		A	A	A	A	
Approach Delay, s/veh / LOS	0.0			53.7		D	8.4		A	3.2		A
Intersection Delay, s/veh / LOS	14.9						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.98	B	1.96	B	1.87	B	1.31	A
Bicycle LOS Score / LOS			0.86	A	1.67	B	1.05	A

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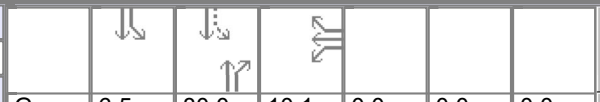
HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Nov 18, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.91
Urban Street	E Judge Perez Dr	Analysis Year	2050 No Build (w. Port) Alternative	Analysis Period	1> 7:00
Intersection	Colonial Blvd	File Name	St Bernard Hwy at Colonial Blvd 2050 No Build (w…		
Project Description	23-040				

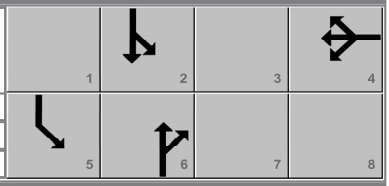


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				113	0	91		554	108	73	239	

Signal Information			
Cycle, s	114.6	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	6.5	80.0	10.1	0.0	0.0	0.0
Yellow	5.0	5.0	5.0	0.0	0.0	0.0
Red	1.0	1.0	1.0	0.0	0.0	0.0



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)				1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})				1.000	1.000	1.000	1.000	1.000	1.000	0.977	1.000	1.000
Parking Activity Adjustment Factor (f_p)	0.000	0.000	0.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	0.000	0.000	0.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)				1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})				0.952	0.952		1.000	1.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})					0.000	0.847		0.000	0.847		1.000	1.000
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})				1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})						1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})				1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})				1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)										1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)							1.00					
Movement Saturation Flow Rate (s), veh/h				1810	0	1610	0	1900	1610	1767	1900	0
Proportion of Vehicles Arriving on Green (P)	0.00	0.00	0.00	0.09	0.00	0.09	0.00	0.70	0.70	0.06	0.81	0.00
Incremental Delay Factor (k)					0.04	0.04		0.50	0.50	0.04	0.50	

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)				4.0		6.0	6.0	6.0
Green Ratio (g/C)				0.09		0.70	0.77	0.81
Permitted Saturation Flow Rate (s_p), veh/h/ln				0		1134	806	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln						0		
Permitted Effective Green Time (g_p), s				0.0		0.0	82.0	0.0
Permitted Service Time (g_u), s				0.0		0.0	63.7	0.0
Permitted Queue Service Time (g_{ps}), s							2.0	
Time to First Blockage (g_f), s				0.0		80.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln				0		0		
Protected Right Effective Green Time (g_R), s				0.0		0.0		

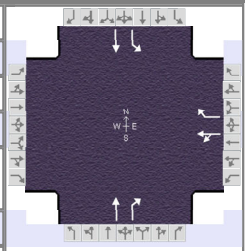
Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.198	0.016	1.198	0.000	1.198	0.001	0.681	0.000
Pedestrian F_s / F_{delay}	0.000	0.162	0.000	0.162	0.000	0.066	0.000	0.030
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	-87.29	62.39		64.49	1396.63	5.21	1614.06	2.13

Bicycle F_w / F_v	-3.64		-3.64	0.37	-3.64	1.18	-3.64	0.57

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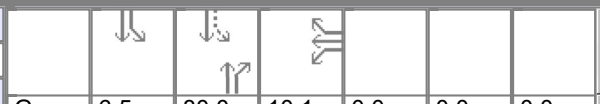
HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Nov 18, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.91
Urban Street	E Judge Perez Dr	Analysis Year	2050 No Build (w. Port) Alternative	Analysis Period	1> 7:00
Intersection	Colonial Blvd	File Name	St Bernard Hwy at Colonial Blvd 2050 No Build (w…		
Project Description	23-040				

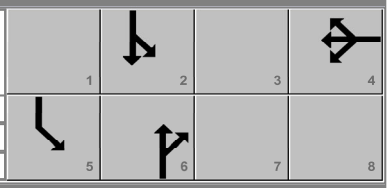


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				113	0	91		554	108	73	239	

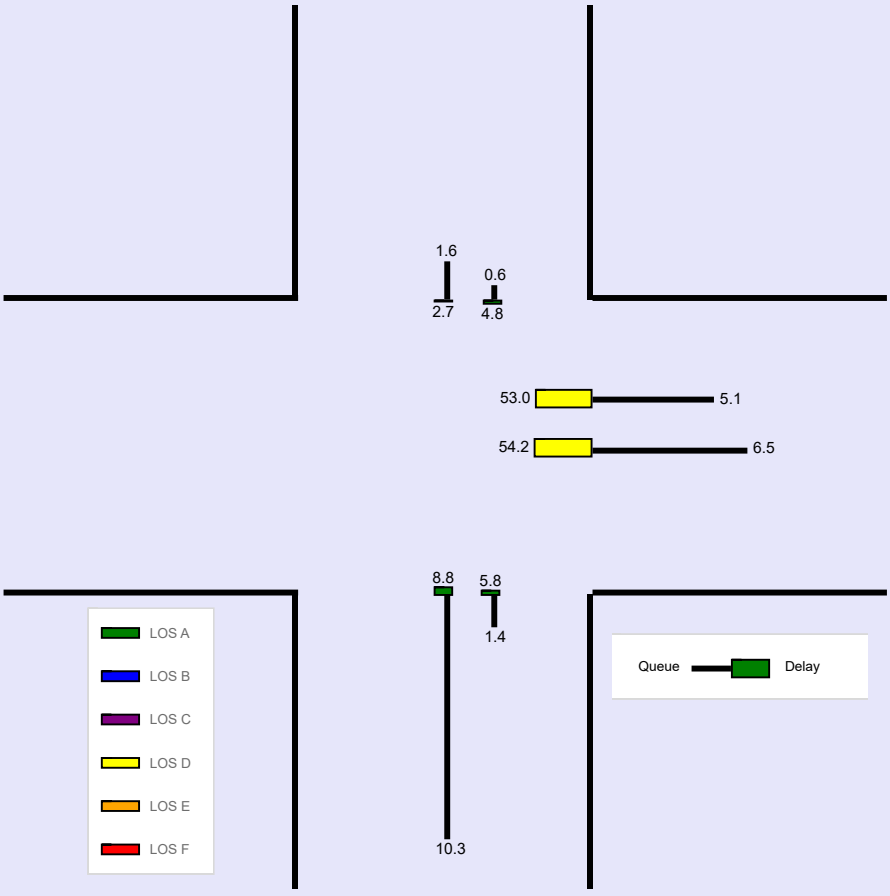
Signal Information			
Cycle, s	114.6	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	6.5	80.0	10.1	0.0	0.0	0.0
Yellow	5.0	5.0	5.0	0.0	0.0	0.0
Red	1.0	1.0	1.0	0.0	0.0	0.0



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)					162.9	127.9		258.4	35.7	14.6	40.1	
Back of Queue (*Q*), veh/ln (95 th percentile)					6.5	5.1		10.3	1.4	0.6	1.6	
Queue Storage Ratio (*RQ*) (95 th percentile)					0.00	0.00		0.00	0.00	0.06	0.00	
Control Delay (*d*), s/veh					54.2	53.0		8.8	5.8	4.8	2.7	
Level of Service (LOS)					D	D		A	A	A	A	
Approach Delay, s/veh / LOS	0.0			53.7		D	8.4		A	3.2		A
Intersection Delay, s/veh / LOS	14.9						B					



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--- Messages ---

INFO: EBR was specified to have Unsignalized Delay of 0 seconds.

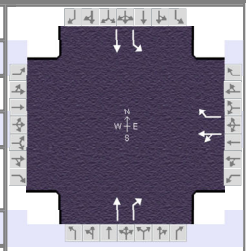
INFO: SBR was specified to have Unsignalized Delay of 0 seconds.

--- Comments ---

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HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Dec 5, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.97
Urban Street	E Judge Perez Dr	Analysis Year	2050 No Build (w. Port) Alternative	Analysis Period	1> 7:00
Intersection	Colonial Blvd	File Name	St Bernard Hwy at Colonial Blvd 2050 No Build (w…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				143	0	89		418	103	112	502	

Signal Information			
Cycle, s	116.5	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

							1	2	3	4
Green	6.8	80.0	11.7	0.0	0.0	0.0	5	6	7	8
Yellow	5.0	5.0	5.0	0.0	0.0	0.0				
Red	1.0	1.0	1.0	0.0	0.0	0.0				

Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				143	0	89		418	103	112	502	
Initial Queue (Q_b), veh/h				0	0	0		0	0	0	0	
Base Saturation Flow Rate (s_o), veh/h				1900	1900	1900		1900	1900	1900	1900	
Parking (N_m), man/h					None			None			None	
Heavy Vehicles (P_{HV}), %					0	0		0	0	0	0	
Ped / Bike / RTOR, /h	0	0		0	0	9	0	0	11	0	0	
Buses (N_b), buses/h				0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)				3	3	3		3	3	3	3	
Upstream Filtering (*I*)				1.00	1.00	1.00		1.00	1.00	1.00	1.00	
Lane Width (*W*), ft					12.0	12.0		12.0	12.0	12.0	12.0	
Turn Bay Length, ft					0	0		0	0	260	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h				30	30	30		35	35	45	45	

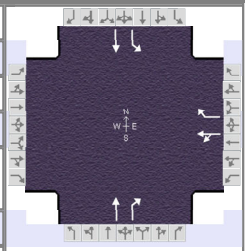
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s				30.0		80.0	10.0	80.0
Yellow Change Interval (*Y*), s				5.0		5.0	5.0	5.0
Red Clearance Interval (R_c), s				1.0		1.0	1.0	1.0
Minimum Green (G_{min}), s				10		15	7	15
Start-Up Lost Time (*l*t), s			2.0	2.0		2.0	2.0	2.0
Extension of Effective Green (*e*), s			2.0	2.0		2.0	2.0	2.0
Passage (*PT*), s				2.0		5.0	2.0	5.0
Recall Mode				Off		Max	Off	Max
Dual Entry				No		No	No	No
Walk (*Walk*), s		0.0		0.0		0.0		
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		

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

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HCS Signalized Intersection Results Summary

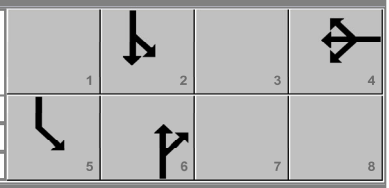
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Dec 5, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.97
Urban Street	E Judge Perez Dr	Analysis Year	2050 No Build (w. Port) Alternative	Analysis Period	1> 7:00
Intersection	Colonial Blvd	File Name	St Bernard Hwy at Colonial Blvd 2050 No Build (w…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				143	0	89		418	103	112	502	

Signal Information			
Cycle, s	116.5	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	6.8	80.0	11.7	0.0	0.0	0.0
Yellow	5.0	5.0	5.0	0.0	0.0	0.0
Red	1.0	1.0	1.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				4		6	5	2
Case Number				11.0		7.3	1.0	4.0
Phase Duration, s				17.7		86.0	12.8	98.8
Change Period, ($Y+R_c$), s				6.0		6.0	6.0	6.0
Max Allow Headway (*MAH*), s				3.3		6.0	3.0	6.0
Queue Clearance Time (g_s), s				11.3		12.7	3.9	10.9
Green Extension Time (g_e), s				0.4		12.3	0.1	12.3
Phase Call Probability				1.00		1.00	0.98	1.00
Max Out Probability				0.00		0.01	0.02	0.01

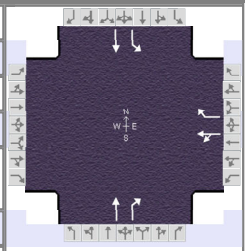
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				7	4	14		6	16	5	2	
Adjusted Flow Rate (*v*), veh/h					147	82		431	95	115	518	
Adjusted Saturation Flow Rate (*s*), veh/h/ln					1810	1610		1900	1610	1810	1900	
Queue Service Time (g_s), s					9.3	5.7		10.7	2.3	1.9	8.9	
Cycle Queue Clearance Time (g_c), s					9.3	5.7		10.7	2.3	1.9	8.9	
Green Ratio (*g/C*)					0.10	0.10		0.69	0.69	0.76	0.80	
Capacity (*c*), veh/h					182	162		1304	1105	746	1513	
Volume-to-Capacity Ratio (*X*)					0.811	0.510		0.330	0.086	0.155	0.342	
Back of Queue (*Q*), ft/ln (95 th percentile)					195.1	1.9		187.8	34	23.3	108.7	
Back of Queue (*Q*), veh/ln (95 th percentile)					7.8	0.1		7.5	1.4	0.9	4.3	
Queue Storage Ratio (*RQ*) (95 th percentile)					0.00	0.00		0.00	0.00	0.09	0.00	
Uniform Delay (d_1), s/veh					51.3	49.7		7.4	6.1	4.3	3.3	
Incremental Delay (d_2), s/veh					3.3	0.9		0.7	0.2	0.0	0.6	
Initial Queue Delay (d_3), s/veh					0.0	0.0		0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh					54.6	50.6		8.1	6.2	4.3	3.9	
Level of Service (LOS)					D	D		A	A	A	A	
Approach Delay, s/veh / LOS	0.0			53.2		D	7.8		A	4.0		A
Intersection Delay, s/veh / LOS	13.6						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.98	B	1.96	B	1.88	B	1.32	A
Bicycle LOS Score / LOS			0.87	A	1.36	A	1.53	B

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HCS Signalized Intersection Intermediate Values

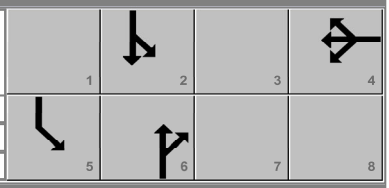
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Dec 5, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.97
Urban Street	E Judge Perez Dr	Analysis Year	2050 No Build (w. Port) Alternative	Analysis Period	1> 7:00
Intersection	Colonial Blvd	File Name	St Bernard Hwy at Colonial Blvd 2050 No Build (w…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				143	0	89		418	103	112	502	

Signal Information			
Cycle, s	116.5	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	6.8	80.0	11.7	0.0	0.0	0.0
Yellow	5.0	5.0	5.0	0.0	0.0	0.0
Red	1.0	1.0	1.0	0.0	0.0	0.0



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)				1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})				1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	0.000	0.000	0.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	0.000	0.000	0.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)				1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})				0.952	0.952		1.000	1.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})					0.000	0.847		0.000	0.847		1.000	1.000
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})				1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})						1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})				1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})				1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)										1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)							1.00					
Movement Saturation Flow Rate (s), veh/h				1810	0	1610	0	1900	1610	1810	1900	0
Proportion of Vehicles Arriving on Green (P)	0.00	0.00	0.00	0.10	0.00	0.10	0.00	0.69	0.69	0.06	0.80	0.00
Incremental Delay Factor (k)					0.04	0.04		0.50	0.50	0.04	0.50	

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)				4.0		6.0	6.0	6.0
Green Ratio (g/C)				0.10		0.69	0.76	0.80
Permitted Saturation Flow Rate (s_p), veh/h/ln				0		898	972	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln						0		
Permitted Effective Green Time (g_p), s				0.0		0.0	82.0	0.0
Permitted Service Time (g_u), s				0.0		0.0	69.3	0.0
Permitted Queue Service Time (g_{ps}), s							1.7	
Time to First Blockage (g_f), s				0.0		80.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln				0		0		
Protected Right Effective Green Time (g_R), s				0.0		0.0		

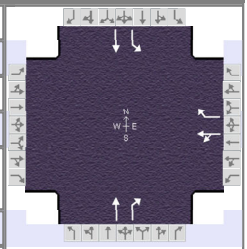
Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.198	0.016	1.198	0.000	1.198	0.013	0.681	0.000
Pedestrian F_s / F_{delay}	0.000	0.163	0.000	0.163	0.000	0.070	0.000	0.035
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	-85.80	63.38		65.48	1372.88	5.73	1593.10	2.41

Bicycle F_w / F_v	-3.64		-3.64	0.38	-3.64	0.87	-3.64	1.04

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HCS Signalized Intersection Results Graphical Summary

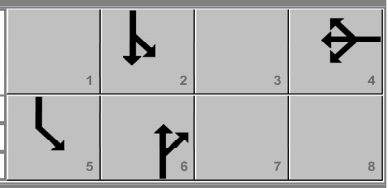
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Dec 5, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.97
Urban Street	E Judge Perez Dr	Analysis Year	2050 No Build (w. Port) Alternative	Analysis Period	1> 7:00
Intersection	Colonial Blvd	File Name	St Bernard Hwy at Colonial Blvd 2050 No Build (w…		
Project Description	23-040				



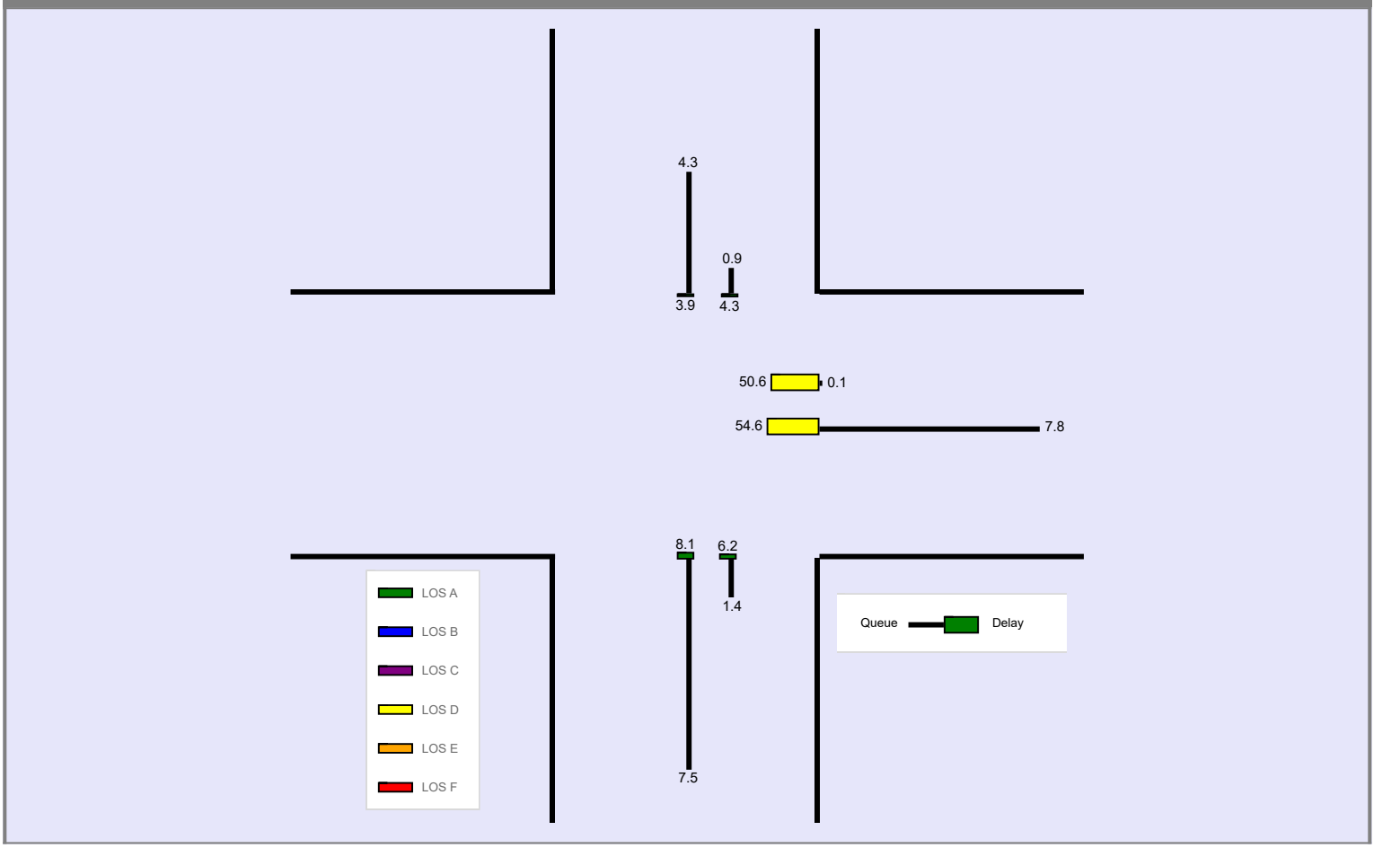
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				143	0	89		418	103	112	502	

Signal Information			
Cycle, s	116.5	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	6.8	80.0	11.7	0.0	0.0	0.0
Yellow	5.0	5.0	5.0	0.0	0.0	0.0
Red	1.0	1.0	1.0	0.0	0.0	0.0



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)					195.1	1.9		187.8	34	23.3	108.7	
Back of Queue (*Q*), veh/ln (95 th percentile)					7.8	0.1		7.5	1.4	0.9	4.3	
Queue Storage Ratio (*RQ*) (95 th percentile)					0.00	0.00		0.00	0.00	0.09	0.00	
Control Delay (*d*), s/veh					54.6	50.6		8.1	6.2	4.3	3.9	
Level of Service (LOS)					D	D		A	A	A	A	
Approach Delay, s/veh / LOS	0.0			53.2		D	7.8		A	4.0		A
Intersection Delay, s/veh / LOS	13.6						B					



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--- Messages ---

INFO: EBR was specified to have Unsignalized Delay of 0 seconds.

INFO: SBR was specified to have Unsignalized Delay of 0 seconds.

--- Comments ---

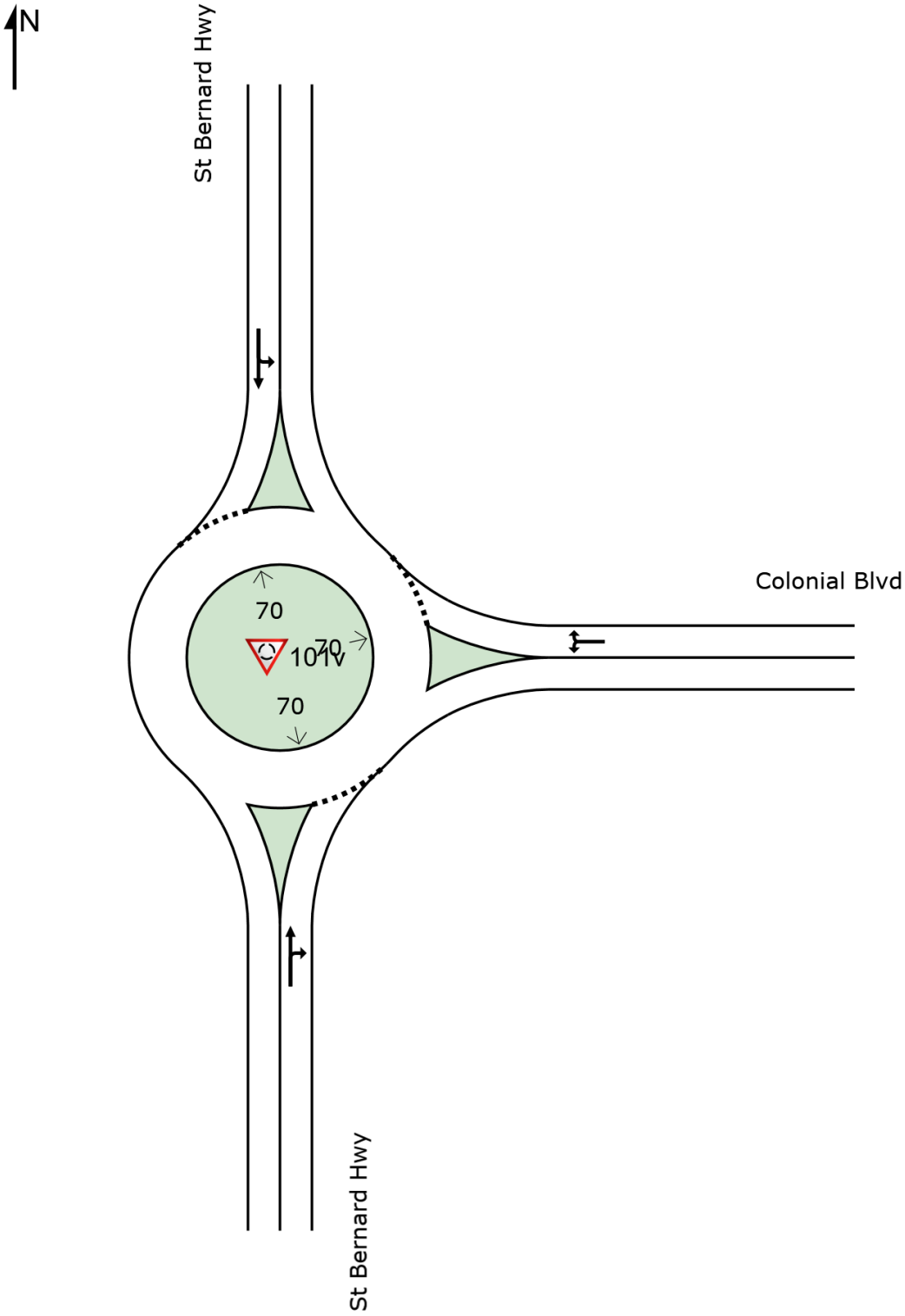
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SITE LAYOUT

Site: 101v [St Bernard at Colonial AM roundabout (Site Folder: St Bernard Hwy at Colonial Blvd)]

New Site
Site Category: (None)
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



SIDRA INTERSECTION 9.1 | Copyright © 2000-2023 Akcelik and Associates Pty Ltd | sidrasolutions.com
Organisation: URBAN SYSTEMS, INC | Licence: PLUS / 1PC | Created: Wednesday, December 4, 2024 10:56:07 AM
Project: C:\SharePoint\Urban Systems\USI Team Site - Documents\Projects\2023Proj\23-040 LIT Road Network Study RPC\Analysis\Sidra\Alternatives\2050 No Build (w.Port).sip9

INPUT REPORT

Site: 101v [St Bernard at Colonial AM roundabout (Site Folder: St Bernard Hwy at Colonial Blvd)]

New Site
Site Category: (None)
Roundabout

Intersection - Site Data	
Site Name	St Bernard at Colonial AM roundabout
Site ID	101v
Site Category	(None)
Site Title	New Site

Intersection - Site Properties	
Site (Intersection) Type	Roundabout
Setup Name	US HCM (Customary)
Base Setup	NA
Drive Rule	Right-hand side of the road
HCM Version	Yes
Units	US
First Created	----------
Date	12/4/2024 10:49:54 AM
Created By	urbantemp
Organisation	URBAN SYSTEMS, INC
Version	9.1.3.210
Last Modified	----------
Date	12/4/2024 10:49:54 AM
Modified By	urbantemp
Organisation	URBAN SYSTEMS, INC
Version	9.1.3.210

Intersection - Approach & Exit Data

Location	Name	Type	No. of App. Lanes	No. of Exit Lanes	Approach Distance ft	Extra Bunching (Site Analysis) %	Extra Bunching (Network Analysis) %	Exit Distance ft	Approach Area Type Control	Area Type Factor
South	St Bernard Hwy	Two-way	1	1	1600.0	0	–	–	–	–
East	Colonial Blvd	Two-way	1	1	1600.0	0	–	–	–	–
North	St Bernard Hwy	Two-way	1	1	1600.0	0	–	–	–	–

Movement Definitions - Included Movement Classes

Name	ID	Model Designation	Type
Light Vehicles	LV	Light Vehicle	Standard
Heavy Vehicles	HV	Heavy Vehicle	Standard

Movement Definitions - Approach Movements

To Approach	Turn	Approach Mov ID
From: South	St Bernard Hwy	
North	T1	8
East	R2	18
From: East	Colonial Blvd	
South	L2	1
North	R2	16

From: North	St Bernard Hwy	
East	L2	7
South	T1	4

Approach	U-Turn Before Intersection	Exclude U-Turn Before Intersection From Signal Analysis
South	-	-
East	-	-
North	-	-

Lane Geometry - Lane Configuration

Leg	Item	Configuration	Type	Control	Slip/ Bypass Control	Length ft	Width ft	Grade %	Full Lane [ID	Col]	[Front Width ft	Back Width ft	Island Fill Style	Cnct To	For Ped Stgn	Short Splitter Isl]
South	St Bernard Hwy															
	Exit Lane 1	Full-Length	–	–	–	1600	12	0			–	–	–	–	–	–
	Rou Splt Isl 1	–	–	–	–	–	–	–	–	–	-	0	Solid	–	Yes	No
	App. Lane 1	Full-Length	Normal	Yield	–	1600	12	0			–	–	–	–	–	–
East	Colonial Blvd															
	Exit Lane 1	Full-Length	–	–	–	1600	12	0			–	–	–	–	–	–
	Rou Splt Isl 1	–	–	–	–	–	–	–	–	–	-	0	Solid	–	Yes	No
	App. Lane 1	Full-Length	Normal	Yield	–	1600	12	0			–	–	–	–	–	–
North	St Bernard Hwy															
	Exit Lane 1	Full-Length	–	–	–	1600	12	0			–	–	–	–	–	–
	Rou Splt Isl 1	–	–	–	–	–	–	–	–	–	-	0	Solid	–	Yes	No
	App. Lane 1	Full-Length	Normal	Yield	–	1600	12	0			–	–	–	–	–	–

Lanes are numbered from left to right in the direction of travel.

Lane Geometry - Lane Disciplines

To Approach	Turn	Free Queue Distance ft	Movement Class(es)
From: South	App. Lane 1		
North	T1	0	LV, HV
East	R2	0	LV, HV
From: East	App. Lane 1		
South	L2	0	LV, HV
North	R2	0	LV, HV
From: North	App. Lane 1		
East	L2	0	LV, HV
South	T1	0	LV, HV

Lane Geometry - Lane Data

Approach Lane Data

Approach Lane	Basic Satn Flow tcu/h	Util Ratio %	Satn Speed mph	Capacity Adj %	Use Given Cap Adj in Network Analysis	Set As Dominant Lane	Include SLip/ ByPass Lane in Entry Lane Count	Initial Demand veh	Apply Flow Satn Est	Short Lane Capacity	Delay Model Param
South	St Bernard Hwy										
App. Lane 1	–	–	–	0.0	No	–	–	0.0	–	–	–
East	Colonial Blvd										

App. Lane 1	–	–	–	0.0	No	–	–	0.0	–	–	–
North	St Bernard Hwy										
App. Lane 1	–	–	–	0.0	No	–	–	0.0	–	–	–

Merge Analysis

Exit Lane	Merge Lane Number	Apply Merge Analysis	Merge Type	Percent Opposing in Short Lane %	Percent Opposing in Merge Lane %	Critical Gap sec	Follow-up Headway sec	Minimum Departures veh/min
South	St Bernard Hwy							
Exit Lane 1	–	–	–	–	–	–	–	–
East	Colonial Blvd							
Exit Lane 1	–	–	–	–	–	–	–	–
North	St Bernard Hwy							
Exit Lane 1	–	–	–	–	–	–	–	–

Lane Movements - Flow Proportions

Exit Lane	To Exit Leg South %	East %	North %
Light Vehicles (LV)			
From: South	App. Lane 1		
Exit Lane 1	–	100	100
From: East	App. Lane 1		
Exit Lane 1	100	–	100
From: North	App. Lane 1		
Exit Lane 1	100	100	–
Heavy Vehicles (HV)			
From: South	App. Lane 1		
Exit Lane 1	–	100	100
From: East	App. Lane 1		
Exit Lane 1	100	–	100
From: North	App. Lane 1		
Exit Lane 1	100	100	–

Lane Movements - Blockage Calibration

Exit Lane	To Exit Leg South	East	North
From: South	App. Lane 1		
Exit Lane 1	–	1.0	1.0
From: East	App. Lane 1		
Exit Lane 1	1.0	–	1.0
From: North	App. Lane 1		
Exit Lane 1	1.0	1.0	–

Roundabouts - Options

Roundabout Model Options	
Roundabout Capacity Model	SIDRA Standard
Roundabout LOS Method	Same as Signalised Intersections
Exclude Geometric Delay	Yes
HCM Delay Formula	No
Apply the SIDRA Model for Unbalanced Flow Conditions for HCM 2010	–
Apply the SIDRA Model for Unbalanced Flow Conditions for HCM 6 / 6x	–
Other Roundabout Models	
FHWA 2000	No

Use	Urban Roundabout	Compact	–
HCM 2000			No
NAASRA 1986			No

Roundabouts - Geometry

Location	Name	Circ. Lanes	Circ. Width	Island Diameter	Inscribed Diameter	Entry Radius	Entry Angle	Raindrop Design	Circ Trans Line	Downstream Circ Lanes
			ft	ft	ft	ft	°			
South	St Bernard Hwy	1	20.0	70.0	–	100.0	30.0	No	No	–
East	Colonial Blvd	1	20.0	70.0	–	100.0	30.0	No	No	–
North	St Bernard Hwy	1	20.0	70.0	–	100.0	30.0	No	No	–

SIDRA Standard Roundabout Capacity Model Calibration Parameters

Location	Name	Env. Factor	Entry/Circ. Flow Adjust.
South	St Bernard Hwy	–	–
East	Colonial Blvd	–	–
North	St Bernard Hwy	–	–

Pedestrians - Pedestrian Movements

Unit Time for Volumes: 60 minutes
Peak Flow (Analysis) Period: 15 minutes

Main Crossing/ Slip/Bypass Lane Crossing	Volume	Peak Flow	Flow Scale	Growth Rate
	ped	%	%	%
No Ped Movements				

Pedestrians - Pedestrian Movement Data

Main Crossing/ Slip/ Bypass Lane Crossing	Mov. ID	Crossing Distance	Conflict Zone Length	Oppng Ped.Fac.	P.Deg. Satn	Walking Speed	App. Trav. Distance	Downst. Distance	Queue Space
		ft	ft			ft/sec	ft	ft	ft
No Ped Movements									

Volumes - Vehicle Volumes

Unit Time for Volumes: 60 minutes
Peak Flow (Analysis) Period: 15 minutes
Volume Data Method: Total and %

Movement Class	To Exit Leg South veh	East veh	North veh
From: South	St Bernard Hwy		
Total (veh)	–	108.0	554.0
LV (%)	–	100.000	100.000
HV (%)	–	0.000	0.000
From: East	Colonial Blvd		
Total (veh)	113.0	–	91.0
LV (%)	100.000	–	100.000

HV (%)	0.000	–	0.000
From: North	St Bernard Hwy		
Total (veh)	239.0	73.0	–
LV (%)	100.000	97.000	–
HV (%)	0.000	3.000	–

Volumes - Volume Factors

To Approach	Peak Flow Factor %	Flow Scale %	Growth Rate %/year
Light Vehicles (LV)			
From: South	St Bernard Hwy		
North	91.0	100.00	2.00
East	91.0	100.00	2.00
From: East	Colonial Blvd		
South	91.0	100.00	2.00
North	91.0	100.00	2.00
From: North	St Bernard Hwy		
East	91.0	100.00	2.00
South	91.0	100.00	2.00
Heavy Vehicles (HV)			
From: South	St Bernard Hwy		
North	91.0	100.00	2.00
East	91.0	100.00	2.00
From: East	Colonial Blvd		
South	91.0	100.00	2.00
North	91.0	100.00	2.00
From: North	St Bernard Hwy		
East	91.0	100.00	2.00
South	91.0	100.00	2.00

Gap Acceptance - Gap Acceptance Data

Gap Acceptance Data

Opposed Movement		Critical Gap sec	Follow-up Headway sec	Minimum Departures veh/min	Exiting Flow Effect %	% Opp. By Nearest Lane %	Opng. Peds (UnSig)
South	St Bernard Hwy						
T1		–	–	2.50	0	0.00	Prg(Flow)
R2		–	–	2.50	0	0.00	Prg(Flow)
East	Colonial Blvd						
L2		–	–	2.50	0	0.00	Prg(Flow)
R2		–	–	2.50	0	0.00	Prg(Flow)
North	St Bernard Hwy						
L2		–	–	2.50	0	0.00	Prg(Flow)
T1		–	–	2.50	0	0.00	Prg(Flow)

Gap Acceptance - Settings

Gap Acceptance Options

Gap Acceptance Capacity Formula : SIDRA Standard (Akçelik M3D)

Merge Analysis & Zebra Crossing Analysis Parameters

Parameters	Zebra Crossing on Slip/ Bypass Lane	Midblock Zebra Crossing	Merge Analysis [Exit Short Lane	Merge Lane]
Light Vehicles				
Gap Acceptance Factor	1.0	1.0	1.0	1.0
Opposing Vehicle Factor	–	–	1.0	1.0
Continuous Lane Capacity	–	–	–	1800
Heavy Vehicles				
Gap Acceptance Factor	2.0	2.0	2.0	2.0

Opposing Vehicle Factor		–	–	2.0	2.0
Continuous Capacity	Lane	–	–	–	1800

Vehicle Movement Data - Path Data

Turn	Approach Cruise Speed mph	Exit Cruise Speed mph	Negotiation Speed mph	Negotiation Distance ft	Downstream Distance ft	Negotiation Radius ft
Light Vehicles (LV)						
From: South	St Bernard Hwy					
T1	35.0	45.0	–	–	–	–
R2	35.0	30.0	–	–	–	–
From: East	Colonial Blvd					
L2	30.0	35.0	–	–	–	–
R2	30.0	45.0	–	–	–	–
From: North	St Bernard Hwy					
L2	45.0	30.0	–	–	–	–
T1	45.0	35.0	–	–	–	–
Heavy Vehicles (HV)						
From: South	St Bernard Hwy					
T1	35.0	45.0	–	–	–	–
R2	35.0	30.0	–	–	–	–
From: East	Colonial Blvd					
L2	30.0	35.0	–	–	–	–
R2	30.0	45.0	–	–	–	–
From: North	St Bernard Hwy					
L2	45.0	30.0	–	–	–	–
T1	45.0	35.0	–	–	–	–

Vehicle Movement Data - Calibration

Turn	Queue Space ft	Vehicle Length ft	Vehicle Occupancy pers/veh	Extra Midblock Delay sec	Turn Veh [Factor	Effect Radius] ft	Gap Accp Factor	Opng. Veh Factor	Prac. Deg. Of Satn.
Light Vehicles (LV)									
From: South	St Bernard Hwy								
T1	25.00	17.00	1.20	No	1	–	1	1	–
R2	25.00	17.00	1.20	No	1.18	–	1	1	–
From: East	Colonial Blvd								
L2	25.00	17.00	1.20	No	1.05	–	1	1	–
R2	25.00	17.00	1.20	No	1.18	–	1	1	–
From: North	St Bernard Hwy								
L2	25.00	17.00	1.20	No	1.05	–	1	1	–
T1	25.00	17.00	1.20	No	1	–	1	1	–
Heavy Vehicles (HV)									
From: South	St Bernard Hwy								
T1	45.00	36.00	1.20	No	1	–	2	2	–
R2	45.00	36.00	1.20	No	1.18	–	2	2	–
From: East	Colonial Blvd								
L2	45.00	36.00	1.20	No	1.05	–	2	2	–
R2	45.00	36.00	1.20	No	1.18	–	2	2	–
From: North	St Bernard Hwy								
L2	45.00	36.00	1.20	No	1.05	–	2	2	–
T1	45.00	36.00	1.20	No	1	–	2	2	–

Site Demand & Sensitivity

Analysis Method: None

Parameter Settings - Options

General Options	
Site Level of Service Method	Delay & v/c (HCM 6)
Site Level of Service Target	LOS D
Pedestrian Level of Service Target	LOS D
Site Performance Measure	Delay
Queue in Output	Average
Percentile Queue	95%
Hours per Year	480 h
Include Short Lanes in determining Queue Storage Ratio	No

Parameter Settings - Model Parameters

Passenger Car Equivalents	
Light Vehicles (LV)	1.00 pcu/veh
Heavy Vehicles (HV)	2.00 pcu/veh
Queue Blockage	
Blockage Tolerance	5
Delay and Queue	
Exclude Geometric Delay	Yes
HCM Delay Formula	No
HCM Queue Formula	No
Midblock Detection Data	
Effective Detection Zone Length	7.0

Parameter Settings - Cost

Efficiency Parameters

Movement Class	Desired Speed mph	Lower Limit of Speed Efficiency for TTI
Light Vehicles (LV)	-	0.1
Heavy Vehicles (HV)	-	0.1

Vehicle Cost Parameters

Movement Class	Veh Cost Method	Veh Operating Cost [Pump Price of Fuel $/Gal	Fuel Res. Cost Factor	Ratio of Running Cost to Fuel Cost]	Veh Time Cost [Avg. Income $/h	Time Value Factor]
Light Vehicles (LV)	Operating Cost	3.600	0.700	3.00	32.00	0.400
Heavy Vehicles (HV)	Operating Cost	3.600	0.700	3.00	32.00	0.400

Cost Options

Cost Unit	$

Parameter Settings - Vehicle Parameters

Movement Class	Mass lb	Max Power kW	CO2 to Fuel Rate
Light Vehicles (LV)	3500.0	120	2.35
Heavy Vehicles (HV)	33000.0	170	2.633

Parameter Settings - Fuel Consumption

Movement Class	fi	A	B	Beta
Light Vehicles (LV)	1200	16	0.004	0.1
Heavy Vehicles (HV)	2300	200	0.009	0.075

Parameter Settings - CO Emission				
Movement Class	fi	A	B	Beta
Light Vehicles (LV)	1620	-138	0.0743	0.294
Heavy Vehicles (HV)	25000	320	-0.06	0.04

Parameter Settings - HC Emission				
Movement Class	fi	A	B	Beta
Light Vehicles (LV)	340	-9	0.0031	0.029
Heavy Vehicles (HV)	3000	1	-0.0016	0.0013

Parameter Settings - NOx Emission				
Movement Class	fi	A	B	Beta
Light Vehicles (LV)	300	-14	0.0068	0.166
Heavy Vehicles (HV)	44000	2820	0.21	1.9

Parameter Settings - Advanced	
Platoon Dispersion Model	
fpf	0.80
fpmin	1.00
fpmax	1.25
Lpmin	200.0 ft
Lpmax	1000.0 ft
n	0.60
Approach Short Lane Model	
Include Short Lane Upstream Delay & Stops	Yes
Exit (Downstream) Short Lane Model	
Minimum Downstream Utilisation Ratio	20 %
Minimum Downstream Distance	100 ft
Distance for Full Lane Utilisation	660 ft
Calibration Parameter	1.2

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MOVEMENT SUMMARY

Site: 101v [St Bernard at Colonial AM roundabout (Site Folder: St Bernard Hwy at Colonial Blvd)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

New Site
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] ft	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed mph
South: St Bernard Hwy															
8	T1	All MCs	609	0.0	609	0.0	0.627	1.1	LOS A	6.9	171.6	0.51	0.24	0.51	34.3
18	R2	All MCs	119	0.0	119	0.0	0.627	1.1	LOS A	6.9	171.6	0.51	0.24	0.51	29.4
Approach			727	0.0	727	0.0	0.627	1.1	LOS A	6.9	171.6	0.51	0.24	0.51	33.4
East: Colonial Blvd															
1	L2	All MCs	124	0.0	124	0.0	0.326	4.9	LOS A	2.2	53.9	0.78	0.61	0.78	27.5
16	R2	All MCs	100	0.0	100	0.0	0.326	4.9	LOS A	2.2	53.9	0.78	0.61	0.78	29.8
Approach			224	0.0	224	0.0	0.326	4.9	LOS A	2.2	53.9	0.78	0.61	0.78	28.5
North: St Bernard Hwy															
7	L2	All MCs	80	3.0	80	3.0	0.314	1.0	LOS A	2.3	58.1	0.43	0.22	0.43	31.2
4	T1	All MCs	263	0.0	263	0.0	0.314	1.0	LOS A	2.3	58.1	0.43	0.22	0.43	33.9
Approach			343	0.7	343	0.7	0.314	1.0	LOS A	2.3	58.1	0.43	0.22	0.43	33.2
All Vehicles			1295	0.2	1295	0.2	0.627	1.8	LOS A	6.9	171.6	0.54	0.29	0.54	32.4

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: SIDRA HCM.
Delay Model: SIDRA Standard (Stopline Delay: Geometric Delay is not included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

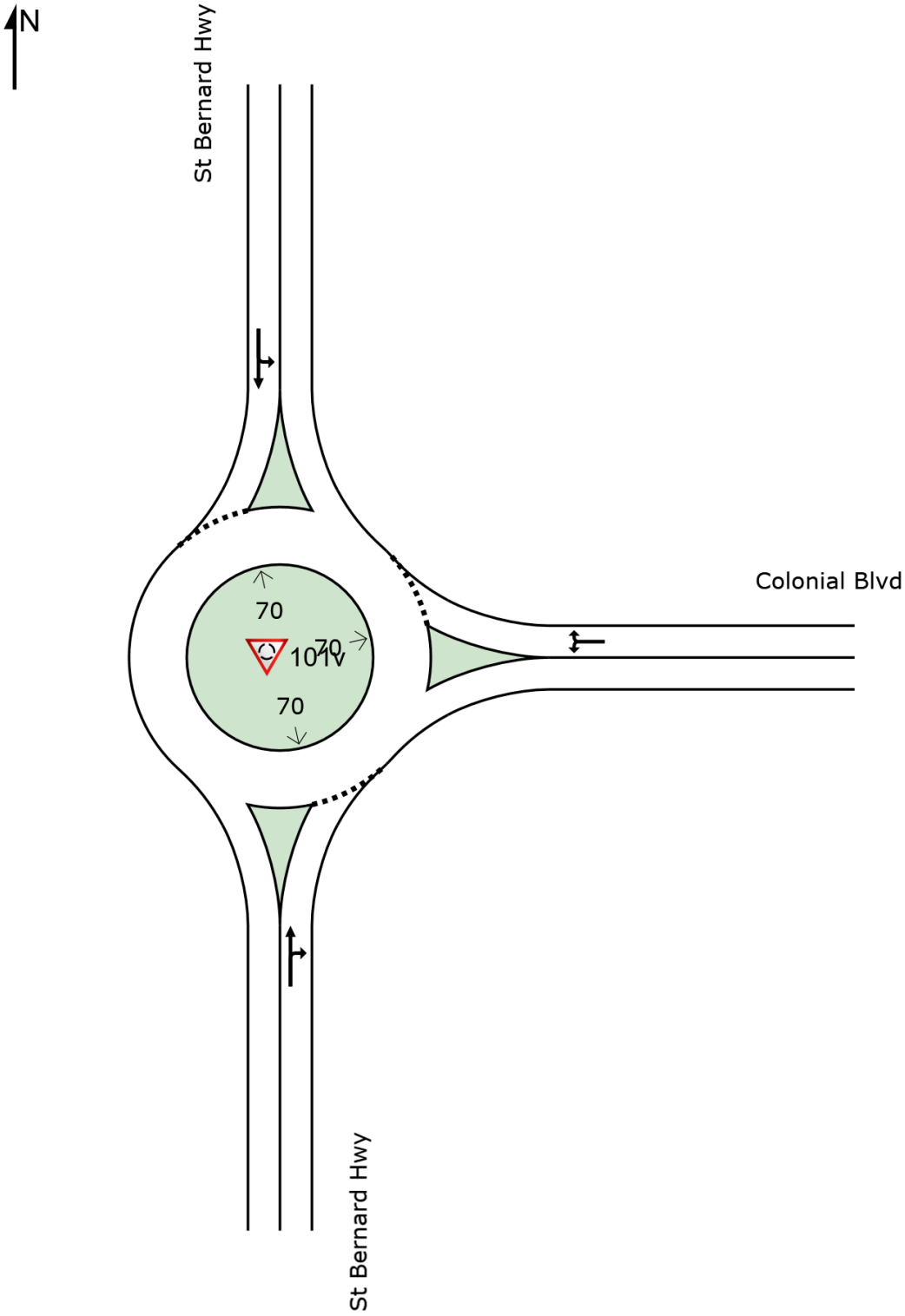
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SITE LAYOUT

Site: 101v [St Bernard at Colonial PM roundabout (Site Folder: St Bernard Hwy at Colonial Blvd)]

New Site
Site Category: (None)
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



INPUT REPORT

Site: 101v [St Bernard at Colonial PM roundabout (Site Folder: St Bernard Hwy at Colonial Blvd)]

New Site
Site Category: (None)
Roundabout

Intersection - Site Data	
Site Name	St Bernard at Colonial PM roundabout
Site ID	101v
Site Category	(None)
Site Title	New Site

Intersection - Site Properties	
Site (Intersection) Type	Roundabout
Setup Name	US HCM (Customary)
Base Setup	NA
Drive Rule	Right-hand side of the road
HCM Version	Yes
Units	US
First Created	----------
Date	12/4/2024 10:57:01 AM
Created By	urbantemp
Organisation	URBAN SYSTEMS, INC
Version	9.1.3.210
Last Modified	----------
Date	12/4/2024 10:57:01 AM
Modified By	urbantemp
Organisation	URBAN SYSTEMS, INC
Version	9.1.3.210

Intersection - Approach & Exit Data

Location	Name	Type	No. of App. Lanes	No. of Exit Lanes	Approach Distance ft	Extra Bunching (Site Analysis) %	Extra Bunching (Network Analysis) %	Exit Distance ft	Approach Control	Area Type Factor
South	St Bernard Hwy	Two-way	1	1	1600.0	0	–	–	–	–
East	Colonial Blvd	Two-way	1	1	1600.0	0	–	–	–	–
North	St Bernard Hwy	Two-way	1	1	1600.0	0	–	–	–	–

Movement Definitions - Included Movement Classes

Name	ID	Model Designation	Type
Light Vehicles	LV	Light Vehicle	Standard
Heavy Vehicles	HV	Heavy Vehicle	Standard

Movement Definitions - Approach Movements

To Approach	Turn	Approach Mov ID
From: South	St Bernard Hwy	
North	T1	8
East	R2	18
From: East	Colonial Blvd	
South	L2	1
North	R2	16

From: North	St Bernard Hwy	
East	L2	7
South	T1	4
Approach	U-Turn Before Intersection	Exclude U-Turn Before Intersection From Signal Analysis
South	-	-
East	-	-
North	-	-

Lane Geometry - Lane Configuration

Leg	Item	Configuration	Type	Control	Slip/ Bypass Control	Length ft	Width ft	Grade %	Full Lane [ID	Col]	[Front Width ft	Back Width ft	Island Fill Style	Cnct To	For Ped Stgn	Short Splitter Isl]
South	St Bernard Hwy															
	Exit Lane 1	Full-Length	–	–	–	1600	12	0			–	–	–	–	–	–
	Rou Splt Isl 1	–	–	–	–	–	–	–	–	–	-	0	Solid	–	Yes	No
	App. Lane 1	Full-Length	Normal	Yield	–	1600	12	0			–	–	–	–	–	–
East	Colonial Blvd															
	Exit Lane 1	Full-Length	–	–	–	1600	12	0			–	–	–	–	–	–
	Rou Splt Isl 1	–	–	–	–	–	–	–	–	–	-	0	Solid	–	Yes	No
	App. Lane 1	Full-Length	Normal	Yield	–	1600	12	0			–	–	–	–	–	–
North	St Bernard Hwy															
	Exit Lane 1	Full-Length	–	–	–	1600	12	0			–	–	–	–	–	–
	Rou Splt Isl 1	–	–	–	–	–	–	–	–	–	-	0	Solid	–	Yes	No
	App. Lane 1	Full-Length	Normal	Yield	–	1600	12	0			–	–	–	–	–	–

Lanes are numbered from left to right in the direction of travel.

Lane Geometry - Lane Disciplines

To Approach	Turn	Free Queue Distance ft	Movement Class(es)
From: South	App. Lane 1		
North	T1	0	LV, HV
East	R2	0	LV, HV
From: East	App. Lane 1		
South	L2	0	LV, HV
North	R2	0	LV, HV
From: North	App. Lane 1		
East	L2	0	LV, HV
South	T1	0	LV, HV

Lane Geometry - Lane Data

Approach Lane Data

Approach Lane	Basic Satn Flow tcu/h	Util Ratio %	Satn Speed mph	Capacity Adj %	Use Given Cap Adj in Network Analysis	Set As Dominant Lane	Include SLip/ ByPass Lane in Entry Lane Count	Initial Demand veh	Apply Flow Satn Est	Short Lane Capacity	Delay Model Param
South	St Bernard Hwy										
App. Lane 1	–	–	–	0.0	No	–	–	0.0	–	–	–
East	Colonial Blvd										

App. Lane 1	–	–	–	0.0	No	–	–	0.0	–	–	–
North	St Bernard Hwy										
App. Lane 1	–	–	–	0.0	No	–	–	0.0	–	–	–

Merge Analysis

Exit Lane	Merge Lane Number	Apply Merge Analysis	Merge Type	Percent Opposing in Short Lane %	Percent Opposing in Merge Lane %	Critical Gap sec	Follow-up Headway sec	Minimum Departures veh/min
South	St Bernard Hwy							
Exit Lane 1	–	–	–	–	–	–	–	–
East	Colonial Blvd							
Exit Lane 1	–	–	–	–	–	–	–	–
North	St Bernard Hwy							
Exit Lane 1	–	–	–	–	–	–	–	–

Lane Movements - Flow Proportions

Exit Lane	To Exit Leg South %	East %	North %
Light Vehicles (LV)			
From: South	App. Lane 1		
Exit Lane 1	–	100	100
From: East	App. Lane 1		
Exit Lane 1	100	–	100
From: North	App. Lane 1		
Exit Lane 1	100	100	–
Heavy Vehicles (HV)			
From: South	App. Lane 1		
Exit Lane 1	–	100	100
From: East	App. Lane 1		
Exit Lane 1	100	–	100
From: North	App. Lane 1		
Exit Lane 1	100	100	–

Lane Movements - Blockage Calibration

Exit Lane	To Exit Leg South	East	North
From: South	App. Lane 1		
Exit Lane 1	–	1.0	1.0
From: East	App. Lane 1		
Exit Lane 1	1.0	–	1.0
From: North	App. Lane 1		
Exit Lane 1	1.0	1.0	–

Roundabouts - Options

Roundabout Model Options	
Roundabout Capacity Model	SIDRA Standard
Roundabout LOS Method	Same as Signalised Intersections
Exclude Geometric Delay	Yes
HCM Delay Formula	No
Apply the SIDRA Model for Unbalanced Flow Conditions for HCM 2010	–
Apply the SIDRA Model for Unbalanced Flow Conditions for HCM 6 / 6x	–
Other Roundabout Models	
FHWA 2000	No

Use	Urban	Compact	–
Roundabout			
HCM 2000			No
NAASRA 1986			No

Roundabouts - Geometry

Location	Name	Circ. Lanes	Circ. Width	Island Diameter	Inscribed Diameter	Entry Radius	Entry Angle	Raindrop Design	Circ Trans Line	Downstream Circ Lanes
			ft	ft	ft	ft	°			
South	St Bernard Hwy	1	20.0	70.0	–	100.0	30.0	No	No	–
East	Colonial Blvd	1	20.0	70.0	–	100.0	30.0	No	No	–
North	St Bernard Hwy	1	20.0	70.0	–	100.0	30.0	No	No	–

SIDRA Standard Roundabout Capacity Model Calibration Parameters

Location	Name	Env. Factor	Entry/Circ. Flow Adjust.
South	St Bernard Hwy	–	–
East	Colonial Blvd	–	–
North	St Bernard Hwy	–	–

Pedestrians - Pedestrian Movements

Unit Time for Volumes: 60 minutes
Peak Flow (Analysis) Period: 15 minutes

Main Crossing/ Slip/Bypass Lane Crossing	Volume	Peak Flow	Flow Scale	Growth Rate
	ped	%	%	%
No Ped Movements				

Pedestrians - Pedestrian Movement Data

Main Crossing/ Slip/ Bypass Lane Crossing	Mov. ID	Crossing Distance	Conflict Zone Length	Oppng Ped.Fac.	P.Deg. Satn	Walking Speed	App. Trav. Distance	Downst. Distance	Queue Space
		ft	ft			ft/sec	ft	ft	ft
No Ped Movements									

Volumes - Vehicle Volumes

Unit Time for Volumes: 60 minutes
Peak Flow (Analysis) Period: 15 minutes
Volume Data Method: Total and %

Movement Class	To Exit Leg South veh	East veh	North veh
From: South	St Bernard Hwy		
Total (veh)	–	103.0	418.0
LV (%)	–	100.000	100.000
HV (%)	–	0.000	0.000
From: East	Colonial Blvd		
Total (veh)	143.0	–	89.0
LV (%)	100.000	–	100.000

HV (%)	0.000	–	0.000
From: North	St Bernard Hwy		
Total (veh)	502.0	112.0	–
LV (%)	100.000	100.000	–
HV (%)	0.000	0.000	–

Volumes - Volume Factors

To Approach	Peak Flow Factor %	Flow Scale %	Growth Rate %/year
Light Vehicles (LV)			
From: South	St Bernard Hwy		
North	97.0	100.00	2.00
East	97.0	100.00	2.00
From: East	Colonial Blvd		
South	97.0	100.00	2.00
North	97.0	100.00	2.00
From: North	St Bernard Hwy		
East	97.0	100.00	2.00
South	97.0	100.00	2.00
Heavy Vehicles (HV)			
From: South	St Bernard Hwy		
North	97.0	100.00	2.00
East	97.0	100.00	2.00
From: East	Colonial Blvd		
South	97.0	100.00	2.00
North	97.0	100.00	2.00
From: North	St Bernard Hwy		
East	97.0	100.00	2.00
South	97.0	100.00	2.00

Gap Acceptance - Gap Acceptance Data

Gap Acceptance Data

Opposed Movement	Critical Gap sec	Follow-up Headway sec	Minimum Departures veh/min	Exiting Flow Effect %	% Opp. By Nearest Lane %	Opng. Peds (UnSig)
South	St Bernard Hwy					
T1	–	–	2.50	0	0.00	Prg(Flow)
R2	–	–	2.50	0	0.00	Prg(Flow)
East	Colonial Blvd					
L2	–	–	2.50	0	0.00	Prg(Flow)
R2	–	–	2.50	0	0.00	Prg(Flow)
North	St Bernard Hwy					
L2	–	–	2.50	0	0.00	Prg(Flow)
T1	–	–	2.50	0	0.00	Prg(Flow)

Gap Acceptance - Settings

Gap Acceptance Options

Gap Acceptance Capacity Formula : SIDRA Standard (Akçelik M3D)

Merge Analysis & Zebra Crossing Analysis Parameters

Parameters	Zebra Crossing on Slip/ Bypass Lane	Midblock Zebra Crossing	Merge Analysis [Exit Short Lane	Merge Lane]
Light Vehicles				
Gap Acceptance Factor	1.0	1.0	1.0	1.0
Opposing Vehicle Factor	–	–	1.0	1.0
Continuous Lane Capacity	–	–	–	1800
Heavy Vehicles				
Gap Acceptance Factor	2.0	2.0	2.0	2.0

Opposing Vehicle Factor		–	–	2.0	2.0
Continuous Capacity	Lane	–	–	–	1800

Vehicle Movement Data - Path Data

Turn	Approach Cruise Speed mph	Exit Cruise Speed mph	Negotiation Speed mph	Negotiation Distance ft	Downstream Distance ft	Negotiation Radius ft
Light Vehicles (LV)						
From: South	St Bernard Hwy					
T1	35.0	45.0	–	–	–	–
R2	35.0	30.0	–	–	–	–
From: East	Colonial Blvd					
L2	30.0	35.0	–	–	–	–
R2	30.0	45.0	–	–	–	–
From: North	St Bernard Hwy					
L2	45.0	30.0	–	–	–	–
T1	45.0	35.0	–	–	–	–
Heavy Vehicles (HV)						
From: South	St Bernard Hwy					
T1	35.0	45.0	–	–	–	–
R2	35.0	30.0	–	–	–	–
From: East	Colonial Blvd					
L2	30.0	35.0	–	–	–	–
R2	30.0	45.0	–	–	–	–
From: North	St Bernard Hwy					
L2	45.0	30.0	–	–	–	–
T1	45.0	35.0	–	–	–	–

Vehicle Movement Data - Calibration

Turn	Queue Space ft	Vehicle Length ft	Vehicle Occupancy pers/veh	Extra Midblock Delay sec	Turn Veh Effect [Factor	Radius] ft	Gap Accp Factor	Opng. Veh Factor	Prac. Deg. Of Satn.
Light Vehicles (LV)									
From: South	St Bernard Hwy								
T1	25.00	17.00	1.20	No	1	–	1	1	–
R2	25.00	17.00	1.20	No	1.18	–	1	1	–
From: East	Colonial Blvd								
L2	25.00	17.00	1.20	No	1.05	–	1	1	–
R2	25.00	17.00	1.20	No	1.18	–	1	1	–
From: North	St Bernard Hwy								
L2	25.00	17.00	1.20	No	1.05	–	1	1	–
T1	25.00	17.00	1.20	No	1	–	1	1	–
Heavy Vehicles (HV)									
From: South	St Bernard Hwy								
T1	45.00	36.00	1.20	No	1	–	2	2	–
R2	45.00	36.00	1.20	No	1.18	–	2	2	–
From: East	Colonial Blvd								
L2	45.00	36.00	1.20	No	1.05	–	2	2	–
R2	45.00	36.00	1.20	No	1.18	–	2	2	–
From: North	St Bernard Hwy								
L2	45.00	36.00	1.20	No	1.05	–	2	2	–
T1	45.00	36.00	1.20	No	1	–	2	2	–

Site Demand & Sensitivity

Analysis Method: None

Parameter Settings - Options

General Options	
Site Level of Service Method	Delay & v/c (HCM 6)
Site Level of Service Target	LOS D
Pedestrian Level of Service Target	LOS D
Site Performance Measure	Delay
Queue in Output	Average
Percentile Queue	95%
Hours per Year	480 h
Include Short Lanes in determining Queue Storage Ratio	No

Parameter Settings - Model Parameters

Passenger Car Equivalents	
Light Vehicles (LV)	1.00 pcu/veh
Heavy Vehicles (HV)	2.00 pcu/veh
Queue Blockage	
Blockage Tolerance	5
Delay and Queue	
Exclude Geometric Delay	Yes
HCM Delay Formula	No
HCM Queue Formula	No
Midblock Detection Data	
Effective Detection Zone Length	7.0

Parameter Settings - Cost

Efficiency Parameters

Movement Class	Desired Speed mph	Lower Limit of Speed Efficiency for TTI
Light Vehicles (LV)	-	0.1
Heavy Vehicles (HV)	-	0.1

Vehicle Cost Parameters

Movement Class	Veh Cost Method	Veh Operating Cost [Pump Price of Fuel $/Gal	Fuel Res. Cost Factor	Ratio of Running Cost to Fuel Cost]	Veh Time Cost [Avg. Income $/h	Time Value Factor]
Light Vehicles (LV)	Operating Cost	3.600	0.700	3.00	32.00	0.400
Heavy Vehicles (HV)	Operating Cost	3.600	0.700	3.00	32.00	0.400

Cost Options

Cost Unit	$

Parameter Settings - Vehicle Parameters

Movement Class	Mass lb	Max Power kW	CO2 to Fuel Rate
Light Vehicles (LV)	3500.0	120	2.35
Heavy Vehicles (HV)	33000.0	170	2.633

Parameter Settings - Fuel Consumption

Movement Class	fi	A	B	Beta
Light Vehicles (LV)	1200	16	0.004	0.1
Heavy Vehicles (HV)	2300	200	0.009	0.075

Parameter Settings - CO Emission				
Movement Class	fi	A	B	Beta
Light Vehicles (LV)	1620	-138	0.0743	0.294
Heavy Vehicles (HV)	25000	320	-0.06	0.04

Parameter Settings - HC Emission				
Movement Class	fi	A	B	Beta
Light Vehicles (LV)	340	-9	0.0031	0.029
Heavy Vehicles (HV)	3000	1	-0.0016	0.0013

Parameter Settings - NOx Emission				
Movement Class	fi	A	B	Beta
Light Vehicles (LV)	300	-14	0.0068	0.166
Heavy Vehicles (HV)	44000	2820	0.21	1.9

Parameter Settings - Advanced	
Platoon Dispersion Model	
fpf	0.80
fpmin	1.00
fpmax	1.25
Lpmin	200.0 ft
Lpmax	1000.0 ft
n	0.60
Approach Short Lane Model	
Include Short Lane Upstream Delay & Stops	Yes
Exit (Downstream) Short Lane Model	
Minimum Downstream Utilisation Ratio	20 %
Minimum Downstream Distance	100 ft
Distance for Full Lane Utilisation	660 ft
Calibration Parameter	1.2

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MOVEMENT SUMMARY

Site: 101v [St Bernard at Colonial PM roundabout (Site Folder: St Bernard Hwy at Colonial Blvd)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

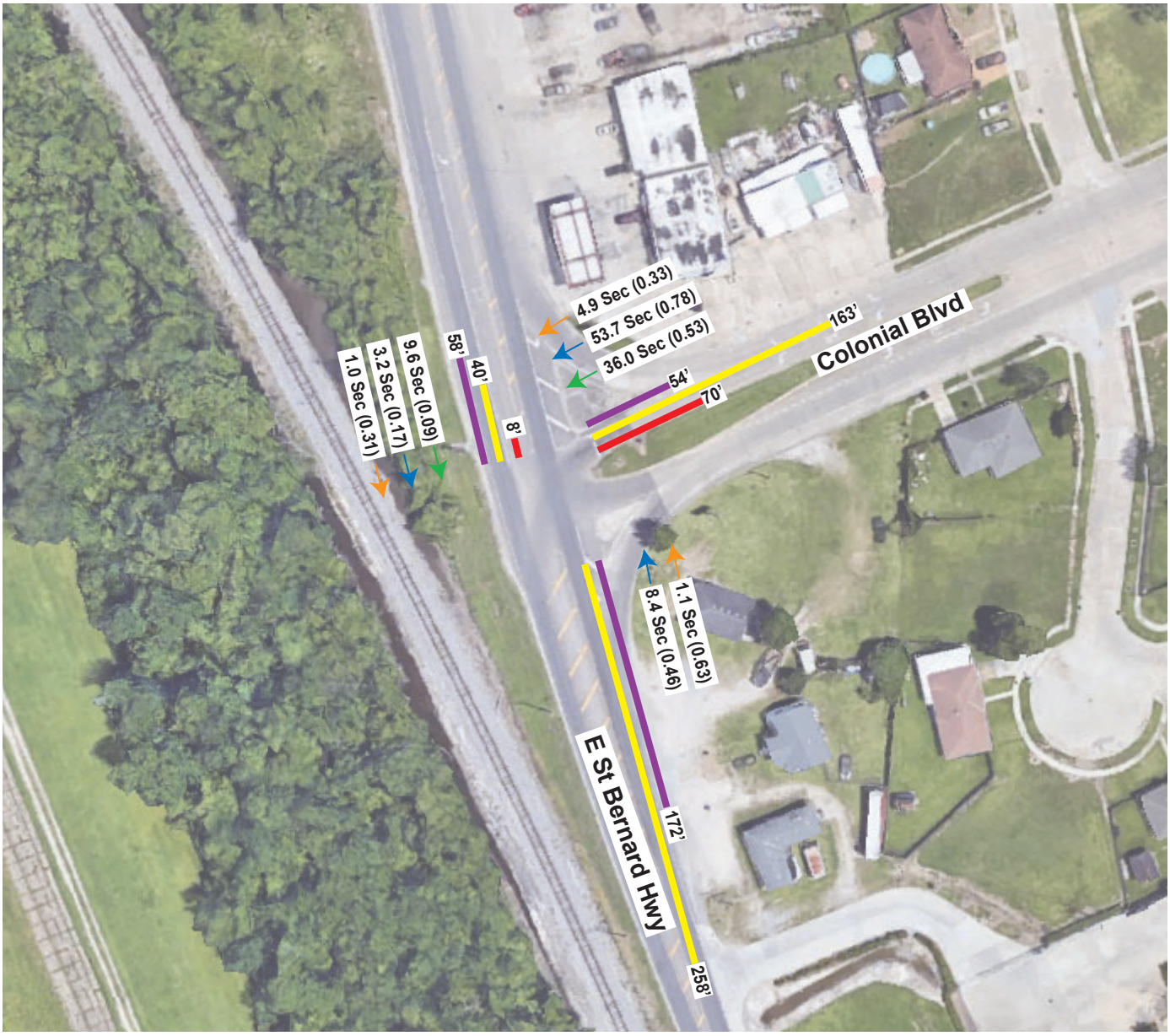
New Site
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] ft	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed mph
South: St Bernard Hwy															
8	T1	All MCs	431	0.0	431	0.0	0.482	1.2	LOS A	4.2	105.1	0.49	0.24	0.49	34.3
18	R2	All MCs	106	0.0	106	0.0	0.482	1.2	LOS A	4.2	105.1	0.49	0.24	0.49	29.4
Approach			537	0.0	537	0.0	0.482	1.2	LOS A	4.2	105.1	0.49	0.24	0.49	33.2
East: Colonial Blvd															
1	L2	All MCs	147	0.0	147	0.0	0.290	3.3	LOS A	1.9	46.5	0.67	0.48	0.67	28.0
16	R2	All MCs	92	0.0	92	0.0	0.290	3.3	LOS A	1.9	46.5	0.67	0.48	0.67	30.4
Approach			239	0.0	239	0.0	0.290	3.3	LOS A	1.9	46.5	0.67	0.48	0.67	28.9
North: St Bernard Hwy															
7	L2	All MCs	115	0.0	115	0.0	0.588	1.7	LOS A	5.8	144.8	0.62	0.35	0.62	30.9
4	T1	All MCs	518	0.0	518	0.0	0.588	1.7	LOS A	5.8	144.8	0.62	0.35	0.62	33.5
Approach			633	0.0	633	0.0	0.588	1.7	LOS A	5.8	144.8	0.62	0.35	0.62	33.0
All Vehicles			1409	0.0	1409	0.0	0.588	1.8	LOS A	5.8	144.8	0.58	0.33	0.58	32.3

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: SIDRA HCM.
Delay Model: SIDRA Standard (Stopline Delay: Geometric Delay is not included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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Project: C:\SharePoint\Urban Systems\USI Team Site - Documents\Projects\2023Proj\23-040 LIT Road Network Study RPC\Analysis\Sidra \Alternatives\2050 No Build (w.Port).sip9



E St Bernard Hwy at Colonial Blvd

Figure E-7

AM MOE Maps
2050 No Build With Port vs Alternative

LIT Road Network Study RPC
St Bernard Parish, LA

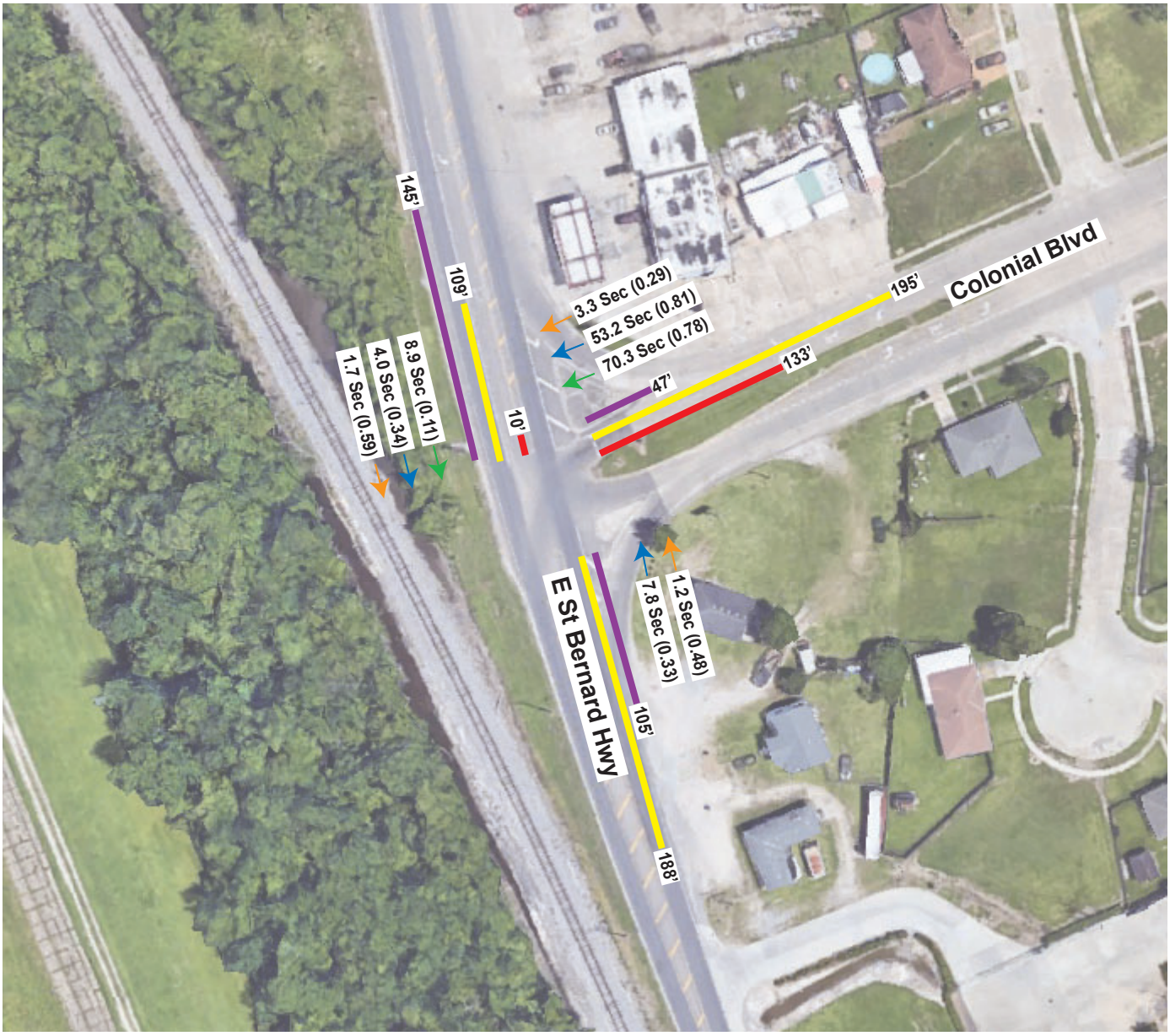
NOT TO SCALE
FOR PLANNING PURPOSES ONLY

URBAN SYSTEMS inc.

LEGEND:

- 95th %'ile Queue - 2050 No Build With Port
- 95th %'ile Queue - 2050 Signalized
- 95th %'ile Queue - 2050 Roundabout
- 2050 No Build With Port Delay (V/C)
- 2050 Signalized Delay (V/C)
- 2050 Roundabout Delay (V/C)

N
W E
S



E St Bernard Hwy at Colonial Blvd

Figure E-8

PM MOE Maps
2050 No Build With Port vs Alternative

LIT Road Network Study RPC
St Bernard Parish, LA

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LSB / LIT Road Network and Resilience
Stage 0 Feasibility Study
H.015428

Appendix E
Alternative Analysis

Appendix E.6 Elevated Highway Alternatives Analysis

URBAN SYSTEMS inc.



Figure E-9

Elevated Highway Alternative 12

LIT Road Network Study RPC
St Bernard Parish, LA

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URBAN SYSTEMS inc.

Figure E-10

Elevated Highway Alternative 22

LIT Road Network Study RPC
St Bernard Parish, LA

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Figure E-11

Elevated Highway Alternative 25

LIT Road Network Study RPC
St Bernard Parish, LA

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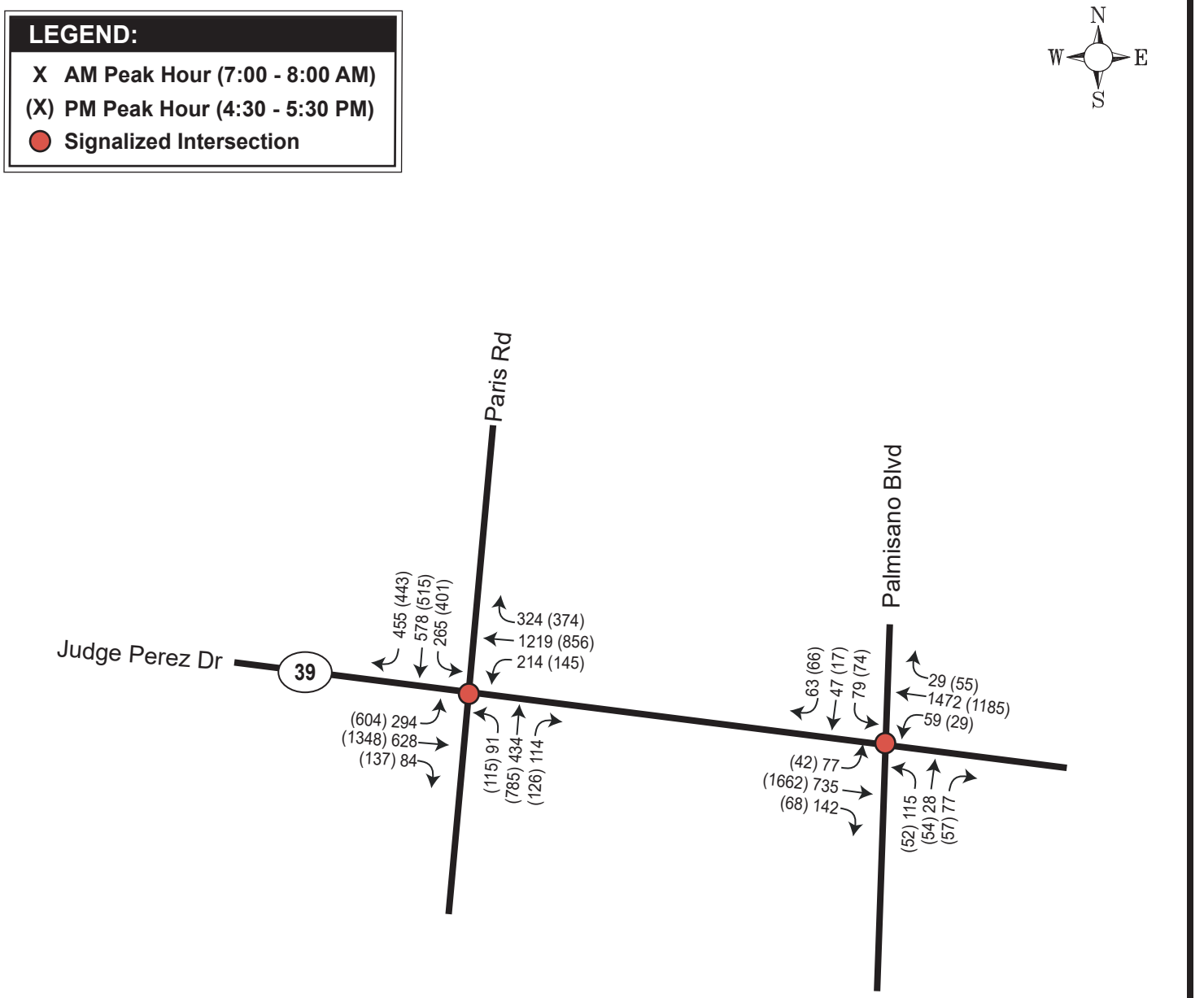


Figure E-12

2050 Build Alternative 12

LIT Road Network Study RPC
St Bernard Parish, LA

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LEGEND:

- X AM Peak Hour (7:00 - 8:00 AM)
- (X) PM Peak Hour (4:30 - 5:30 PM)
- Signalized Intersection

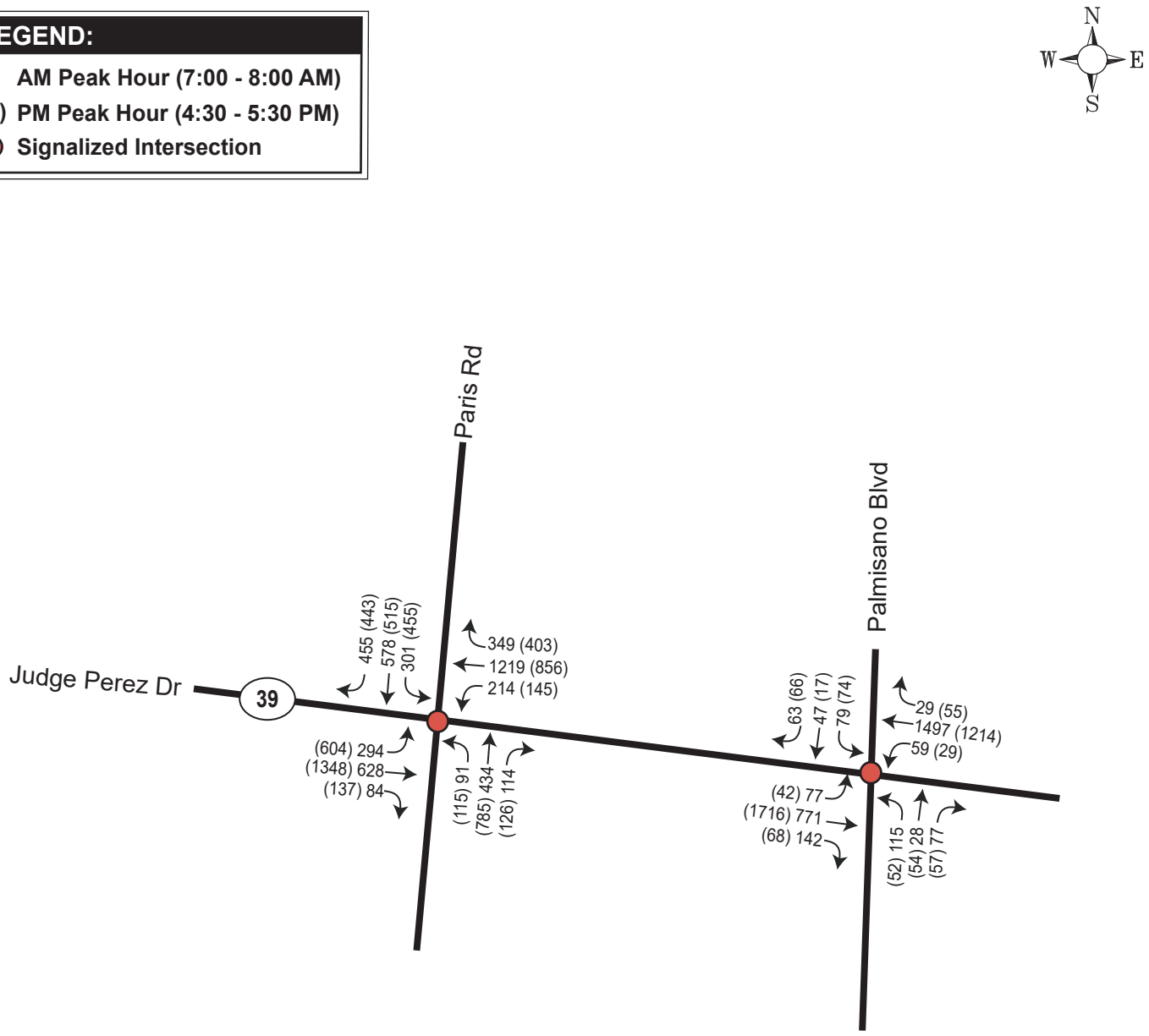


Figure E-13

2050 Build Alternative 22

LIT Road Network Study RPC
St Bernard Parish, LA

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LEGEND:

- X AM Peak Hour (7:00 - 8:00 AM)
- (X) PM Peak Hour (4:30 - 5:30 PM)
- Signalized Intersection



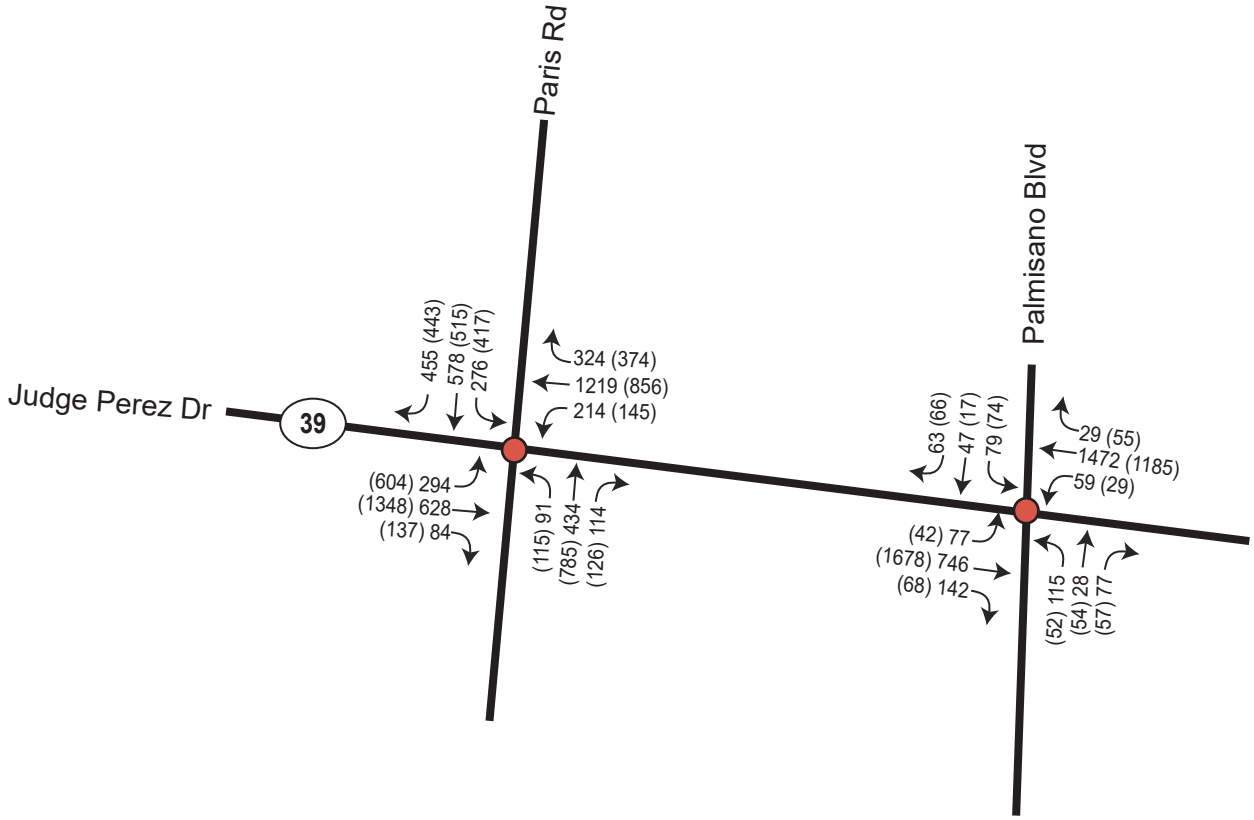


Figure E-14

2050 Build Alternative 25

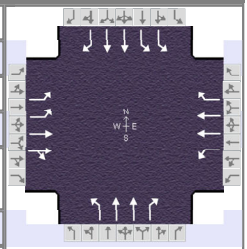
LIT Road Network Study RPC
St Bernard Parish, LA

NOT TO SCALE
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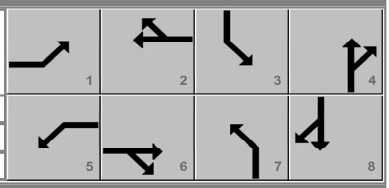
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Feb 27, 2025	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	2050 Build Alt 12 CHIP (w. Port)	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	Judge Perez at Paris 2050 Build Alt 12 CHIP (w.P…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	294	628	84	214	1219	324	91	434	114	265	578	455

Signal Information					EB			WB			NB			SB		
Cycle, s	140.0	Reference Phase	2													
Offset, s	132	Reference Point	End	Green	14.9	6.0		47.1	9.5	6.9	25.7					
Uncoordinated	No	Simult. Gap E/W	On	Yellow	5.0	0.0		5.0	5.0	5.0	5.0					
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	0.0		1.0	1.0	1.0	1.0					



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	294	628	84	214	1219	324	91	434	114	265	578	455
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	4		7	2	1	1	2	12	3	5	1
Ped / Bike / RTOR, /h	0	0	9	0	0	33	0	0	12	0	0	46
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Turn Bay Length, ft	280	0		215	0	250	360	0	240	220	0	130
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	40	40	40	40	40	40

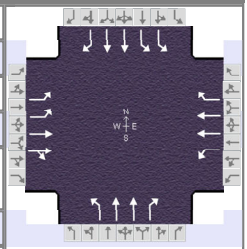
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	25.0	50.0	30.0	55.0	20.0	35.0	25.0	40.0
Yellow Change Interval (*Y*), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Red Clearance Interval (R_c), s	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s	4	10	4	10	4	7	4	4
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.5	2.0	2.5	2.0	2.0	4.0	2.0	4.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (*Walk*), s		7.0		7.0		7.0		7.0
Pedestrian Clearance Time (*PC*), s		28.0		28.0		14.0		17.0

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

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HCS Signalized Intersection Results Summary

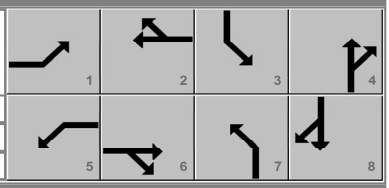
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Feb 27, 2025	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	2050 Build Alt 12 CHIP (w. Port)	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	Judge Perez at Paris 2050 Build Alt 12 CHIP (w.P…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	294	628	84	214	1219	324	91	434	114	265	578	455

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	14.9	6.0	47.1	9.5	6.9	25.7
Yellow	5.0	0.0	5.0	5.0	5.0	5.0
Red	1.0	0.0	1.0	1.0	1.0	1.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	2.0	4.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	20.9	53.1	26.9	59.1	15.5	28.3	31.7	44.5
Change Period, ($Y+R_c$), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Allow Headway (*MAH*), s	3.6	0.0	3.6	0.0	3.1	5.0	4.7	4.7
Queue Clearance Time (g_s), s	14.5		20.7		9.6	20.0	12.5	40.5
Green Extension Time (g_e), s	0.4	0.0	0.2	0.0	0.0	2.4	6.2	0.0
Phase Call Probability	1.00		1.00		0.98	1.00	1.00	1.00
Max Out Probability	0.54		1.00		0.17	0.36	0.43	1.00

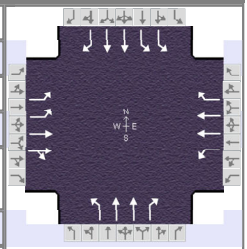
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	320	389	375	233	1325	316	99	472	111	288	628	445
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1757	1841	1771	1711	1781	1598	1795	1781	1459	1716	1738	1598
Queue Service Time (g_s), s	12.5	24.9	25.0	18.7	51.5	21.5	7.6	18.0	9.7	10.5	22.4	38.5
Cycle Queue Clearance Time (g_c), s	12.5	24.9	25.0	18.7	51.5	21.5	7.6	18.0	9.7	10.5	22.4	38.5
Green Ratio (*g/C*)	0.11	0.34	0.34	0.15	0.38	0.38	0.07	0.16	0.16	0.18	0.28	0.28
Capacity (*c*), veh/h	375	619	596	256	1350	605	121	568	233	629	957	440
Volume-to-Capacity Ratio (*X*)	0.852	0.629	0.630	0.910	0.982	0.522	0.816	0.830	0.476	0.458	0.656	1.011
Back of Queue (*Q*), ft/ln (95 th percentile)	254.1	457.1	430.6	401.6	874.6	320.7	172	338.7	171.9	203.8	387.5	712.9
Back of Queue (*Q*), veh/ln (95 th percentile)	10.2	17.7	17.2	15.2	34.4	12.7	6.8	13.3	6.3	8.0	14.9	28.3
Queue Storage Ratio (*RQ*) (95 th percentile)	0.91	0.00	0.00	1.87	0.00	1.28	0.48	0.00	0.72	0.93	0.00	5.48
Uniform Delay (d_1), s/veh	61.4	39.1	39.1	58.6	43.0	28.5	64.4	57.0	9.7	51.0	44.9	50.7
Incremental Delay (d_2), s/veh	10.6	4.8	5.0	27.6	20.5	3.2	10.2	7.1	2.1	0.2	1.9	45.6
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	72.0	43.9	44.1	86.2	63.5	31.7	74.6	64.1	11.8	51.2	46.7	96.4
Level of Service (LOS)	E	D	D	F	E	C	E	E	B	D	D	F
Approach Delay, s/veh / LOS	52.3	D		61.0	E		57.1	E		63.9	E	
Intersection Delay, s/veh / LOS	59.3						E					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.46	B	2.65	C	2.51	C	2.47	B
Bicycle LOS Score / LOS	1.38	A	2.03	B	1.05	A	1.61	B

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HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Feb 27, 2025	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	2050 Build Alt 12 CHIP (w. Port)	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	Judge Perez at Paris 2050 Build Alt 12 CHIP (w.P…		
Project Description	23-040				

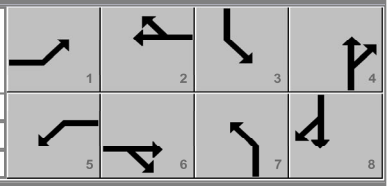


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	294	628	84	214	1219	324	91	434	114	265	578	455

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	14.9	6.0	47.1	9.5	6.9	25.7
Yellow	5.0	0.0	5.0	5.0	5.0	5.0
Red	1.0	0.0	1.0	1.0	1.0	1.0



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	0.969	1.000	0.945	0.984	0.992	0.992	0.984	0.906	0.977	0.961	0.992
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	0.971	1.000	1.000	1.000	0.952	1.000	1.000	0.952	1.000	0.971	0.952	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.962	0.962		0.000	0.847		0.000	0.847		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00			1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)												
Movement Saturation Flow Rate (s), veh/h	3514	3227	385	1711	3561	1598	1795	3561	1459	3432	3477	1598
Proportion of Vehicles Arriving on Green (P)	0.11	0.34	0.34	0.15	0.38	0.38	0.07	0.16	0.16	0.18	0.28	0.28
Incremental Delay Factor (k)	0.22	0.50	0.50	0.33	0.50	0.50	0.09	0.25	0.15	0.04	0.26	0.50

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Green Ratio (g/C)	0.11	0.34	0.15	0.38	0.07	0.16	0.18	0.28
Permitted Saturation Flow Rate (s_p), veh/h/ln	0	0	0	0	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln				0		0		0
Protected Right Effective Green Time (g_R), s				0.0		0.0		0.0

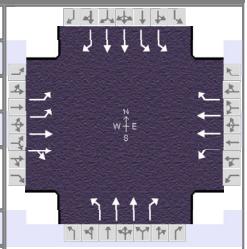
Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.710	0.017	1.852	0.065	1.710	0.047	1.710	0.013
Pedestrian F_s / F_{delay}	0.000	0.137	0.000	0.132	0.000	0.154	0.000	0.145
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	672.51	30.84	757.91	27.00	366.58	46.69	550.65	36.76

Bicycle F_w / F_v	-3.64	0.89	-3.64	1.55	-3.64	0.56	-3.64	1.12

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HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Feb 27, 2025	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	2050 Build Alt 12 CHIP (w. Port)	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	Judge Perez at Paris 2050 Build Alt 12 CHIP (w.P…		
Project Description	23-040				

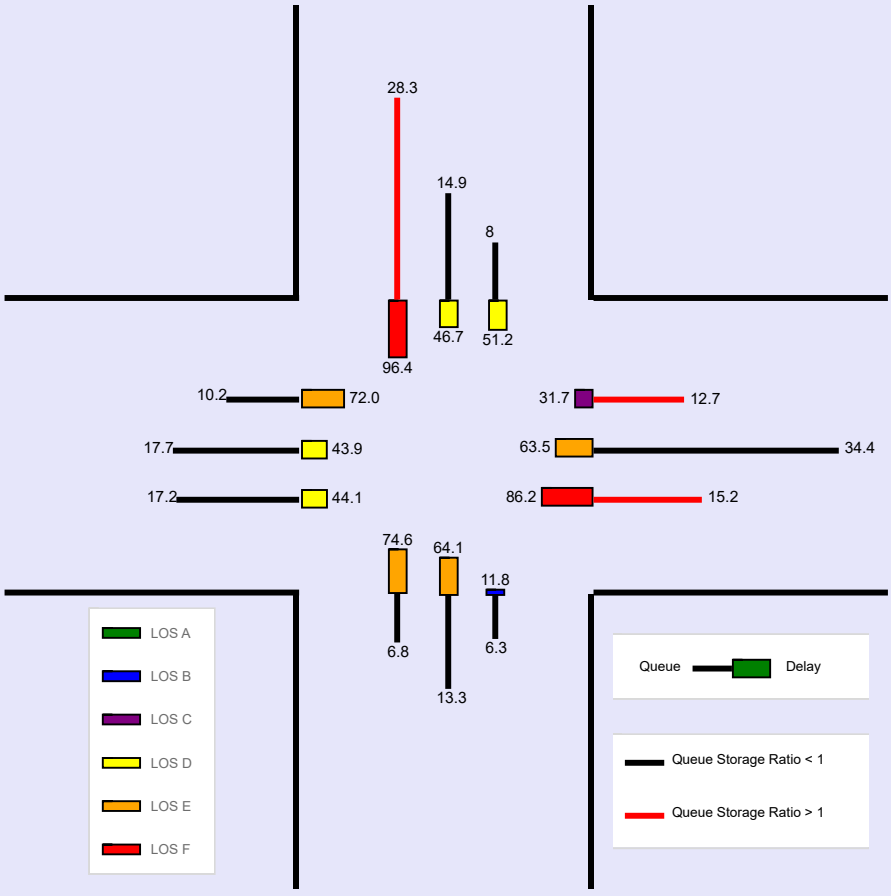


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	294	628	84	214	1219	324	91	434	114	265	578	455

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	14.9	6.0	47.1	9.5	6.9	25.7	1	2	3	4		
Yellow	5.0	0.0	5.0	5.0	5.0	5.0						
Red	1.0	0.0	1.0	1.0	1.0	1.0	5	6	7	8		

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	254.1	457.1	430.6	401.6	874.6	320.7	172	338.7	171.9	203.8	387.5	712.9
Back of Queue (*Q*), veh/ln (95 th percentile)	10.2	17.7	17.2	15.2	34.4	12.7	6.8	13.3	6.3	8.0	14.9	28.3
Queue Storage Ratio (*RQ*) (95 th percentile)	0.91	0.00	0.00	1.87	0.00	1.28	0.48	0.00	0.72	0.93	0.00	5.48
Control Delay (*d*), s/veh	72.0	43.9	44.1	86.2	63.5	31.7	74.6	64.1	11.8	51.2	46.7	96.4
Level of Service (LOS)	E	D	D	F	E	C	E	E	B	D	D	F
Approach Delay, s/veh / LOS	52.3		D	61.0		E	57.1		E	63.9		E
Intersection Delay, s/veh / LOS	59.3					E						



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--- Messages ---

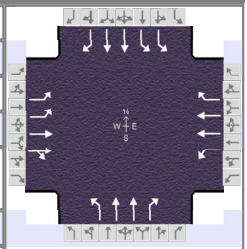
WARNING: Since queue spillover from turn lanes and spillback into upstream intersections is not accounted for in the HCM procedures, use of a simulation tool may be advised in situations where the Queue Storage Ratio exceeds 1.0.

--- Comments ---

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HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Feb 27, 2025	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.97
Urban Street	E Judge Perez	Analysis Year	2050 Build Alt 12 CHIP (w. Port)	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	Judge Perez at Paris 2050 Build Alt 12 CHIP (w.P…		
Project Description	23-040				

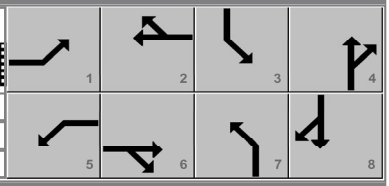


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	604	1348	137	145	856	374	115	785	126	401	515	443

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	10.0	28.0	24.0	18.3	9.7	14.0
Yellow	5.0	5.0	5.0	5.0	5.0	5.0
Red	1.0	1.0	1.0	1.0	1.0	1.0



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	604	1348	137	145	856	374	115	785	126	401	515	443
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	1		5	1	1	2	2	6	0	2	0
Ped / Bike / RTOR, /h	0	0	14	0	0	38	0	0	13	0	0	45
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Turn Bay Length, ft	280	0		215	0	250	360	0	240	220	0	130
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	40	40	40	40	40	40

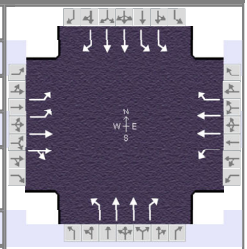
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	30.0	64.0	16.0	50.0	20.0	35.0	25.0	40.0
Yellow Change Interval (*Y*), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Red Clearance Interval (R_c), s	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s	4	10	4	10	4	7	4	4
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.5	2.0	2.5	2.0	2.0	4.0	2.0	4.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (*Walk*), s		7.0		7.0		7.0		7.0
Pedestrian Clearance Time (*PC*), s		28.0		28.0		14.0		17.0

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

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HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Feb 27, 2025	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.97
Urban Street	E Judge Perez	Analysis Year	2050 Build Alt 12 CHIP (w. Port)	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	Judge Perez at Paris 2050 Build Alt 12 CHIP (w.P…		
Project Description	23-040				

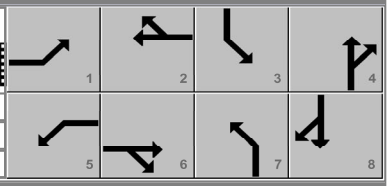


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	604	1348	137	145	856	374	115	785	126	401	515	443

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	10.0	28.0	24.0	18.3	9.7	14.0
Yellow	5.0	5.0	5.0	5.0	5.0	5.0
Red	1.0	1.0	1.0	1.0	1.0	1.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	2.0	4.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	30.0	64.0	16.0	50.0	20.0	35.7	24.3	40.0
Change Period, (*Y+R c*), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Allow Headway (*MAH*), s	3.6	0.0	3.6	0.0	4.8	4.8	3.1	5.1
Queue Clearance Time (*g s*), s	26.0		12.0		11.0	31.7	18.2	36.0
Green Extension Time (*g e*), s	0.0	0.0	0.0	0.0	1.7	0.0	0.1	0.0
Phase Call Probability	1.00		1.00		0.99	1.00	1.00	1.00
Max Out Probability	1.00		1.00		1.00	1.00	1.00	1.00

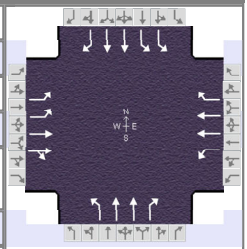
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	623	766	750	149	882	346	119	809	116	413	531	410
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1757	1885	1830	1739	1795	1598	1781	1781	1535	1757	1781	1610
Queue Service Time (*g s*), s	24.0	56.1	57.0	10.0	31.3	26.6	9.0	29.7	9.1	16.2	18.6	34.0
Cycle Queue Clearance Time (*g c*), s	24.0	56.1	57.0	10.0	31.3	26.6	9.0	29.7	9.1	16.2	18.6	34.0
Green Ratio (*g/C*)	0.17	0.41	0.41	0.07	0.31	0.31	0.10	0.21	0.21	0.13	0.24	0.24
Capacity (*c*), veh/h	602	781	758	124	1128	502	178	755	325	460	865	391
Volume-to-Capacity Ratio (*X*)	1.034	0.981	0.990	1.203	0.782	0.690	0.666	1.072	0.358	0.899	0.614	1.049
Back of Queue (*Q*), ft/ln (95 th percentile)	524.2	1024.6	1016.1	399.3	526.7	208.4	198.8	681.8	166.3	326.5	331.4	699.9
Back of Queue (*Q*), veh/ln (95 th percentile)	21.0	40.7	40.6	15.4	20.9	8.3	7.8	26.8	6.3	13.1	13.0	28.0
Queue Storage Ratio (*RQ*) (95 th percentile)	1.87	0.00	0.00	1.86	0.00	0.83	0.55	0.00	0.69	1.48	0.00	5.38
Uniform Delay (*d 1*), s/veh	58.0	40.5	40.7	65.0	43.6	7.7	60.7	55.2	47.0	59.9	47.2	53.0
Incremental Delay (*d 2*), s/veh	45.6	27.9	30.4	145.4	5.4	7.6	7.4	53.8	0.9	18.6	1.5	59.0
Initial Queue Delay (*d 3*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	103.6	68.4	71.1	210.4	49.1	15.2	68.1	109.0	48.0	78.5	48.7	112.0
Level of Service (LOS)	F	E	E	F	D	B	E	F	D	E	D	F
Approach Delay, s/veh / LOS	79.6	E		58.1	E		97.6	F		77.0	E	
Intersection Delay, s/veh / LOS	77.1						E					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.46	B	2.67	C	2.52	C	2.49	B
Bicycle LOS Score / LOS	2.25	B	1.62	B	1.35	A	1.61	B

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HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Feb 27, 2025	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.97
Urban Street	E Judge Perez	Analysis Year	2050 Build Alt 12 CHIP (w. Port)	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	Judge Perez at Paris 2050 Build Alt 12 CHIP (w.P…		
Project Description	23-040				

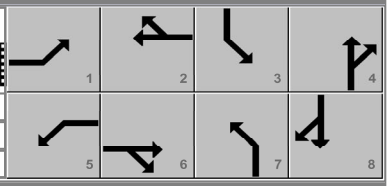


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	604	1348	137	145	856	374	115	785	126	401	515	443

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	10.0	28.0	24.0	18.3	9.7	14.0
Yellow	5.0	5.0	5.0	5.0	5.0	5.0
Red	1.0	1.0	1.0	1.0	1.0	1.0



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	0.992	1.000	0.961	0.992	0.992	0.984	0.984	0.953	1.000	0.984	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	0.971	1.000	1.000	1.000	0.952	1.000	1.000	0.952	1.000	0.971	0.952	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.970	0.970		0.000	0.847		0.000	0.847		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00			1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)												
Movement Saturation Flow Rate (s), veh/h	3514	3406	309	1739	3589	1598	1781	3561	1535	3514	3561	1610
Proportion of Vehicles Arriving on Green (P)	0.17	0.41	0.41	0.07	0.31	0.31	0.10	0.21	0.21	0.13	0.24	0.24
Incremental Delay Factor (k)	0.50	0.50	0.50	0.50	0.50	0.50	0.19	0.50	0.15	0.38	0.23	0.50

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Green Ratio (g/C)	0.17	0.41	0.07	0.31	0.10	0.21	0.13	0.24
Permitted Saturation Flow Rate (s_p), veh/h/ln	0	0	0	0	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln				0		0		0
Protected Right Effective Green Time (g_R), s				0.0		0.0		0.0

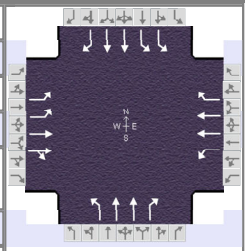
Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.710	0.018	1.852	0.064	1.710	0.054	1.710	0.020
Pedestrian F_s / F_{delay}	0.000	0.127	0.000	0.155	0.000	0.151	0.000	0.162
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	828.55	24.02	342.86	48.06	423.91	43.47	200.00	56.70

Bicycle F_w / F_v	-3.64	1.76	-3.64	1.14	-3.64	0.86	-3.64	1.12

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HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Feb 27, 2025	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.97
Urban Street	E Judge Perez	Analysis Year	2050 Build Alt 12 CHIP (w. Port)	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	Judge Perez at Paris 2050 Build Alt 12 CHIP (w.P…		
Project Description	23-040				

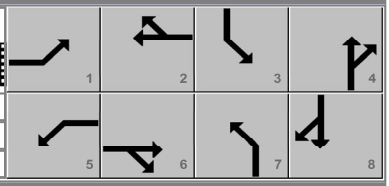


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	604	1348	137	145	856	374	115	785	126	401	515	443

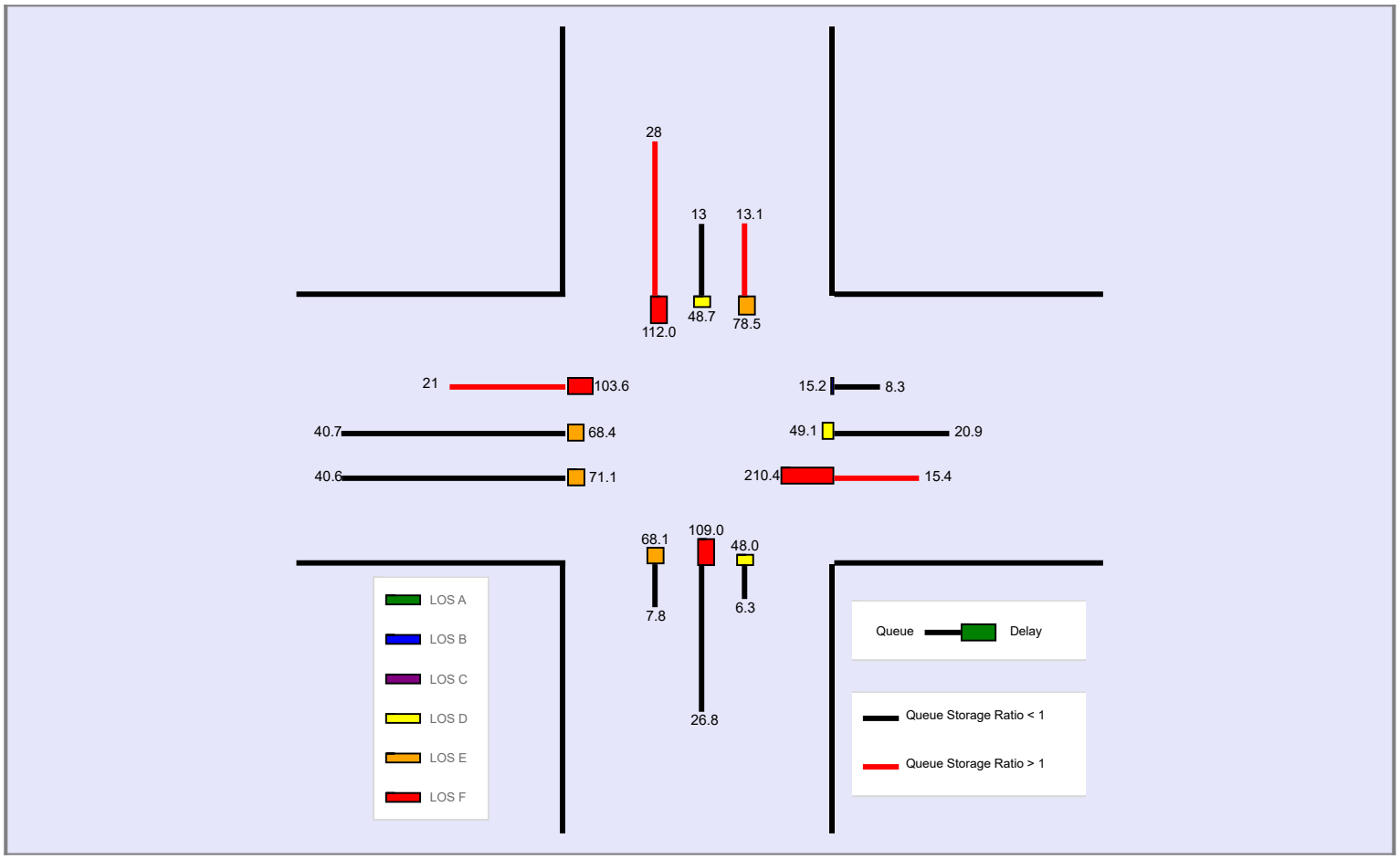
Signal Information									
Cycle, s	140.0	Reference Phase	2						
Offset, s	132	Reference Point	End						
Uncoordinated	No	Simult. Gap E/W	On						
Force Mode	Fixed	Simult. Gap N/S	On						



Green	10.0	28.0	24.0	18.3	9.7	14.0
Yellow	5.0	5.0	5.0	5.0	5.0	5.0
Red	1.0	1.0	1.0	1.0	1.0	1.0



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	524.2	1024.6	1016.1	399.3	526.7	208.4	198.8	681.8	166.3	326.5	331.4	699.9
Back of Queue (*Q*), veh/ln (95 th percentile)	21.0	40.7	40.6	15.4	20.9	8.3	7.8	26.8	6.3	13.1	13.0	28.0
Queue Storage Ratio (*RQ*) (95 th percentile)	1.87	0.00	0.00	1.86	0.00	0.83	0.55	0.00	0.69	1.48	0.00	5.38
Control Delay (*d*), s/veh	103.6	68.4	71.1	210.4	49.1	15.2	68.1	109.0	48.0	78.5	48.7	112.0
Level of Service (LOS)	F	E	E	F	D	B	E	F	D	E	D	F
Approach Delay, s/veh / LOS	79.6	E		58.1	E		97.6	F		77.0	E	
Intersection Delay, s/veh / LOS	77.1						E					



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--- Messages ---

WARNING: Since queue spillover from turn lanes and spillback into upstream intersections is not accounted for in the HCM procedures, use of a simulation tool may be advised in situations where the Queue Storage Ratio exceeds 1.0.

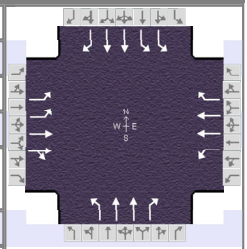
WARNING: If demand exceeds capacity, a multiple-period analysis should be conducted.

--- Comments ---

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HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Feb 27, 2025	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	2050 Build Alt 22 GEHIP (w. Port)	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	Judge Perez at Paris 2050 Build Alt 22 GEHIP (w.…		
Project Description	23-040				

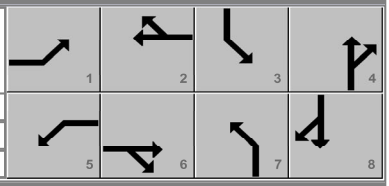


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	294	628	84	214	1219	349	91	434	114	301	578	455

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	14.9	6.0	47.1	9.5	6.9	25.7
Yellow	5.0	0.0	5.0	5.0	5.0	5.0
Red	1.0	0.0	1.0	1.0	1.0	1.0



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	294	628	84	214	1219	349	91	434	114	301	578	455
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	4		7	2	1	1	2	12	3	5	1
Ped / Bike / RTOR, /h	0	0	9	0	0	35	0	0	12	0	0	46
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Turn Bay Length, ft	280	0		215	0	250	360	0	240	220	0	130
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	40	40	40	40	40	40

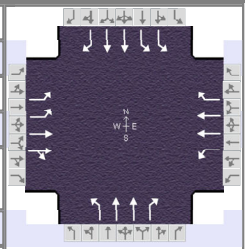
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	25.0	50.0	30.0	55.0	20.0	35.0	25.0	40.0
Yellow Change Interval (*Y*), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Red Clearance Interval (R_c), s	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s	4	10	4	10	4	7	4	4
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.5	2.0	2.5	2.0	2.0	4.0	2.0	4.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (*Walk*), s		7.0		7.0		7.0		7.0
Pedestrian Clearance Time (*PC*), s		28.0		28.0		14.0		17.0

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

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HCS Signalized Intersection Results Summary

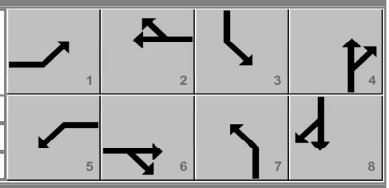
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Feb 27, 2025	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	2050 Build Alt 22 GEHIP (w. Port)	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	Judge Perez at Paris 2050 Build Alt 22 GEHIP (w.…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	294	628	84	214	1219	349	91	434	114	301	578	455

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	14.9	6.0	47.1	9.5	6.9	25.7						
Yellow	5.0	0.0	5.0	5.0	5.0	5.0						
Red	1.0	0.0	1.0	1.0	1.0	1.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	2.0	4.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	20.9	53.1	26.9	59.1	15.5	28.3	31.7	44.5
Change Period, ($Y+R_c$), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Allow Headway (*MAH*), s	3.6	0.0	3.6	0.0	3.1	5.0	4.7	4.7
Queue Clearance Time (g_s), s	14.5		20.7		9.6	20.0	14.0	40.5
Green Extension Time (g_e), s	0.4	0.0	0.2	0.0	0.0	2.4	5.8	0.0
Phase Call Probability	1.00		1.00		0.98	1.00	1.00	1.00
Max Out Probability	0.54		1.00		0.17	0.36	0.51	1.00

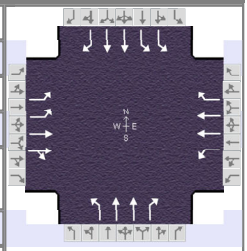
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	320	389	375	233	1325	341	99	472	111	327	628	445
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1757	1841	1771	1711	1781	1598	1795	1781	1459	1716	1738	1598
Queue Service Time (g_s), s	12.5	24.9	25.0	18.7	51.5	23.6	7.6	18.0	9.7	12.0	22.4	38.5
Cycle Queue Clearance Time (g_c), s	12.5	24.9	25.0	18.7	51.5	23.6	7.6	18.0	9.7	12.0	22.4	38.5
Green Ratio (*g/C*)	0.11	0.34	0.34	0.15	0.38	0.38	0.07	0.16	0.16	0.18	0.28	0.28
Capacity (*c*), veh/h	375	619	596	256	1350	605	121	568	233	629	957	440
Volume-to-Capacity Ratio (*X*)	0.852	0.629	0.630	0.910	0.982	0.564	0.816	0.830	0.476	0.520	0.656	1.011
Back of Queue (*Q*), ft/ln (95 th percentile)	254.1	457.1	430.6	401.6	874.6	348.2	172	338.7	171.9	227.9	387.5	712.9
Back of Queue (*Q*), veh/ln (95 th percentile)	10.2	17.7	17.2	15.2	34.4	13.8	6.8	13.3	6.3	8.9	14.9	28.3
Queue Storage Ratio (*RQ*) (95 th percentile)	0.91	0.00	0.00	1.87	0.00	1.39	0.48	0.00	0.72	1.04	0.00	5.48
Uniform Delay (d_1), s/veh	61.4	39.1	39.1	58.6	43.0	29.1	64.4	57.0	9.7	51.6	44.9	50.7
Incremental Delay (d_2), s/veh	10.6	4.8	5.0	27.6	20.5	3.8	10.2	7.1	2.1	0.4	1.9	45.6
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	72.0	43.9	44.1	86.2	63.5	32.8	74.6	64.1	11.8	52.0	46.7	96.4
Level of Service (LOS)	E	D	D	F	E	C	E	E	B	D	D	F
Approach Delay, s/veh / LOS	52.3	D		60.8	E		57.1	E		63.7	E	
Intersection Delay, s/veh / LOS	59.3						E					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.46	B	2.65	C	2.51	C	2.47	B
Bicycle LOS Score / LOS	1.38	A	2.05	B	1.05	A	1.64	B

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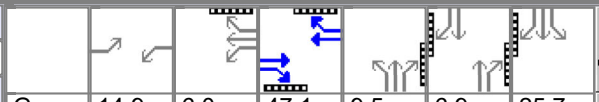
HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Feb 27, 2025	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	2050 Build Alt 22 GEHIP (w. Port)	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	Judge Perez at Paris 2050 Build Alt 22 GEHIP (w.…		
Project Description	23-040				

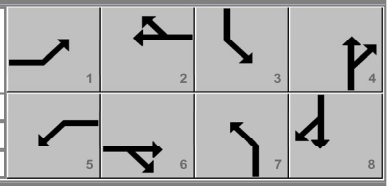


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	294	628	84	214	1219	349	91	434	114	301	578	455

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	14.9	6.0	47.1	9.5	6.9	25.7
Yellow	5.0	0.0	5.0	5.0	5.0	5.0
Red	1.0	0.0	1.0	1.0	1.0	1.0



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	0.969	1.000	0.945	0.984	0.992	0.992	0.984	0.906	0.977	0.961	0.992
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	0.971	1.000	1.000	1.000	0.952	1.000	1.000	0.952	1.000	0.971	0.952	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.962	0.962		0.000	0.847		0.000	0.847		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00			1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)												
Movement Saturation Flow Rate (s), veh/h	3514	3227	385	1711	3561	1598	1795	3561	1459	3432	3477	1598
Proportion of Vehicles Arriving on Green (P)	0.11	0.34	0.34	0.15	0.38	0.38	0.07	0.16	0.16	0.18	0.28	0.28
Incremental Delay Factor (k)	0.22	0.50	0.50	0.33	0.50	0.50	0.09	0.25	0.15	0.06	0.26	0.50

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Green Ratio (g/C)	0.11	0.34	0.15	0.38	0.07	0.16	0.18	0.28
Permitted Saturation Flow Rate (s_p), veh/h/ln	0	0	0	0	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln				0		0		0
Protected Right Effective Green Time (g_R), s				0.0		0.0		0.0

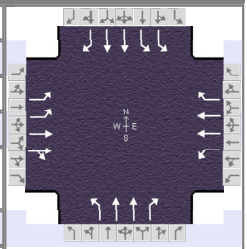
Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.710	0.017	1.852	0.065	1.710	0.050	1.710	0.013
Pedestrian F_s / F_{delay}	0.000	0.137	0.000	0.132	0.000	0.154	0.000	0.145
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	672.51	30.84	757.91	27.00	366.58	46.69	550.65	36.76

Bicycle F_w / F_v	-3.64	0.89	-3.64	1.57	-3.64	0.56	-3.64	1.16

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HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Feb 27, 2025	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	2050 Build Alt 22 GEHIP (w. Port)	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	Judge Perez at Paris 2050 Build Alt 22 GEHIP (w.…		
Project Description	23-040				

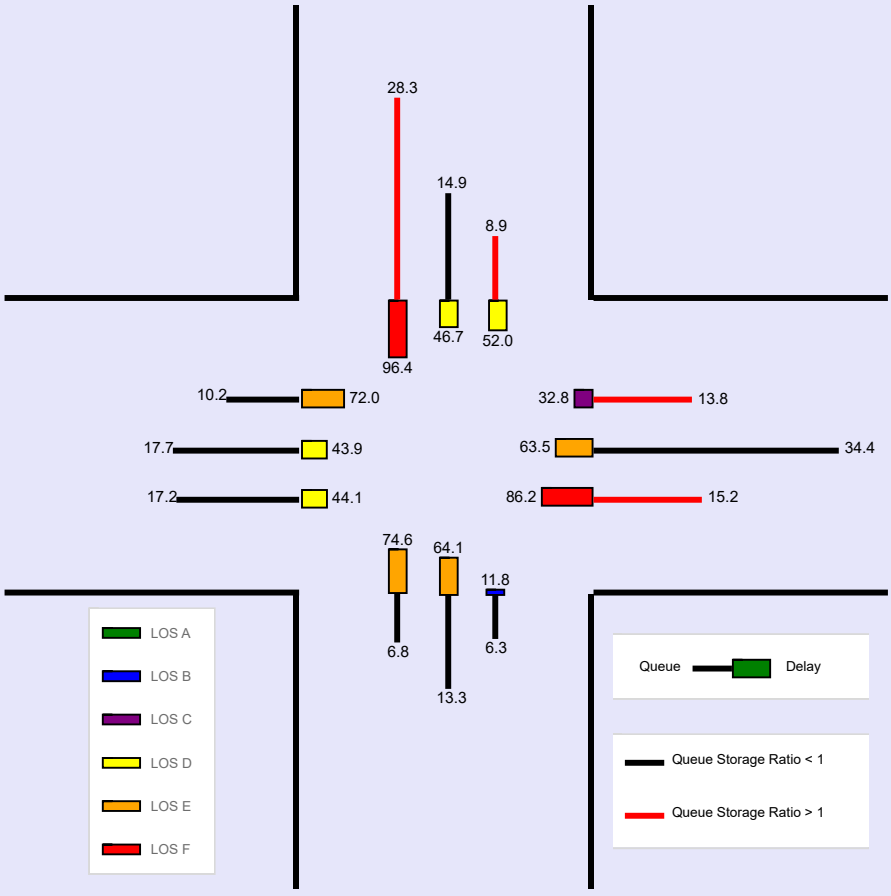


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	294	628	84	214	1219	349	91	434	114	301	578	455

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	14.9	6.0	47.1	9.5	6.9	25.7	1	2	3	4		
Yellow	5.0	0.0	5.0	5.0	5.0	5.0						
Red	1.0	0.0	1.0	1.0	1.0	1.0	5	6	7	8		

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	254.1	457.1	430.6	401.6	874.6	348.2	172	338.7	171.9	227.9	387.5	712.9
Back of Queue (*Q*), veh/ln (95 th percentile)	10.2	17.7	17.2	15.2	34.4	13.8	6.8	13.3	6.3	8.9	14.9	28.3
Queue Storage Ratio (*RQ*) (95 th percentile)	0.91	0.00	0.00	1.87	0.00	1.39	0.48	0.00	0.72	1.04	0.00	5.48
Control Delay (*d*), s/veh	72.0	43.9	44.1	86.2	63.5	32.8	74.6	64.1	11.8	52.0	46.7	96.4
Level of Service (LOS)	E	D	D	F	E	C	E	E	B	D	D	F
Approach Delay, s/veh / LOS	52.3		D	60.8		E	57.1		E	63.7		E
Intersection Delay, s/veh / LOS	59.3						E					



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--- Messages ---

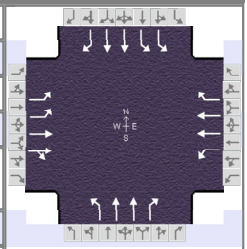
WARNING: Since queue spillover from turn lanes and spillback into upstream intersections is not accounted for in the HCM procedures, use of a simulation tool may be advised in situations where the Queue Storage Ratio exceeds 1.0.

--- Comments ---

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HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Feb 26, 2025	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.97
Urban Street	E Judge Perez	Analysis Year	2050 Build Alt 22 GEHIP (w. Port)	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	Judge Perez at Paris 2050 Build Alt 22 GEHIP (w.…		
Project Description	23-040				

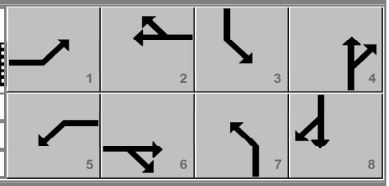


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	604	1348	137	145	856	403	115	785	126	455	515	443

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	10.0	28.0	24.0	19.0	9.0	14.0
Yellow	5.0	5.0	5.0	5.0	5.0	5.0
Red	1.0	1.0	1.0	1.0	1.0	1.0



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	604	1348	137	145	856	403	115	785	126	455	515	443
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	1		5	1	1	2	2	6	0	2	0
Ped / Bike / RTOR, /h	0	0	14	0	0	41	0	0	13	0	0	45
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Turn Bay Length, ft	280	0		215	0	250	360	0	240	220	0	130
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	40	40	40	40	40	40

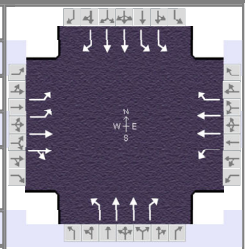
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	30.0	64.0	16.0	50.0	20.0	35.0	25.0	40.0
Yellow Change Interval (*Y*), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Red Clearance Interval (R_c), s	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s	4	10	4	10	4	7	4	4
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.5	2.0	2.5	2.0	2.0	4.0	2.0	4.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (*Walk*), s		7.0		7.0		7.0		7.0
Pedestrian Clearance Time (*PC*), s		28.0		28.0		14.0		17.0

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

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HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Feb 26, 2025	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.97
Urban Street	E Judge Perez	Analysis Year	2050 Build Alt 22 GEHIP (w. Port)	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	Judge Perez at Paris 2050 Build Alt 22 GEHIP (w.…		
Project Description	23-040				

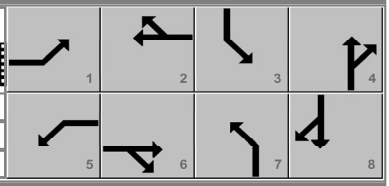


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	604	1348	137	145	856	403	115	785	126	455	515	443

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	10.0	28.0	24.0	19.0	9.0	14.0
Yellow	5.0	5.0	5.0	5.0	5.0	5.0
Red	1.0	1.0	1.0	1.0	1.0	1.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	2.0	4.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	30.0	64.0	16.0	50.0	20.0	35.0	25.0	40.0
Change Period, (*Y+R c*), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Allow Headway (*MAH*), s	3.6	0.0	3.6	0.0	4.8	4.8	3.1	5.1
Queue Clearance Time (*g s*), s	26.0		12.0		11.0	31.0	20.6	36.0
Green Extension Time (*g e*), s	0.0	0.0	0.0	0.0	1.7	0.0	0.0	0.0
Phase Call Probability	1.00		1.00		0.99	1.00	1.00	1.00
Max Out Probability	1.00		1.00		1.00	1.00	1.00	1.00

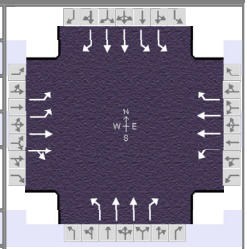
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	623	766	750	149	882	373	119	809	116	469	531	410
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1757	1885	1830	1739	1795	1598	1781	1781	1535	1757	1781	1610
Queue Service Time (*g s*), s	24.0	56.1	57.0	10.0	31.3	29.3	9.0	29.0	9.1	18.6	18.6	34.0
Cycle Queue Clearance Time (*g c*), s	24.0	56.1	57.0	10.0	31.3	29.3	9.0	29.0	9.1	18.6	18.6	34.0
Green Ratio (*g/C*)	0.17	0.41	0.41	0.07	0.31	0.31	0.10	0.21	0.21	0.14	0.24	0.24
Capacity (*c*), veh/h	602	781	758	124	1128	502	178	738	318	477	865	391
Volume-to-Capacity Ratio (*X*)	1.034	0.981	0.990	1.203	0.782	0.743	0.666	1.097	0.366	0.984	0.614	1.049
Back of Queue (*Q*), ft/ln (95 th percentile)	524.2	1023.4	1014.9	399.4	526.7	230.7	198.6	705.6	167.6	399.2	331.4	699.9
Back of Queue (*Q*), veh/ln (95 th percentile)	21.0	40.6	40.6	15.4	20.9	9.2	7.8	27.8	6.4	16.0	13.0	28.0
Queue Storage Ratio (*RQ*) (95 th percentile)	1.87	0.00	0.00	1.86	0.00	0.92	0.55	0.00	0.70	1.81	0.00	5.38
Uniform Delay (*d 1*), s/veh	58.0	40.5	40.7	65.0	43.6	7.8	60.7	55.5	47.6	60.3	47.2	53.0
Incremental Delay (*d 2*), s/veh	45.6	27.9	30.4	145.5	5.4	9.6	7.4	62.9	1.0	36.7	1.5	59.0
Initial Queue Delay (*d 3*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	103.6	68.3	71.1	210.5	49.1	17.4	68.1	118.4	48.6	97.1	48.7	112.0
Level of Service (LOS)	F	E	E	F	D	B	E	F	D	F	D	F
Approach Delay, s/veh / LOS	79.6	E		57.8	E		104.9	F		83.2	F	
Intersection Delay, s/veh / LOS	79.7						E					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.46	B	2.67	C	2.52	C	2.49	B
Bicycle LOS Score / LOS	2.25	B	1.65	B	1.35	A	1.65	B

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HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Feb 26, 2025	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.97
Urban Street	E Judge Perez	Analysis Year	2050 Build Alt 22 GEHIP (w. Port)	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	Judge Perez at Paris 2050 Build Alt 22 GEHIP (w.…		
Project Description	23-040				

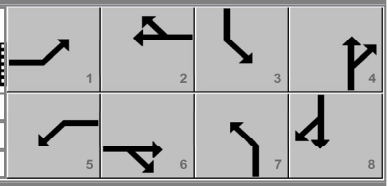


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	604	1348	137	145	856	403	115	785	126	455	515	443

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	10.0	28.0	24.0	19.0	9.0	14.0
Yellow	5.0	5.0	5.0	5.0	5.0	5.0
Red	1.0	1.0	1.0	1.0	1.0	1.0



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	0.992	1.000	0.961	0.992	0.992	0.984	0.984	0.953	1.000	0.984	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	0.971	1.000	1.000	1.000	0.952	1.000	1.000	0.952	1.000	0.971	0.952	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.970	0.970		0.000	0.847		0.000	0.847		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00			1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)												
Movement Saturation Flow Rate (s), veh/h	3514	3406	309	1739	3589	1598	1781	3561	1535	3514	3561	1610
Proportion of Vehicles Arriving on Green (P)	0.17	0.41	0.41	0.07	0.31	0.31	0.10	0.21	0.21	0.14	0.24	0.24
Incremental Delay Factor (k)	0.50	0.50	0.50	0.50	0.50	0.50	0.19	0.50	0.15	0.48	0.23	0.50

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Green Ratio (g/C)	0.17	0.41	0.07	0.31	0.10	0.21	0.14	0.24
Permitted Saturation Flow Rate (s_p), veh/h/ln	0	0	0	0	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln				0		0		0
Protected Right Effective Green Time (g_R), s				0.0		0.0		0.0

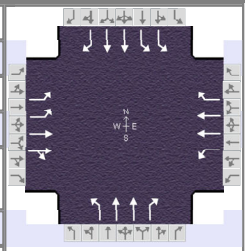
Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.710	0.018	1.852	0.064	1.710	0.058	1.710	0.020
Pedestrian F_s / F_{delay}	0.000	0.127	0.000	0.155	0.000	0.152	0.000	0.162
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	828.57	24.01	342.86	48.06	414.29	44.00	200.00	56.70

Bicycle F_w / F_v	-3.64	1.76	-3.64	1.16	-3.64	0.86	-3.64	1.16

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HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Feb 26, 2025	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.97
Urban Street	E Judge Perez	Analysis Year	2050 Build Alt 22 GEHIP (w. Port)	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	Judge Perez at Paris 2050 Build Alt 22 GEHIP (w.…		
Project Description	23-040				

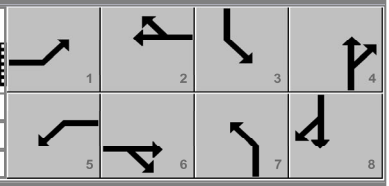


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	604	1348	137	145	856	403	115	785	126	455	515	443

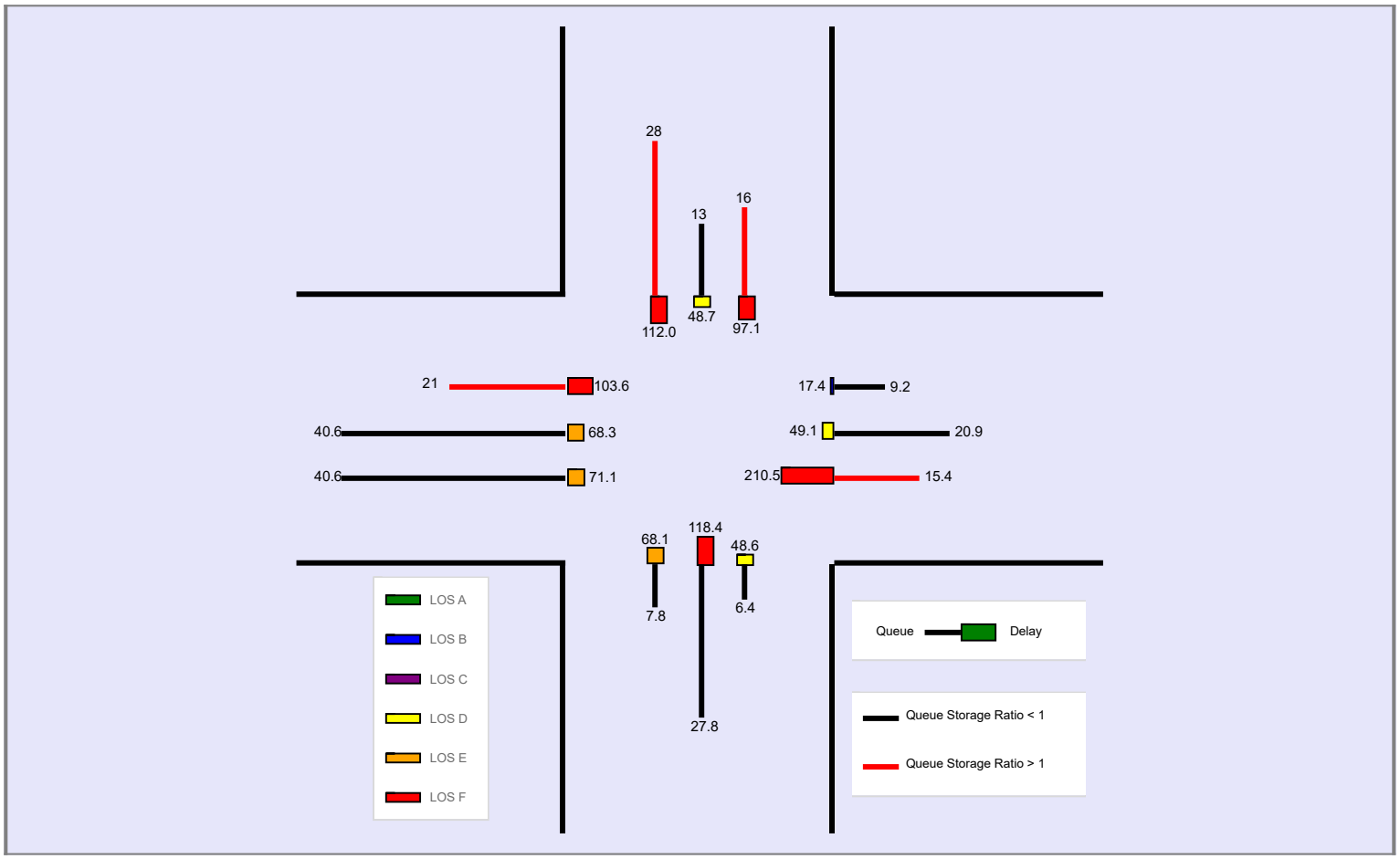
Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	10.0	28.0	24.0	19.0	9.0	14.0
Yellow	5.0	5.0	5.0	5.0	5.0	5.0
Red	1.0	1.0	1.0	1.0	1.0	1.0



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	524.2	1023.4	1014.9	399.4	526.7	230.7	198.6	705.6	167.6	399.2	331.4	699.9
Back of Queue (*Q*), veh/ln (95 th percentile)	21.0	40.6	40.6	15.4	20.9	9.2	7.8	27.8	6.4	16.0	13.0	28.0
Queue Storage Ratio (*RQ*) (95 th percentile)	1.87	0.00	0.00	1.86	0.00	0.92	0.55	0.00	0.70	1.81	0.00	5.38
Control Delay (*d*), s/veh	103.6	68.3	71.1	210.5	49.1	17.4	68.1	118.4	48.6	97.1	48.7	112.0
Level of Service (LOS)	F	E	E	F	D	B	E	F	D	F	D	F
Approach Delay, s/veh / LOS	79.6	E		57.8	E		104.9	F		83.2	F	
Intersection Delay, s/veh / LOS	79.7						E					



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--- Messages ---

WARNING: Since queue spillover from turn lanes and spillback into upstream intersections is not accounted for in the HCM procedures, use of a simulation tool may be advised in situations where the Queue Storage Ratio exceeds 1.0.

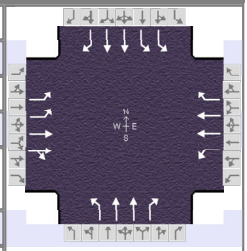
WARNING: If demand exceeds capacity, a multiple-period analysis should be conducted.

--- Comments ---

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HCS Signalized Intersection Input Data

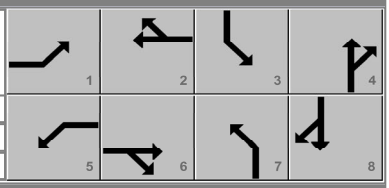
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Feb 26, 2025	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	2050 Build Alt 25 GES (w. Port)	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	Judge Perez at Paris 2050 Build Alt 25 GES (w.P…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	294	628	84	214	1219	324	91	434	114	276	578	455

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	14.9	6.0	47.1	9.5	6.9	25.7						
Yellow	5.0	0.0	5.0	5.0	5.0	5.0						
Red	1.0	0.0	1.0	1.0	1.0	1.0						



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	294	628	84	214	1219	324	91	434	114	276	578	455
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	4		7	2	1	1	2	12	3	5	1
Ped / Bike / RTOR, /h	0	0	9	0	0	33	0	0	12	0	0	46
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Turn Bay Length, ft	280	0		215	0	250	360	0	240	220	0	130
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	40	40	40	40	40	40

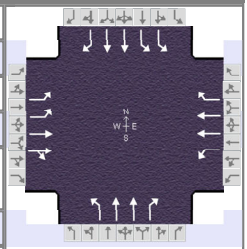
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	25.0	50.0	30.0	55.0	20.0	35.0	25.0	40.0
Yellow Change Interval (*Y*), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Red Clearance Interval (R_c), s	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s	4	10	4	10	4	7	4	4
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.5	2.0	2.5	2.0	2.0	4.0	2.0	4.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (*Walk*), s		7.0		7.0		7.0		7.0
Pedestrian Clearance Time (*PC*), s		28.0		28.0		14.0		17.0

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

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HCS Signalized Intersection Results Summary

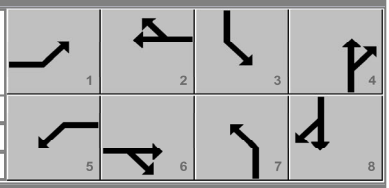
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Feb 26, 2025	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	2050 Build Alt 25 GES (w. Port)	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	Judge Perez at Paris 2050 Build Alt 25 GES (w.P…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	294	628	84	214	1219	324	91	434	114	276	578	455

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	14.9	6.0	47.1	9.5	6.9	25.7
Yellow	5.0	0.0	5.0	5.0	5.0	5.0
Red	1.0	0.0	1.0	1.0	1.0	1.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	2.0	4.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	20.9	53.1	26.9	59.1	15.5	28.3	31.7	44.5
Change Period, (*Y+R c*), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Allow Headway (*MAH*), s	3.6	0.0	3.6	0.0	3.1	5.0	4.7	4.7
Queue Clearance Time (*g s*), s	14.5		20.7		9.6	20.0	13.0	40.5
Green Extension Time (*g e*), s	0.4	0.0	0.2	0.0	0.0	2.4	6.1	0.0
Phase Call Probability	1.00		1.00		0.98	1.00	1.00	1.00
Max Out Probability	0.54		1.00		0.17	0.36	0.46	1.00

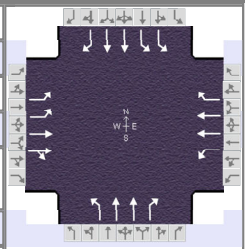
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	320	389	375	233	1325	316	99	472	111	300	628	445
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1757	1841	1771	1711	1781	1598	1795	1781	1459	1716	1738	1598
Queue Service Time (*g s*), s	12.5	24.9	25.0	18.7	51.5	21.5	7.6	18.0	9.7	11.0	22.4	38.5
Cycle Queue Clearance Time (*g c*), s	12.5	24.9	25.0	18.7	51.5	21.5	7.6	18.0	9.7	11.0	22.4	38.5
Green Ratio (*g/C*)	0.11	0.34	0.34	0.15	0.38	0.38	0.07	0.16	0.16	0.18	0.28	0.28
Capacity (*c*), veh/h	375	619	596	256	1350	605	121	568	233	629	957	440
Volume-to-Capacity Ratio (*X*)	0.852	0.629	0.630	0.910	0.982	0.522	0.816	0.830	0.476	0.477	0.656	1.011
Back of Queue (*Q*), ft/ln (95 th percentile)	254.1	457.1	430.6	401.6	874.6	320.7	172	338.7	171.9	211	387.5	712.9
Back of Queue (*Q*), veh/ln (95 th percentile)	10.2	17.7	17.2	15.2	34.4	12.7	6.8	13.3	6.3	8.2	14.9	28.3
Queue Storage Ratio (*RQ*) (95 th percentile)	0.91	0.00	0.00	1.87	0.00	1.28	0.48	0.00	0.72	0.96	0.00	5.48
Uniform Delay (*d 1*), s/veh	61.4	39.1	39.1	58.6	43.0	28.5	64.4	57.0	9.7	51.2	44.9	50.7
Incremental Delay (*d 2*), s/veh	10.6	4.8	5.0	27.6	20.5	3.2	10.2	7.1	2.1	0.2	1.9	45.6
Initial Queue Delay (*d 3*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	72.0	43.9	44.1	86.2	63.5	31.7	74.6	64.1	11.8	51.4	46.7	96.4
Level of Service (LOS)	E	D	D	F	E	C	E	E	B	D	D	F
Approach Delay, s/veh / LOS	52.3	D		61.0	E		57.1	E		63.8	E	
Intersection Delay, s/veh / LOS	59.3						E					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.46	B	2.65	C	2.51	C	2.47	B
Bicycle LOS Score / LOS	1.38	A	2.03	B	1.05	A	1.62	B

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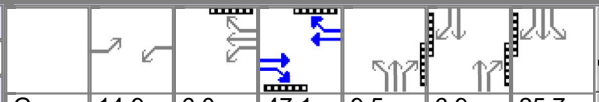
HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Feb 26, 2025	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	2050 Build Alt 25 GES (w. Port)	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	Judge Perez at Paris 2050 Build Alt 25 GES (w.P…		
Project Description	23-040				

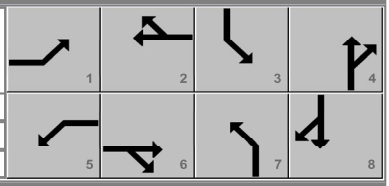


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	294	628	84	214	1219	324	91	434	114	276	578	455

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	14.9	6.0	47.1	9.5	6.9	25.7
Yellow	5.0	0.0	5.0	5.0	5.0	5.0
Red	1.0	0.0	1.0	1.0	1.0	1.0



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	0.969	1.000	0.945	0.984	0.992	0.992	0.984	0.906	0.977	0.961	0.992
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	0.971	1.000	1.000	1.000	0.952	1.000	1.000	0.952	1.000	0.971	0.952	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.962	0.962		0.000	0.847		0.000	0.847		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00			1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)												
Movement Saturation Flow Rate (s), veh/h	3514	3227	385	1711	3561	1598	1795	3561	1459	3432	3477	1598
Proportion of Vehicles Arriving on Green (P)	0.11	0.34	0.34	0.15	0.38	0.38	0.07	0.16	0.16	0.18	0.28	0.28
Incremental Delay Factor (k)	0.22	0.50	0.50	0.33	0.50	0.50	0.09	0.25	0.15	0.04	0.26	0.50

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Green Ratio (g/C)	0.11	0.34	0.15	0.38	0.07	0.16	0.18	0.28
Permitted Saturation Flow Rate (s_p), veh/h/ln	0	0	0	0	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln				0		0		0
Protected Right Effective Green Time (g_R), s				0.0		0.0		0.0

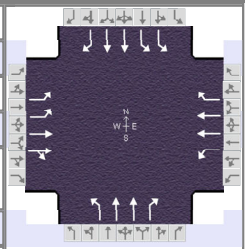
Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.710	0.017	1.852	0.065	1.710	0.047	1.710	0.013
Pedestrian F_s / F_{delay}	0.000	0.137	0.000	0.132	0.000	0.154	0.000	0.145
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	672.51	30.84	757.91	27.00	366.58	46.69	550.65	36.76

Bicycle F_w / F_v	-3.64	0.89	-3.64	1.55	-3.64	0.56	-3.64	1.13

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HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Feb 26, 2025	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	2050 Build Alt 25 GES (w. Port)	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	Judge Perez at Paris 2050 Build Alt 25 GES (w.P…		
Project Description	23-040				

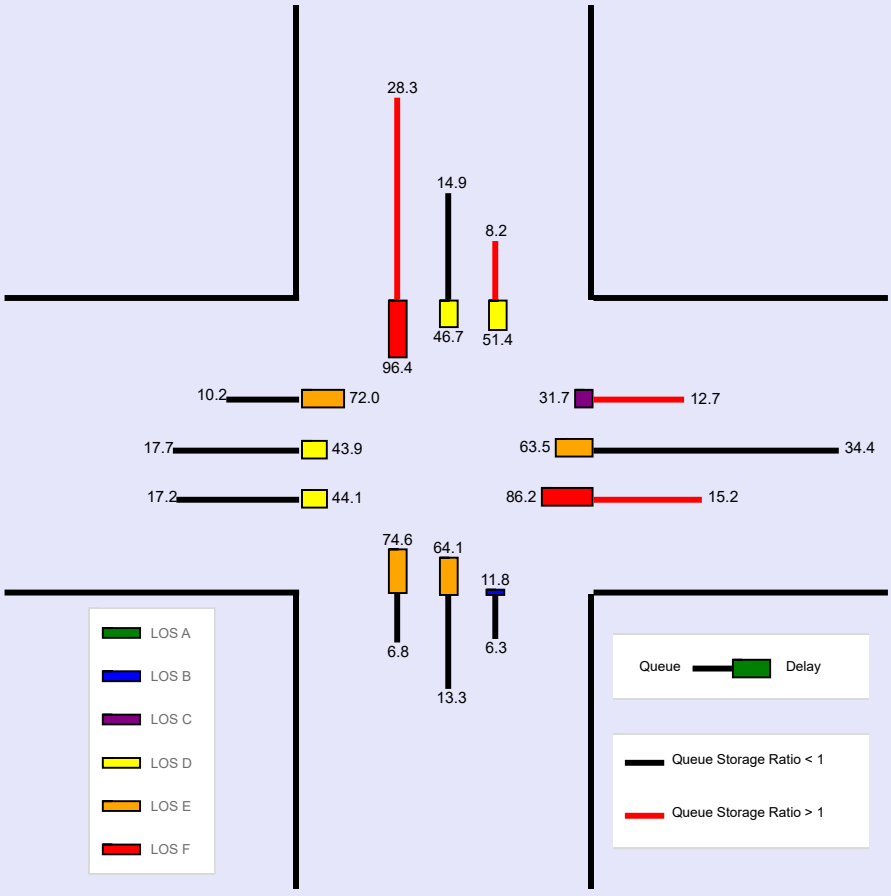


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	294	628	84	214	1219	324	91	434	114	276	578	455

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	14.9	6.0	47.1	9.5	6.9	25.7	1	2	3	4		
Yellow	5.0	0.0	5.0	5.0	5.0	5.0						
Red	1.0	0.0	1.0	1.0	1.0	1.0	5	6	7	8		

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	254.1	457.1	430.6	401.6	874.6	320.7	172	338.7	171.9	211	387.5	712.9
Back of Queue (*Q*), veh/ln (95 th percentile)	10.2	17.7	17.2	15.2	34.4	12.7	6.8	13.3	6.3	8.2	14.9	28.3
Queue Storage Ratio (*RQ*) (95 th percentile)	0.91	0.00	0.00	1.87	0.00	1.28	0.48	0.00	0.72	0.96	0.00	5.48
Control Delay (*d*), s/veh	72.0	43.9	44.1	86.2	63.5	31.7	74.6	64.1	11.8	51.4	46.7	96.4
Level of Service (LOS)	E	D	D	F	E	C	E	E	B	D	D	F
Approach Delay, s/veh / LOS	52.3	D		61.0	E		57.1	E		63.8	E	
Intersection Delay, s/veh / LOS	59.3						E					



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--- Messages ---

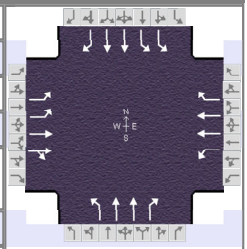
WARNING: Since queue spillover from turn lanes and spillback into upstream intersections is not accounted for in the HCM procedures, use of a simulation tool may be advised in situations where the Queue Storage Ratio exceeds 1.0.

--- Comments ---

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HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Feb 26, 2025	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.97
Urban Street	E Judge Perez	Analysis Year	2050 Build Alt 25 GES (w. Port)	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	Judge Perez at Paris 2050 Build Alt 25 GES (w.P…		
Project Description	23-040				

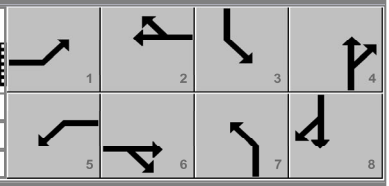


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	604	1348	137	145	856	374	115	785	126	417	515	443

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	10.0	28.0	24.0	18.9	9.1	14.0
Yellow	5.0	5.0	5.0	5.0	5.0	5.0
Red	1.0	1.0	1.0	1.0	1.0	1.0



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	604	1348	137	145	856	374	115	785	126	417	515	443
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	1		5	1	1	2	2	6	0	2	0
Ped / Bike / RTOR, /h	0	0	14	0	0	38	0	0	13	0	0	45
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Turn Bay Length, ft	280	0		215	0	250	360	0	240	220	0	130
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	40	40	40	40	40	40

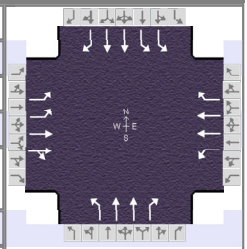
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	30.0	64.0	16.0	50.0	20.0	35.0	25.0	40.0
Yellow Change Interval (*Y*), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Red Clearance Interval (R_c), s	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s	4	10	4	10	4	7	4	4
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.5	2.0	2.5	2.0	2.0	4.0	2.0	4.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (*Walk*), s		7.0		7.0		7.0		7.0
Pedestrian Clearance Time (*PC*), s		28.0		28.0		14.0		17.0

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

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HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Feb 26, 2025	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.97
Urban Street	E Judge Perez	Analysis Year	2050 Build Alt 25 GES (w. Port)	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	Judge Perez at Paris 2050 Build Alt 25 GES (w.P…		
Project Description	23-040				

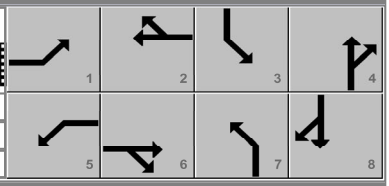


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	604	1348	137	145	856	374	115	785	126	417	515	443

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	10.0	28.0	24.0	18.9	9.1	14.0
Yellow	5.0	5.0	5.0	5.0	5.0	5.0
Red	1.0	1.0	1.0	1.0	1.0	1.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	2.0	4.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	30.0	64.0	16.0	50.0	20.0	35.1	24.9	40.0
Change Period, (*Y+R c*), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Allow Headway (*MAH*), s	3.6	0.0	3.6	0.0	4.8	4.8	3.1	5.1
Queue Clearance Time (*g s*), s	26.0		12.0		11.0	31.1	18.9	36.0
Green Extension Time (*g e*), s	0.0	0.0	0.0	0.0	1.7	0.0	0.0	0.0
Phase Call Probability	1.00		1.00		0.99	1.00	1.00	1.00
Max Out Probability	1.00		1.00		1.00	1.00	1.00	1.00

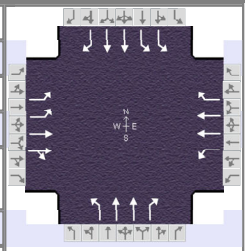
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	623	766	750	149	882	346	119	809	116	430	531	410
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1757	1885	1830	1739	1795	1598	1781	1781	1535	1757	1781	1610
Queue Service Time (*g s*), s	24.0	56.1	57.0	10.0	31.3	26.6	9.0	29.1	9.1	16.9	18.6	34.0
Cycle Queue Clearance Time (*g c*), s	24.0	56.1	57.0	10.0	31.3	26.6	9.0	29.1	9.1	16.9	18.6	34.0
Green Ratio (*g/C*)	0.17	0.41	0.41	0.07	0.31	0.31	0.10	0.21	0.21	0.13	0.24	0.24
Capacity (*c*), veh/h	602	781	758	124	1128	502	178	740	319	474	865	391
Volume-to-Capacity Ratio (*X*)	1.034	0.981	0.990	1.203	0.782	0.690	0.666	1.093	0.365	0.906	0.614	1.049
Back of Queue (*Q*), ft/ln (95 th percentile)	524.2	1024.6	1016.1	399.4	526.7	208.4	198.8	701.6	167.4	340.5	331.4	699.9
Back of Queue (*Q*), veh/ln (95 th percentile)	21.0	40.7	40.6	15.4	20.9	8.3	7.8	27.6	6.4	13.6	13.0	28.0
Queue Storage Ratio (*RQ*) (95 th percentile)	1.87	0.00	0.00	1.86	0.00	0.83	0.55	0.00	0.70	1.55	0.00	5.38
Uniform Delay (*d 1*), s/veh	58.0	40.5	40.7	65.0	43.6	7.7	60.7	55.4	47.5	59.7	47.2	53.0
Incremental Delay (*d 2*), s/veh	45.6	27.9	30.4	145.5	5.4	7.6	7.4	61.4	1.0	20.3	1.5	59.0
Initial Queue Delay (*d 3*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	103.6	68.3	71.1	210.5	49.1	15.2	68.1	116.9	48.5	80.0	48.7	112.0
Level of Service (LOS)	F	E	E	F	D	B	E	F	D	E	D	F
Approach Delay, s/veh / LOS	79.6	E		58.1	E		103.7	F		77.4	E	
Intersection Delay, s/veh / LOS	78.3						E					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.46	B	2.67	C	2.52	C	2.49	B
Bicycle LOS Score / LOS	2.25	B	1.62	B	1.35	A	1.62	B

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HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Feb 26, 2025	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.97
Urban Street	E Judge Perez	Analysis Year	2050 Build Alt 25 GES (w. Port)	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	Judge Perez at Paris 2050 Build Alt 25 GES (w.P…		
Project Description	23-040				

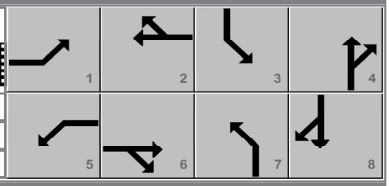


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	604	1348	137	145	856	374	115	785	126	417	515	443

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	10.0	28.0	24.0	18.9	9.1	14.0
Yellow	5.0	5.0	5.0	5.0	5.0	5.0
Red	1.0	1.0	1.0	1.0	1.0	1.0



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	0.992	1.000	0.961	0.992	0.992	0.984	0.984	0.953	1.000	0.984	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	0.971	1.000	1.000	1.000	0.952	1.000	1.000	0.952	1.000	0.971	0.952	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.970	0.970		0.000	0.847		0.000	0.847		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00			1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)												
Movement Saturation Flow Rate (s), veh/h	3514	3406	309	1739	3589	1598	1781	3561	1535	3514	3561	1610
Proportion of Vehicles Arriving on Green (P)	0.17	0.41	0.41	0.07	0.31	0.31	0.10	0.21	0.21	0.13	0.24	0.24
Incremental Delay Factor (k)	0.50	0.50	0.50	0.50	0.50	0.50	0.19	0.50	0.15	0.41	0.23	0.50

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Green Ratio (g/C)	0.17	0.41	0.07	0.31	0.10	0.21	0.13	0.24
Permitted Saturation Flow Rate (s_p), veh/h/ln	0	0	0	0	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln				0		0		0
Protected Right Effective Green Time (g_R), s				0.0		0.0		0.0

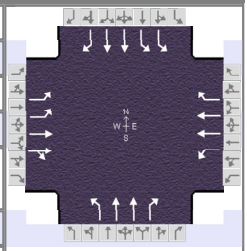
Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.710	0.018	1.852	0.064	1.710	0.054	1.710	0.020
Pedestrian F_s / F_{delay}	0.000	0.127	0.000	0.155	0.000	0.152	0.000	0.162
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	828.57	24.01	342.86	48.06	415.75	43.92	200.00	56.70

Bicycle F_w / F_v	-3.64	1.76	-3.64	1.14	-3.64	0.86	-3.64	1.13

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HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Feb 26, 2025	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.97
Urban Street	E Judge Perez	Analysis Year	2050 Build Alt 25 GES (w. Port)	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	Judge Perez at Paris 2050 Build Alt 25 GES (w.P…		
Project Description	23-040				

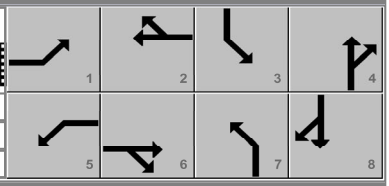


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	604	1348	137	145	856	374	115	785	126	417	515	443

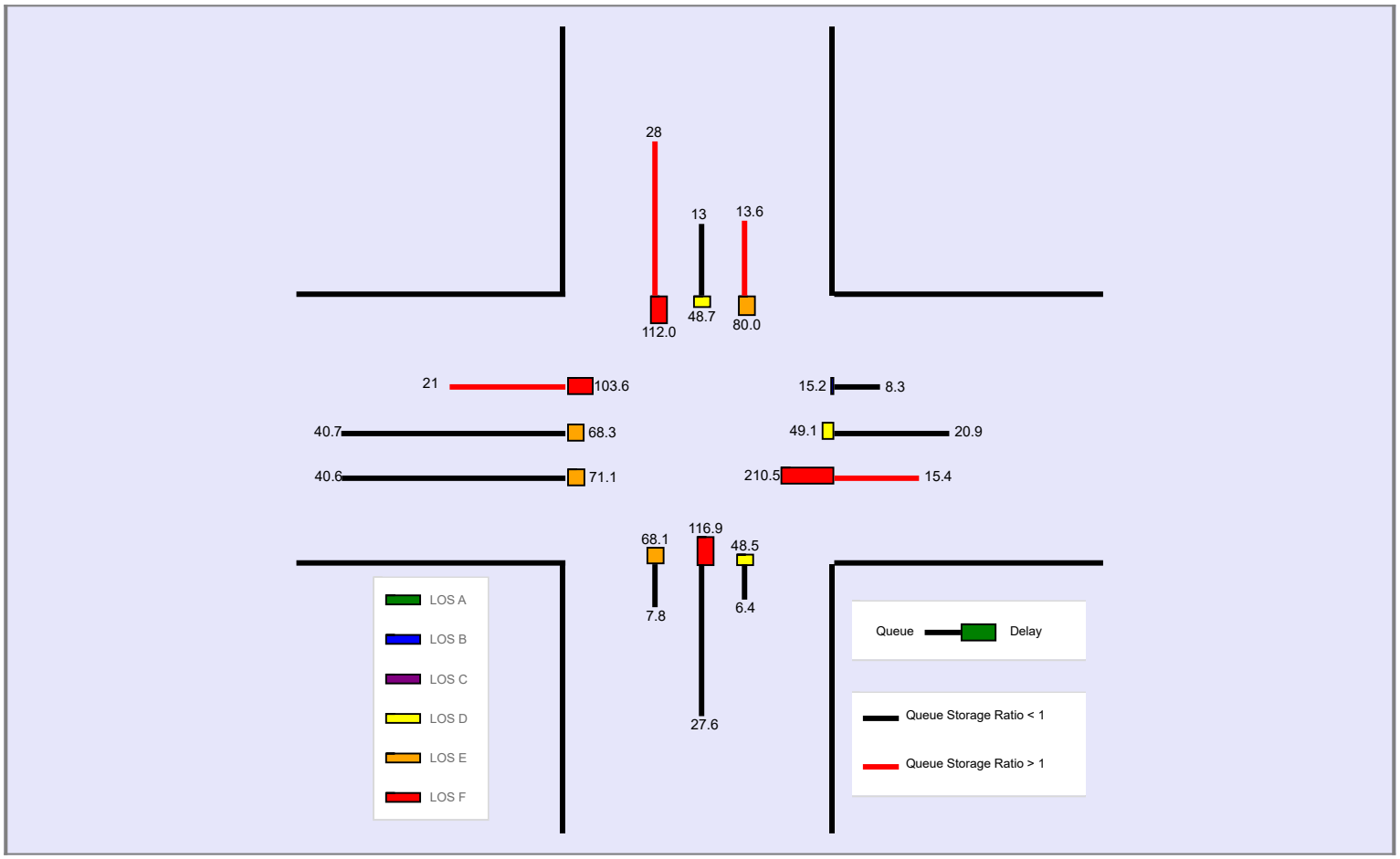
Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	10.0	28.0	24.0	18.9	9.1	14.0
Yellow	5.0	5.0	5.0	5.0	5.0	5.0
Red	1.0	1.0	1.0	1.0	1.0	1.0



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	524.2	1024.6	1016.1	399.4	526.7	208.4	198.8	701.6	167.4	340.5	331.4	699.9
Back of Queue (*Q*), veh/ln (95 th percentile)	21.0	40.7	40.6	15.4	20.9	8.3	7.8	27.6	6.4	13.6	13.0	28.0
Queue Storage Ratio (*RQ*) (95 th percentile)	1.87	0.00	0.00	1.86	0.00	0.83	0.55	0.00	0.70	1.55	0.00	5.38
Control Delay (*d*), s/veh	103.6	68.3	71.1	210.5	49.1	15.2	68.1	116.9	48.5	80.0	48.7	112.0
Level of Service (LOS)	F	E	E	F	D	B	E	F	D	E	D	F
Approach Delay, s/veh / LOS	79.6	E		58.1	E		103.7	F		77.4	E	
Intersection Delay, s/veh / LOS	78.3						E					



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--- Messages ---

WARNING: Since queue spillover from turn lanes and spillback into upstream intersections is not accounted for in the HCM procedures, use of a simulation tool may be advised in situations where the Queue Storage Ratio exceeds 1.0.

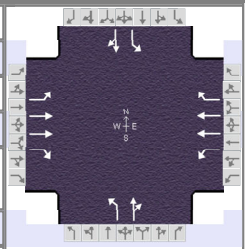
WARNING: If demand exceeds capacity, a multiple-period analysis should be conducted.

--- Comments ---

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HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Feb 27, 2025	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.83
Urban Street	E Judge Perez	Analysis Year	2050 Build Alt 12 CHIP (w. Port)	Analysis Period	1> 7:00
Intersection	Palmisano Blvd	File Name	Judge Perez at Palmisano 2050 Build Alt 12 CHIP…		
Project Description	23-040				

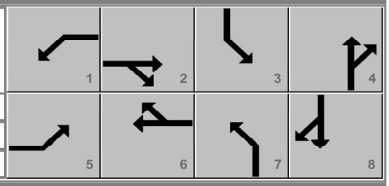


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	77	735	142	59	1472	29	115	28	77	79	47	63

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	51	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	5.1	41.6	6.5	9.1	9.7	0.0
Yellow	5.0	5.0	5.0	4.0	4.0	0.0
Red	1.0	1.0	1.0	1.0	1.0	0.0



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	77	735	142	59	1472	29	115	28	77	79	47	63
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	6	1	0	3	0	0	0		0	0	
Ped / Bike / RTOR, /h	0	0	15	0	0	3	0	0	8	0	0	7
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0	
Turn Bay Length, ft	215	0	200	220	0	150	200	0		0	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	35	35	35	20	20	20

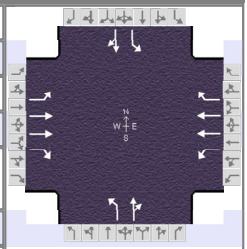
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	18.0	43.0	23.0	48.0	18.0	18.0	16.0	16.0
Yellow Change Interval (*Y*), s	5.0	5.0	5.0	5.0	4.0	4.0	4.0	4.0
Red Clearance Interval (R_c), s	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s	4	15	4	15	5	5	5	5
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	1.5	2.0	1.5	2.0	2.0	2.0	2.0	2.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	No	No	No	No	No	No	No	No
Walk (*Walk*), s		0.0		0.0		7.0		7.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		17.0		17.0

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

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HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Feb 27, 2025	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.83
Urban Street	E Judge Perez	Analysis Year	2050 Build Alt 12 CHIP (w. Port)	Analysis Period	1> 7:00
Intersection	Palmisano Blvd	File Name	Judge Perez at Palmisano 2050 Build Alt 12 CHIP…		
Project Description	23-040				

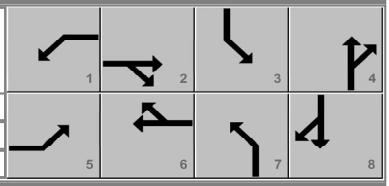


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	77	735	142	59	1472	29	115	28	77	79	47	63

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	51	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	5.1	41.6	6.5	9.1	9.7	0.0
Yellow	5.0	5.0	5.0	4.0	4.0	0.0
Red	1.0	1.0	1.0	1.0	1.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6		4		8
Case Number	2.0	3.0	2.0	3.0		10.0		10.0
Phase Duration, s	12.5	60.1	11.1	58.7		14.7		14.1
Change Period, ($Y+R_c$), s	6.0	6.0	6.0	6.0		5.0		5.0
Max Allow Headway (*MAH*), s	2.6	0.0	2.6	0.0		3.2		3.4
Queue Clearance Time (g_s), s	7.1		5.9			9.5		9.0
Green Extension Time (g_e), s	0.0	0.0	0.1	0.0		0.2		0.1
Phase Call Probability	0.92		0.86			1.00		1.00
Max Out Probability	1.00		0.00			0.14		1.00

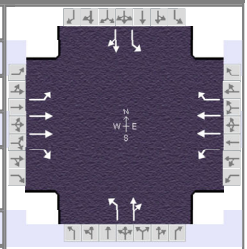
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	93	886	153	71	1773	31	139	117		95	124	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1724	1598	1810	1766	1610	1810	1684		1810	1731	
Queue Service Time (g_s), s	5.1	15.9	4.9	3.9	47.7	0.9	7.5	6.7		5.0	7.0	
Cycle Queue Clearance Time (g_c), s	5.1	15.9	4.9	3.9	47.7	0.9	7.5	6.7		5.0	7.0	
Green Ratio (*g/C*)	0.07	0.54	0.54	0.05	0.53	0.53	0.10	0.10		0.09	0.09	
Capacity (*c*), veh/h	118	1865	864	92	1861	848	176	164		165	157	
Volume-to-Capacity Ratio (*X*)	0.787	0.475	0.177	0.769	0.953	0.037	0.788	0.714		0.578	0.788	
Back of Queue (*Q*), ft/ln (95 th percentile)	140	261.8	78.7	83.1	732.6	15.3	156.7	128.5		105.6	163.7	
Back of Queue (*Q*), veh/ln (95 th percentile)	5.6	10.0	3.1	3.3	28.6	0.6	6.3	5.1		4.2	6.5	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.65	0.00	0.39	0.38	0.00	0.10	0.78	0.00		0.00	0.00	
Uniform Delay (d_1), s/veh	46.1	14.2	11.7	46.9	22.5	11.7	44.1	43.8		43.6	44.5	
Incremental Delay (d_2), s/veh	26.8	0.9	0.4	4.9	12.4	0.1	3.9	2.2		1.2	13.4	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Control Delay (*d*), s/veh	72.8	15.1	12.1	51.8	34.9	11.8	48.0	46.0		44.8	57.9	
Level of Service (LOS)	E	B	B	D	C	B	D	D		D	E	
Approach Delay, s/veh / LOS	19.4	B		35.1	D		47.1	D		52.2	D	
Intersection Delay, s/veh / LOS	32.0						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.90	B	1.96	B	2.46	B	2.49	B
Bicycle LOS Score / LOS	1.42	A	2.04	B	0.91	A	0.85	A

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HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Feb 27, 2025	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.83
Urban Street	E Judge Perez	Analysis Year	2050 Build Alt 12 CHIP (w. Port)	Analysis Period	1> 7:00
Intersection	Palmisano Blvd	File Name	Judge Perez at Palmisano 2050 Build Alt 12 CHIP…		
Project Description	23-040				

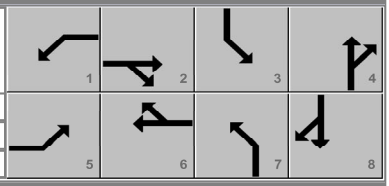


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	77	735	142	59	1472	29	115	28	77	79	47	63

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	51	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	5.1	41.6	6.5	9.1	9.7	0.0
Yellow	5.0	5.0	5.0	4.0	4.0	0.0
Red	1.0	1.0	1.0	1.0	1.0	0.0



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	0.953	0.992	1.000	0.977	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	0.952	1.000	1.000	0.952	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.000	0.847		0.886	0.886		0.911	0.911
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00								
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)												
Movement Saturation Flow Rate (s), veh/h	1810	3448	1598	1810	3533	1610	1810	486	1198	1810	790	941
Proportion of Vehicles Arriving on Green (P)	0.07	0.54	0.54	0.05	0.53	0.53	0.10	0.10	0.10	0.09	0.09	0.09
Incremental Delay Factor (k)	0.30	0.50	0.50	0.04	0.50	0.50	0.05	0.04		0.04	0.18	

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.0	6.0	6.0	6.0		5.0		5.0
Green Ratio (g/C)	0.07	0.54	0.05	0.53		0.10		0.09
Permitted Saturation Flow Rate (s_p), veh/h/ln	0	0	0	0		1810		1810
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	0.0	0.0	0.0	0.0		0.0		0.0
Permitted Service Time (g_u), s	0.0	0.0	0.0	0.0		0.0		0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0		0.0		0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		0		0				
Protected Right Effective Green Time (g_R), s		0.0		0.0				

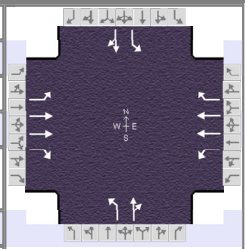
Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.198	0.011	1.198	0.010	1.710	0.004	1.710	0.021
Pedestrian F_s / F_{delay}	0.000	0.094	0.000	0.151	0.000	0.149	0.000	0.157
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	1081.44	10.55	130.32	43.70	194.41	40.75		56.18

Bicycle F_w / F_v	-3.64	0.93	-3.64	1.55	-3.64	0.42	-3.64	0.36

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HCS Signalized Intersection Results Graphical Summary

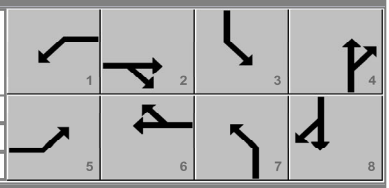
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Feb 27, 2025	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.83
Urban Street	E Judge Perez	Analysis Year	2050 Build Alt 12 CHIP (w. Port)	Analysis Period	1> 7:00
Intersection	Palmisano Blvd	File Name	Judge Perez at Palmisano 2050 Build Alt 12 CHIP…		
Project Description	23-040				



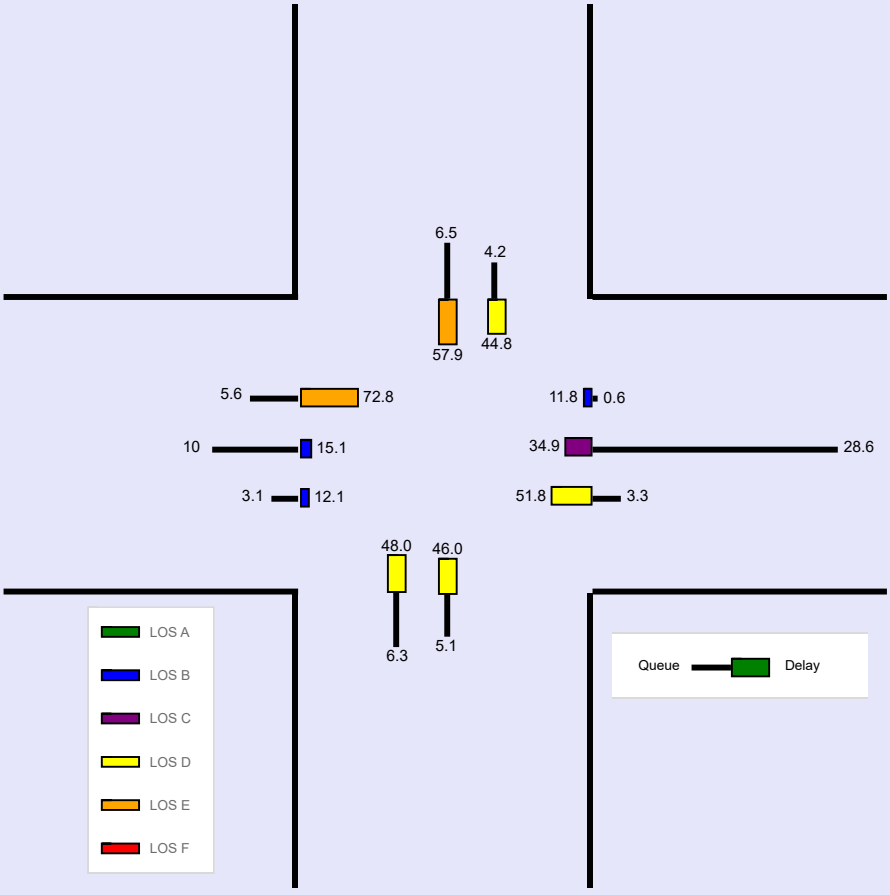
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	77	735	142	59	1472	29	115	28	77	79	47	63

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	51	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	5.1	41.6	6.5	9.1	9.7	0.0	
Yellow	5.0	5.0	5.0	4.0	4.0	0.0	
Red	1.0	1.0	1.0	1.0	1.0	0.0	



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	140	261.8	78.7	83.1	732.6	15.3	156.7	128.5		105.6	163.7	
Back of Queue (*Q*), veh/ln (95 th percentile)	5.6	10.0	3.1	3.3	28.6	0.6	6.3	5.1		4.2	6.5	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.65	0.00	0.39	0.38	0.00	0.10	0.78	0.00		0.00	0.00	
Control Delay (*d*), s/veh	72.8	15.1	12.1	51.8	34.9	11.8	48.0	46.0		44.8	57.9	
Level of Service (LOS)	E	B	B	D	C	B	D	D		D	E	
Approach Delay, s/veh / LOS	19.4	B		35.1	D		47.1	D		52.2	D	
Intersection Delay, s/veh / LOS	32.0						C					



--- Messages ---

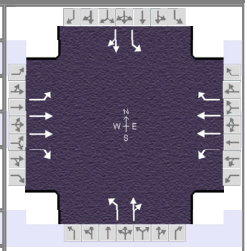
No errors or warnings exist.

--- Comments ---

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HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Feb 27, 2025	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.95
Urban Street	E Judge Perez	Analysis Year	2050 Build Alt 12 CHIP (w. Port)	Analysis Period	1> 7:00
Intersection	Palmisano Blvd	File Name	Judge Perez at Palmisano 2050 Build Alt 12 CHIP…		
Project Description	23-040				

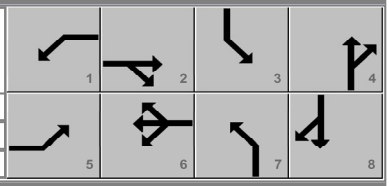


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	42	1662	68	29	1185	55	52	54	57	74	17	66

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	51	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	4.5	84.6	3.1	11.0	8.9	0.0						
Yellow	5.0	5.0	5.0	4.0	4.0	0.0						
Red	1.0	1.0	1.0	1.0	1.0	0.0						



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	42	1662	68	29	1185	55	52	54	57	74	17	66
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	1	0	0	2	0	0	0		0	0	
Ped / Bike / RTOR, /h	0	0	7	0	0	6	0	0	6	0	0	7
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0	
Turn Bay Length, ft	215	0	200	220	0	150	200	0		0	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	35	35	35	20	20	20

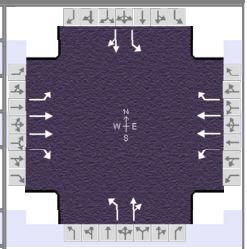
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	22.0	75.0	22.0	75.0	25.0	25.0	18.0	18.0
Yellow Change Interval (*Y*), s	5.0	5.0	5.0	5.0	4.0	4.0	4.0	4.0
Red Clearance Interval (R_c), s	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s	4	15	4	15	5	5	5	5
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	1.5	2.0	1.5	2.0	2.0	2.0	2.0	2.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	No	No	No	No	No	No	No	No
Walk (*Walk*), s		0.0		0.0		7.0		7.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		17.0		17.0

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

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HCS Signalized Intersection Results Summary

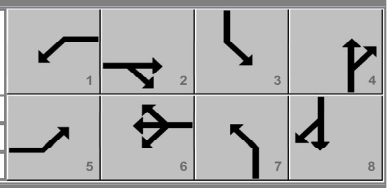
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Feb 27, 2025	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.95
Urban Street	E Judge Perez	Analysis Year	2050 Build Alt 12 CHIP (w. Port)	Analysis Period	1> 7:00
Intersection	Palmisano Blvd	File Name	Judge Perez at Palmisano 2050 Build Alt 12 CHIP…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	42	1662	68	29	1185	55	52	54	57	74	17	66

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	51	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	4.5	84.6	3.1	11.0	8.9	0.0	
Yellow	5.0	5.0	5.0	4.0	4.0	0.0	
Red	1.0	1.0	1.0	1.0	1.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6		4		8
Case Number	2.0	3.0	1.3	3.0		10.0		10.0
Phase Duration, s	10.5	101.0	9.1	99.7		16.0		13.9
Change Period, ($Y+R_c$), s	6.0	6.0	6.0	6.0		5.0		5.0
Max Allow Headway (*MAH*), s	2.6	0.0	2.6	0.0		3.2		3.4
Queue Clearance Time (g_s), s	5.4		2.0			10.7		8.6
Green Extension Time (g_e), s	0.0	0.0	2.4	0.0		0.3		0.3
Phase Call Probability	0.82		0.69			1.00		1.00
Max Out Probability	0.00		0.01			0.00		0.00

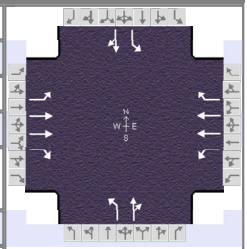
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	44	1749	64	31	1247	52	55	111		78	80	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1795	1610	1810	1781	1610	1810	1747		1810	1667	
Queue Service Time (g_s), s	3.4	42.7	1.9	0.0	25.0	1.5	4.0	8.7		5.9	6.6	
Cycle Queue Clearance Time (g_c), s	3.4	42.7	1.9	0.0	25.0	1.5	4.0	8.7		5.9	6.6	
Green Ratio (*g/C*)	0.03	0.68	0.68	0.61	0.67	0.67	0.08	0.08		0.06	0.06	
Capacity (*c*), veh/h	58	2437	1093	191	2382	1077	142	137		115	106	
Volume-to-Capacity Ratio (*X*)	0.767	0.718	0.059	0.160	0.524	0.048	0.386	0.807		0.676	0.754	
Back of Queue (*Q*), ft/ln (95 th percentile)	76	587.9	29.6	32.7	374.4	24.5	84.3	181		128.1	133.7	
Back of Queue (*Q*), veh/ln (95 th percentile)	3.0	23.3	1.2	1.3	14.7	1.0	3.4	7.2		5.1	5.3	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.35	0.00	0.15	0.15	0.00	0.16	0.42	0.00		0.00	0.00	
Uniform Delay (d_1), s/veh	67.3	14.1	8.2	30.1	11.8	7.9	61.3	63.5		64.1	64.5	
Incremental Delay (d_2), s/veh	7.6	1.9	0.1	0.1	0.8	0.1	0.6	4.2		2.6	4.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Control Delay (*d*), s/veh	74.9	15.9	8.3	30.3	12.6	8.0	62.0	67.7		66.7	68.5	
Level of Service (LOS)	E	B	A	C	B	A	E	E		E	E	
Approach Delay, s/veh / LOS	17.1	B		12.9	B		65.8	E		67.6	E	
Intersection Delay, s/veh / LOS	20.0						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.97	B	1.89	B	2.48	B	2.49	B
Bicycle LOS Score / LOS	2.02	B	1.58	B	0.76	A	0.75	A

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HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Feb 27, 2025	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.95
Urban Street	E Judge Perez	Analysis Year	2050 Build Alt 12 CHIP (w. Port)	Analysis Period	1> 7:00
Intersection	Palmisano Blvd	File Name	Judge Perez at Palmisano 2050 Build Alt 12 CHIP…		
Project Description	23-040				

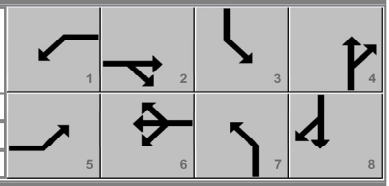


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	42	1662	68	29	1185	55	52	54	57	74	17	66

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	51	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	4.5	84.6	3.1	11.0	8.9	0.0
Yellow	5.0	5.0	5.0	4.0	4.0	0.0
Red	1.0	1.0	1.0	1.0	1.0	0.0



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	0.992	1.000	1.000	0.984	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	0.952	1.000	1.000	0.952	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.000	0.847		0.920	0.920		0.877	0.877
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00								
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)												
Movement Saturation Flow Rate (s), veh/h	1810	3589	1610	1810	3561	1610	1810	899	849	1810	373	1294
Proportion of Vehicles Arriving on Green (P)	0.03	0.68	0.68	0.02	0.67	0.67	0.08	0.08	0.08	0.06	0.06	0.06
Incremental Delay Factor (k)	0.04	0.50	0.50	0.04	0.50	0.50	0.04	0.04		0.04	0.04	

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.0	6.0	6.0	6.0		5.0		5.0
Green Ratio (g/C)	0.03	0.68	0.61	0.67		0.08		0.06
Permitted Saturation Flow Rate (s_p), veh/h/ln	0	0	279	0		1810		1810
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	0.0	0.0	82.6	0.0		0.0		0.0
Permitted Service Time (g_u), s	0.0	0.0	50.3	0.0		0.0		0.0
Permitted Queue Service Time (g_{ps}), s			10.6					
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0		0.0		0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		0		0				
Protected Right Effective Green Time (g_R), s		0.0		0.0				

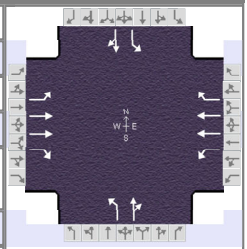
Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.198	0.009	1.198	0.010	1.710	0.009	1.710	0.010
Pedestrian F_s / F_{delay}	0.000	0.169	0.000	0.082	0.000	0.165	0.000	0.170
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	43.83	66.97	1337.90	7.67	127.33	61.37	-85.71	76.13

Bicycle F_w / F_v	-3.64	1.53	-3.64	1.10	-3.64	0.27	-3.64	0.26

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HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Feb 27, 2025	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.95
Urban Street	E Judge Perez	Analysis Year	2050 Build Alt 12 CHIP (w. Port)	Analysis Period	1> 7:00
Intersection	Palmisano Blvd	File Name	Judge Perez at Palmisano 2050 Build Alt 12 CHIP…		
Project Description	23-040				

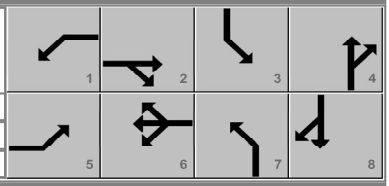


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	42	1662	68	29	1185	55	52	54	57	74	17	66

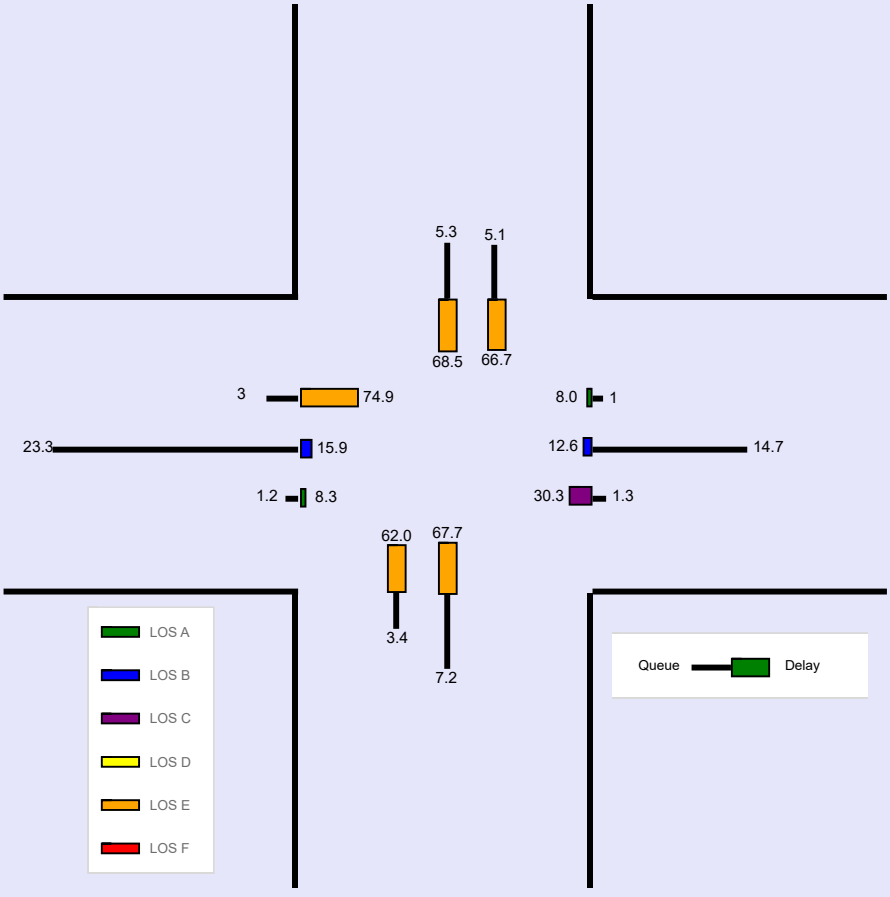
Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	51	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	4.5	84.6	3.1	11.0	8.9	0.0
Yellow	5.0	5.0	5.0	4.0	4.0	0.0
Red	1.0	1.0	1.0	1.0	1.0	0.0



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	76	587.9	29.6	32.7	374.4	24.5	84.3	181		128.1	133.7	
Back of Queue (*Q*), veh/ln (95 th percentile)	3.0	23.3	1.2	1.3	14.7	1.0	3.4	7.2		5.1	5.3	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.35	0.00	0.15	0.15	0.00	0.16	0.42	0.00		0.00	0.00	
Control Delay (*d*), s/veh	74.9	15.9	8.3	30.3	12.6	8.0	62.0	67.7		66.7	68.5	
Level of Service (LOS)	E	B	A	C	B	A	E	E		E	E	
Approach Delay, s/veh / LOS	17.1	B		12.9	B		65.8	E		67.6	E	
Intersection Delay, s/veh / LOS	20.0						C					



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--- Messages ---

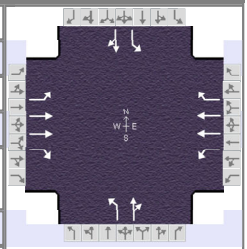
No errors or warnings exist.

--- Comments ---

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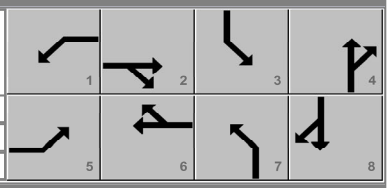
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Feb 27, 2025	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.83
Urban Street	E Judge Perez	Analysis Year	2050 Build Alt 22 GEHIP (w. Port)	Analysis Period	1> 7:00
Intersection	Palmisano Blvd	File Name	Judge Perez at Palmisano 2050 Build Alt 22 GEH…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	77	771	142	59	1497	29	115	28	77	79	47	63

Signal Information					EB			WB			NB			SB		
Cycle, s	100.0	Reference Phase	2													
Offset, s	51	Reference Point	End	Green	5.1	41.6	6.5	9.1	9.7	0.0						
Uncoordinated	No	Simult. Gap E/W	On	Yellow	5.0	5.0	5.0	4.0	4.0	0.0						
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	1.0	1.0	1.0	1.0	0.0						



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	77	771	142	59	1497	29	115	28	77	79	47	63
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	6	1	0	3	0	0	0		0	0	
Ped / Bike / RTOR, /h	0	0	15	0	0	3	0	0	8	0	0	7
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0	
Turn Bay Length, ft	215	0	200	220	0	150	200	0		0	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	35	35	35	20	20	20

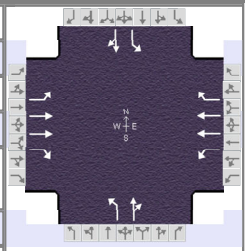
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	18.0	43.0	23.0	48.0	18.0	18.0	16.0	16.0
Yellow Change Interval (*Y*), s	5.0	5.0	5.0	5.0	4.0	4.0	4.0	4.0
Red Clearance Interval (R_c), s	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s	4	15	4	15	5	5	5	5
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	1.5	2.0	1.5	2.0	2.0	2.0	2.0	2.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	No	No	No	No	No	No	No	No
Walk (*Walk*), s		0.0		0.0		7.0		7.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		17.0		17.0

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

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HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Feb 27, 2025	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.83
Urban Street	E Judge Perez	Analysis Year	2050 Build Alt 22 GEHIP (w. Port)	Analysis Period	1> 7:00
Intersection	Palmisano Blvd	File Name	Judge Perez at Palmisano 2050 Build Alt 22 GEH…		
Project Description	23-040				

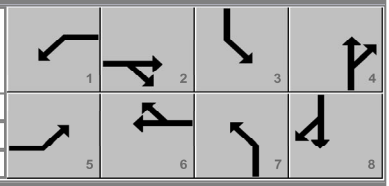


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	77	771	142	59	1497	29	115	28	77	79	47	63

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	51	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	5.1	41.6	6.5	9.1	9.7	0.0
Yellow	5.0	5.0	5.0	4.0	4.0	0.0
Red	1.0	1.0	1.0	1.0	1.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6		4		8
Case Number	2.0	3.0	2.0	3.0		10.0		10.0
Phase Duration, s	12.5	60.1	11.1	58.7		14.7		14.1
Change Period, ($Y+R_c$), s	6.0	6.0	6.0	6.0		5.0		5.0
Max Allow Headway (*MAH*), s	2.6	0.0	2.6	0.0		3.2		3.4
Queue Clearance Time (g_s), s	7.1		5.9			9.5		9.0
Green Extension Time (g_e), s	0.0	0.0	0.1	0.0		0.2		0.1
Phase Call Probability	0.92		0.86			1.00		1.00
Max Out Probability	1.00		0.00			0.14		1.00

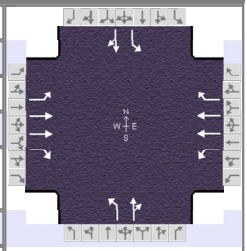
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	93	929	153	71	1804	31	139	117		95	124	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1724	1598	1810	1766	1610	1810	1684		1810	1731	
Queue Service Time (g_s), s	5.1	16.9	4.9	3.9	49.4	0.9	7.5	6.7		5.0	7.0	
Cycle Queue Clearance Time (g_c), s	5.1	16.9	4.9	3.9	49.4	0.9	7.5	6.7		5.0	7.0	
Green Ratio (*g/C*)	0.07	0.54	0.54	0.05	0.53	0.53	0.10	0.10		0.09	0.09	
Capacity (*c*), veh/h	118	1865	864	92	1861	848	176	164		165	157	
Volume-to-Capacity Ratio (*X*)	0.787	0.498	0.177	0.769	0.969	0.037	0.788	0.714		0.578	0.788	
Back of Queue (*Q*), ft/ln (95 th percentile)	140	276	78.7	83.1	770	15.3	156.7	128.5		105.6	163.7	
Back of Queue (*Q*), veh/ln (95 th percentile)	5.6	10.5	3.1	3.3	30.1	0.6	6.3	5.1		4.2	6.5	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.65	0.00	0.39	0.38	0.00	0.10	0.78	0.00		0.00	0.00	
Uniform Delay (d_1), s/veh	46.1	14.4	11.7	46.9	22.9	11.7	44.1	43.8		43.6	44.5	
Incremental Delay (d_2), s/veh	26.8	1.0	0.4	4.9	14.8	0.1	3.9	2.2		1.2	13.4	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Control Delay (*d*), s/veh	72.8	15.4	12.1	51.8	37.7	11.8	48.0	46.0		44.8	57.9	
Level of Service (LOS)	E	B	B	D	D	B	D	D		D	E	
Approach Delay, s/veh / LOS	19.5	B		37.8	D		47.1	D		52.2	D	
Intersection Delay, s/veh / LOS	33.3						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.90	B	1.96	B	2.46	B	2.49	B
Bicycle LOS Score / LOS	1.46	A	2.06	B	0.91	A	0.85	A

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HCS Signalized Intersection Intermediate Values

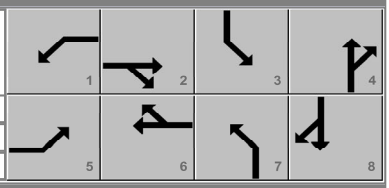
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Feb 27, 2025	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.83
Urban Street	E Judge Perez	Analysis Year	2050 Build Alt 22 GEHIP (w. Port)	Analysis Period	1> 7:00
Intersection	Palmisano Blvd	File Name	Judge Perez at Palmisano 2050 Build Alt 22 GEH…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	77	771	142	59	1497	29	115	28	77	79	47	63

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	51	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	5.1	41.6	6.5	9.1	9.7	0.0
Yellow	5.0	5.0	5.0	4.0	4.0	0.0
Red	1.0	1.0	1.0	1.0	1.0	0.0



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	0.953	0.992	1.000	0.977	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	0.952	1.000	1.000	0.952	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.000	0.847		0.886	0.886		0.911	0.911
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00								
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)												
Movement Saturation Flow Rate (s), veh/h	1810	3448	1598	1810	3533	1610	1810	486	1198	1810	790	941
Proportion of Vehicles Arriving on Green (P)	0.07	0.54	0.54	0.05	0.53	0.53	0.10	0.10	0.10	0.09	0.09	0.09
Incremental Delay Factor (k)	0.30	0.50	0.50	0.04	0.50	0.50	0.05	0.04		0.04	0.18	

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.0	6.0	6.0	6.0		5.0		5.0
Green Ratio (g/C)	0.07	0.54	0.05	0.53		0.10		0.09
Permitted Saturation Flow Rate (s_p), veh/h/ln	0	0	0	0		1810		1810
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	0.0	0.0	0.0	0.0		0.0		0.0
Permitted Service Time (g_u), s	0.0	0.0	0.0	0.0		0.0		0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0		0.0		0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		0		0				
Protected Right Effective Green Time (g_R), s		0.0		0.0				

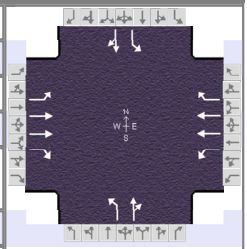
Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.198	0.011	1.198	0.010	1.710	0.004	1.710	0.021
Pedestrian F_s / F_{delay}	0.000	0.094	0.000	0.151	0.000	0.149	0.000	0.157
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	1081.44	10.55	130.32	43.70	194.41	40.75		56.18

Bicycle F_w / F_v	-3.64	0.97	-3.64	1.57	-3.64	0.42	-3.64	0.36

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HCS Signalized Intersection Results Graphical Summary

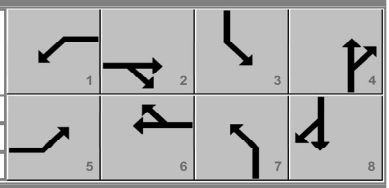
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Feb 27, 2025	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.83
Urban Street	E Judge Perez	Analysis Year	2050 Build Alt 22 GEHIP (w. Port)	Analysis Period	1> 7:00
Intersection	Palmisano Blvd	File Name	Judge Perez at Palmisano 2050 Build Alt 22 GEH…		
Project Description	23-040				



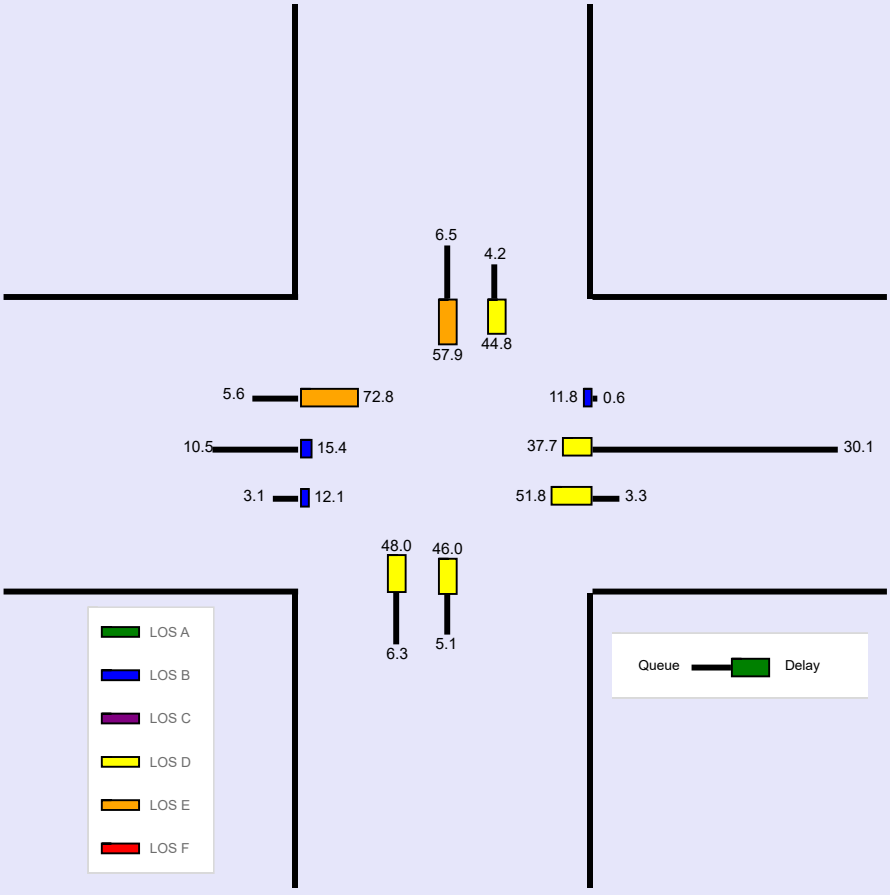
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	77	771	142	59	1497	29	115	28	77	79	47	63

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	51	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	5.1	41.6	6.5	9.1	9.7	0.0	
Yellow	5.0	5.0	5.0	4.0	4.0	0.0	
Red	1.0	1.0	1.0	1.0	1.0	0.0	



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	140	276	78.7	83.1	770	15.3	156.7	128.5		105.6	163.7	
Back of Queue (*Q*), veh/ln (95 th percentile)	5.6	10.5	3.1	3.3	30.1	0.6	6.3	5.1		4.2	6.5	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.65	0.00	0.39	0.38	0.00	0.10	0.78	0.00		0.00	0.00	
Control Delay (*d*), s/veh	72.8	15.4	12.1	51.8	37.7	11.8	48.0	46.0		44.8	57.9	
Level of Service (LOS)	E	B	B	D	D	B	D	D		D	E	
Approach Delay, s/veh / LOS	19.5	B		37.8	D		47.1	D		52.2	D	
Intersection Delay, s/veh / LOS	33.3						C					



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--- Messages ---

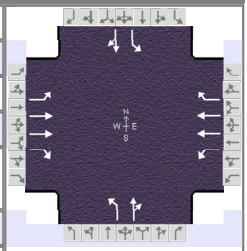
No errors or warnings exist.

--- Comments ---

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HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Feb 27, 2025	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.95
Urban Street	E Judge Perez	Analysis Year	2050 Build Alt 22 GEHIP (w. Port)	Analysis Period	1> 7:00
Intersection	Palmisano Blvd	File Name	Judge Perez at Palmisano 2050 Build Alt 22 GEH…		
Project Description	23-040				

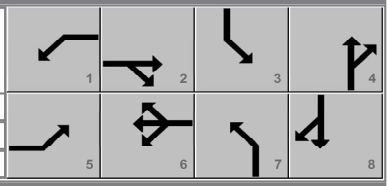


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	42	1716	68	29	1214	55	52	54	57	74	17	66

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	51	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	4.5	84.5	3.1	11.0	8.9	0.0						
Yellow	5.0	5.0	5.0	4.0	4.0	0.0						
Red	1.0	1.0	1.0	1.0	1.0	0.0						



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	42	1716	68	29	1214	55	52	54	57	74	17	66
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	1	0	0	2	0	0	0		0	0	
Ped / Bike / RTOR, /h	0	0	7	0	0	6	0	0	6	0	0	7
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0	
Turn Bay Length, ft	215	0	200	220	0	150	200	0		0	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	35	35	35	20	20	20

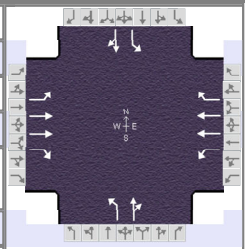
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	22.0	75.0	22.0	75.0	25.0	25.0	18.0	18.0
Yellow Change Interval (*Y*), s	5.0	5.0	5.0	5.0	4.0	4.0	4.0	4.0
Red Clearance Interval (R_c), s	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s	4	15	4	15	5	5	5	5
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	1.5	2.0	1.5	2.0	2.0	2.0	2.0	2.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	No	No	No	No	No	No	No	No
Walk (*Walk*), s		0.0		0.0		7.0		7.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		17.0		17.0

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

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HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Feb 27, 2025	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.95
Urban Street	E Judge Perez	Analysis Year	2050 Build Alt 22 GEHIP (w. Port)	Analysis Period	1> 7:00
Intersection	Palmisano Blvd	File Name	Judge Perez at Palmisano 2050 Build Alt 22 GEH…		
Project Description	23-040				

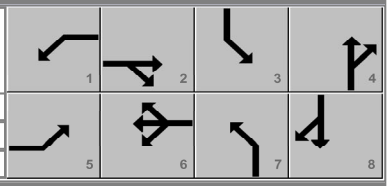


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	42	1716	68	29	1214	55	52	54	57	74	17	66

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	51	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	4.5	84.5	3.1	11.0	8.9	0.0
Yellow	5.0	5.0	5.0	4.0	4.0	0.0
Red	1.0	1.0	1.0	1.0	1.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6		4		8
Case Number	2.0	3.0	1.3	3.0		10.0		10.0
Phase Duration, s	10.5	101.0	9.1	99.7		16.0		13.9
Change Period, ($Y+R_c$), s	6.0	6.0	6.0	6.0		5.0		5.0
Max Allow Headway (*MAH*), s	2.6	0.0	2.6	0.0		3.2		3.4
Queue Clearance Time (g_s), s	5.4		2.0			10.7		8.6
Green Extension Time (g_e), s	0.0	0.0	2.5	0.0		0.3		0.3
Phase Call Probability	0.82		0.69			1.00		1.00
Max Out Probability	0.00		0.02			0.00		0.00

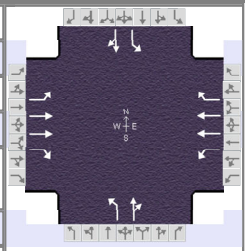
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	44	1806	64	31	1278	52	55	111		78	80	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1795	1610	1810	1781	1610	1810	1747		1810	1667	
Queue Service Time (g_s), s	3.4	45.6	1.9	0.0	25.9	1.5	4.0	8.7		5.9	6.6	
Cycle Queue Clearance Time (g_c), s	3.4	45.6	1.9	0.0	25.9	1.5	4.0	8.7		5.9	6.6	
Green Ratio (*g/C*)	0.03	0.68	0.68	0.61	0.67	0.67	0.08	0.08		0.06	0.06	
Capacity (*c*), veh/h	58	2436	1093	181	2382	1077	142	137		115	106	
Volume-to-Capacity Ratio (*X*)	0.767	0.742	0.059	0.168	0.536	0.048	0.386	0.807		0.676	0.754	
Back of Queue (*Q*), ft/ln (95 th percentile)	76	623.4	29.7	34.2	386.8	24.5	84.3	181		128.1	133.7	
Back of Queue (*Q*), veh/ln (95 th percentile)	3.0	24.7	1.2	1.4	15.2	1.0	3.4	7.2		5.1	5.3	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.35	0.00	0.15	0.16	0.00	0.16	0.42	0.00		0.00	0.00	
Uniform Delay (d_1), s/veh	67.3	14.6	8.2	32.3	12.0	7.9	61.3	63.5		64.1	64.5	
Incremental Delay (d_2), s/veh	7.6	2.1	0.1	0.2	0.9	0.1	0.6	4.2		2.6	4.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Control Delay (*d*), s/veh	74.9	16.6	8.3	32.5	12.8	8.0	62.0	67.7		66.7	68.5	
Level of Service (LOS)	E	B	A	C	B	A	E	E		E	E	
Approach Delay, s/veh / LOS	17.7	B		13.1	B		65.8	E		67.6	E	
Intersection Delay, s/veh / LOS	20.4						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.97	B	1.89	B	2.48	B	2.49	B
Bicycle LOS Score / LOS	2.07	B	1.61	B	0.76	A	0.75	A

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HCS Signalized Intersection Intermediate Values

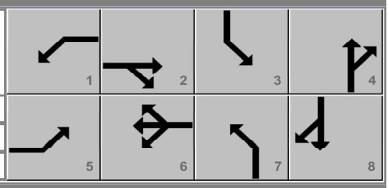
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Feb 27, 2025	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.95
Urban Street	E Judge Perez	Analysis Year	2050 Build Alt 22 GEHIP (w. Port)	Analysis Period	1> 7:00
Intersection	Palmisano Blvd	File Name	Judge Perez at Palmisano 2050 Build Alt 22 GEH…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	42	1716	68	29	1214	55	52	54	57	74	17	66

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	51	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	4.5	84.5	3.1	11.0	8.9	0.0						
Yellow	5.0	5.0	5.0	4.0	4.0	0.0						
Red	1.0	1.0	1.0	1.0	1.0	0.0						



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	0.992	1.000	1.000	0.984	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	0.952	1.000	1.000	0.952	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.000	0.847		0.920	0.920		0.877	0.877
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00								
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)												
Movement Saturation Flow Rate (s), veh/h	1810	3589	1610	1810	3561	1610	1810	899	849	1810	373	1294
Proportion of Vehicles Arriving on Green (P)	0.03	0.68	0.68	0.02	0.67	0.67	0.08	0.08	0.08	0.06	0.06	0.06
Incremental Delay Factor (k)	0.04	0.50	0.50	0.04	0.50	0.50	0.04	0.04		0.04	0.04	

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.0	6.0	6.0	6.0		5.0		5.0
Green Ratio (g/C)	0.03	0.68	0.61	0.67		0.08		0.06
Permitted Saturation Flow Rate (s_p), veh/h/ln	0	0	264	0		1810		1810
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	0.0	0.0	82.5	0.0		0.0		0.0
Permitted Service Time (g_u), s	0.0	0.0	47.4	0.0		0.0		0.0
Permitted Queue Service Time (g_{ps}), s			11.7					
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0		0.0		0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		0		0				
Protected Right Effective Green Time (g_R), s		0.0		0.0				

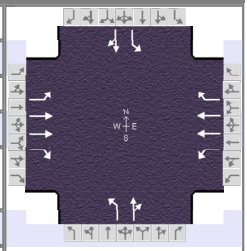
Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.198	0.009	1.198	0.010	1.710	0.009	1.710	0.010
Pedestrian F_s / F_{delay}	0.000	0.169	0.000	0.082	0.000	0.165	0.000	0.170
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	44.58	66.91	1337.90	7.67	127.33	61.37	-85.71	76.13

Bicycle F_w / F_v	-3.64	1.58	-3.64	1.12	-3.64	0.27	-3.64	0.26

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HCS Signalized Intersection Results Graphical Summary

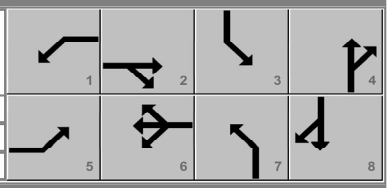
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Feb 27, 2025	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.95
Urban Street	E Judge Perez	Analysis Year	2050 Build Alt 22 GEHIP (w. Port)	Analysis Period	1> 7:00
Intersection	Palmisano Blvd	File Name	Judge Perez at Palmisano 2050 Build Alt 22 GEH…		
Project Description	23-040				



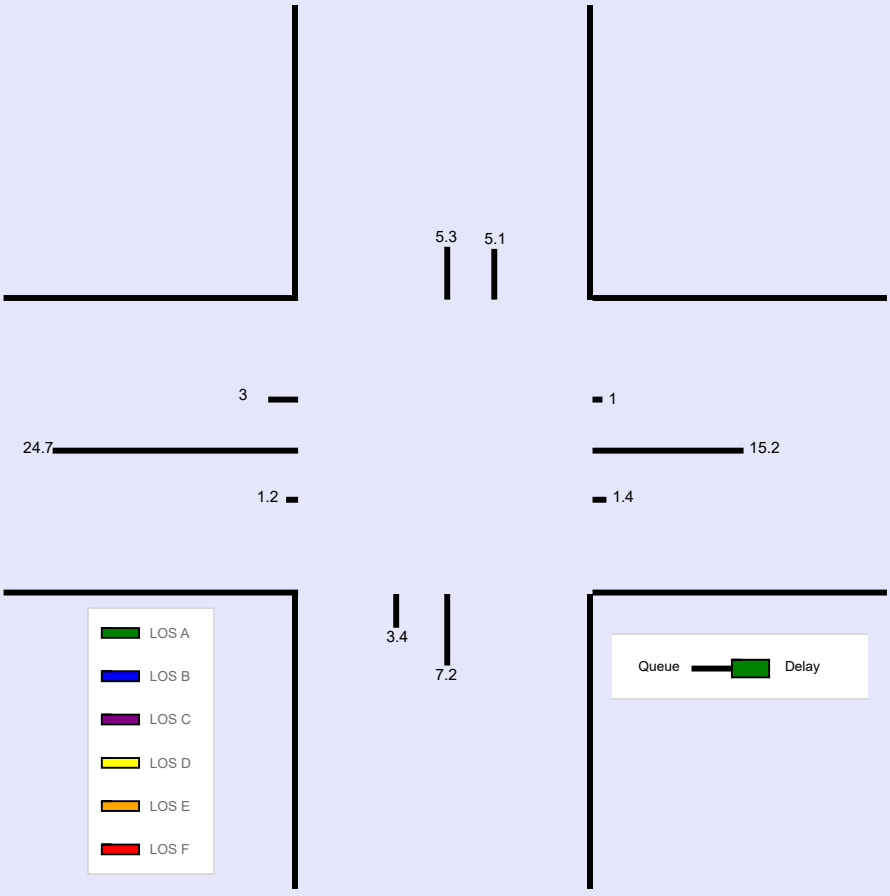
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	42	1716	68	29	1214	55	52	54	57	74	17	66

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	51	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	4.5	84.5	3.1	11.0	8.9	0.0	
Yellow	5.0	5.0	5.0	4.0	4.0	0.0	
Red	1.0	1.0	1.0	1.0	1.0	0.0	



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	76	623.4	29.7	34.2	386.8	24.5	84.3	181		128.1	133.7	
Back of Queue (*Q*), veh/ln (95 th percentile)	3.0	24.7	1.2	1.4	15.2	1.0	3.4	7.2		5.1	5.3	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.35	0.00	0.15	0.16	0.00	0.16	0.42	0.00		0.00	0.00	
Control Delay (*d*), s/veh	74.9	16.6	8.3	32.5	12.8	8.0	62.0	67.7		66.7	68.5	
Level of Service (LOS)	E	B	A	C	B	A	E	E		E	E	
Approach Delay, s/veh / LOS	17.7	B		13.1	B		65.8	E		67.6	E	
Intersection Delay, s/veh / LOS	20.4						C					



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--- Messages ---

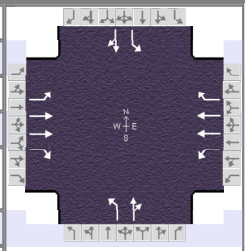
No errors or warnings exist.

--- Comments ---

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HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Feb 27, 2025	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.83
Urban Street	E Judge Perez	Analysis Year	2050 Build Alt 25 GES (w. Port)	Analysis Period	1> 7:00
Intersection	Palmisano Blvd	File Name	Judge Perez at Palmisano 2050 Build Alt 25 GES…		
Project Description	23-040				

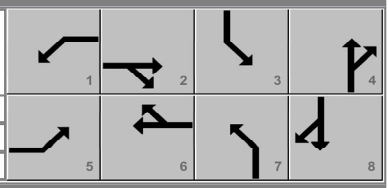


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	77	746	142	59	1472	29	115	28	77	79	47	63

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	51	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	5.1	41.6	6.5	9.1	9.7	0.0						
Yellow	5.0	5.0	5.0	4.0	4.0	0.0						
Red	1.0	1.0	1.0	1.0	1.0	0.0						



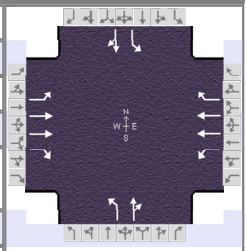
Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	77	746	142	59	1472	29	115	28	77	79	47	63
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	6	1	0	3	0	0	0		0	0	
Ped / Bike / RTOR, /h	0	0	15	0	0	3	0	0	8	0	0	7
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0	
Turn Bay Length, ft	215	0	200	220	0	150	200	0		0	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	35	35	35	20	20	20

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	18.0	43.0	23.0	48.0	18.0	18.0	16.0	16.0
Yellow Change Interval (*Y*), s	5.0	5.0	5.0	5.0	4.0	4.0	4.0	4.0
Red Clearance Interval (R_c), s	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s	4	15	4	15	5	5	5	5
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	1.5	2.0	1.5	2.0	2.0	2.0	2.0	2.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	No	No	No	No	No	No	No	No
Walk (*Walk*), s		0.0		0.0		7.0		7.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		17.0		17.0

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

HCS Signalized Intersection Results Summary

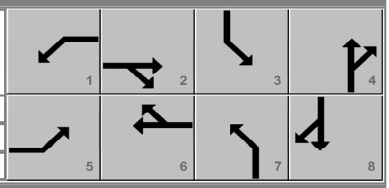
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Feb 27, 2025	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.83
Urban Street	E Judge Perez	Analysis Year	2050 Build Alt 25 GES (w. Port)	Analysis Period	1> 7:00
Intersection	Palmisano Blvd	File Name	Judge Perez at Palmisano 2050 Build Alt 25 GES…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	77	746	142	59	1472	29	115	28	77	79	47	63

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	51	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	5.1	41.6	6.5	9.1	9.7	0.0
Yellow	5.0	5.0	5.0	4.0	4.0	0.0
Red	1.0	1.0	1.0	1.0	1.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6		4		8
Case Number	2.0	3.0	2.0	3.0		10.0		10.0
Phase Duration, s	12.5	60.1	11.1	58.7		14.7		14.1
Change Period, ($Y+R_c$), s	6.0	6.0	6.0	6.0		5.0		5.0
Max Allow Headway (*MAH*), s	2.6	0.0	2.6	0.0		3.2		3.4
Queue Clearance Time (g_s), s	7.1		5.9			9.5		9.0
Green Extension Time (g_e), s	0.0	0.0	0.1	0.0		0.2		0.1
Phase Call Probability	0.92		0.86			1.00		1.00
Max Out Probability	1.00		0.00			0.14		1.00

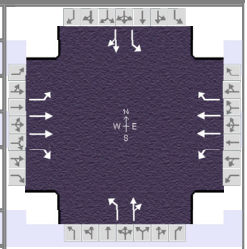
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	93	899	153	71	1773	31	139	117		95	124	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1724	1598	1810	1766	1610	1810	1684		1810	1731	
Queue Service Time (g_s), s	5.1	16.2	4.9	3.9	47.7	0.9	7.5	6.7		5.0	7.0	
Cycle Queue Clearance Time (g_c), s	5.1	16.2	4.9	3.9	47.7	0.9	7.5	6.7		5.0	7.0	
Green Ratio (*g/C*)	0.07	0.54	0.54	0.05	0.53	0.53	0.10	0.10		0.09	0.09	
Capacity (*c*), veh/h	118	1865	864	92	1861	848	176	164		165	157	
Volume-to-Capacity Ratio (*X*)	0.787	0.482	0.177	0.769	0.953	0.037	0.788	0.714		0.578	0.788	
Back of Queue (*Q*), ft/ln (95 th percentile)	140	265.9	78.7	83.1	732.6	15.3	156.7	128.5		105.6	163.7	
Back of Queue (*Q*), veh/ln (95 th percentile)	5.6	10.1	3.1	3.3	28.6	0.6	6.3	5.1		4.2	6.5	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.65	0.00	0.39	0.38	0.00	0.10	0.78	0.00		0.00	0.00	
Uniform Delay (d_1), s/veh	46.1	14.3	11.7	46.9	22.5	11.7	44.1	43.8		43.6	44.5	
Incremental Delay (d_2), s/veh	26.8	0.9	0.4	4.9	12.4	0.1	3.9	2.2		1.2	13.4	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Control Delay (*d*), s/veh	72.8	15.2	12.1	51.8	34.9	11.8	48.0	46.0		44.8	57.9	
Level of Service (LOS)	E	B	B	D	C	B	D	D		D	E	
Approach Delay, s/veh / LOS	19.4	B		35.1	D		47.1	D		52.2	D	
Intersection Delay, s/veh / LOS	31.9						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.90	B	1.96	B	2.46	B	2.49	B
Bicycle LOS Score / LOS	1.43	A	2.04	B	0.91	A	0.85	A

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HCS Signalized Intersection Intermediate Values

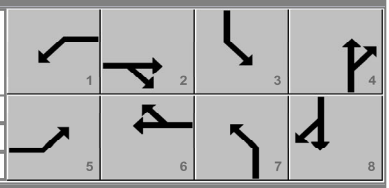
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Feb 27, 2025	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.83
Urban Street	E Judge Perez	Analysis Year	2050 Build Alt 25 GES (w. Port)	Analysis Period	1> 7:00
Intersection	Palmisano Blvd	File Name	Judge Perez at Palmisano 2050 Build Alt 25 GES…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	77	746	142	59	1472	29	115	28	77	79	47	63

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	51	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	5.1	41.6	6.5	9.1	9.7	0.0
Yellow	5.0	5.0	5.0	4.0	4.0	0.0
Red	1.0	1.0	1.0	1.0	1.0	0.0



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	0.953	0.992	1.000	0.977	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	0.952	1.000	1.000	0.952	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.000	0.847		0.886	0.886		0.911	0.911
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00								
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)												
Movement Saturation Flow Rate (s), veh/h	1810	3448	1598	1810	3533	1610	1810	486	1198	1810	790	941
Proportion of Vehicles Arriving on Green (P)	0.07	0.54	0.54	0.05	0.53	0.53	0.10	0.10	0.10	0.09	0.09	0.09
Incremental Delay Factor (k)	0.30	0.50	0.50	0.04	0.50	0.50	0.05	0.04		0.04	0.18	

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.0	6.0	6.0	6.0		5.0		5.0
Green Ratio (g/C)	0.07	0.54	0.05	0.53		0.10		0.09
Permitted Saturation Flow Rate (s_p), veh/h/ln	0	0	0	0		1810		1810
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	0.0	0.0	0.0	0.0		0.0		0.0
Permitted Service Time (g_u), s	0.0	0.0	0.0	0.0		0.0		0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0		0.0		0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		0		0				
Protected Right Effective Green Time (g_R), s		0.0		0.0				

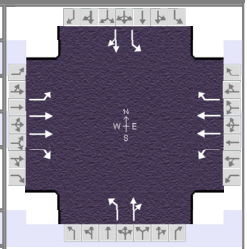
Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.198	0.011	1.198	0.010	1.710	0.004	1.710	0.021
Pedestrian F_s / F_{delay}	0.000	0.094	0.000	0.151	0.000	0.149	0.000	0.157
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	1081.44	10.55	130.32	43.70	194.41	40.75		56.18

Bicycle F_w / F_v	-3.64	0.94	-3.64	1.55	-3.64	0.42	-3.64	0.36

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HCS Signalized Intersection Results Graphical Summary

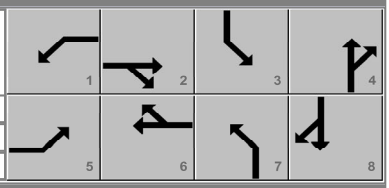
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Feb 27, 2025	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.83
Urban Street	E Judge Perez	Analysis Year	2050 Build Alt 25 GES (w. Port)	Analysis Period	1> 7:00
Intersection	Palmisano Blvd	File Name	Judge Perez at Palmisano 2050 Build Alt 25 GES…		
Project Description	23-040				



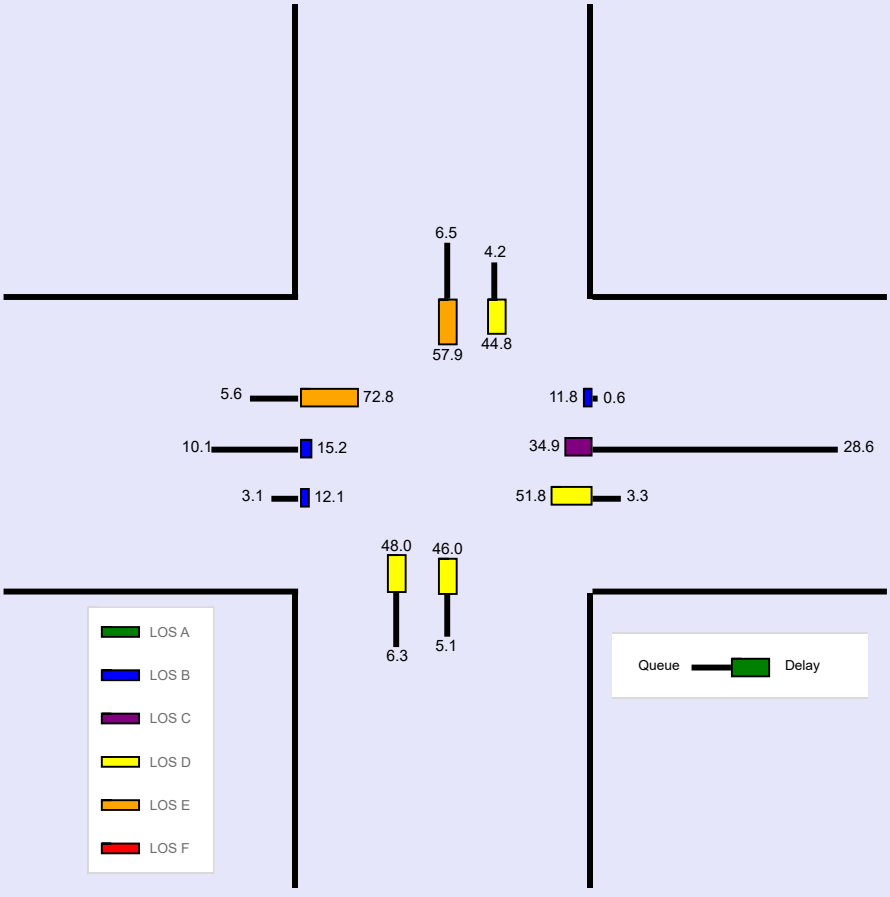
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	77	746	142	59	1472	29	115	28	77	79	47	63

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	51	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	5.1	41.6	6.5	9.1	9.7	0.0	
Yellow	5.0	5.0	5.0	4.0	4.0	0.0	
Red	1.0	1.0	1.0	1.0	1.0	0.0	



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	140	265.9	78.7	83.1	732.6	15.3	156.7	128.5		105.6	163.7	
Back of Queue (*Q*), veh/ln (95 th percentile)	5.6	10.1	3.1	3.3	28.6	0.6	6.3	5.1		4.2	6.5	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.65	0.00	0.39	0.38	0.00	0.10	0.78	0.00		0.00	0.00	
Control Delay (*d*), s/veh	72.8	15.2	12.1	51.8	34.9	11.8	48.0	46.0		44.8	57.9	
Level of Service (LOS)	E	B	B	D	C	B	D	D		D	E	
Approach Delay, s/veh / LOS	19.4	B		35.1	D		47.1	D		52.2	D	
Intersection Delay, s/veh / LOS	31.9						C					



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--- Messages ---

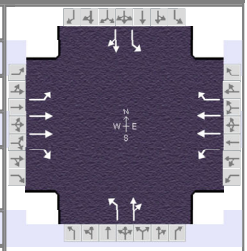
No errors or warnings exist.

--- Comments ---

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HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Feb 27, 2025	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.95
Urban Street	E Judge Perez	Analysis Year	2050 Build Alt 25 GES (w. Port)	Analysis Period	1> 7:00
Intersection	Palmisano Blvd	File Name	Judge Perez at Palmisano 2050 Build Alt 25 GES…		
Project Description	23-040				

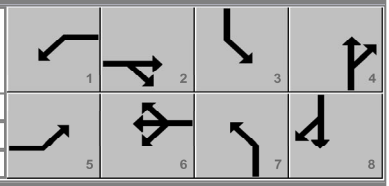


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	42	1678	68	29	1185	55	52	54	57	74	17	66

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	51	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	4.5	84.6	3.1	11.0	8.9	0.0						
Yellow	5.0	5.0	5.0	4.0	4.0	0.0						
Red	1.0	1.0	1.0	1.0	1.0	0.0						



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	42	1678	68	29	1185	55	52	54	57	74	17	66
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	1	0	0	2	0	0	0		0	0	
Ped / Bike / RTOR, /h	0	0	7	0	0	6	0	0	6	0	0	7
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0	
Turn Bay Length, ft	215	0	200	220	0	150	200	0		0	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	35	35	35	20	20	20

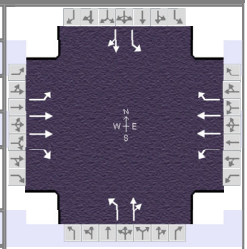
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	22.0	75.0	22.0	75.0	25.0	25.0	18.0	18.0
Yellow Change Interval (*Y*), s	5.0	5.0	5.0	5.0	4.0	4.0	4.0	4.0
Red Clearance Interval (R_c), s	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s	4	15	4	15	5	5	5	5
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	1.5	2.0	1.5	2.0	2.0	2.0	2.0	2.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	No	No	No	No	No	No	No	No
Walk (*Walk*), s		0.0		0.0		7.0		7.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		17.0		17.0

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

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HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Feb 27, 2025	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.95
Urban Street	E Judge Perez	Analysis Year	2050 Build Alt 25 GES (w. Port)	Analysis Period	1> 7:00
Intersection	Palmisano Blvd	File Name	Judge Perez at Palmisano 2050 Build Alt 25 GES…		
Project Description	23-040				

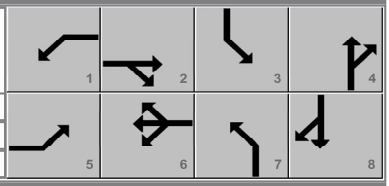


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	42	1678	68	29	1185	55	52	54	57	74	17	66

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	51	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	4.5	84.6	3.1	11.0	8.9	0.0						
Yellow	5.0	5.0	5.0	4.0	4.0	0.0						
Red	1.0	1.0	1.0	1.0	1.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6		4		8
Case Number	2.0	3.0	1.3	3.0		10.0		10.0
Phase Duration, s	10.5	101.0	9.1	99.7		16.0		13.9
Change Period, ($Y+R_c$), s	6.0	6.0	6.0	6.0		5.0		5.0
Max Allow Headway (*MAH*), s	2.6	0.0	2.6	0.0		3.2		3.4
Queue Clearance Time (g_s), s	5.4		2.0			10.7		8.6
Green Extension Time (g_e), s	0.0	0.0	2.4	0.0		0.3		0.3
Phase Call Probability	0.82		0.69			1.00		1.00
Max Out Probability	0.00		0.01			0.00		0.00

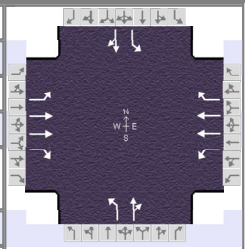
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	44	1766	64	31	1247	52	55	111		78	80	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1795	1610	1810	1781	1610	1810	1747		1810	1667	
Queue Service Time (g_s), s	3.4	43.6	1.9	0.0	25.0	1.5	4.0	8.7		5.9	6.6	
Cycle Queue Clearance Time (g_c), s	3.4	43.6	1.9	0.0	25.0	1.5	4.0	8.7		5.9	6.6	
Green Ratio (*g/C*)	0.03	0.68	0.68	0.61	0.67	0.67	0.08	0.08		0.06	0.06	
Capacity (*c*), veh/h	58	2437	1093	188	2382	1077	142	137		115	106	
Volume-to-Capacity Ratio (*X*)	0.767	0.725	0.059	0.162	0.524	0.048	0.386	0.807		0.676	0.754	
Back of Queue (*Q*), ft/ln (95 th percentile)	76	597.7	29.6	33.1	374.4	24.5	84.3	181		128.1	133.7	
Back of Queue (*Q*), veh/ln (95 th percentile)	3.0	23.7	1.2	1.3	14.7	1.0	3.4	7.2		5.1	5.3	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.35	0.00	0.15	0.15	0.00	0.16	0.42	0.00		0.00	0.00	
Uniform Delay (d_1), s/veh	67.3	14.2	8.2	30.7	11.8	7.9	61.3	63.5		64.1	64.5	
Incremental Delay (d_2), s/veh	7.6	1.9	0.1	0.1	0.8	0.1	0.6	4.2		2.6	4.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Control Delay (*d*), s/veh	74.9	16.1	8.3	30.9	12.6	8.0	62.0	67.7		66.7	68.5	
Level of Service (LOS)	E	B	A	C	B	A	E	E		E	E	
Approach Delay, s/veh / LOS	17.2	B		12.9	B		65.8	E		67.6	E	
Intersection Delay, s/veh / LOS	20.1						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.97	B	1.89	B	2.48	B	2.49	B
Bicycle LOS Score / LOS	2.03	B	1.58	B	0.76	A	0.75	A

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HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Feb 27, 2025	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.95
Urban Street	E Judge Perez	Analysis Year	2050 Build Alt 25 GES (w. Port)	Analysis Period	1> 7:00
Intersection	Palmisano Blvd	File Name	Judge Perez at Palmisano 2050 Build Alt 25 GES…		
Project Description	23-040				

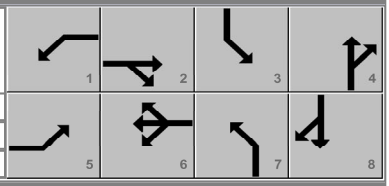


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	42	1678	68	29	1185	55	52	54	57	74	17	66

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	51	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	4.5	84.6	3.1	11.0	8.9	0.0
Yellow	5.0	5.0	5.0	4.0	4.0	0.0
Red	1.0	1.0	1.0	1.0	1.0	0.0



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	0.992	1.000	1.000	0.984	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	0.952	1.000	1.000	0.952	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.000	0.847		0.920	0.920		0.877	0.877
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00								
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)												
Movement Saturation Flow Rate (s), veh/h	1810	3589	1610	1810	3561	1610	1810	899	849	1810	373	1294
Proportion of Vehicles Arriving on Green (P)	0.03	0.68	0.68	0.02	0.67	0.67	0.08	0.08	0.08	0.06	0.06	0.06
Incremental Delay Factor (k)	0.04	0.50	0.50	0.04	0.50	0.50	0.04	0.04		0.04	0.04	

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.0	6.0	6.0	6.0		5.0		5.0
Green Ratio (g/C)	0.03	0.68	0.61	0.67		0.08		0.06
Permitted Saturation Flow Rate (s_p), veh/h/ln	0	0	275	0		1810		1810
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	0.0	0.0	82.6	0.0		0.0		0.0
Permitted Service Time (g_u), s	0.0	0.0	49.5	0.0		0.0		0.0
Permitted Queue Service Time (g_{ps}), s			10.9					
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0		0.0		0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		0		0				
Protected Right Effective Green Time (g_R), s		0.0		0.0				

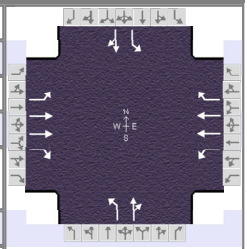
Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.198	0.009	1.198	0.010	1.710	0.009	1.710	0.010
Pedestrian F_s / F_{delay}	0.000	0.169	0.000	0.082	0.000	0.165	0.000	0.170
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	43.83	66.97	1337.90	7.67	127.33	61.37	-85.71	76.13

Bicycle F_w / F_v	-3.64	1.55	-3.64	1.10	-3.64	0.27	-3.64	0.26

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HCS Signalized Intersection Results Graphical Summary

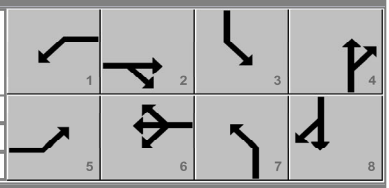
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Feb 27, 2025	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.95
Urban Street	E Judge Perez	Analysis Year	2050 Build Alt 25 GES (w. Port)	Analysis Period	1> 7:00
Intersection	Palmisano Blvd	File Name	Judge Perez at Palmisano 2050 Build Alt 25 GES…		
Project Description	23-040				



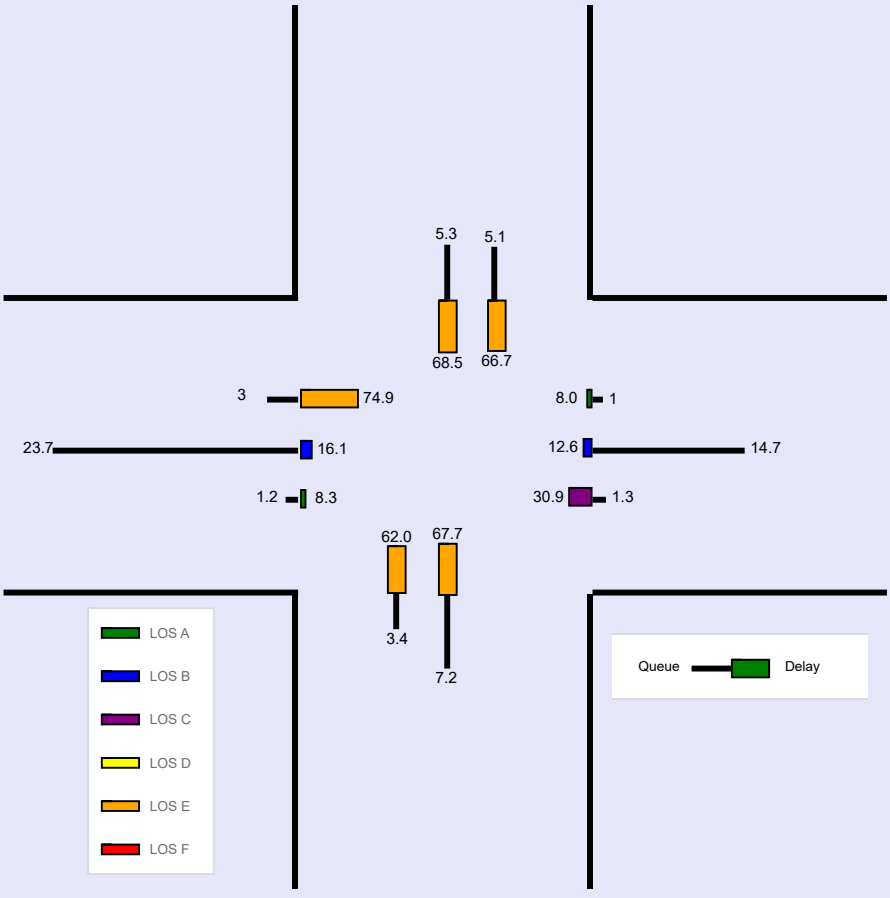
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	42	1678	68	29	1185	55	52	54	57	74	17	66

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	51	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	4.5	84.6	3.1	11.0	8.9	0.0	
Yellow	5.0	5.0	5.0	4.0	4.0	0.0	
Red	1.0	1.0	1.0	1.0	1.0	0.0	



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	76	597.7	29.6	33.1	374.4	24.5	84.3	181		128.1	133.7	
Back of Queue (*Q*), veh/ln (95 th percentile)	3.0	23.7	1.2	1.3	14.7	1.0	3.4	7.2		5.1	5.3	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.35	0.00	0.15	0.15	0.00	0.16	0.42	0.00		0.00	0.00	
Control Delay (*d*), s/veh	74.9	16.1	8.3	30.9	12.6	8.0	62.0	67.7		66.7	68.5	
Level of Service (LOS)	E	B	A	C	B	A	E	E		E	E	
Approach Delay, s/veh / LOS	17.2	B		12.9	B		65.8	E		67.6	E	
Intersection Delay, s/veh / LOS	20.1						C					



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--- Messages ---

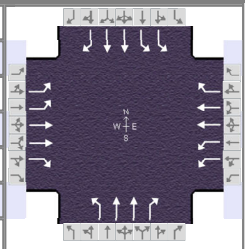
No errors or warnings exist.

--- Comments ---

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HCS Signalized Intersection Input Data

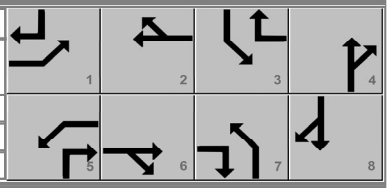
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Feb 27, 2025	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	Alt 12 CHIP Imp	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	Judge Perez at Paris 2050 Build Alt 12 CHIP (w.P…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	294	628	84	214	1219	324	91	434	114	265	578	455

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	12.2	2.8	57.1	9.4	6.6	22.0						
Yellow	5.0	0.0	5.0	5.0	5.0	5.0						
Red	1.0	0.0	1.0	1.0	1.0	1.0						



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	294	628	84	214	1219	324	91	434	114	265	578	455
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	4	0	7	2	1	1	2	12	3	5	1
Ped / Bike / RTOR, /h	0	0	9	0	0	33	0	0	12	0	0	46
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Turn Bay Length, ft	280	0	0	215	0	250	360	0	240	220	0	130
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	40	40	40	40	40	40

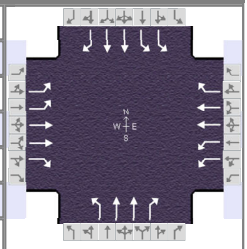
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	25.0	54.0	30.0	59.0	18.0	33.0	23.0	38.0
Yellow Change Interval (*Y*), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Red Clearance Interval (R_c), s	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s	4	10	4	10	4	7	4	4
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.5	2.0	2.5	2.0	2.0	4.0	2.0	4.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (*Walk*), s		7.0		7.0		7.0		7.0
Pedestrian Clearance Time (*PC*), s		28.0		28.0		14.0		17.0

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

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HCS Signalized Intersection Results Summary

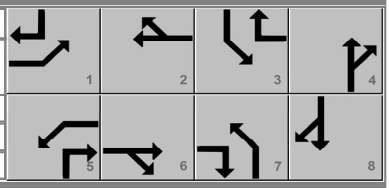
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Feb 27, 2025	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	Alt 12 CHIP Imp	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	Judge Perez at Paris 2050 Build Alt 12 CHIP (w.P…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	294	628	84	214	1219	324	91	434	114	265	578	455

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	12.2	2.8	57.1	9.4	6.6	22.0						
Yellow	5.0	0.0	5.0	5.0	5.0	5.0						
Red	1.0	0.0	1.0	1.0	1.0	1.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	20.9	65.8	18.2	63.1	15.4	28.0	28.0	40.6
Change Period, ($Y+R_c$), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Allow Headway (*MAH*), s	3.6	0.0	3.6	0.0	3.1	5.0	4.7	4.7
Queue Clearance Time (g_s), s	14.5		11.6		9.6	20.0	12.8	36.6
Green Extension Time (g_e), s	0.4	0.0	0.6	0.0	0.0	2.0	4.9	0.0
Phase Call Probability	1.00		1.00		0.98	1.00	1.00	1.00
Max Out Probability	0.54		0.00		1.00	0.61	0.64	1.00

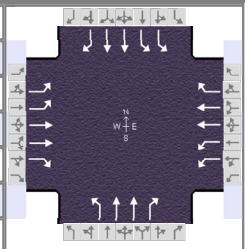
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	320	683	82	233	1325	316	99	472	111	288	628	445
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1757	1752	1610	1661	1781	1598	1795	1781	1459	1716	1738	1598
Queue Service Time (g_s), s	12.5	19.4	3.8	9.6	49.1	15.0	7.6	18.0	8.7	10.8	23.3	34.6
Cycle Queue Clearance Time (g_c), s	12.5	19.4	3.8	9.6	49.1	15.0	7.6	18.0	8.7	10.8	23.3	34.6
Green Ratio (*g/C*)	0.11	0.43	0.49	0.09	0.41	0.56	0.07	0.16	0.24	0.16	0.25	0.35
Capacity (*c*), veh/h	375	1498	797	289	1451	902	121	560	356	539	858	565
Volume-to-Capacity Ratio (*X*)	0.852	0.456	0.102	0.805	0.913	0.351	0.818	0.842	0.311	0.535	0.732	0.787
Back of Queue (*Q*), ft/ln (95 th percentile)	254.1	336.8	66.4	200	787.3	235.7	184.8	343	100.9	210.4	407	526.6
Back of Queue (*Q*), veh/ln (95 th percentile)	10.2	13.1	2.7	7.6	31.0	9.4	7.3	13.5	3.7	8.2	15.7	20.9
Queue Storage Ratio (*RQ*) (95 th percentile)	0.91	0.00	0.00	0.93	0.00	0.94	0.51	0.00	0.42	0.96	0.00	4.05
Uniform Delay (d_1), s/veh	61.4	28.5	18.8	62.7	39.1	17.9	64.4	57.3	4.7	54.3	48.5	40.5
Incremental Delay (d_2), s/veh	10.6	1.0	0.3	3.9	10.3	1.1	18.6	8.7	0.7	0.6	3.5	7.7
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	72.0	29.5	19.1	66.7	49.4	18.9	83.1	66.0	5.4	54.9	52.0	48.2
Level of Service (LOS)	E	C	B	E	D	B	F	E	A	D	D	D
Approach Delay, s/veh / LOS	41.3	D		46.4	D		58.6	E		51.3	D	
Intersection Delay, s/veh / LOS	48.3						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.45	B	2.65	C	2.65	C	2.61	C
Bicycle LOS Score / LOS	1.38	A	2.03	B	1.05	A	1.61	B

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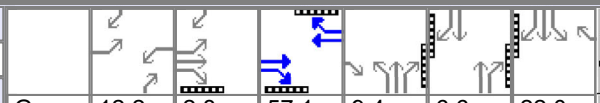
HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Feb 27, 2025	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	Alt 12 CHIP Imp	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	Judge Perez at Paris 2050 Build Alt 12 CHIP (w.P…		
Project Description	23-040				

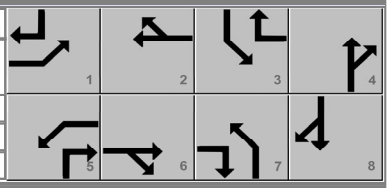


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	294	628	84	214	1219	324	91	434	114	265	578	455

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	12.2	2.8	57.1	9.4	6.6	22.0
Yellow	5.0	0.0	5.0	5.0	5.0	5.0
Red	1.0	0.0	1.0	1.0	1.0	1.0



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	0.969	1.000	0.945	0.984	0.992	0.992	0.984	0.906	0.977	0.961	0.992
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	0.971	0.952	1.000	0.971	0.952	1.000	1.000	0.952	1.000	0.971	0.952	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.000	0.847		0.000	0.847		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00			1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)												
Movement Saturation Flow Rate (s), veh/h	3514	3505	1610	3322	3561	1598	1795	3561	1459	3432	3477	1598
Proportion of Vehicles Arriving on Green (P)	0.11	0.43	0.43	0.09	0.41	0.41	0.07	0.16	0.16	0.16	0.25	0.25
Incremental Delay Factor (k)	0.22	0.50	0.50	0.08	0.50	0.50	0.17	0.28	0.15	0.07	0.31	0.35

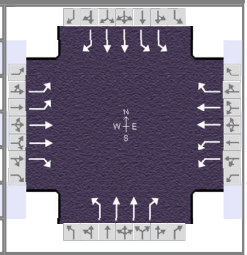
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Green Ratio (g/C)	0.11	0.43	0.09	0.41	0.07	0.16	0.16	0.25
Permitted Saturation Flow Rate (s_p), veh/h/ln	0	0	0	0	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		1610		1598		1459		1598
Protected Right Effective Green Time (g_R), s		9.4		22.0		12.2		14.9

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.710	0.017	1.852	0.065	1.852	0.047	1.852	0.013
Pedestrian F_s / F_{delay}	0.000	0.126	0.000	0.128	0.000	0.157	0.000	0.148
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	854.66	22.96	815.04	24.57	314.03	49.74	493.78	39.70
Bicycle F_w / F_v	-3.64	0.89	-3.64	1.55	-3.64	0.56	-3.64	1.12

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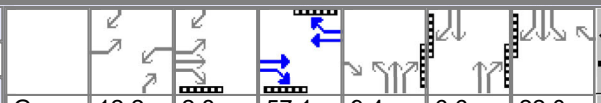
HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Feb 27, 2025	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	Alt 12 CHIP Imp	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	Judge Perez at Paris 2050 Build Alt 12 CHIP (w.P…		
Project Description	23-040				

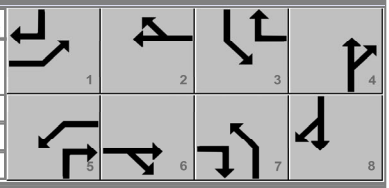


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	294	628	84	214	1219	324	91	434	114	265	578	455

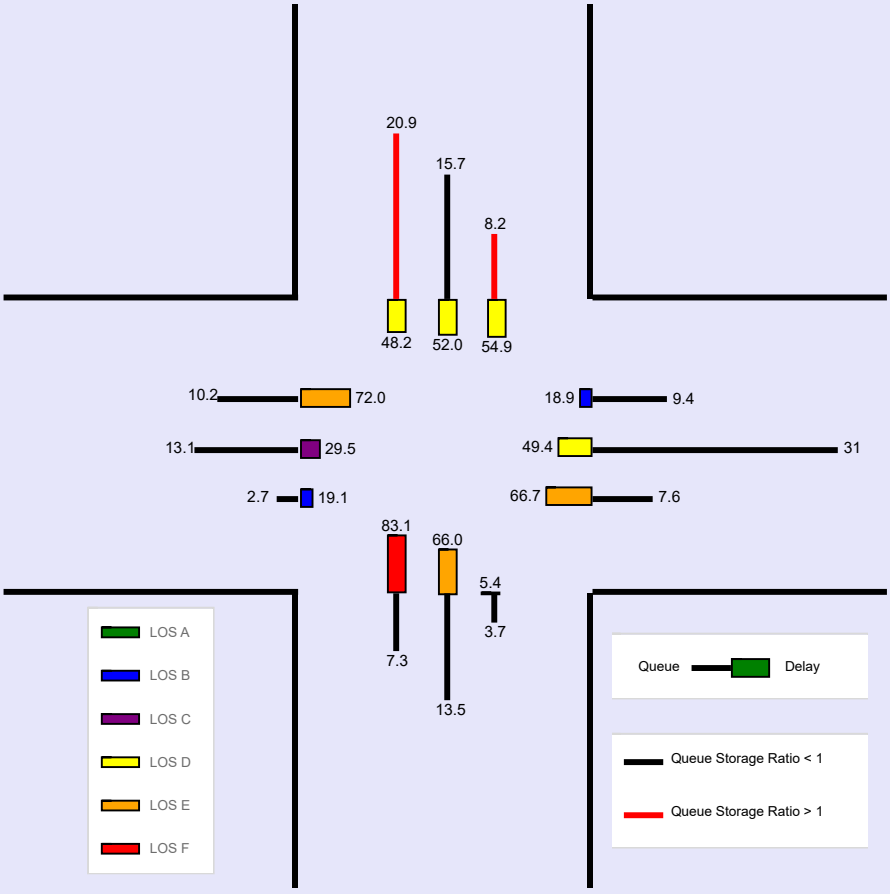
Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	12.2	2.8	57.1	9.4	6.6	22.0
Yellow	5.0	0.0	5.0	5.0	5.0	5.0
Red	1.0	0.0	1.0	1.0	1.0	1.0



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	254.1	336.8	66.4	200	787.3	235.7	184.8	343	100.9	210.4	407	526.6
Back of Queue (*Q*), veh/ln (95 th percentile)	10.2	13.1	2.7	7.6	31.0	9.4	7.3	13.5	3.7	8.2	15.7	20.9
Queue Storage Ratio (*RQ*) (95 th percentile)	0.91	0.00	0.00	0.93	0.00	0.94	0.51	0.00	0.42	0.96	0.00	4.05
Control Delay (*d*), s/veh	72.0	29.5	19.1	66.7	49.4	18.9	83.1	66.0	5.4	54.9	52.0	48.2
Level of Service (LOS)	E	C	B	E	D	B	F	E	A	D	D	D
Approach Delay, s/veh / LOS	41.3	D		46.4	D		58.6	E		51.3	D	
Intersection Delay, s/veh / LOS	48.3						D					



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--- Messages ---

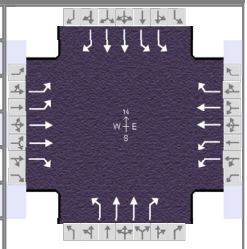
WARNING: Since queue spillover from turn lanes and spillback into upstream intersections is not accounted for in the HCM procedures, use of a simulation tool may be advised in situations where the Queue Storage Ratio exceeds 1.0.

--- Comments ---

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HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Feb 27, 2025	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.97
Urban Street	E Judge Perez	Analysis Year	Alt 12 CHIP Imp	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	Judge Perez at Paris 2050 Build Alt 12 CHIP (w.P…		
Project Description	23-040				

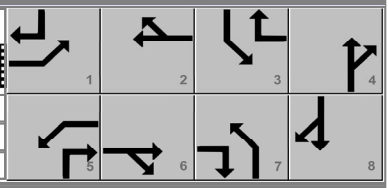


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	604	1348	137	145	856	374	115	785	126	401	515	443

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	8.2	27.8	25.0	17.0	10.2	15.8
Yellow	5.0	5.0	5.0	5.0	5.0	5.0
Red	1.0	1.0	1.0	1.0	1.0	1.0



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	604	1348	137	145	856	374	115	785	126	401	515	443
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	1	0	5	1	1	2	2	6	0	2	0
Ped / Bike / RTOR, /h	0	0	14	0	0	38	0	0	13	0	0	45
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Turn Bay Length, ft	280	0	0	215	0	250	360	0	240	220	0	130
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	40	40	40	40	40	40

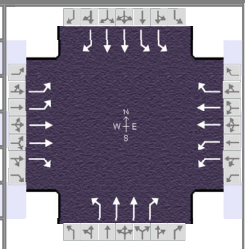
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	31.0	63.0	16.0	48.0	18.0	38.0	23.0	43.0
Yellow Change Interval (*Y*), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Red Clearance Interval (R_c), s	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s	4	10	4	10	4	7	4	4
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.5	2.0	2.5	2.0	2.0	4.0	2.0	4.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (*Walk*), s		7.0		7.0		7.0		7.0
Pedestrian Clearance Time (*PC*), s		28.0		28.0		14.0		17.0

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

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HCS Signalized Intersection Results Summary

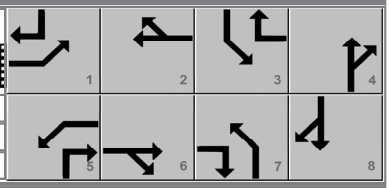
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Feb 27, 2025	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.97
Urban Street	E Judge Perez	Analysis Year	Alt 12 CHIP Imp	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	Judge Perez at Paris 2050 Build Alt 12 CHIP (w.P…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	604	1348	137	145	856	374	115	785	126	401	515	443

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	8.2	27.8	25.0	17.0	10.2	15.8
Yellow	5.0	5.0	5.0	5.0	5.0	5.0
Red	1.0	1.0	1.0	1.0	1.0	1.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	31.0	64.8	14.2	48.0	21.8	38.0	23.0	39.2
Change Period, ($Y+R_c$), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Allow Headway (*MAH*), s	3.6	0.0	3.6	0.0	4.8	4.8	3.1	5.1
Queue Clearance Time (g_s), s	26.8		8.1		10.9	33.8	18.4	30.0
Green Extension Time (g_e), s	0.0	0.0	0.1	0.0	2.6	0.0	0.0	3.3
Phase Call Probability	1.00		1.00		0.99	1.00	1.00	1.00
Max Out Probability	1.00		1.00		0.99	1.00	1.00	0.77

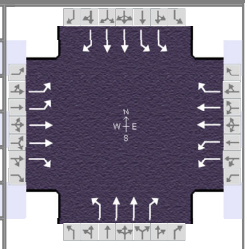
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	623	1390	127	149	882	346	119	809	116	413	531	410
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1757	1795	1610	1689	1795	1598	1781	1781	1535	1757	1781	1610
Queue Service Time (g_s), s	24.8	51.3	5.6	6.1	31.9	22.4	8.9	31.8	8.2	16.4	18.7	28.0
Cycle Queue Clearance Time (g_c), s	24.8	51.3	5.6	6.1	31.9	22.4	8.9	31.8	8.2	16.4	18.7	28.0
Green Ratio (*g/C*)	0.18	0.42	0.53	0.06	0.30	0.42	0.11	0.23	0.29	0.12	0.24	0.42
Capacity (*c*), veh/h	628	1509	858	197	1077	673	200	814	440	427	846	670
Volume-to-Capacity Ratio (*X*)	0.992	0.921	0.148	0.760	0.820	0.514	0.591	0.994	0.265	0.969	0.628	0.612
Back of Queue (*Q*), ft/ln (95 th percentile)	499	815.6	68.3	134.9	542.3	223.6	189.2	614.1	147.7	357.7	333.2	410.3
Back of Queue (*Q*), veh/ln (95 th percentile)	20.0	32.4	2.7	5.2	21.5	8.9	7.4	24.2	5.6	14.3	13.1	16.4
Queue Storage Ratio (*RQ*) (95 th percentile)	1.78	0.00	0.00	0.63	0.00	0.89	0.53	0.00	0.62	1.63	0.00	3.16
Uniform Delay (d_1), s/veh	57.4	38.4	16.6	65.0	45.5	3.6	59.1	53.9	38.5	61.2	47.8	32.0
Incremental Delay (d_2), s/veh	33.9	10.7	0.4	9.6	7.0	2.8	3.2	30.1	0.5	35.2	1.4	1.7
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	91.3	49.1	17.0	74.6	52.5	6.4	62.2	84.0	39.0	96.4	49.2	33.8
Level of Service (LOS)	F	D	B	E	D	A	E	F	D	F	D	C
Approach Delay, s/veh / LOS	59.5	E		43.3	D		76.5	E		59.0	E	
Intersection Delay, s/veh / LOS	58.6						E					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.46	B	2.67	C	2.65	C	2.63	C
Bicycle LOS Score / LOS	2.25	B	1.62	B	1.35	A	1.61	B

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HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Feb 27, 2025	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.97
Urban Street	E Judge Perez	Analysis Year	Alt 12 CHIP Imp	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	Judge Perez at Paris 2050 Build Alt 12 CHIP (w.P…		
Project Description	23-040				

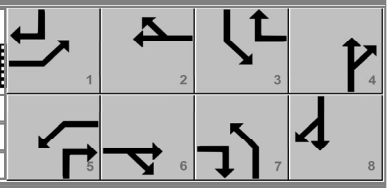


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	604	1348	137	145	856	374	115	785	126	401	515	443

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	8.2	27.8	25.0	17.0	10.2	15.8
Yellow	5.0	5.0	5.0	5.0	5.0	5.0
Red	1.0	1.0	1.0	1.0	1.0	1.0



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	0.992	1.000	0.961	0.992	0.992	0.984	0.984	0.953	1.000	0.984	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	0.971	0.952	1.000	0.971	0.952	1.000	1.000	0.952	1.000	0.971	0.952	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.000	0.847		0.000	0.847		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00			1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)												
Movement Saturation Flow Rate (s), veh/h	3514	3589	1610	3377	3589	1598	1781	3561	1535	3514	3561	1610
Proportion of Vehicles Arriving on Green (P)	0.18	0.42	0.42	0.06	0.30	0.30	0.11	0.23	0.23	0.12	0.24	0.24
Incremental Delay Factor (k)	0.49	0.50	0.50	0.18	0.50	0.50	0.12	0.50	0.15	0.47	0.20	0.21

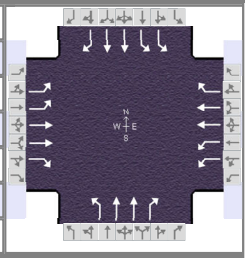
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Green Ratio (g/C)	0.18	0.42	0.06	0.30	0.11	0.23	0.12	0.24
Permitted Saturation Flow Rate (s_p), veh/h/ln	0	0	0	0	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		1610		1598		1535		1610
Protected Right Effective Green Time (g_R), s		15.8		17.0		8.2		25.0

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.710	0.018	1.852	0.064	1.852	0.054	1.852	0.020
Pedestrian F_s / F_{delay}	0.000	0.127	0.000	0.155	0.000	0.150	0.000	0.161
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	840.67	23.52	357.14	47.23	457.14	41.66	225.04	55.13
Bicycle F_w / F_v	-3.64	1.76	-3.64	1.14	-3.64	0.86	-3.64	1.12

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HCS Signalized Intersection Results Graphical Summary

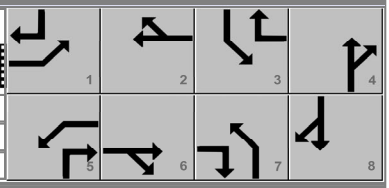
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Feb 27, 2025	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.97
Urban Street	E Judge Perez	Analysis Year	Alt 12 CHIP Imp	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	Judge Perez at Paris 2050 Build Alt 12 CHIP (w.P…		
Project Description	23-040				



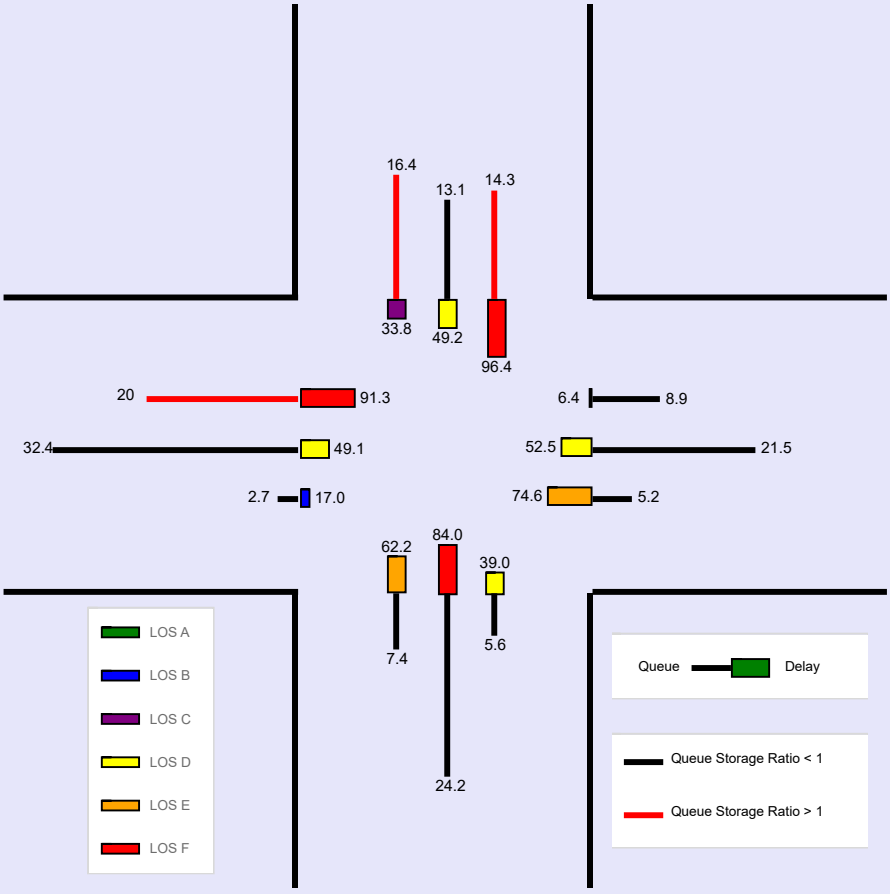
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	604	1348	137	145	856	374	115	785	126	401	515	443

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	8.2	27.8	25.0	17.0	10.2	15.8
Yellow	5.0	5.0	5.0	5.0	5.0	5.0
Red	1.0	1.0	1.0	1.0	1.0	1.0



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	499	815.6	68.3	134.9	542.3	223.6	189.2	614.1	147.7	357.7	333.2	410.3
Back of Queue (*Q*), veh/ln (95 th percentile)	20.0	32.4	2.7	5.2	21.5	8.9	7.4	24.2	5.6	14.3	13.1	16.4
Queue Storage Ratio (*RQ*) (95 th percentile)	1.78	0.00	0.00	0.63	0.00	0.89	0.53	0.00	0.62	1.63	0.00	3.16
Control Delay (*d*), s/veh	91.3	49.1	17.0	74.6	52.5	6.4	62.2	84.0	39.0	96.4	49.2	33.8
Level of Service (LOS)	F	D	B	E	D	A	E	F	D	F	D	C
Approach Delay, s/veh / LOS	59.5	E		43.3	D		76.5	E		59.0	E	
Intersection Delay, s/veh / LOS	58.6						E					



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--- Messages ---

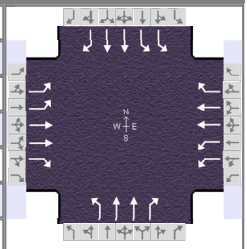
WARNING: Since queue spillover from turn lanes and spillback into upstream intersections is not accounted for in the HCM procedures, use of a simulation tool may be advised in situations where the Queue Storage Ratio exceeds 1.0.

--- Comments ---

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HCS Signalized Intersection Input Data

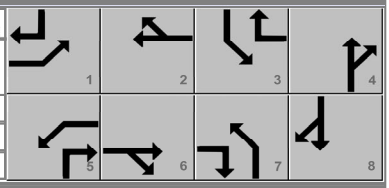
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Feb 27, 2025	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	Alt 22 GEHIP Imp	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	Judge Perez at Paris 2050 Build Alt 22 GEHIP (w.…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	294	628	84	214	1219	349	91	434	114	301	578	455

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	12.2	2.8	57.1	9.4	6.6	22.0						
Yellow	5.0	0.0	5.0	5.0	5.0	5.0						
Red	1.0	0.0	1.0	1.0	1.0	1.0						



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	294	628	84	214	1219	349	91	434	114	301	578	455
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	4	0	7	2	1	1	2	12	3	5	1
Ped / Bike / RTOR, /h	0	0	9	0	0	35	0	0	12	0	0	46
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Turn Bay Length, ft	280	0	0	215	0	250	360	0	240	220	0	130
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	40	40	40	40	40	40

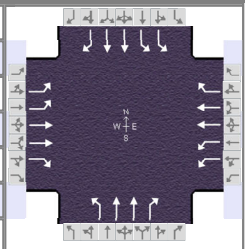
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	25.0	54.0	30.0	59.0	18.0	33.0	23.0	38.0
Yellow Change Interval (*Y*), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Red Clearance Interval (R_c), s	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s	4	10	4	10	4	7	4	4
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.5	2.0	2.5	2.0	2.0	4.0	2.0	4.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (*Walk*), s		7.0		7.0		7.0		7.0
Pedestrian Clearance Time (*PC*), s		28.0		28.0		14.0		17.0

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

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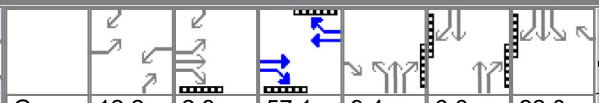
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Feb 27, 2025	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	Alt 22 GEHIP Imp	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	Judge Perez at Paris 2050 Build Alt 22 GEHIP (w.…		
Project Description	23-040				

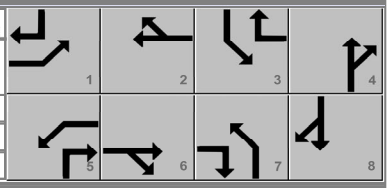


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	294	628	84	214	1219	349	91	434	114	301	578	455

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	12.2	2.8	57.1	9.4	6.6	22.0
Yellow	5.0	0.0	5.0	5.0	5.0	5.0
Red	1.0	0.0	1.0	1.0	1.0	1.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	20.9	65.8	18.2	63.1	15.4	28.0	28.0	40.6
Change Period, ($Y+R_c$), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Allow Headway (*MAH*), s	3.6	0.0	3.6	0.0	3.1	5.0	4.7	4.7
Queue Clearance Time (g_s), s	14.5		11.6		9.6	20.0	14.4	36.6
Green Extension Time (g_e), s	0.4	0.0	0.6	0.0	0.0	2.0	4.3	0.0
Phase Call Probability	1.00		1.00		0.98	1.00	1.00	1.00
Max Out Probability	0.54		0.00		1.00	0.61	0.76	1.00

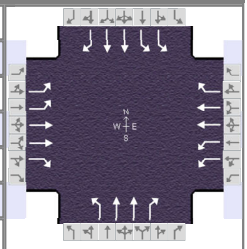
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	320	683	82	233	1325	341	99	472	111	327	628	445
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1757	1752	1610	1661	1781	1598	1795	1781	1459	1716	1738	1598
Queue Service Time (g_s), s	12.5	19.4	3.8	9.6	49.1	16.6	7.6	18.0	8.7	12.4	23.3	34.6
Cycle Queue Clearance Time (g_c), s	12.5	19.4	3.8	9.6	49.1	16.6	7.6	18.0	8.7	12.4	23.3	34.6
Green Ratio (*g/C*)	0.11	0.43	0.49	0.09	0.41	0.56	0.07	0.16	0.24	0.16	0.25	0.35
Capacity (*c*), veh/h	375	1498	797	289	1451	902	121	560	356	539	858	565
Volume-to-Capacity Ratio (*X*)	0.852	0.456	0.102	0.805	0.913	0.378	0.818	0.842	0.311	0.607	0.732	0.787
Back of Queue (*Q*), ft/ln (95 th percentile)	254.1	336.8	66.4	200	787.3	254.4	184.8	343	100.9	236.9	407	526.6
Back of Queue (*Q*), veh/ln (95 th percentile)	10.2	13.1	2.7	7.6	31.0	10.1	7.3	13.5	3.7	9.3	15.7	20.9
Queue Storage Ratio (*RQ*) (95 th percentile)	0.91	0.00	0.00	0.93	0.00	1.02	0.51	0.00	0.42	1.08	0.00	4.05
Uniform Delay (d_1), s/veh	61.4	28.5	18.8	62.7	39.1	18.2	64.4	57.3	4.7	55.0	48.5	40.5
Incremental Delay (d_2), s/veh	10.6	1.0	0.3	3.9	10.3	1.2	18.6	8.7	0.7	1.4	3.5	7.7
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	72.0	29.5	19.1	66.7	49.4	19.4	83.1	66.0	5.4	56.4	52.0	48.2
Level of Service (LOS)	E	C	B	E	D	B	F	E	A	E	D	D
Approach Delay, s/veh / LOS	41.3	D		46.2	D		58.6	E		51.8	D	
Intersection Delay, s/veh / LOS	48.3						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.45	B	2.65	C	2.66	C	2.61	C
Bicycle LOS Score / LOS	1.38	A	2.05	B	1.05	A	1.64	B

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HCS Signalized Intersection Intermediate Values

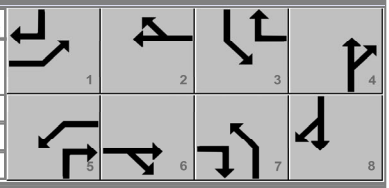
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Feb 27, 2025	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	Alt 22 GEHIP Imp	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	Judge Perez at Paris 2050 Build Alt 22 GEHIP (w.…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	294	628	84	214	1219	349	91	434	114	301	578	455

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	12.2	2.8		57.1	9.4	6.6	22.0					
Yellow	5.0	0.0		5.0	5.0	5.0	5.0					
Red	1.0	0.0		1.0	1.0	1.0	1.0					



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	0.969	1.000	0.945	0.984	0.992	0.992	0.984	0.906	0.977	0.961	0.992
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	0.971	0.952	1.000	0.971	0.952	1.000	1.000	0.952	1.000	0.971	0.952	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.000	0.847		0.000	0.847		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00			1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)												
Movement Saturation Flow Rate (s), veh/h	3514	3505	1610	3322	3561	1598	1795	3561	1459	3432	3477	1598
Proportion of Vehicles Arriving on Green (P)	0.11	0.43	0.43	0.09	0.41	0.41	0.07	0.16	0.16	0.16	0.25	0.25
Incremental Delay Factor (k)	0.22	0.50	0.50	0.08	0.50	0.50	0.17	0.28	0.15	0.14	0.31	0.35

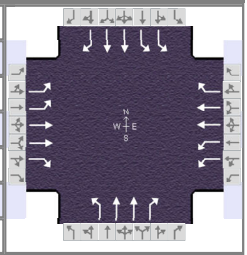
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Green Ratio (g/C)	0.11	0.43	0.09	0.41	0.07	0.16	0.16	0.25
Permitted Saturation Flow Rate (s_p), veh/h/ln	0	0	0	0	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		1610		1598		1459		1598
Protected Right Effective Green Time (g_R), s		9.4		22.0		12.2		14.9

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.710	0.017	1.852	0.065	1.852	0.050	1.852	0.013
Pedestrian F_s / F_{delay}	0.000	0.126	0.000	0.128	0.000	0.157	0.000	0.148
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	854.66	22.96	815.04	24.57	314.03	49.74	493.78	39.70
Bicycle F_w / F_v	-3.64	0.89	-3.64	1.57	-3.64	0.56	-3.64	1.16

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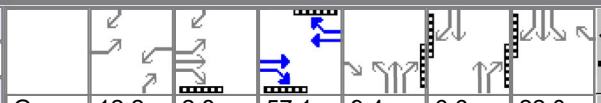
HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Feb 27, 2025	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	Alt 22 GEHIP Imp	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	Judge Perez at Paris 2050 Build Alt 22 GEHIP (w.…		
Project Description	23-040				

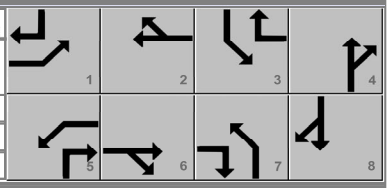


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	294	628	84	214	1219	349	91	434	114	301	578	455

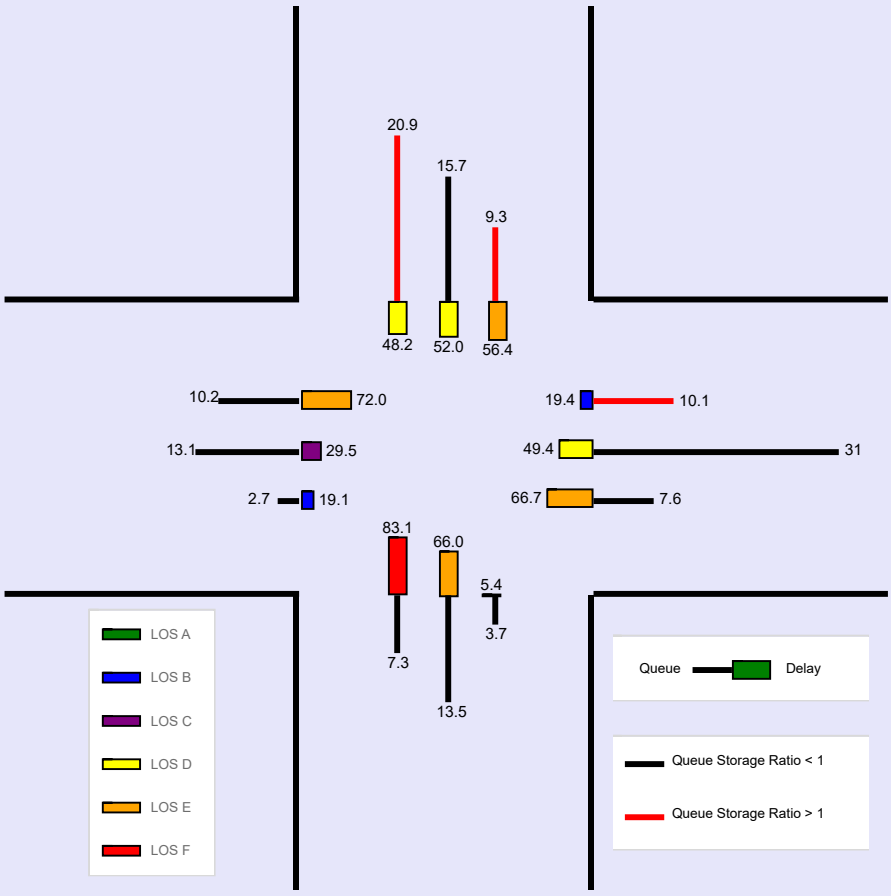
Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	12.2	2.8	57.1	9.4	6.6	22.0
Yellow	5.0	0.0	5.0	5.0	5.0	5.0
Red	1.0	0.0	1.0	1.0	1.0	1.0



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	254.1	336.8	66.4	200	787.3	254.4	184.8	343	100.9	236.9	407	526.6
Back of Queue (*Q*), veh/ln (95 th percentile)	10.2	13.1	2.7	7.6	31.0	10.1	7.3	13.5	3.7	9.3	15.7	20.9
Queue Storage Ratio (*RQ*) (95 th percentile)	0.91	0.00	0.00	0.93	0.00	1.02	0.51	0.00	0.42	1.08	0.00	4.05
Control Delay (*d*), s/veh	72.0	29.5	19.1	66.7	49.4	19.4	83.1	66.0	5.4	56.4	52.0	48.2
Level of Service (LOS)	E	C	B	E	D	B	F	E	A	E	D	D
Approach Delay, s/veh / LOS	41.3		D	46.2		D	58.6		E	51.8		D
Intersection Delay, s/veh / LOS	48.3						D					



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--- Messages ---

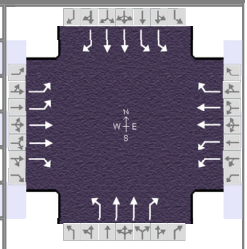
WARNING: Since queue spillover from turn lanes and spillback into upstream intersections is not accounted for in the HCM procedures, use of a simulation tool may be advised in situations where the Queue Storage Ratio exceeds 1.0.

--- Comments ---

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HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Feb 26, 2025	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.97
Urban Street	E Judge Perez	Analysis Year	Alt 22 GEHIP Imp	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	Judge Perez at Paris 2050 Build Alt 22 GEHIP (w.…		
Project Description	23-040				

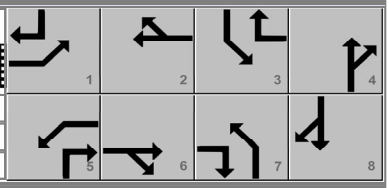


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	604	1348	137	145	856	403	115	785	126	455	515	443

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	8.2	25.8	25.0	19.0	8.2	17.8
Yellow	5.0	5.0	5.0	5.0	5.0	5.0
Red	1.0	1.0	1.0	1.0	1.0	1.0



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	604	1348	137	145	856	403	115	785	126	455	515	443
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	1	0	5	1	1	2	2	6	0	2	0
Ped / Bike / RTOR, /h	0	0	14	0	0	41	0	0	13	0	0	45
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Turn Bay Length, ft	280	0	0	215	0	250	360	0	240	220	0	130
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	40	40	40	40	40	40

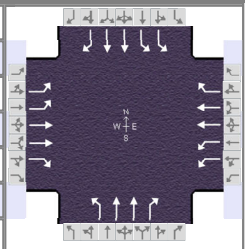
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	31.0	61.0	16.0	46.0	20.0	38.0	25.0	43.0
Yellow Change Interval (*Y*), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Red Clearance Interval (R_c), s	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s	4	10	4	10	4	7	4	4
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.5	2.0	2.5	2.0	2.0	4.0	2.0	4.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (*Walk*), s		7.0		7.0		7.0		7.0
Pedestrian Clearance Time (*PC*), s		28.0		28.0		14.0		17.0

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

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HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Feb 26, 2025	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.97
Urban Street	E Judge Perez	Analysis Year	Alt 22 GEHIP Imp	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	Judge Perez at Paris 2050 Build Alt 22 GEHIP (w.…		
Project Description	23-040				

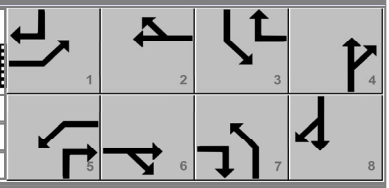


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	604	1348	137	145	856	403	115	785	126	455	515	443

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	8.2	25.8	25.0	19.0	8.2	17.8
Yellow	5.0	5.0	5.0	5.0	5.0	5.0
Red	1.0	1.0	1.0	1.0	1.0	1.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	31.0	62.8	14.2	46.0	23.8	38.0	25.0	39.2
Change Period, ($Y+R_c$), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Allow Headway (*MAH*), s	3.6	0.0	3.6	0.0	4.8	4.8	3.1	5.1
Queue Clearance Time (g_s), s	26.8		8.1		10.7	33.8	20.6	30.0
Green Extension Time (g_e), s	0.0	0.0	0.1	0.0	3.4	0.0	0.0	3.3
Phase Call Probability	1.00		1.00		0.99	1.00	1.00	1.00
Max Out Probability	1.00		1.00		0.73	1.00	1.00	0.77

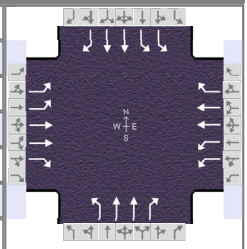
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	623	1390	127	149	882	373	119	809	116	469	531	410
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1757	1795	1610	1689	1795	1598	1781	1781	1535	1757	1781	1610
Queue Service Time (g_s), s	24.8	52.5	5.6	6.1	32.6	24.7	8.7	31.8	8.2	18.6	18.7	28.0
Cycle Queue Clearance Time (g_c), s	24.8	52.5	5.6	6.1	32.6	24.7	8.7	31.8	8.2	18.6	18.7	28.0
Green Ratio (*g/C*)	0.18	0.41	0.53	0.06	0.29	0.42	0.13	0.23	0.29	0.14	0.24	0.42
Capacity (*c*), veh/h	628	1457	858	197	1026	673	226	814	440	477	846	670
Volume-to-Capacity Ratio (*X*)	0.992	0.953	0.148	0.760	0.860	0.554	0.525	0.994	0.265	0.984	0.628	0.612
Back of Queue (*Q*), ft/ln (95 th percentile)	499	856	64.8	134.9	561.4	232.2	181	614.1	147.7	399.2	333.2	410.3
Back of Queue (*Q*), veh/ln (95 th percentile)	20.0	34.0	2.6	5.2	22.3	9.2	7.1	24.2	5.6	16.0	13.1	16.4
Queue Storage Ratio (*RQ*) (95 th percentile)	1.78	0.00	0.00	0.63	0.00	0.93	0.50	0.00	0.62	1.81	0.00	3.16
Uniform Delay (d_1), s/veh	57.4	40.3	16.0	65.0	47.4	4.1	57.2	53.9	38.5	60.3	47.8	32.0
Incremental Delay (d_2), s/veh	33.9	14.8	0.4	9.6	9.4	3.3	1.1	30.1	0.5	36.7	1.4	1.7
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	91.3	55.1	16.3	74.6	56.8	7.4	58.3	84.0	39.0	97.1	49.2	33.8
Level of Service (LOS)	F	E	B	E	E	A	E	F	D	F	D	C
Approach Delay, s/veh / LOS	63.3	E		45.5	D		76.0	E		60.6	E	
Intersection Delay, s/veh / LOS	60.7						E					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.46	B	2.67	C	2.66	C	2.63	C
Bicycle LOS Score / LOS	2.25	B	1.65	B	1.35	A	1.65	B

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HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Feb 26, 2025	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.97
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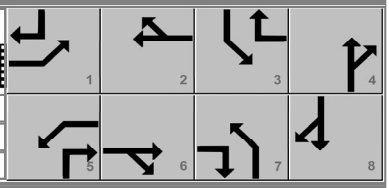


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	604	1348	137	145	856	403	115	785	126	455	515	443

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	8.2	25.8	25.0	19.0	8.2	17.8
Yellow	5.0	5.0	5.0	5.0	5.0	5.0
Red	1.0	1.0	1.0	1.0	1.0	1.0



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	0.992	1.000	0.961	0.992	0.992	0.984	0.984	0.953	1.000	0.984	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	0.971	0.952	1.000	0.971	0.952	1.000	1.000	0.952	1.000	0.971	0.952	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.000	0.847		0.000	0.847		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00			1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)												
Movement Saturation Flow Rate (s), veh/h	3514	3589	1610	3377	3589	1598	1781	3561	1535	3514	3561	1610
Proportion of Vehicles Arriving on Green (P)	0.18	0.41	0.41	0.06	0.29	0.29	0.13	0.23	0.23	0.14	0.24	0.24
Incremental Delay Factor (k)	0.49	0.50	0.50	0.18	0.50	0.50	0.06	0.50	0.15	0.48	0.20	0.21

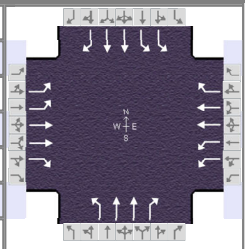
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Green Ratio (g/C)	0.18	0.41	0.06	0.29	0.13	0.23	0.14	0.24
Permitted Saturation Flow Rate (s_p), veh/h/ln	0	0	0	0	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		1610		1598		1535		1610
Protected Right Effective Green Time (g_R), s		17.8		19.0		8.2		25.0

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.710	0.018	1.852	0.064	1.852	0.058	1.852	0.020
Pedestrian F_s / F_{delay}	0.000	0.129	0.000	0.155	0.000	0.150	0.000	0.159
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	812.10	24.69	357.14	47.23	457.14	41.66	253.62	53.37
Bicycle F_w / F_v	-3.64	1.76	-3.64	1.16	-3.64	0.86	-3.64	1.16

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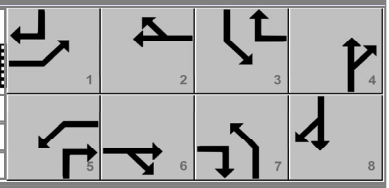
HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Feb 26, 2025	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.97
Urban Street	E Judge Perez	Analysis Year	Alt 22 GEHIP Imp	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	Judge Perez at Paris 2050 Build Alt 22 GEHIP (w.…		
Project Description	23-040				

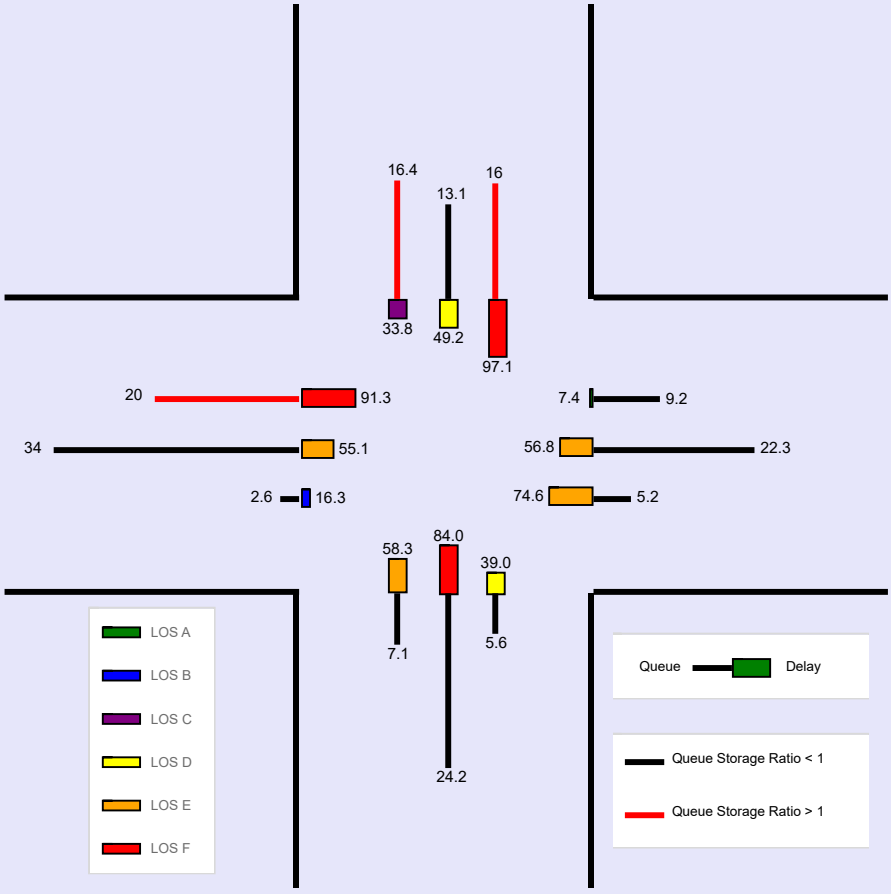


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	604	1348	137	145	856	403	115	785	126	455	515	443

Signal Information												
Cycle, s	140.0	Reference Phase	2									
Offset, s	132	Reference Point	End	Green	8.2	25.8	25.0	19.0	8.2	17.8		
Uncoordinated	No	Simult. Gap E/W	On	Yellow	5.0	5.0	5.0	5.0	5.0	5.0		
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	1.0	1.0	1.0	1.0	1.0		



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	499	856	64.8	134.9	561.4	232.2	181	614.1	147.7	399.2	333.2	410.3
Back of Queue (*Q*), veh/ln (95 th percentile)	20.0	34.0	2.6	5.2	22.3	9.2	7.1	24.2	5.6	16.0	13.1	16.4
Queue Storage Ratio (*RQ*) (95 th percentile)	1.78	0.00	0.00	0.63	0.00	0.93	0.50	0.00	0.62	1.81	0.00	3.16
Control Delay (*d*), s/veh	91.3	55.1	16.3	74.6	56.8	7.4	58.3	84.0	39.0	97.1	49.2	33.8
Level of Service (LOS)	F	E	B	E	E	A	E	F	D	F	D	C
Approach Delay, s/veh / LOS	63.3	E		45.5	D		76.0	E		60.6	E	
Intersection Delay, s/veh / LOS	60.7						E					



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--- Messages ---

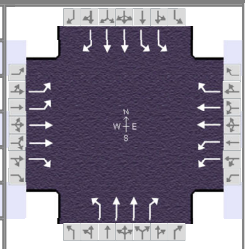
WARNING: Since queue spillover from turn lanes and spillback into upstream intersections is not accounted for in the HCM procedures, use of a simulation tool may be advised in situations where the Queue Storage Ratio exceeds 1.0.

--- Comments ---

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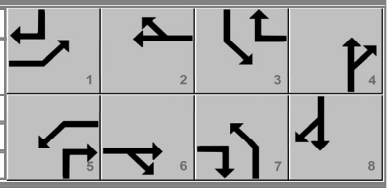
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Feb 26, 2025	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	Alt 25 GES Imp	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	Judge Perez at Paris 2050 Build Alt 25 GES (w.P…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	294	628	84	214	1219	324	91	434	114	276	578	455

Signal Information												
Cycle, s	140.0	Reference Phase	2									
Offset, s	132	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On									
Force Mode	Fixed	Simult. Gap N/S	On									
				Green	12.2	2.8	57.1	9.4	6.6	22.0		
				Yellow	5.0	0.0	5.0	5.0	5.0	5.0		
				Red	1.0	0.0	1.0	1.0	1.0	1.0		



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	294	628	84	214	1219	324	91	434	114	276	578	455
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	4	0	7	2	1	1	2	12	3	5	1
Ped / Bike / RTOR, /h	0	0	9	0	0	33	0	0	12	0	0	46
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Turn Bay Length, ft	280	0	0	215	0	250	360	0	240	220	0	130
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	40	40	40	40	40	40

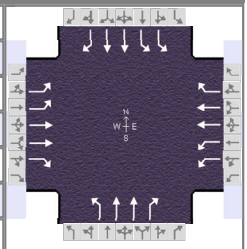
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	25.0	54.0	30.0	59.0	18.0	33.0	23.0	38.0
Yellow Change Interval (*Y*), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Red Clearance Interval (R_c), s	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s	4	10	4	10	4	7	4	4
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.5	2.0	2.5	2.0	2.0	4.0	2.0	4.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (*Walk*), s		7.0		7.0		7.0		7.0
Pedestrian Clearance Time (*PC*), s		28.0		28.0		14.0		17.0

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

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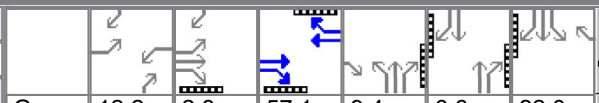
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Feb 26, 2025	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	Alt 25 GES Imp	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	Judge Perez at Paris 2050 Build Alt 25 GES (w.P…		
Project Description	23-040				

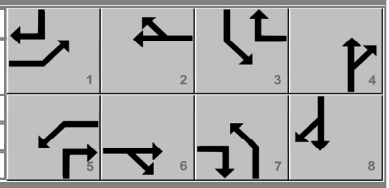


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	294	628	84	214	1219	324	91	434	114	276	578	455

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	12.2	2.8	57.1	9.4	6.6	22.0	
Yellow	5.0	0.0	5.0	5.0	5.0	5.0	
Red	1.0	0.0	1.0	1.0	1.0	1.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	20.9	65.8	18.2	63.1	15.4	28.0	28.0	40.6
Change Period, ($Y+R_c$), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Allow Headway (*MAH*), s	3.6	0.0	3.6	0.0	3.1	5.0	4.7	4.7
Queue Clearance Time (g_s), s	14.5		11.6		9.6	20.0	13.3	36.6
Green Extension Time (g_e), s	0.4	0.0	0.6	0.0	0.0	2.0	4.8	0.0
Phase Call Probability	1.00		1.00		0.98	1.00	1.00	1.00
Max Out Probability	0.54		0.00		1.00	0.61	0.68	1.00

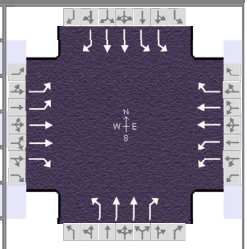
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	320	683	82	233	1325	316	99	472	111	300	628	445
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1757	1752	1610	1661	1781	1598	1795	1781	1459	1716	1738	1598
Queue Service Time (g_s), s	12.5	19.4	3.8	9.6	49.1	15.0	7.6	18.0	8.7	11.3	23.3	34.6
Cycle Queue Clearance Time (g_c), s	12.5	19.4	3.8	9.6	49.1	15.0	7.6	18.0	8.7	11.3	23.3	34.6
Green Ratio (*g/C*)	0.11	0.43	0.49	0.09	0.41	0.56	0.07	0.16	0.24	0.16	0.25	0.35
Capacity (*c*), veh/h	375	1498	797	289	1451	902	121	560	356	539	858	565
Volume-to-Capacity Ratio (*X*)	0.852	0.456	0.102	0.805	0.913	0.351	0.818	0.842	0.311	0.557	0.732	0.787
Back of Queue (*Q*), ft/ln (95 th percentile)	254.1	336.8	66.4	200	787.3	235.7	184.8	343	100.9	218.2	407	526.6
Back of Queue (*Q*), veh/ln (95 th percentile)	10.2	13.1	2.7	7.6	31.0	9.4	7.3	13.5	3.7	8.5	15.7	20.9
Queue Storage Ratio (*RQ*) (95 th percentile)	0.91	0.00	0.00	0.93	0.00	0.94	0.51	0.00	0.42	0.99	0.00	4.05
Uniform Delay (d_1), s/veh	61.4	28.5	18.8	62.7	39.1	17.9	64.4	57.3	4.7	54.5	48.5	40.5
Incremental Delay (d_2), s/veh	10.6	1.0	0.3	3.9	10.3	1.1	18.6	8.7	0.7	0.8	3.5	7.7
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	72.0	29.5	19.1	66.7	49.4	18.9	83.1	66.0	5.4	55.3	52.0	48.2
Level of Service (LOS)	E	C	B	E	D	B	F	E	A	E	D	D
Approach Delay, s/veh / LOS	41.3	D		46.4	D		58.6	E		51.5	D	
Intersection Delay, s/veh / LOS	48.3						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.45	B	2.65	C	2.65	C	2.61	C
Bicycle LOS Score / LOS	1.38	A	2.03	B	1.05	A	1.62	B

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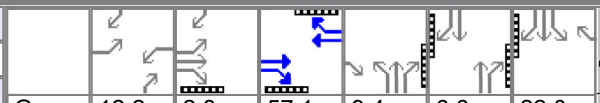
HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Feb 26, 2025	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	Alt 25 GES Imp	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	Judge Perez at Paris 2050 Build Alt 25 GES (w.P…		
Project Description	23-040				

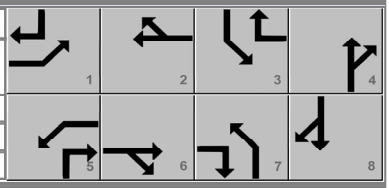


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	294	628	84	214	1219	324	91	434	114	276	578	455

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	12.2	2.8	57.1	9.4	6.6	22.0
Yellow	5.0	0.0	5.0	5.0	5.0	5.0
Red	1.0	0.0	1.0	1.0	1.0	1.0



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	0.969	1.000	0.945	0.984	0.992	0.992	0.984	0.906	0.977	0.961	0.992
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	0.971	0.952	1.000	0.971	0.952	1.000	1.000	0.952	1.000	0.971	0.952	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.000	0.847		0.000	0.847		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00			1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)												
Movement Saturation Flow Rate (s), veh/h	3514	3505	1610	3322	3561	1598	1795	3561	1459	3432	3477	1598
Proportion of Vehicles Arriving on Green (P)	0.11	0.43	0.43	0.09	0.41	0.41	0.07	0.16	0.16	0.16	0.25	0.25
Incremental Delay Factor (k)	0.22	0.50	0.50	0.08	0.50	0.50	0.17	0.28	0.15	0.09	0.31	0.35

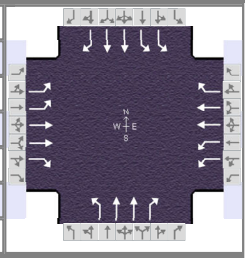
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Green Ratio (g/C)	0.11	0.43	0.09	0.41	0.07	0.16	0.16	0.25
Permitted Saturation Flow Rate (s_p), veh/h/ln	0	0	0	0	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		1610		1598		1459		1598
Protected Right Effective Green Time (g_R), s		9.4		22.0		12.2		14.9

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.710	0.017	1.852	0.065	1.852	0.047	1.852	0.013
Pedestrian F_s / F_{delay}	0.000	0.126	0.000	0.128	0.000	0.157	0.000	0.148
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	854.66	22.96	815.04	24.57	314.03	49.74	493.78	39.70
Bicycle F_w / F_v	-3.64	0.89	-3.64	1.55	-3.64	0.56	-3.64	1.13

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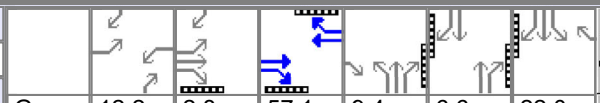
HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Feb 26, 2025	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM Peak	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	Alt 25 GES Imp	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	Judge Perez at Paris 2050 Build Alt 25 GES (w.P…		
Project Description	23-040				

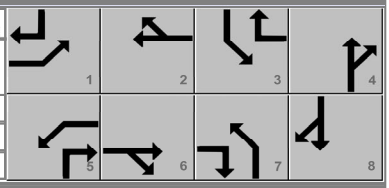


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	294	628	84	214	1219	324	91	434	114	276	578	455

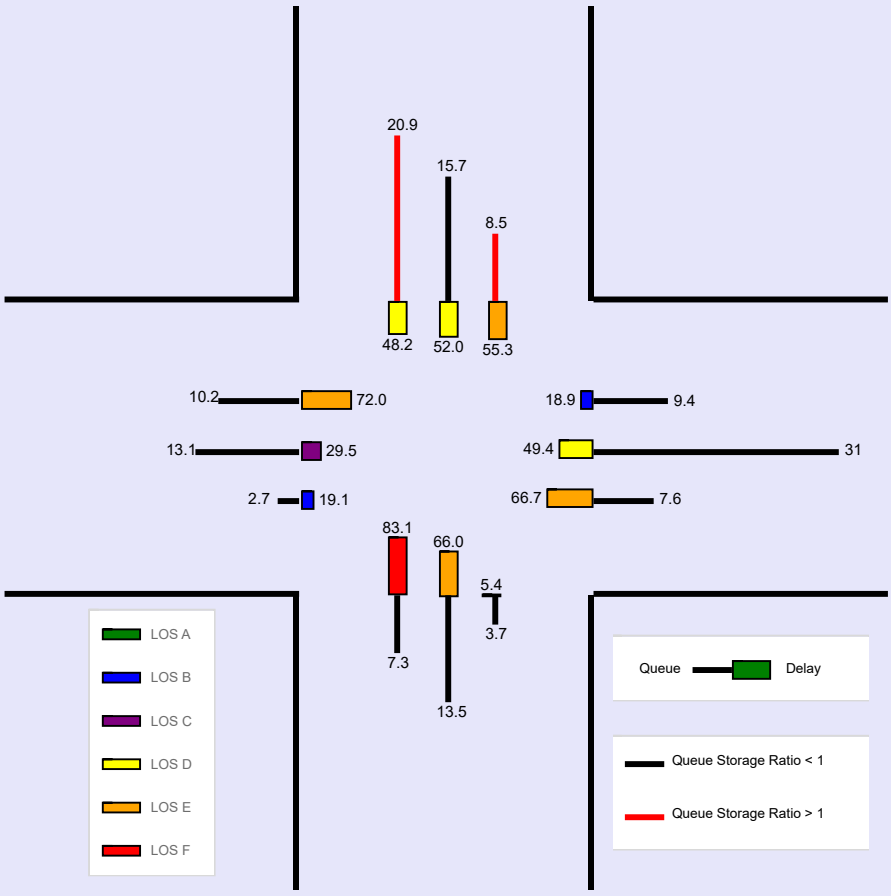
Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	12.2	2.8	57.1	9.4	6.6	22.0
Yellow	5.0	0.0	5.0	5.0	5.0	5.0
Red	1.0	0.0	1.0	1.0	1.0	1.0



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	254.1	336.8	66.4	200	787.3	235.7	184.8	343	100.9	218.2	407	526.6
Back of Queue (*Q*), veh/ln (95 th percentile)	10.2	13.1	2.7	7.6	31.0	9.4	7.3	13.5	3.7	8.5	15.7	20.9
Queue Storage Ratio (*RQ*) (95 th percentile)	0.91	0.00	0.00	0.93	0.00	0.94	0.51	0.00	0.42	0.99	0.00	4.05
Control Delay (*d*), s/veh	72.0	29.5	19.1	66.7	49.4	18.9	83.1	66.0	5.4	55.3	52.0	48.2
Level of Service (LOS)	E	C	B	E	D	B	F	E	A	E	D	D
Approach Delay, s/veh / LOS	41.3		D	46.4		D	58.6		E	51.5		D
Intersection Delay, s/veh / LOS	48.3						D					



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--- Messages ---

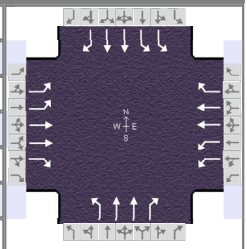
WARNING: Since queue spillover from turn lanes and spillback into upstream intersections is not accounted for in the HCM procedures, use of a simulation tool may be advised in situations where the Queue Storage Ratio exceeds 1.0.

--- Comments ---

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HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Feb 26, 2025	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.97
Urban Street	E Judge Perez	Analysis Year	Alt 25 GES Imp	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	Judge Perez at Paris 2050 Build Alt 25 GES (w.P…		
Project Description	23-040				

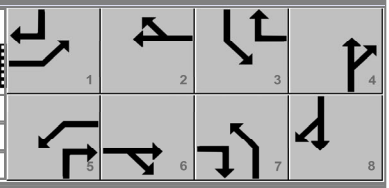


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	604	1348	137	145	856	374	115	785	126	417	515	443

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	8.2	26.8	25.0	18.0	9.2	16.8
Yellow	5.0	5.0	5.0	5.0	5.0	5.0
Red	1.0	1.0	1.0	1.0	1.0	1.0



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	604	1348	137	145	856	374	115	785	126	417	515	443
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	1	0	5	1	1	2	2	6	0	2	0
Ped / Bike / RTOR, /h	0	0	14	0	0	38	0	0	13	0	0	45
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Turn Bay Length, ft	280	0	0	215	0	250	360	0	240	220	0	130
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	40	40	40	40	40	40

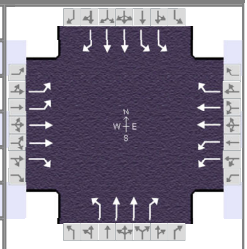
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	31.0	62.0	16.0	47.0	19.0	38.0	24.0	43.0
Yellow Change Interval (*Y*), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Red Clearance Interval (R_c), s	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s	4	10	4	10	4	7	4	4
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.5	2.0	2.5	2.0	2.0	4.0	2.0	4.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (*Walk*), s		7.0		7.0		7.0		7.0
Pedestrian Clearance Time (*PC*), s		28.0		28.0		14.0		17.0

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

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HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Feb 26, 2025	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.97
Urban Street	E Judge Perez	Analysis Year	Alt 25 GES Imp	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	Judge Perez at Paris 2050 Build Alt 25 GES (w.P…		
Project Description	23-040				

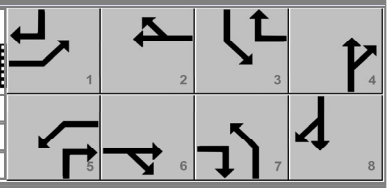


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	604	1348	137	145	856	374	115	785	126	417	515	443

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	8.2	26.8	25.0	18.0	9.2	16.8
Yellow	5.0	5.0	5.0	5.0	5.0	5.0
Red	1.0	1.0	1.0	1.0	1.0	1.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	31.0	63.8	14.2	47.0	22.8	38.0	24.0	39.2
Change Period, ($Y+R_c$), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Allow Headway (*MAH*), s	3.6	0.0	3.6	0.0	4.8	4.8	3.1	5.1
Queue Clearance Time (g_s), s	26.8		8.1		10.8	33.8	19.0	30.0
Green Extension Time (g_e), s	0.0	0.0	0.1	0.0	3.0	0.0	0.0	3.3
Phase Call Probability	1.00		1.00		0.99	1.00	1.00	1.00
Max Out Probability	1.00		1.00		0.85	1.00	1.00	0.77

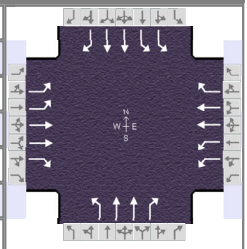
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	623	1390	127	149	882	346	119	809	116	430	531	410
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1757	1795	1610	1689	1795	1598	1781	1781	1535	1757	1781	1610
Queue Service Time (g_s), s	24.8	51.9	5.6	6.1	32.3	22.4	8.8	31.8	8.2	17.0	18.7	28.0
Cycle Queue Clearance Time (g_c), s	24.8	51.9	5.6	6.1	32.3	22.4	8.8	31.8	8.2	17.0	18.7	28.0
Green Ratio (*g/C*)	0.18	0.41	0.53	0.06	0.29	0.42	0.12	0.23	0.29	0.13	0.24	0.42
Capacity (*c*), veh/h	628	1483	858	197	1051	673	213	814	440	452	846	670
Volume-to-Capacity Ratio (*X*)	0.992	0.937	0.148	0.760	0.840	0.514	0.556	0.994	0.265	0.951	0.628	0.612
Back of Queue (*Q*), ft/ln (95 th percentile)	499	834.6	66.5	134.9	551.6	220.3	184.7	614.1	147.7	359.5	333.2	410.3
Back of Queue (*Q*), veh/ln (95 th percentile)	20.0	33.1	2.7	5.2	21.9	8.7	7.3	24.2	5.6	14.4	13.1	16.4
Queue Storage Ratio (*RQ*) (95 th percentile)	1.78	0.00	0.00	0.63	0.00	0.88	0.51	0.00	0.62	1.63	0.00	3.16
Uniform Delay (d_1), s/veh	57.4	39.3	16.3	65.0	46.4	3.8	58.1	53.9	38.5	60.6	47.8	32.0
Incremental Delay (d_2), s/veh	33.9	12.5	0.4	9.6	8.1	2.8	1.9	30.1	0.5	30.0	1.4	1.7
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	91.3	51.9	16.7	74.6	54.5	6.6	60.0	84.0	39.0	90.6	49.2	33.8
Level of Service (LOS)	F	D	B	E	D	A	E	F	D	F	D	C
Approach Delay, s/veh / LOS	61.2	E		44.6	D		76.2	E		57.6	E	
Intersection Delay, s/veh / LOS	59.2						E					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.46	B	2.67	C	2.65	C	2.63	C
Bicycle LOS Score / LOS	2.25	B	1.62	B	1.35	A	1.62	B

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HCS Signalized Intersection Intermediate Values

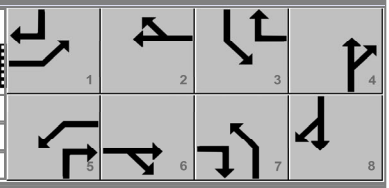
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Feb 26, 2025	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.97
Urban Street	E Judge Perez	Analysis Year	Alt 25 GES Imp	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	Judge Perez at Paris 2050 Build Alt 25 GES (w.P…		
Project Description	23-040				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	604	1348	137	145	856	374	115	785	126	417	515	443

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	8.2	26.8	25.0	18.0	9.2	16.8						
Yellow	5.0	5.0	5.0	5.0	5.0	5.0						
Red	1.0	1.0	1.0	1.0	1.0	1.0						



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	0.992	1.000	0.961	0.992	0.992	0.984	0.984	0.953	1.000	0.984	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	0.971	0.952	1.000	0.971	0.952	1.000	1.000	0.952	1.000	0.971	0.952	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.000	0.847		0.000	0.847		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00			1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)												
Movement Saturation Flow Rate (s), veh/h	3514	3589	1610	3377	3589	1598	1781	3561	1535	3514	3561	1610
Proportion of Vehicles Arriving on Green (P)	0.18	0.41	0.41	0.06	0.29	0.29	0.12	0.23	0.23	0.13	0.24	0.24
Incremental Delay Factor (k)	0.49	0.50	0.50	0.18	0.50	0.50	0.09	0.50	0.15	0.46	0.20	0.21

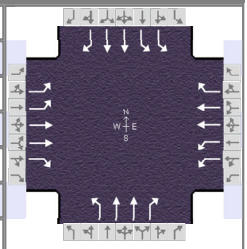
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Green Ratio (g/C)	0.18	0.41	0.06	0.29	0.12	0.23	0.13	0.24
Permitted Saturation Flow Rate (s_p), veh/h/ln	0	0	0	0	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		1610		1598		1535		1610
Protected Right Effective Green Time (g_R), s		16.8		18.0		8.2		25.0

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.710	0.018	1.852	0.064	1.852	0.054	1.852	0.020
Pedestrian F_s / F_{delay}	0.000	0.128	0.000	0.155	0.000	0.150	0.000	0.160
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	826.38	24.10	357.14	47.23	457.14	41.66	239.33	54.25
Bicycle F_w / F_v	-3.64	1.76	-3.64	1.14	-3.64	0.86	-3.64	1.13

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HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Feb 26, 2025	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM Peak	PHF	0.97
Urban Street	E Judge Perez	Analysis Year	Alt 25 GES Imp	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	Judge Perez at Paris 2050 Build Alt 25 GES (w.P…		
Project Description	23-040				



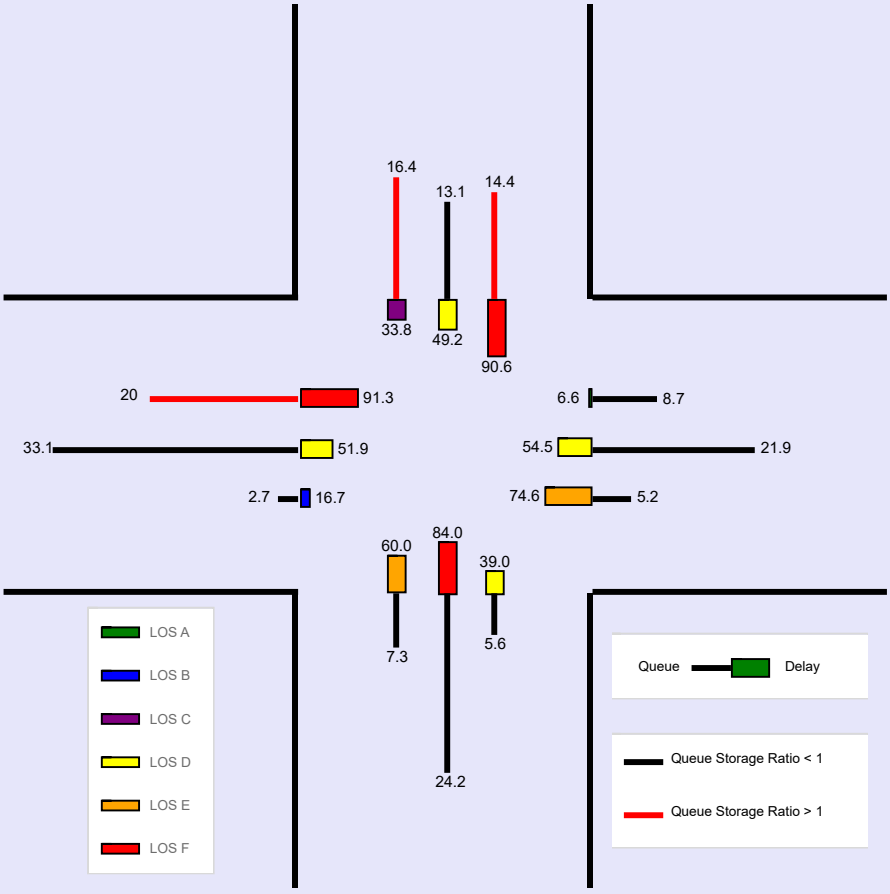
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	604	1348	137	145	856	374	115	785	126	417	515	443

Signal Information									
Cycle, s	140.0	Reference Phase	2						
Offset, s	132	Reference Point	End						
Uncoordinated	No	Simult. Gap E/W	On						
Force Mode	Fixed	Simult. Gap N/S	On						



Green	8.2	26.8	25.0	18.0	9.2	16.8
Yellow	5.0	5.0	5.0	5.0	5.0	5.0
Red	1.0	1.0	1.0	1.0	1.0	1.0

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	499	834.6	66.5	134.9	551.6	220.3	184.7	614.1	147.7	359.5	333.2	410.3
Back of Queue (*Q*), veh/ln (95 th percentile)	20.0	33.1	2.7	5.2	21.9	8.7	7.3	24.2	5.6	14.4	13.1	16.4
Queue Storage Ratio (*RQ*) (95 th percentile)	1.78	0.00	0.00	0.63	0.00	0.88	0.51	0.00	0.62	1.63	0.00	3.16
Control Delay (*d*), s/veh	91.3	51.9	16.7	74.6	54.5	6.6	60.0	84.0	39.0	90.6	49.2	33.8
Level of Service (LOS)	F	D	B	E	D	A	E	F	D	F	D	C
Approach Delay, s/veh / LOS	61.2	E		44.6	D		76.2	E		57.6	E	
Intersection Delay, s/veh / LOS	59.2						E					



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--- Messages ---

WARNING: Since queue spillover from turn lanes and spillback into upstream intersections is not accounted for in the HCM procedures, use of a simulation tool may be advised in situations where the Queue Storage Ratio exceeds 1.0.

--- Comments ---

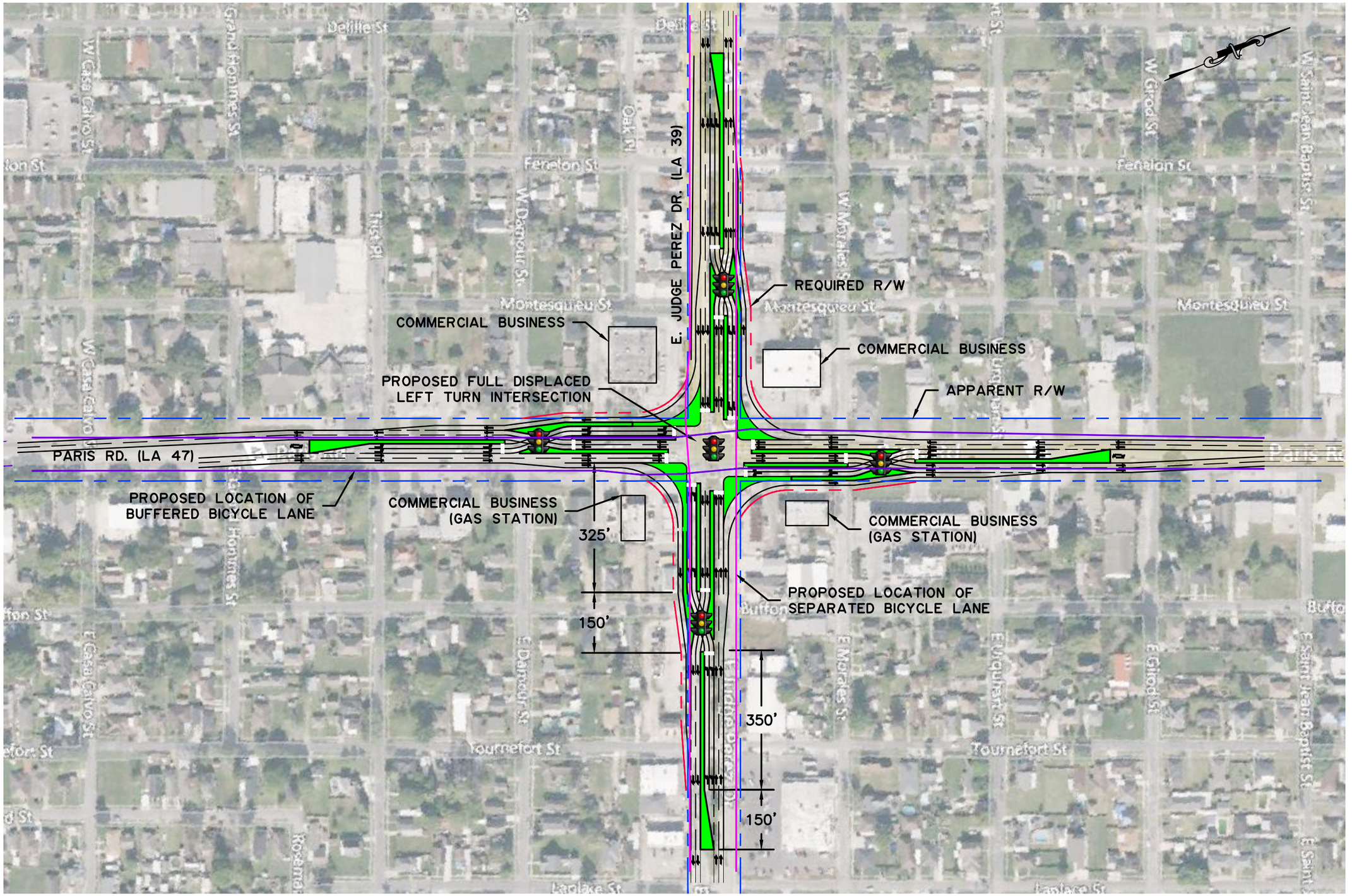
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LSB / LIT Road Network and Resilience
Stage 0 Feasibility Study
H.015428

Appendix E
Alternative Analysis

Appendix E.7 Conceptual Layouts

URBAN SYSTEMS inc.



NOTES:

1. ADJACENT SIDE STREETS AND COMMERCIAL DRIVEWAYS TO BE ANALYZED FOR RIGHT-TURN ONLY ENTRY AND EXIT IN A FUTURE STUDY.
2. LAYOUT AND DISTANCES SHOWN PER FHWA PUBLICATION NO. FHWA-HRT-09-055 "DISPLACED LEFT TURN INTERSECTION" FIGURE 6
3. PEDESTRIAN/BICYCLE IMPROVEMENTS SHOWN PER THE 2017 ST. BERNARD PARISH BIKEWAY & PEDESTRIAN PLAN UPDATE

E. JUDGE PEREZ AT PARIS RD.
FULL DISPLACED LEFT-TURN INTERSECTION

GRAPHIC SCALE
240 0 120 240
(IN FEET)
1 inch = 240 ft.

SHEET NUMBER: EXH. 1

PARISH	ST. BERNARD	PARISH PROJECT	N/A
STATE PROJECT	H.015428		
DESIGNED	TJG	DETAILED	TJG
CHECKED	DHD, AMT	CHECKED	DHD, AMT
DATE	03-17-2025	SHEET	1 OF 6

NO.	DATE	REVISION DESCRIPTION	BY

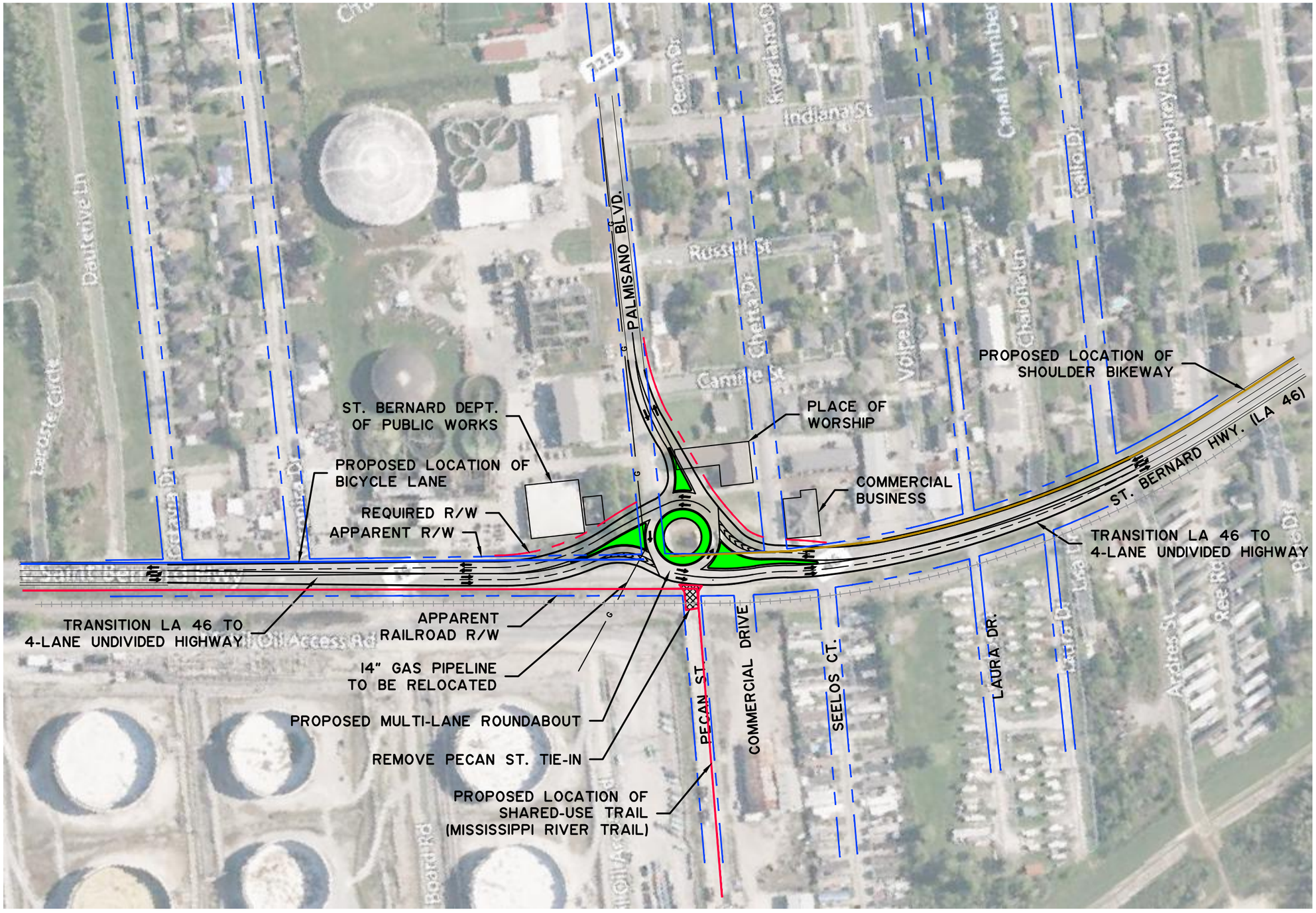
INTERSECTION IMPROVEMENT
E. JUDGE PEREZ DR. @ PARIS RD.

LOWER ST. BERNARD/LOUISIANA TERMINAL ROAD NETWORK STUDY

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NOTES:

1. A REVIEW OF LA 46 ACCESS TO PECAN ST., COMMERCIAL DRIVE, AND SEELOS CT. WILL BE REQUIRED AS THERE ARE NO OTHER OPPORTUNITIES TO ACCESS THESE STREETS.
2. PEDESTRIAN/BICYCLE IMPROVEMENTS SHOWN PER THE 2017 ST. BERNARD PARISH BIKEWAY & PEDESTRIAN PLAN UPDATE

E. ST. BERNARD HWY. (LA 46) AT PALMISANO BLVD. MULTI-LANE THREE-WAY ROUNDABOUT

GRAPHIC SCALE
200 0 100 200
(IN FEET)
1 inch = 200 ft.

SHEET NUMBER	EXH. 2
PARISH	ST. BERNARD
PARISH PROJECT	N/A
STATE PROJECT	H.015428
DESIGNED	TJG
CHECKED	DHD, AMT
DETAILED	TJG
CHECKED	DHD, AMT
DATE	03-17-2025
SHEET	2 OF 6

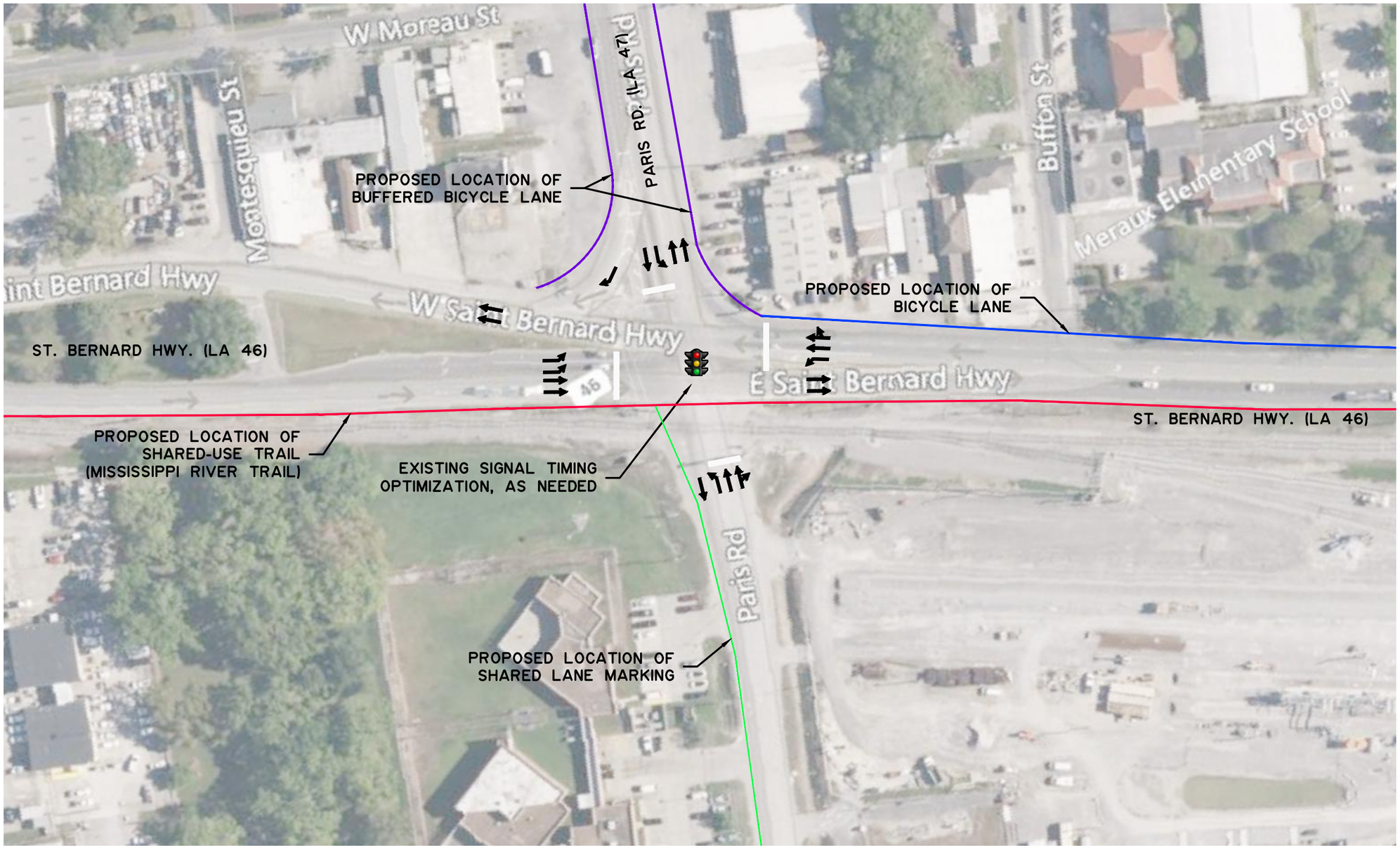
NO.	DATE	REVISION DESCRIPTION	BY

INTERSECTION IMPROVEMENT
E. ST BERNARD HWY. @ PALMISANO BLVD.
LOWER ST. BERNARD/LOUISIANA TERMINAL ROAD NETWORK STUDY

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NOTES:

1. PEDESTRIAN/BICYCLE IMPROVEMENTS SHOWN PER THE 2017 ST. BERNARD PARISH BIKEWAY & PEDESTRIAN PLAN UPDATE

ST. BERNARD HWY. (LA 46) AT PARIS RD. (LA 47)
PROPOSED SIGNAL TIMING OPTIMIZATION

GRAPHIC SCALE
100 0 50 100
(IN FEET)
1 inch = 100 ft.

SHEET NUMBER	EXH. 3
PARISH	ST. BERNARD
PARISH PROJECT	N/A
STATE PROJECT	H.015428
DESIGNED	TJG
CHECKED	DHD, AMT
DETAILED	TJG
CHECKED	DHD, AMT
DATE	03-17-2025
SHEET	3 OF 6

NO.	DATE	REVISION DESCRIPTION	BY

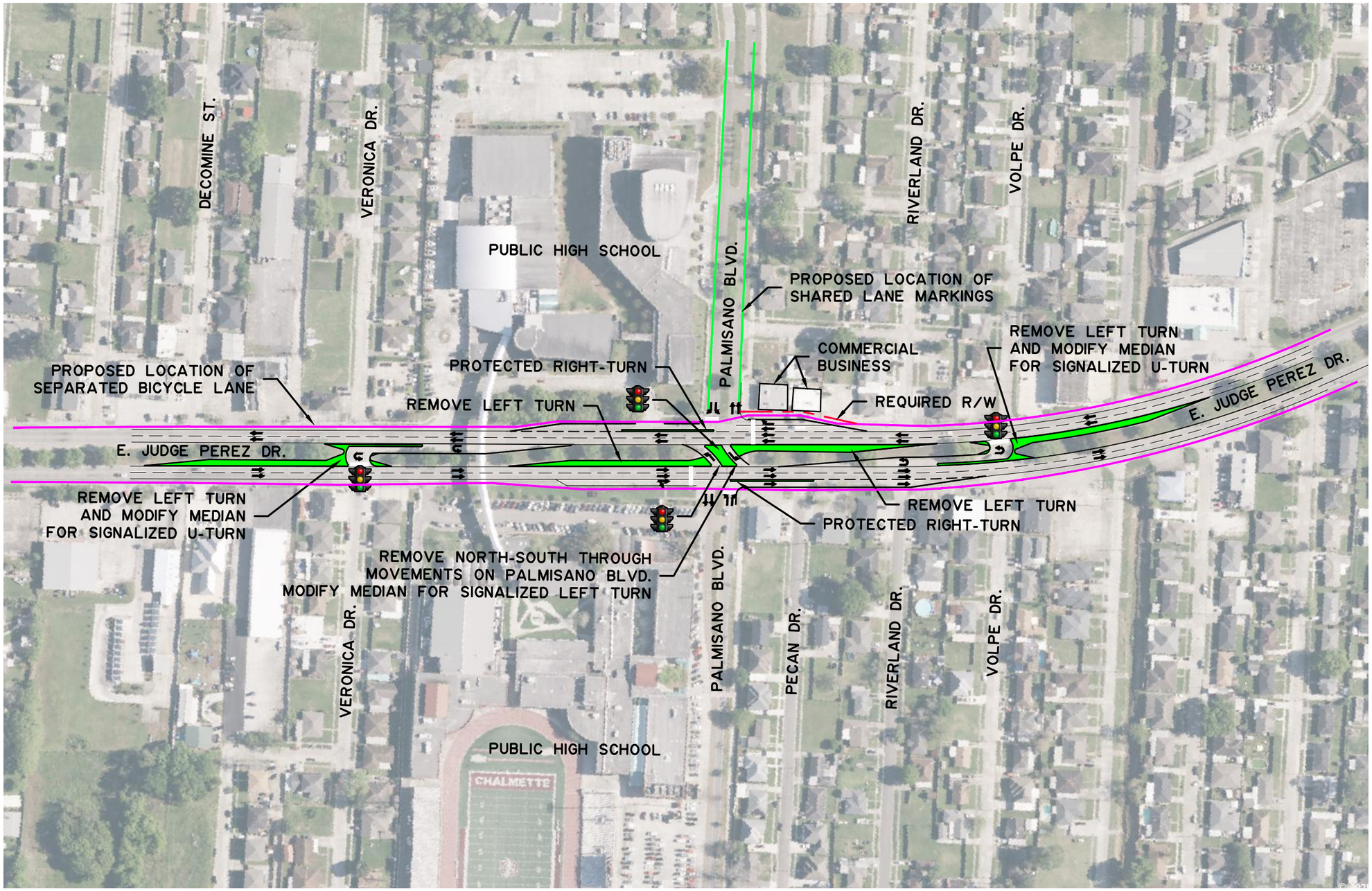
INTERSECTION IMPROVEMENT
ST. BERNARD HWY. @ PARIS RD.

LOWER ST. BERNARD/LOUISIANA TERMINAL ROAD NETWORK STUDY

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NOTES:

1. BULB-OUTS MAY BE REQUIRED AT U-TURNS DEPENDING ON DESIGN VEHICLES, SCHOOL BUS, AND CARPOOL CONFIGURATIONS.
2. SIDE STREETS AT U-TURNS MAY NEED TO BE RIGHT-TURN ENTRY AND EXIT ONLY.
3. PEDESTRIAN/BICYCLE IMPROVEMENTS SHOWN PER THE 2017 ST. BERNARD PARISH BIKEWAY & PEDESTRIAN PLAN UPDATE

E. JUDGE PEREZ DR. (LA 39) AT PALMISANO BLVD. MODIFY INTERSECTION & ADD SIGNALIZED U-TURNS

GRAPHIC SCALE
200 0 100 200
(IN FEET)
1 inch = 200 ft.

SHEET NUMBER	EXH. 4
PARISH	ST. BERNARD
PARISH PROJECT	N/A
STATE PROJECT	H.015428
DESIGNED	TJG
CHECKED	DHD, AMT
DETAILED	TJG
CHECKED	DHD, AMT
DATE	03-17-2025
SHEET	4 OF 6

NO.	DATE	REVISION DESCRIPTION	BY

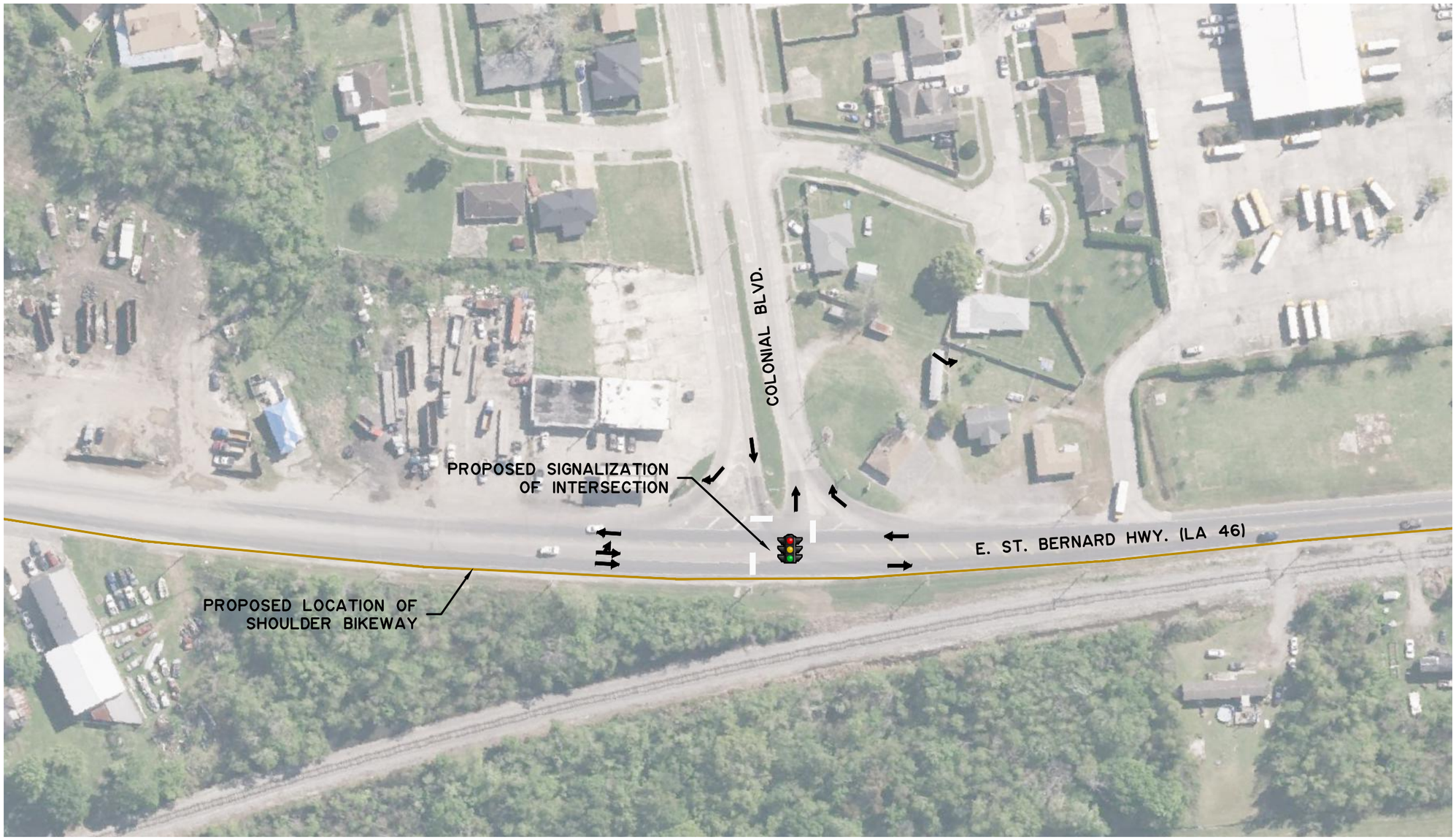
INTERSECTION IMPROVEMENT
E. JUDGE PEREZ @ PALMISANO BLVD.

LOWER ST. BERNARD/LOUISIANA TERMINAL ROAD NETWORK STUDY

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NOTE REQUIRED WORK NOT SHOWN:
MILL & OVERLAY ASPHALT PAVEMENT, RESTRIPING OF INTERSECTION, RAISED MEDIAN ISLANDS, REMOVE AND REPLACE CONCRETE CURB AND GUTTERS, AND STREET LIGHTING

NOTES:
1. **PEDESTRIAN/BICYCLE IMPROVEMENTS SHOWN PER THE 2017 ST. BERNARD PARISH BIKEWAY & PEDESTRIAN PLAN UPDATE**

E. ST. BERNARD HWY. (LA 46) AT COLONIAL BLVD. SIGNALIZE INTERSECTION

GRAPHIC SCALE
100 0 50 100
(IN FEET)
1 inch = 100 ft.

SHEET NUMBER	EXH. 5
PARISH	ST. BERNARD
PARISH PROJECT	N/A
STATE PROJECT	H.015428
DESIGNED	TJG
CHECKED	DHD, AMT
DETAILED	TJG
CHECKED	DHD, AMT
DATE	03-17-2025
SHEET	5 OF 6

NO.	DATE	REVISION DESCRIPTION	BY

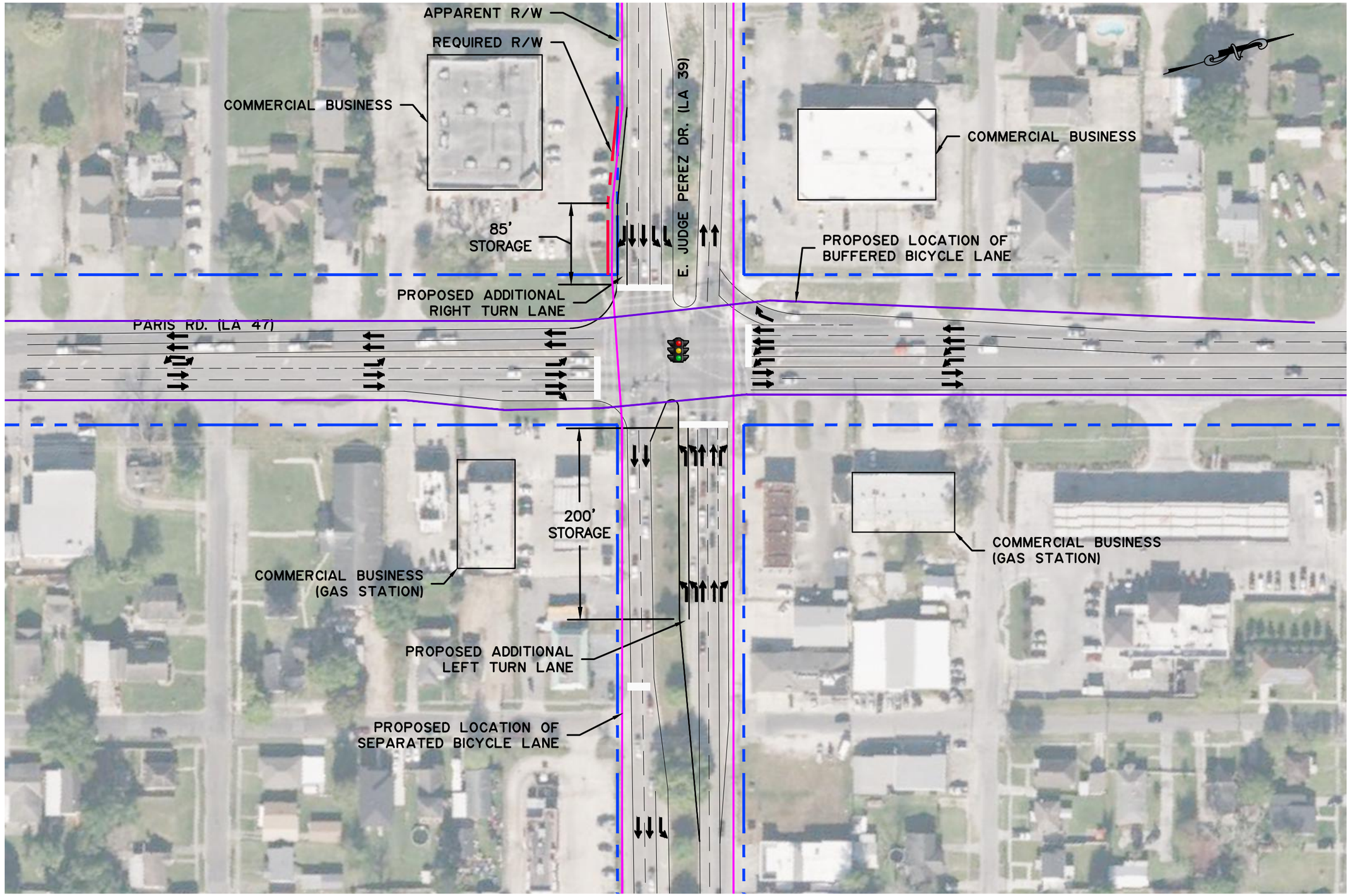
INTERSECTION IMPROVEMENT
E. ST BERNARD HWY. @ COLONIAL BLVD.

LOWER ST. BERNARD/LOUISIANA TERMINAL ROAD NETWORK STUDY

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NOTES:

1. SHOWN IMPROVEMENTS WILL REQUIRE A TRAFFIC SIGNAL DESIGN FOR THE INTERSECTION.
2. ADDITIONAL TURN LANE STORAGE LENGTHS MEET OR EXCEED THE REQUIREMENTS PER A 2025 TRAFFIC STUDY.
3. PEDESTRIAN/BICYCLE IMPROVEMENTS SHOWN PER THE 2017 ST. BERNARD PARISH BIKEWAY & PEDESTRIAN PLAN UPDATE

E. JUDGE PEREZ AT PARIS RD.
ADDITIONAL TURN LANES

GRAPHIC SCALE
100 0 50 100
(IN FEET)
1 inch = 100 ft.

SHEET NUMBER	EXH. 6
PARISH	ST. BERNARD
PARISH PROJECT	N/A
STATE PROJECT	H.015428
DESIGNED	TJG
CHECKED	DHD, AMT
DETAILED	TJG
CHECKED	DHD, AMT
DATE	03-17-2025
SHEET	6 OF 6

NO.	DATE	REVISION DESCRIPTION	BY

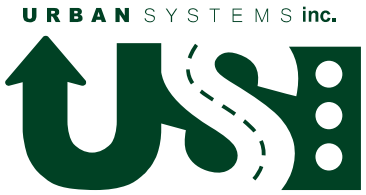
INTERSECTION IMPROVEMENT
E. JUDGE PEREZ DR. @ PARIS RD.

LOWER ST. BERNARD/LOUISIANA TERMINAL ROAD NETWORK STUDY

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