

6: Driveway 2 & El Segundo Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	0.1	0.0
Total Delay (hr)	0.0	0.0	0.1	2.4	0.1	0.1	2.7
Total Del/Veh (s)	0.1	0.0	5.0	7.2	72.3	15.5	5.0
Vehicles Entered	637	5	52	1209	6	15	1924
Vehicles Exited	637	5	52	1206	6	15	1921
Hourly Exit Rate	637	5	52	1206	6	15	1921
Input Volume	631	5	53	1200	7	17	1914
% of Volume	101	95	98	100	83	87	100

7: Driveway 3 & El Segundo Performance by movement

Movement	EBT	EBR	WBL	WBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.4	0.4
Total Del/Veh (s)	0.2	0.1	4.6	1.2	0.8
Vehicles Entered	642	48	14	1191	1895
Vehicles Exited	642	48	14	1190	1894
Hourly Exit Rate	642	48	14	1190	1894
Input Volume	636	49	13	1188	1887
% of Volume	101	98	106	100	100

8: Driveway 4 & El Segundo Performance by movement

Movement	EBT	WBT	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.4	0.3	0.7
Total Del/Veh (s)	1.9	0.9	1.3
Vehicles Entered	727	1185	1912
Vehicles Exited	726	1185	1911
Hourly Exit Rate	726	1185	1911
Input Volume	724	1181	1904
% of Volume	100	100	100

Total Network Performance

Denied Delay (hr)	0.9
Denied Del/Veh (s)	0.8
Total Delay (hr)	50.7
Total Del/Veh (s)	41.1
Vehicles Entered	4318
Vehicles Exited	4319
Hourly Exit Rate	4319
Input Volume	20468
% of Volume	21

Intersection: 1: Central & El Segundo /El Segundo

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB
Directions Served	L	T	T	R	L	T	T	R	L	T	T	R
Maximum Queue (ft)	160	334	271	87	189	267	261	125	155	352	370	50
Average Queue (ft)	102	140	92	26	142	195	195	58	100	185	211	44
95th Queue (ft)	176	274	214	61	220	289	282	145	171	309	331	54
Link Distance (ft)		381	381			246	246			1186	1186	
Upstream Blk Time (%)		0				6	3					
Queuing Penalty (veh)		0				36	18					
Storage Bay Dist (ft)	135			135	165			100	130			25
Storage Blk Time (%)	19	4	1	0	8	11	25	0	3	18	53	14
Queuing Penalty (veh)	37	5	1	0	35	21	29	0	8	26	106	43

Intersection: 1: Central & El Segundo /El Segundo

Movement	SB	SB	SB	SB
Directions Served	L	T	T	R
Maximum Queue (ft)	144	419	419	50
Average Queue (ft)	94	294	243	46
95th Queue (ft)	174	420	374	57
Link Distance (ft)		404	404	
Upstream Blk Time (%)		3	1	
Queuing Penalty (veh)		0	0	
Storage Bay Dist (ft)	120			25
Storage Blk Time (%)	0	42	54	26
Queuing Penalty (veh)	2	44	119	98

Intersection: 2: Central & 131st

Movement	WB	SB
Directions Served	LR	L
Maximum Queue (ft)	86	31
Average Queue (ft)	38	7
95th Queue (ft)	65	29
Link Distance (ft)	1081	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		65
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: Parmelee & El Segundo

Movement	EB	EB	EB	WB	WB	WB	NB	NB
Directions Served	T	T	R	L	T	T	L	R
Maximum Queue (ft)	126	146	46	105	258	191	59	246
Average Queue (ft)	43	46	7	57	108	66	5	110
95th Queue (ft)	101	112	30	103	218	145	27	207
Link Distance (ft)	564	564			568	568		1412
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			25	80			55	
Storage Blk Time (%)		9	0	3	8			39
Queuing Penalty (veh)		2	1	18	13			3

Intersection: 4: Parmelee & 131st

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	28	49	8
Average Queue (ft)	10	5	0
95th Queue (ft)	32	28	4
Link Distance (ft)	1081	301	1412
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 5: Driveway 1 & El Segundo

Movement	WB	WB	WB	NB
Directions Served	L	T	T	LR
Maximum Queue (ft)	43	167	150	57
Average Queue (ft)	6	28	23	28
95th Queue (ft)	27	193	171	57
Link Distance (ft)		564	564	105
Upstream Blk Time (%)		0	0	0
Queuing Penalty (veh)		0	0	0
Storage Bay Dist (ft)	520			
Storage Blk Time (%)		0		
Queuing Penalty (veh)		0		

Queuing and Blocking Report

Baseline

04/03/2026

Intersection: 6: Driveway 2 & El Segundo

Movement	EB	WB	WB	WB	NB
Directions Served	T	L	T	T	LR
Maximum Queue (ft)	6	123	159	167	61
Average Queue (ft)	0	21	48	43	19
95th Queue (ft)	0	80	178	172	50
Link Distance (ft)	31		236	236	80
Upstream Blk Time (%)	0	0	2	0	1
Queuing Penalty (veh)	0	0	14	3	0
Storage Bay Dist (ft)		300			
Storage Blk Time (%)		0	2		
Queuing Penalty (veh)		0	1		

Intersection: 7: Driveway 3 & El Segundo

Movement	WB	WB	WB
Directions Served	L	T	T
Maximum Queue (ft)	30	31	31
Average Queue (ft)	6	13	5
95th Queue (ft)	26	39	25
Link Distance (ft)		31	31
Upstream Blk Time (%)	1	5	1
Queuing Penalty (veh)	0	28	9
Storage Bay Dist (ft)	45		
Storage Blk Time (%)	1	5	
Queuing Penalty (veh)	7	1	

Intersection: 8: Driveway 4 & El Segundo

Movement	EB	EB	WB	WB
Directions Served	T	T	T	T
Maximum Queue (ft)	6	28	31	31
Average Queue (ft)	0	2	9	7
95th Queue (ft)	5	16	32	27
Link Distance (ft)	246	246	29	29
Upstream Blk Time (%)			5	2
Queuing Penalty (veh)			29	12
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Network Summary

Network wide Queuing Penalty: 769

PM Existing (2026) Conditions

1: Central & El Segundo Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.4	1.2	0.3	0.1	0.8	0.3	0.0	0.2	0.2	0.1	0.1	0.1
Denied Del/Veh (s)	6.8	4.1	6.2	5.1	5.2	8.6	0.9	0.8	2.7	2.9	0.3	2.9
Total Delay (hr)	4.0	9.0	0.5	4.7	3.1	0.2	3.7	20.1	6.1	1.8	5.7	0.6
Total Del/Veh (s)	62.8	32.0	10.6	184.8	21.3	7.3	90.3	83.7	89.2	46.1	34.6	14.7
Vehicles Entered	225	1014	165	89	521	110	140	838	239	134	577	149
Vehicles Exited	222	1013	165	84	521	110	141	830	236	134	580	150
Hourly Exit Rate	222	1013	165	84	521	110	141	830	236	134	580	150
Input Volume	230	1040	167	91	522	113	146	837	239	133	587	154
% of Volume	97	97	99	93	100	97	97	99	99	101	99	98

1: Central & El Segundo Performance by movement

Movement	All
Denied Delay (hr)	3.7
Denied Del/Veh (s)	3.2
Total Delay (hr)	59.3
Total Del/Veh (s)	50.1
Vehicles Entered	4201
Vehicles Exited	4186
Hourly Exit Rate	4186
Input Volume	4259
% of Volume	98

2: Central & 131st Performance by movement

Movement	WBL	WBT	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.0	0.0	0.0	0.2	0.2	0.1	0.0	0.1
Total Delay (hr)	0.1	0.0	0.2	1.3	0.0	0.1	0.7	2.4
Total Del/Veh (s)	42.4	0.2	15.8	3.9	3.0	13.1	2.9	4.0
Vehicles Entered	6	10	53	1151	42	30	811	2103
Vehicles Exited	6	11	54	1151	42	30	812	2106
Hourly Exit Rate	6	11	54	1151	42	30	812	2106
Input Volume	7	13	54	1154	39	32	826	2125
% of Volume	86	86	100	100	108	93	98	99

3: Parmelee & El Segundo Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBT	NBR	All
Denied Delay (hr)	0.2	0.0	0.1	0.1	0.0	0.0	0.0	0.4
Denied Del/Veh (s)	0.6	0.6	2.9	0.3	0.5	0.0	0.1	0.5
Total Delay (hr)	2.9	0.0	1.4	1.3	0.1	0.0	2.4	8.1
Total Del/Veh (s)	6.8	3.9	51.5	6.6	45.9	1.1	40.1	11.3
Vehicles Entered	1516	17	97	720	8	3	212	2573
Vehicles Exited	1517	17	97	720	8	3	213	2575
Hourly Exit Rate	1517	17	97	720	8	3	213	2575
Input Volume	1550	20	99	717	10	3	204	2602
% of Volume	98	86	98	100	80	109	104	99

4: Parmelee & 131st Performance by movement

Movement	EBL	EBT	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.1	0.2	0.2	0.0	0.0	0.1
Total Delay (hr)	0.1	0.0	0.0	0.0	0.0	0.1	0.0	0.2
Total Del/Veh (s)	6.2	0.2	4.0	2.1	0.3	1.9	1.4	2.0
Vehicles Entered	63	14	20	29	146	98	38	408
Vehicles Exited	63	14	20	29	146	99	37	408
Hourly Exit Rate	63	14	20	29	146	99	37	408
Input Volume	58	15	22	29	143	102	38	408
% of Volume	109	93	90	99	102	97	97	100

5: Driveway 1 & El Segundo Performance by movement

Movement	EBT	WBL	WBT	NBL	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.1	0.0
Total Delay (hr)	0.2	0.0	0.3	0.0	0.1	0.6
Total Del/Veh (s)	0.6	12.0	1.4	25.7	11.6	1.1
Vehicles Entered	1423	4	741	1	31	2200
Vehicles Exited	1423	4	740	1	31	2199
Hourly Exit Rate	1423	4	740	1	31	2199
Input Volume	1466	4	741	1	29	2240
% of Volume	97	100	100	100	107	98

6: Driveway 2 & El Segundo Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0		0.1	0.0
Total Delay (hr)	0.1	0.0	0.1	0.7	0.0	0.0	0.9
Total Del/Veh (s)	0.2	0.0	20.8	3.6		9.0	1.6
Vehicles Entered	1411	8	25	702	0	12	2158
Vehicles Exited	1411	8	25	700	0	12	2156
Hourly Exit Rate	1411	8	25	700	0	12	2156
Input Volume	1454	9	27	702	1	11	2204
% of Volume	97	89	93	100	0	107	98

7: Driveway 3 & El Segundo Performance by movement

Movement	EBT	EBR	WBL	WBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.2	0.0	0.0	0.2	0.4
Total Del/Veh (s)	0.4	0.0	7.8	1.0	0.6
Vehicles Entered	1423	4	1	699	2127
Vehicles Exited	1422	4	1	699	2126
Hourly Exit Rate	1422	4	1	699	2126
Input Volume	1465	2	1	701	2169
% of Volume	97	178	100	100	98

8: Driveway 4 & El Segundo Performance by movement

Movement	EBT	EBR	WBT	NBR	All
Denied Delay (hr)	0.3	0.0	0.0	0.2	0.5
Denied Del/Veh (s)	0.8	0.0	0.0	17.9	0.8
Total Delay (hr)	1.6	0.0	0.2	0.3	2.2
Total Del/Veh (s)	4.0	2.1	1.2	32.5	3.6
Vehicles Entered	1456	1	699	38	2194
Vehicles Exited	1456	1	698	37	2192
Hourly Exit Rate	1456	1	698	37	2192
Input Volume	1490	1	701	42	2234
% of Volume	98	100	100	88	98

Total Network Performance

Denied Delay (hr)	4.7
Denied Del/Veh (s)	3.5
Total Delay (hr)	77.1
Total Del/Veh (s)	55.9
Vehicles Entered	4815
Vehicles Exited	4793
Hourly Exit Rate	4793
Input Volume	22898
% of Volume	21

Intersection: 1: Central & El Segundo

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB
Directions Served	L	T	T	R	L	T	T	R	L	T	T	R
Maximum Queue (ft)	160	396	396	160	184	240	210	125	155	773	792	50
Average Queue (ft)	137	329	256	92	123	140	128	45	111	487	508	46
95th Queue (ft)	192	459	403	200	209	254	222	119	191	932	944	56
Link Distance (ft)		381	381			234	234			1186	1186	
Upstream Blk Time (%)		13	5			14	1			1	1	
Queuing Penalty (veh)		0	0			47	2			6	6	
Storage Bay Dist (ft)	135			135	165			100	130			25
Storage Blk Time (%)	19	29	21	0	25	1	9	0	5	50	62	25
Queuing Penalty (veh)	100	67	35	1	62	1	10	0	19	73	147	103

Intersection: 1: Central & El Segundo

Movement	SB	SB	SB	SB
Directions Served	L	T	T	R
Maximum Queue (ft)	144	374	308	50
Average Queue (ft)	109	217	161	43
95th Queue (ft)	177	334	271	59
Link Distance (ft)		404	404	
Upstream Blk Time (%)		0		
Queuing Penalty (veh)		0		
Storage Bay Dist (ft)	120			25
Storage Blk Time (%)	3	28	49	12
Queuing Penalty (veh)	9	37	75	36

Intersection: 2: Central & 131st

Movement	WB	NB	NB	SB	SB	SB
Directions Served	LR	T	TR	L	T	T
Maximum Queue (ft)	113	115	119	53	35	29
Average Queue (ft)	39	10	11	19	2	2
95th Queue (ft)	78	80	82	50	17	18
Link Distance (ft)	1081	3053	3053		1186	1186
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)				65		
Storage Blk Time (%)				0	0	
Queuing Penalty (veh)				0	0	

Intersection: 3: Parmelee & El Segundo

Movement	EB	EB	EB	WB	WB	WB	NB	NB
Directions Served	T	T	R	L	T	T	L	R
Maximum Queue (ft)	261	276	47	105	317	264	68	287
Average Queue (ft)	112	127	8	61	96	62	9	134
95th Queue (ft)	225	244	32	108	258	203	42	242
Link Distance (ft)	564	564			568	568		1412
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			25	80			55	
Storage Blk Time (%)		19	0	13	3		0	49
Queuing Penalty (veh)		4	2	49	3		0	5

Intersection: 4: Parmelee & 131st

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	92	43
Average Queue (ft)	32	4
95th Queue (ft)	65	23
Link Distance (ft)	1081	301
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 5: Driveway 1 & El Segundo

Movement	WB	WB	NB
Directions Served	L	T	LR
Maximum Queue (ft)	30	6	62
Average Queue (ft)	3	0	23
95th Queue (ft)	16	0	52
Link Distance (ft)		564	105
Upstream Blk Time (%)			0
Queuing Penalty (veh)			0
Storage Bay Dist (ft)	520		
Storage Blk Time (%)			
Queuing Penalty (veh)			

Queuing and Blocking Report

Baseline

04/03/2026

Intersection: 6: Driveway 2 & El Segundo

Movement	EB	WB	WB	WB	NB
Directions Served	TR	L	T	T	LR
Maximum Queue (ft)	19	48	134	109	39
Average Queue (ft)	1	18	24	18	10
95th Queue (ft)	8	45	115	97	34
Link Distance (ft)	9		258	258	81
Upstream Blk Time (%)	0		0	0	
Queuing Penalty (veh)	0		0	0	
Storage Bay Dist (ft)		300			
Storage Blk Time (%)			0		
Queuing Penalty (veh)			0		

Intersection: 7: Driveway 3 & El Segundo

Movement	EB	EB	WB	WB
Directions Served	T	TR	T	T
Maximum Queue (ft)	6	17	30	6
Average Queue (ft)	0	0	7	0
95th Queue (ft)	4	6	28	5
Link Distance (ft)	29	29	9	9
Upstream Blk Time (%)		0	12	0
Queuing Penalty (veh)		0	41	0
Storage Bay Dist (ft)				
Storage Blk Time (%)			12	
Queuing Penalty (veh)			0	

Intersection: 8: Driveway 4 & El Segundo

Movement	EB	EB	WB	WB	NB
Directions Served	T	TR	T	T	R
Maximum Queue (ft)	106	147	19	12	65
Average Queue (ft)	12	27	7	1	30
95th Queue (ft)	87	118	27	8	62
Link Distance (ft)	234	234	29	29	50
Upstream Blk Time (%)	0	0	13	0	10
Queuing Penalty (veh)	0	0	44	0	0
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Network Summary

Network wide Queuing Penalty: 986

AM Existing With Project Conditions

1: Central & El Segundo Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.2
Denied Del/Veh (s)	3.2	0.2	3.1	0.0	0.0	0.0	0.0	0.0	0.0	2.8	0.7	3.0
Total Delay (hr)	2.5	2.4	0.2	2.3	5.3	0.2	2.1	5.8	1.2	1.3	8.8	1.6
Total Del/Veh (s)	77.2	22.5	5.7	39.4	22.2	7.6	44.6	28.2	22.6	46.3	43.0	27.4
Vehicles Entered	114	385	101	207	859	115	162	733	193	99	724	210
Vehicles Exited	115	385	101	206	858	114	163	736	192	100	726	211
Hourly Exit Rate	115	385	101	206	858	114	163	736	192	100	726	211
Input Volume	114	392	101	198	858	112	160	733	199	101	741	222
% of Volume	101	98	100	104	100	102	102	100	96	99	98	95

1: Central & El Segundo Performance by movement

Movement	All
Denied Delay (hr)	0.6
Denied Del/Veh (s)	0.6
Total Delay (hr)	33.7
Total Del/Veh (s)	30.8
Vehicles Entered	3902
Vehicles Exited	3907
Hourly Exit Rate	3907
Input Volume	3931
% of Volume	99

2: Central & 131st Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.1	0.0	0.0	0.0	0.0	0.2
Denied Del/Veh (s)	5.6	2.6	0.2	0.2	0.0	0.0	0.3
Total Delay (hr)	0.1	0.2	0.5	0.0	0.0	0.2	1.1
Total Del/Veh (s)	19.1	8.1	2.2	1.6	5.5	0.6	1.9
Vehicles Entered	23	109	862	11	17	998	2020
Vehicles Exited	23	109	867	10	17	998	2024
Hourly Exit Rate	23	109	867	10	17	998	2024
Input Volume	22	111	873	9	17	996	2028
% of Volume	105	98	99	108	101	100	100

3: Parmelee & El Segundo Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Delay (hr)	0.0	0.0	0.2	0.2	0.0	0.0	0.3
Denied Del/Veh (s)	0.0	0.0	2.4	0.5	0.6	0.1	0.5
Total Delay (hr)	0.7	0.0	1.1	2.4	0.1	2.2	6.4
Total Del/Veh (s)	4.0	2.3	16.1	6.8	39.8	40.2	10.0
Vehicles Entered	596	14	233	1240	8	198	2289
Vehicles Exited	596	15	234	1239	8	198	2290
Hourly Exit Rate	596	15	234	1239	8	198	2290
Input Volume	614	17	238	1230	8	192	2299
% of Volume	97	90	98	101	103	103	100

4: Parmelee & 131st Performance by movement

Movement	EBL	EBT	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.2	0.2	0.1	0.1	0.1
Total Delay (hr)	0.1	0.0	0.0	0.0	0.0	0.1	0.1	0.3
Total Del/Veh (s)	4.5	0.1	2.4	2.8	0.2	2.8	2.0	1.9
Vehicles Entered	40	30	7	16	137	115	172	517
Vehicles Exited	39	30	7	16	137	116	170	515
Hourly Exit Rate	39	30	7	16	137	116	170	515
Input Volume	37	30	8	17	135	119	171	518
% of Volume	105	99	88	94	101	97	99	99

5: Driveway 1 Ingress & El Segundo Performance by movement

Movement	EBT	EBR	WBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Delay (hr)	0.3	0.0	1.0	1.4
Total Del/Veh (s)	1.8	1.3	3.2	2.6
Vehicles Entered	640	65	1179	1884
Vehicles Exited	639	65	1179	1883
Hourly Exit Rate	639	65	1179	1883
Input Volume	660	62	1168	1890
% of Volume	97	105	101	100

6: Driveway 1 Ingress & El Segundo Performance by movement

Movement	EBT	WBT	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.1	0.6	0.7
Total Del/Veh (s)	0.4	1.8	1.4
Vehicles Entered	611	1247	1858
Vehicles Exited	610	1249	1859
Hourly Exit Rate	610	1249	1859
Input Volume	631	1238	1869
% of Volume	97	101	99

7: Central & Driveway 2 Ingress Performance by movement

Movement	NBT	NBR	SBT	All
Denied Delay (hr)	0.1	0.0	0.0	0.2
Denied Del/Veh (s)	0.5	0.7	0.0	0.3
Total Delay (hr)	0.4	0.1	0.1	0.6
Total Del/Veh (s)	1.4	1.2	0.5	1.0
Vehicles Entered	1000	209	1014	2223
Vehicles Exited	1000	209	1015	2224
Hourly Exit Rate	1000	209	1015	2224
Input Volume	1005	204	1013	2222
% of Volume	99	102	100	100

8: Central & Driveway 2 Egress Performance by movement

Movement	WBR	NBT	SBT	All
Denied Delay (hr)	0.8	0.0	0.0	0.8
Denied Del/Veh (s)	31.3	0.0	0.0	1.3
Total Delay (hr)	0.9	0.5	0.6	2.0
Total Del/Veh (s)	38.1	1.7	2.1	3.4
Vehicles Entered	87	1000	1033	2120
Vehicles Exited	87	1001	1035	2123
Hourly Exit Rate	87	1001	1035	2123
Input Volume	87	1005	1040	2132
% of Volume	100	100	100	100

9: 131st & Driveway 3 Ingress Performance by movement

Movement	EBL	EBT	WBT	WBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.6	0.3	0.2	0.5	0.3
Vehicles Entered	5	78	111	75	269
Vehicles Exited	4	78	111	75	268
Hourly Exit Rate	4	78	111	75	268
Input Volume	5	77	114	74	270
% of Volume	84	102	97	101	99

10: 131st & Driveway 3 Egress Performance by movement

Movement	EBT	SBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.1	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.2	2.9	2.0	1.4
Vehicles Entered	52	28	43	123
Vehicles Exited	52	28	43	123
Hourly Exit Rate	52	28	43	123
Input Volume	50	30	46	126
% of Volume	105	93	93	98

Total Network Performance

Denied Delay (hr)	2.0
Denied Del/Veh (s)	1.6
Total Delay (hr)	49.1
Total Del/Veh (s)	36.3
Vehicles Entered	4732
Vehicles Exited	4752
Hourly Exit Rate	4752
Input Volume	21660
% of Volume	22

Intersection: 1: Central & El Segundo

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB
Directions Served	L	T	T	R	L	T	T	R	L	T	T	R
Maximum Queue (ft)	160	273	200	84	189	229	217	125	155	309	322	50
Average Queue (ft)	95	120	77	25	126	178	178	54	114	192	219	43
95th Queue (ft)	166	239	182	58	208	234	240	139	181	306	327	57
Link Distance (ft)		381	381			197	197			303	303	
Upstream Blk Time (%)		0			0	5	6			1	2	
Queuing Penalty (veh)		0			0	29	35			3	14	
Storage Bay Dist (ft)	135			135	165			100	130			25
Storage Blk Time (%)	11	3	0	0	3	10	23	0	5	18	54	8
Queuing Penalty (veh)	22	4	0	0	11	20	26	0	15	29	107	23

Intersection: 1: Central & El Segundo

Movement	SB	SB	SB	SB
Directions Served	L	T	T	R
Maximum Queue (ft)	144	419	413	50
Average Queue (ft)	90	296	247	46
95th Queue (ft)	170	429	380	57
Link Distance (ft)		404	404	
Upstream Blk Time (%)		3	2	
Queuing Penalty (veh)		0	0	
Storage Bay Dist (ft)	120			25
Storage Blk Time (%)	1	42	54	23
Queuing Penalty (veh)	2	43	119	84

Intersection: 2: Central & 131st

Movement	WB	NB	SB
Directions Served	LR	TR	L
Maximum Queue (ft)	96	11	31
Average Queue (ft)	48	1	8
95th Queue (ft)	84	9	30
Link Distance (ft)	123	2993	
Upstream Blk Time (%)	0		
Queuing Penalty (veh)	0		
Storage Bay Dist (ft)			65
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: Parmelee & El Segundo

Movement	EB	EB	EB	WB	WB	WB	NB	NB
Directions Served	T	T	R	L	T	T	L	R
Maximum Queue (ft)	142	133	45	105	317	244	69	284
Average Queue (ft)	43	38	8	73	121	75	7	123
95th Queue (ft)	106	97	31	120	256	180	36	231
Link Distance (ft)	643	643			568	568		1412
Upstream Blk Time (%)					0			
Queuing Penalty (veh)					0			
Storage Bay Dist (ft)			25	80			55	
Storage Blk Time (%)		8	0	8	8		0	47
Queuing Penalty (veh)		1	1	53	20		0	4

Intersection: 4: Parmelee & 131st

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	53	40
Average Queue (ft)	24	5
95th Queue (ft)	46	24
Link Distance (ft)	460	301
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 5: Driveway 1 Ingress & El Segundo

Movement	WB	WB
Directions Served	T	T
Maximum Queue (ft)	175	177
Average Queue (ft)	32	31
95th Queue (ft)	109	105
Link Distance (ft)	365	365
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 6: Driveway 1 Ingress & El Segundo

Movement

Directions Served

Maximum Queue (ft)

Average Queue (ft)

95th Queue (ft)

Link Distance (ft)

Upstream Blk Time (%)

Queuing Penalty (veh)

Storage Bay Dist (ft)

Storage Blk Time (%)

Queuing Penalty (veh)

Intersection: 7: Central & Driveway 2 Ingress

Movement

NB

NB

Directions Served

T

TR

Maximum Queue (ft)

45

42

Average Queue (ft)

4

5

95th Queue (ft)

26

28

Link Distance (ft)

371

371

Upstream Blk Time (%)

Queuing Penalty (veh)

Storage Bay Dist (ft)

Storage Blk Time (%)

Queuing Penalty (veh)

Intersection: 8: Central & Driveway 2 Egress

Movement

WB

NB

NB

Directions Served

R

T

T

Maximum Queue (ft)

131

70

118

Average Queue (ft)

36

4

12

95th Queue (ft)

130

34

64

Link Distance (ft)

116

390

390

Upstream Blk Time (%)

16

Queuing Penalty (veh)

0

Storage Bay Dist (ft)

Storage Blk Time (%)

Queuing Penalty (veh)

Intersection: 9: 131st & Driveway 3 Ingress

Movement	EB	WB
Directions Served	LT	TR
Maximum Queue (ft)	6	6
Average Queue (ft)	0	0
95th Queue (ft)	5	4
Link Distance (ft)	380	460
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 10: 131st & Driveway 3 Egress

Movement	SB
Directions Served	LR
Maximum Queue (ft)	59
Average Queue (ft)	21
95th Queue (ft)	41
Link Distance (ft)	80
Upstream Blk Time (%)	0
Queuing Penalty (veh)	0
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty: 670

PM Existing With Project Conditions

1: Central & El Segundo Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.7	2.4	0.5	0.9	2.9	0.9	0.1	0.4	0.0	0.1	0.1	0.1
Denied Del/Veh (s)	10.8	8.2	10.8	35.8	20.1	28.7	3.0	1.5	0.0	2.8	0.3	2.9
Total Delay (hr)	4.6	9.1	0.5	5.7	3.1	0.2	2.5	12.6	3.1	1.9	5.8	0.6
Total Del/Veh (s)	72.0	31.5	11.7	226.2	21.3	7.7	57.3	50.7	47.7	53.4	35.2	14.5
Vehicles Entered	226	1036	169	87	519	110	155	876	225	128	588	158
Vehicles Exited	221	1033	168	85	519	110	154	872	224	127	583	158
Hourly Exit Rate	221	1033	168	85	519	110	154	872	224	127	583	158
Input Volume	230	1037	170	91	536	112	153	858	239	131	589	154
% of Volume	96	100	99	94	97	98	101	102	94	97	99	103

1: Central & El Segundo Performance by movement

Movement	All
Denied Delay (hr)	9.1
Denied Del/Veh (s)	7.6
Total Delay (hr)	49.8
Total Del/Veh (s)	41.4
Vehicles Entered	4277
Vehicles Exited	4254
Hourly Exit Rate	4254
Input Volume	4300
% of Volume	99

2: Central & 131st Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.1	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	3.8	2.2	0.2	0.2	0.1	0.0	0.2
Total Delay (hr)	0.1	0.2	1.0	0.0	0.1	0.1	1.6
Total Del/Veh (s)	30.4	11.5	3.1	3.0	8.7	0.5	2.7
Vehicles Entered	16	73	1162	40	34	826	2151
Vehicles Exited	16	73	1167	40	34	824	2154
Hourly Exit Rate	16	73	1167	40	34	824	2154
Input Volume	17	69	1154	39	37	835	2152
% of Volume	94	105	101	103	91	99	100

3: Parmelee & El Segundo Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBT	NBR	All
Denied Delay (hr)	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.3
Denied Del/Veh (s)	0.3	1.2	2.9	0.3	0.3	0.0	0.1	0.4
Total Delay (hr)	2.8	0.0	2.0	1.4	0.1	0.0	2.5	8.8
Total Del/Veh (s)	6.4	5.0	52.3	7.6	42.8	0.9	42.5	12.1
Vehicles Entered	1516	20	132	679	7	5	207	2566
Vehicles Exited	1518	21	134	679	8	5	208	2573
Hourly Exit Rate	1518	21	134	679	8	5	208	2573
Input Volume	1551	20	134	682	10	5	218	2620
% of Volume	98	106	100	100	80	105	95	98

4: Parmelee & 131st Performance by movement

Movement	EBL	EBT	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.1	0.2	0.2	0.0	0.0	0.1
Total Delay (hr)	0.1	0.0	0.0	0.0	0.0	0.1	0.0	0.3
Total Del/Veh (s)	6.1	0.2	3.9	2.4	0.4	2.2	2.0	2.2
Vehicles Entered	68	28	21	30	133	99	75	454
Vehicles Exited	68	28	22	30	133	98	75	454
Hourly Exit Rate	68	28	22	30	133	98	75	454
Input Volume	72	31	25	29	143	102	73	475
% of Volume	94	91	87	103	93	96	103	96

5: Driveway 1 Ingress & El Segundo Performance by movement

Movement	EBT	EBR	WBT	All
Denied Delay (hr)	0.1	0.0	0.0	0.1
Denied Del/Veh (s)	0.2	0.0	0.0	0.1
Total Delay (hr)	1.0	0.0	2.5	3.5
Total Del/Veh (s)	2.4	1.4	12.6	5.8
Vehicles Entered	1432	5	721	2158
Vehicles Exited	1434	5	714	2153
Hourly Exit Rate	1434	5	714	2153
Input Volume	1454	4	727	2185
% of Volume	99	125	98	99

6: Driveway 1 Ingress & El Segundo Performance by movement

Movement	EBT	WBT	NBL	NBR	All
Denied Delay (hr)	0.2	0.0	0.2	0.6	1.0
Denied Del/Veh (s)	0.4	0.0	43.0	48.7	1.5
Total Delay (hr)	0.3	0.3	0.2	0.5	1.4
Total Del/Veh (s)	0.7	1.7	66.7	41.9	2.2
Vehicles Entered	1501	713	13	46	2273
Vehicles Exited	1501	711	13	46	2271
Hourly Exit Rate	1501	711	13	46	2271
Input Volume	1530	719	11	42	2302
% of Volume	98	99	118	110	99

7: Central & Driveway 2 Ingress Performance by movement

Movement	NBT	NBR	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.4	0.0	0.1
Total Delay (hr)	0.7	0.0	0.1	0.8
Total Del/Veh (s)	2.1	0.8	0.4	1.4
Vehicles Entered	1272	26	846	2144
Vehicles Exited	1274	26	845	2145
Hourly Exit Rate	1274	26	845	2145
Input Volume	1251	27	861	2139
% of Volume	102	97	98	100

8: Central & Driveway 2 Egress Performance by movement

Movement	NBT	SBT	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	7.1	0.5	7.5
Total Del/Veh (s)	20.0	2.0	12.8
Vehicles Entered	1270	846	2116
Vehicles Exited	1254	846	2100
Hourly Exit Rate	1254	846	2100
Input Volume	1247	861	2108
% of Volume	101	98	100

9: 131st & Driveway 3 Ingress Performance by movement

Movement	EBL	EBT	WBT	WBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.4	0.2	0.1	0.2	0.2
Vehicles Entered	4	107	68	37	216
Vehicles Exited	4	107	68	37	216
Hourly Exit Rate	4	107	68	37	216
Input Volume	5	117	67	35	224
% of Volume	84	91	101	106	97

10: 131st & Driveway 3 Egress Performance by movement

Movement	EBT	SBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.1	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.3	3.0	1.9	0.9
Vehicles Entered	97	14	27	138
Vehicles Exited	96	14	27	137
Hourly Exit Rate	96	14	27	137
Input Volume	103	17	25	145
% of Volume	93	81	109	94

Total Network Performance

Denied Delay (hr)	10.6
Denied Del/Veh (s)	7.5
Total Delay (hr)	76.8
Total Del/Veh (s)	53.2
Vehicles Entered	5040
Vehicles Exited	5003
Hourly Exit Rate	5003
Input Volume	23331
% of Volume	21

Intersection: 1: Central & El Segundo

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB
Directions Served	L	T	T	R	L	T	T	R	L	T	T	R
Maximum Queue (ft)	160	396	396	160	190	244	203	125	155	319	324	50
Average Queue (ft)	140	344	275	99	130	154	125	45	112	289	295	45
95th Queue (ft)	193	452	426	206	232	269	208	118	188	343	341	56
Link Distance (ft)		381	381			197	197			303	303	
Upstream Blk Time (%)		16	4		27	31	1			24	27	
Queuing Penalty (veh)		0	0		0	111	4			149	171	
Storage Bay Dist (ft)	135			135	165			100	130			25
Storage Blk Time (%)	26	28	21	0	40	9	10	0	5	50	61	19
Queuing Penalty (veh)	135	65	37	1	104	9	12	1	20	76	147	81

Intersection: 1: Central & El Segundo

Movement	SB	SB	SB	SB
Directions Served	L	T	T	R
Maximum Queue (ft)	144	389	310	50
Average Queue (ft)	113	229	170	44
95th Queue (ft)	178	343	277	59
Link Distance (ft)		404	404	
Upstream Blk Time (%)		0		
Queuing Penalty (veh)		0		
Storage Bay Dist (ft)	120			25
Storage Blk Time (%)	5	29	51	14
Queuing Penalty (veh)	16	37	78	42

Intersection: 2: Central & 131st

Movement	WB	NB	NB	SB
Directions Served	LR	T	TR	L
Maximum Queue (ft)	96	26	36	54
Average Queue (ft)	42	1	2	20
95th Queue (ft)	82	13	15	49
Link Distance (ft)	123	2993	2993	
Upstream Blk Time (%)	0			
Queuing Penalty (veh)	0			
Storage Bay Dist (ft)				65
Storage Blk Time (%)				0
Queuing Penalty (veh)				0

Intersection: 3: Parmelee & El Segundo

Movement	EB	EB	EB	WB	WB	WB	NB	NB
Directions Served	T	T	R	L	T	T	L	R
Maximum Queue (ft)	266	252	50	105	343	288	78	310
Average Queue (ft)	108	109	13	74	108	66	10	133
95th Queue (ft)	226	221	41	119	291	227	46	257
Link Distance (ft)	662	662			568	568		1412
Upstream Blk Time (%)					0			
Queuing Penalty (veh)					0			
Storage Bay Dist (ft)			25	80			55	
Storage Blk Time (%)		16	1	23	3		0	48
Queuing Penalty (veh)		3	5	81	4		0	5

Intersection: 4: Parmelee & 131st

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	77	48
Average Queue (ft)	33	7
95th Queue (ft)	63	30
Link Distance (ft)	460	301
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 5: Driveway 1 Ingress & El Segundo

Movement	WB	WB
Directions Served	T	T
Maximum Queue (ft)	226	196
Average Queue (ft)	74	61
95th Queue (ft)	253	229
Link Distance (ft)	346	346
Upstream Blk Time (%)	1	0
Queuing Penalty (veh)	3	0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 6: Driveway 1 Ingress & El Segundo

Movement	WB	WB	NB
Directions Served	T	T	LR
Maximum Queue (ft)	27	16	103
Average Queue (ft)	3	0	28
95th Queue (ft)	25	0	101
Link Distance (ft)	662	662	88
Upstream Blk Time (%)			20
Queuing Penalty (veh)			0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 7: Central & Driveway 2 Ingress

Movement	NB	NB
Directions Served	T	TR
Maximum Queue (ft)	90	127
Average Queue (ft)	11	15
95th Queue (ft)	79	92
Link Distance (ft)	371	371
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 8: Central & Driveway 2 Egress

Movement	NB	NB
Directions Served	T	T
Maximum Queue (ft)	364	395
Average Queue (ft)	151	173
95th Queue (ft)	389	413
Link Distance (ft)	390	390
Upstream Blk Time (%)	2	3
Queuing Penalty (veh)	12	16
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 9: 131st & Driveway 3 Ingress

Movement	EB
Directions Served	LT
Maximum Queue (ft)	33
Average Queue (ft)	2
95th Queue (ft)	15
Link Distance (ft)	380
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 10: 131st & Driveway 3 Egress

Movement	SB
Directions Served	LR
Maximum Queue (ft)	37
Average Queue (ft)	17
95th Queue (ft)	34
Link Distance (ft)	80
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty: 1423

AM Opening Year (2030) Conditions

1: Central & El Segundo /El Segundo Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	2.8	7.2	1.9	0.0	0.0	0.0	0.0	0.0	0.0	0.3	2.1	0.8
Denied Del/Veh (s)	80.4	60.0	66.0	0.0	0.0	0.0	0.0	0.0	0.0	10.5	9.5	12.0
Total Delay (hr)	7.4	3.4	0.2	3.4	6.5	0.4	2.1	6.8	1.7	2.0	13.2	3.4
Total Del/Veh (s)	222.7	30.5	7.8	55.0	24.8	10.9	49.6	36.2	29.0	65.3	57.9	49.4
Vehicles Entered	114	401	100	220	947	129	152	663	207	110	801	240
Vehicles Exited	106	402	100	220	946	129	152	661	207	111	794	237
Hourly Exit Rate	106	402	100	220	946	129	152	661	207	111	794	237
Input Volume	124	429	109	219	937	127	159	669	216	114	801	241
% of Volume	86	94	92	101	101	102	96	99	96	97	99	98

1: Central & El Segundo /El Segundo Performance by movement

Movement	All
Denied Delay (hr)	15.1
Denied Del/Veh (s)	13.2
Total Delay (hr)	50.6
Total Del/Veh (s)	44.0
Vehicles Entered	4084
Vehicles Exited	4065
Hourly Exit Rate	4065
Input Volume	4144
% of Volume	98

2: Central & 131st Performance by movement

Movement	WBL	WBT	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.2	0.2	0.0	0.0	0.1
Total Delay (hr)	0.1	0.0	0.2	0.6	0.0	0.0	1.0	1.9
Total Del/Veh (s)	24.4	0.4	8.1	2.3	2.0	8.3	3.1	3.0
Vehicles Entered	9	36	87	933	12	15	1099	2191
Vehicles Exited	9	36	87	930	12	15	1099	2188
Hourly Exit Rate	9	36	87	930	12	15	1099	2188
Input Volume	8	33	92	945	12	16	1113	2219
% of Volume	116	109	94	98	98	95	99	99

3: Parmelee & El Segundo Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Delay (hr)	0.0	0.0	0.1	0.2	0.0	0.0	0.4
Denied Del/Veh (s)	0.0	0.0	2.4	0.6	0.9	0.2	0.5
Total Delay (hr)	0.9	0.0	0.9	3.1	0.2	2.2	7.3
Total Del/Veh (s)	4.6	3.1	18.0	7.8	43.8	39.7	10.3
Vehicles Entered	704	20	172	1433	13	202	2544
Vehicles Exited	705	20	172	1429	13	201	2540
Hourly Exit Rate	705	20	172	1429	13	201	2540
Input Volume	736	22	181	1412	12	185	2548
% of Volume	96	91	95	101	106	109	100

4: Parmelee & 131st Performance by movement

Movement	EBL	EBT	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.2	0.2	0.1	0.1	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.2
Total Del/Veh (s)	4.5	0.3	2.7	2.7	0.3	1.9	1.6	1.4
Vehicles Entered	19	6	3	20	160	121	109	438
Vehicles Exited	19	5	3	20	160	123	109	439
Hourly Exit Rate	19	5	3	20	160	123	109	439
Input Volume	19	6	3	19	148	130	110	436
% of Volume	100	87	92	104	108	94	99	101

5: Driveway 1 & El Segundo Performance by movement

Movement	EBT	WBL	WBT	NBL	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.3	0.3
Denied Del/Veh (s)	0.0	0.0	0.0	0.2	18.6	0.4
Total Delay (hr)	0.1	0.0	3.3	0.2	0.3	3.9
Total Del/Veh (s)	0.3	6.0	8.4	107.6	18.5	6.4
Vehicles Entered	673	27	1415	5	49	2169
Vehicles Exited	673	27	1409	5	49	2163
Hourly Exit Rate	673	27	1409	5	49	2163
Input Volume	705	23	1401	6	50	2186
% of Volume	95	116	101	80	98	99

6: Driveway 2 & El Segundo Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.3	0.7	1.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	125.1	120.5	1.7
Total Delay (hr)	0.0	0.0	0.1	4.6	0.3	0.6	5.6
Total Del/Veh (s)	0.1	0.0	7.0	12.6	171.7	106.8	9.8
Vehicles Entered	654	5	55	1304	7	19	2044
Vehicles Exited	653	5	55	1299	7	19	2038
Hourly Exit Rate	653	5	55	1299	7	19	2038
Input Volume	687	5	57	1288	8	18	2064
% of Volume	95	95	96	101	85	107	99

7: Driveway 3 & El Segundo Performance by movement

Movement	EBT	EBR	WBL	WBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.6	0.7
Total Del/Veh (s)	0.2	0.1	3.9	1.7	1.2
Vehicles Entered	658	50	9	1297	2014
Vehicles Exited	658	50	9	1296	2013
Hourly Exit Rate	658	50	9	1296	2013
Input Volume	692	53	14	1282	2042
% of Volume	95	94	63	101	99

8: Driveway 4 & El Segundo Performance by movement

Movement	EBT	WBT	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.4	0.4	0.8
Total Del/Veh (s)	2.0	1.1	1.4
Vehicles Entered	748	1296	2044
Vehicles Exited	748	1296	2044
Hourly Exit Rate	748	1296	2044
Input Volume	788	1282	2070
% of Volume	95	101	99

Total Network Performance

Denied Delay (hr)	16.8
Denied Del/Veh (s)	12.7
Total Delay (hr)	73.9
Total Del/Veh (s)	55.1
Vehicles Entered	4690
Vehicles Exited	4652
Hourly Exit Rate	4652
Input Volume	22235
% of Volume	21

Intersection: 1: Central & El Segundo /El Segundo

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB
Directions Served	L	T	T	R	L	T	T	R	L	T	T	R
Maximum Queue (ft)	160	396	384	135	190	270	262	125	155	407	416	50
Average Queue (ft)	128	242	172	39	151	217	218	79	114	212	239	44
95th Queue (ft)	200	454	384	112	232	291	291	168	185	334	362	55
Link Distance (ft)		381	381			246	246			1186	1186	
Upstream Blk Time (%)		21	0			7	5					
Queuing Penalty (veh)		0	0			43	31					
Storage Bay Dist (ft)	135			135	165			100	130			25
Storage Blk Time (%)	53	4	5	0	13	14	29	0	5	24	58	14
Queuing Penalty (veh)	113	5	5	0	59	31	37	0	15	38	125	46

Intersection: 1: Central & El Segundo /El Segundo

Movement	SB	SB	SB	SB
Directions Served	L	T	T	R
Maximum Queue (ft)	144	419	419	50
Average Queue (ft)	101	353	316	46
95th Queue (ft)	178	478	478	55
Link Distance (ft)		404	404	
Upstream Blk Time (%)		15	17	
Queuing Penalty (veh)		0	0	
Storage Bay Dist (ft)	120			25
Storage Blk Time (%)	2	53	59	29
Queuing Penalty (veh)	8	61	142	114

Intersection: 2: Central & 131st

Movement	WB	NB	SB	SB	SB
Directions Served	LR	TR	L	T	T
Maximum Queue (ft)	97	4	35	26	28
Average Queue (ft)	45	0	8	1	1
95th Queue (ft)	82	3	30	19	20
Link Distance (ft)	1081	3053		1186	1186
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)			65		
Storage Blk Time (%)			0		
Queuing Penalty (veh)			0		

Intersection: 3: Parmelee & El Segundo

Movement	EB	EB	EB	WB	WB	WB	NB	NB
Directions Served	T	T	R	L	T	T	L	R
Maximum Queue (ft)	159	160	50	105	366	283	79	304
Average Queue (ft)	51	54	11	66	147	85	14	124
95th Queue (ft)	119	123	39	111	309	206	53	238
Link Distance (ft)	564	564			568	568		1412
Upstream Blk Time (%)					0			
Queuing Penalty (veh)					0			
Storage Bay Dist (ft)			25	80			55	
Storage Blk Time (%)		12	1	4	11		1	46
Queuing Penalty (veh)		3	3	29	20		2	6

Intersection: 4: Parmelee & 131st

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	34	54
Average Queue (ft)	16	6
95th Queue (ft)	40	31
Link Distance (ft)	1081	301
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 5: Driveway 1 & El Segundo

Movement	WB	WB	WB	NB
Directions Served	L	T	T	LR
Maximum Queue (ft)	39	211	161	84
Average Queue (ft)	9	47	39	34
95th Queue (ft)	33	246	220	74
Link Distance (ft)		564	564	105
Upstream Blk Time (%)		0		5
Queuing Penalty (veh)		0		0
Storage Bay Dist (ft)	520			
Storage Blk Time (%)		1		
Queuing Penalty (veh)		0		

Intersection: 6: Driveway 2 & El Segundo

Movement	EB	WB	WB	WB	NB
Directions Served	TR	L	T	T	LR
Maximum Queue (ft)	6	120	232	237	86
Average Queue (ft)	0	27	88	80	35
95th Queue (ft)	5	104	244	238	85
Link Distance (ft)	31		236	236	80
Upstream Blk Time (%)	0	0	2	1	18
Queuing Penalty (veh)	0	0	13	8	0
Storage Bay Dist (ft)		300			
Storage Blk Time (%)		0	2		
Queuing Penalty (veh)		0	1		

Intersection: 7: Driveway 3 & El Segundo

Movement	EB	WB	WB	WB
Directions Served	TR	L	T	T
Maximum Queue (ft)	6	30	31	31
Average Queue (ft)	0	4	14	11
95th Queue (ft)	6	21	40	35
Link Distance (ft)	29		31	31
Upstream Blk Time (%)	0	1	5	3
Queuing Penalty (veh)	0	0	30	17
Storage Bay Dist (ft)		45		
Storage Blk Time (%)		1	5	
Queuing Penalty (veh)		4	1	

Intersection: 8: Driveway 4 & El Segundo

Movement	EB	EB	WB	WB
Directions Served	T	T	T	T
Maximum Queue (ft)	6	41	32	31
Average Queue (ft)	0	2	14	13
95th Queue (ft)	5	19	39	37
Link Distance (ft)	246	246	29	29
Upstream Blk Time (%)			5	3
Queuing Penalty (veh)			34	22
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Network Summary

Network wide Queuing Penalty: 1067

PM Opening Year (2030) Conditions

1: Central & El Segundo /El Segundo Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	9.3	41.9	7.2	0.7	2.1	0.6	0.2	1.9	0.9	3.7	16.6	3.5
Denied Del/Veh (s)	138.6	131.8	138.9	33.4	13.5	15.9	6.0	9.3	15.3	89.5	94.2	76.5
Total Delay (hr)	6.4	11.8	2.4	7.6	3.5	0.3	6.6	35.7	10.3	2.7	8.9	1.4
Total Del/Veh (s)	109.4	43.3	54.0	334.9	22.9	8.8	178.1	166.9	174.3	70.4	55.1	34.1
Vehicles Entered	205	978	157	76	556	127	128	737	202	132	572	152
Vehicles Exited	201	976	154	71	556	127	125	716	193	133	571	152
Hourly Exit Rate	201	976	154	71	556	127	125	716	193	133	571	152
Input Volume	249	1131	185	99	572	125	160	912	259	148	641	167
% of Volume	81	86	83	72	97	102	78	79	75	90	89	91

1: Central & El Segundo /El Segundo Performance by movement

Movement	All
Denied Delay (hr)	88.6
Denied Del/Veh (s)	73.1
Total Delay (hr)	97.7
Total Del/Veh (s)	85.6
Vehicles Entered	4022
Vehicles Exited	3975
Hourly Exit Rate	3975
Input Volume	4648
% of Volume	86

2: Central & 131st Performance by movement

Movement	WBL	WBT	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.1	0.0	0.2	43.5	1.5	0.0	0.4	45.7
Denied Del/Veh (s)	14.9	0.0	14.8	127.4	105.7	0.0	1.9	75.3
Total Delay (hr)	1.9	0.3	7.1	42.8	1.6	1.8	11.4	66.9
Total Del/Veh (s)	406.6	58.4	441.5	139.8	125.8	177.4	52.8	117.4
Vehicles Entered	17	16	58	1085	45	36	776	2033
Vehicles Exited	10	14	37	1019	42	34	760	1916
Hourly Exit Rate	10	14	37	1019	42	34	760	1916
Input Volume	17	16	64	1250	48	44	895	2334
% of Volume	59	89	58	82	87	77	85	82

3: Parmelee & El Segundo Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBT	NBR	All
Denied Delay (hr)	0.2	0.0	0.2	0.9	0.0	0.0	0.0	1.3
Denied Del/Veh (s)	0.6	0.5	6.6	4.1	0.4	0.0	0.1	1.8
Total Delay (hr)	2.6	0.0	1.6	2.0	0.3	0.0	3.6	10.2
Total Del/Veh (s)	6.4	4.8	51.0	9.4	63.4	1.9	61.8	13.9
Vehicles Entered	1457	26	107	771	18	5	208	2592
Vehicles Exited	1477	26	108	770	18	5	208	2612
Hourly Exit Rate	1477	26	108	770	18	5	208	2612
Input Volume	1679	31	116	777	20	6	230	2858
% of Volume	88	85	93	99	91	91	90	91

4: Parmelee & 131st Performance by movement

Movement	EBL	EBT	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.2
Denied Del/Veh (s)	0.1	0.0	0.1	2.1	3.0	0.0	0.1	1.2
Total Delay (hr)	0.1	0.0	0.0	0.2	0.3	0.2	0.1	0.9
Total Del/Veh (s)	6.6	0.4	4.4	20.6	7.6	5.3	6.7	7.3
Vehicles Entered	63	18	23	33	152	104	51	444
Vehicles Exited	64	18	23	31	149	102	50	437
Hourly Exit Rate	64	18	23	31	149	102	50	437
Input Volume	77	21	24	32	159	114	56	483
% of Volume	83	86	96	97	94	89	90	91

5: Driveway 1 & El Segundo Performance by movement

Movement	EBT	WBL	WBT	NBL	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.1	0.0
Total Delay (hr)	0.2	0.0	2.5	0.0	0.1	2.8
Total Del/Veh (s)	0.5	18.7	11.1	11.1	12.5	4.6
Vehicles Entered	1372	3	805	1	30	2211
Vehicles Exited	1374	3	795	1	29	2202
Hourly Exit Rate	1374	3	795	1	29	2202
Input Volume	1597	4	812	1	31	2444
% of Volume	86	75	98	100	94	90

6: Driveway 2 & El Segundo Performance by movement

Movement	EBT	EBR	WBL	WBT	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	0.0
Total Delay (hr)	0.1	0.0	0.6	3.5	0.1	4.3
Total Del/Veh (s)	0.3	0.0	75.6	16.8	13.1	7.1
Vehicles Entered	1356	8	28	749	15	2156
Vehicles Exited	1356	8	29	741	15	2149
Hourly Exit Rate	1356	8	29	741	15	2149
Input Volume	1584	10	29	768	12	2404
% of Volume	86	80	101	96	122	89

7: Driveway 3 & El Segundo Performance by movement

Movement	EBT	EBR	WBL	WBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.2	0.0	0.0	0.6	0.8
Total Del/Veh (s)	0.6	0.2	22.6	2.7	1.4
Vehicles Entered	1367	2	1	740	2110
Vehicles Exited	1366	2	1	739	2108
Hourly Exit Rate	1366	2	1	739	2108
Input Volume	1596	2	1	768	2368
% of Volume	86	89	100	96	89

8: Driveway 4 & El Segundo Performance by movement

Movement	EBT	EBR	WBT	NBR	All
Denied Delay (hr)	0.6	0.0	0.0	0.2	0.8
Denied Del/Veh (s)	1.6	0.0	0.0	15.6	1.3
Total Delay (hr)	2.0	0.0	0.5	0.4	3.0
Total Del/Veh (s)	5.2	1.4	2.6	35.6	4.9
Vehicles Entered	1388	1	739	41	2169
Vehicles Exited	1390	1	738	42	2171
Hourly Exit Rate	1390	1	738	42	2171
Input Volume	1623	1	768	45	2437
% of Volume	86	100	96	93	89

Total Network Performance

Denied Delay (hr)	136.6
Denied Del/Veh (s)	92.7
Total Delay (hr)	189.4
Total Del/Veh (s)	137.0
Vehicles Entered	4787
Vehicles Exited	4632
Hourly Exit Rate	4632
Input Volume	25056
% of Volume	18

Intersection: 1: Central & El Segundo /El Segundo

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB
Directions Served	L	T	T	R	L	T	T	R	L	T	T	R
Maximum Queue (ft)	160	396	396	160	190	258	236	125	155	1113	1127	50
Average Queue (ft)	137	344	338	114	155	193	153	56	97	747	762	39
95th Queue (ft)	216	529	468	217	241	304	257	136	195	1397	1412	67
Link Distance (ft)		381	381			234	234			1186	1186	
Upstream Blk Time (%)		41	22			43	1			7	7	
Queuing Penalty (veh)		0	0			165	3			43	47	
Storage Bay Dist (ft)	135			135	165			100	130			25
Storage Blk Time (%)	44	28	32	10	61	3	14	0	8	54	52	31
Queuing Penalty (veh)	247	70	60	57	171	3	18	0	40	87	135	141

Intersection: 1: Central & El Segundo /El Segundo

Movement	SB	SB	SB	SB
Directions Served	L	T	T	R
Maximum Queue (ft)	145	416	387	50
Average Queue (ft)	112	281	227	39
95th Queue (ft)	193	414	372	65
Link Distance (ft)		404	404	
Upstream Blk Time (%)		11	10	
Queuing Penalty (veh)		0	0	
Storage Bay Dist (ft)	120			25
Storage Blk Time (%)	9	40	57	13
Queuing Penalty (veh)	29	59	95	43

Intersection: 2: Central & 131st

Movement	WB	NB	NB	SB	SB	SB
Directions Served	LR	T	TR	L	T	T
Maximum Queue (ft)	660	970	970	64	282	266
Average Queue (ft)	229	504	506	25	158	156
95th Queue (ft)	754	2172	2170	55	789	787
Link Distance (ft)	1081	3053	3053		1186	1186
Upstream Blk Time (%)	5	12	12		11	11
Queuing Penalty (veh)	4	0	0		50	50
Storage Bay Dist (ft)				65		
Storage Blk Time (%)				0	16	
Queuing Penalty (veh)				2	7	

Intersection: 3: Parmelee & El Segundo

Movement	EB	EB	EB	WB	WB	WB	NB	NB
Directions Served	T	T	R	L	T	T	L	R
Maximum Queue (ft)	266	300	50	105	352	277	80	465
Average Queue (ft)	105	115	16	67	102	61	19	169
95th Queue (ft)	212	239	45	120	272	192	65	426
Link Distance (ft)	564	564			568	568		1412
Upstream Blk Time (%)					2	0		
Queuing Penalty (veh)					0	0		
Storage Bay Dist (ft)			25	80			55	
Storage Blk Time (%)		17	1	15	7		1	46
Queuing Penalty (veh)		5	6	60	9		4	10

Intersection: 4: Parmelee & 131st

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	89	152	73
Average Queue (ft)	31	17	4
95th Queue (ft)	67	104	41
Link Distance (ft)	1081	301	1412
Upstream Blk Time (%)		2	
Queuing Penalty (veh)		0	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 5: Driveway 1 & El Segundo

Movement	WB	WB	WB	NB
Directions Served	L	T	T	LR
Maximum Queue (ft)	28	293	263	62
Average Queue (ft)	3	53	24	22
95th Queue (ft)	16	286	178	50
Link Distance (ft)		564	564	105
Upstream Blk Time (%)		4	0	
Queuing Penalty (veh)		15	0	
Storage Bay Dist (ft)	520			
Storage Blk Time (%)		4		
Queuing Penalty (veh)		0		

Queuing and Blocking Report

Baseline

04/03/2026

Intersection: 6: Driveway 2 & El Segundo

Movement	EB	WB	WB	WB	NB
Directions Served	TR	L	T	T	LR
Maximum Queue (ft)	6	141	247	224	44
Average Queue (ft)	0	34	104	68	11
95th Queue (ft)	5	120	271	213	36
Link Distance (ft)	31		236	236	80
Upstream Blk Time (%)	0	0	12	0	
Queuing Penalty (veh)	0	0	50	1	
Storage Bay Dist (ft)		300			
Storage Blk Time (%)		0	12		
Queuing Penalty (veh)		0	4		

Intersection: 7: Driveway 3 & El Segundo

Movement	EB	EB	WB	WB	WB
Directions Served	T	TR	L	T	T
Maximum Queue (ft)	18	24	18	31	19
Average Queue (ft)	1	2	1	17	0
95th Queue (ft)	9	12	9	42	6
Link Distance (ft)	29	29		31	31
Upstream Blk Time (%)	0	0	1	40	0
Queuing Penalty (veh)	1	0	0	156	0
Storage Bay Dist (ft)			45		
Storage Blk Time (%)			1	40	
Queuing Penalty (veh)			2	0	

Intersection: 8: Driveway 4 & El Segundo

Movement	EB	EB	WB	WB	NB
Directions Served	T	TR	T	T	R
Maximum Queue (ft)	153	166	32	19	65
Average Queue (ft)	25	42	17	1	31
95th Queue (ft)	124	147	42	8	64
Link Distance (ft)	234	234	29	29	50
Upstream Blk Time (%)	0	0	41	0	11
Queuing Penalty (veh)	0	0	160	1	0
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Network Summary

Network wide Queuing Penalty: 2113

AM Opening Year With Project Conditions

1: Central & El Segundo Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.5	2.9	1.1
Denied Del/Veh (s)	3.2	0.3	3.0	0.0	0.0	0.0	0.0	0.0	0.0	15.5	12.7	16.8
Total Delay (hr)	4.2	3.2	0.2	2.9	5.9	0.3	3.0	7.1	1.6	2.3	15.2	3.8
Total Del/Veh (s)	116.0	26.8	7.0	47.5	22.9	9.1	58.2	31.5	26.2	70.3	65.9	56.7
Vehicles Entered	127	427	107	216	928	123	180	801	216	112	808	235
Vehicles Exited	125	426	107	215	926	123	180	800	216	113	811	233
Hourly Exit Rate	125	426	107	215	926	123	180	800	216	113	811	233
Input Volume	124	427	111	215	932	123	173	785	216	111	804	241
% of Volume	101	100	96	100	99	100	104	102	100	102	101	97

1: Central & El Segundo Performance by movement

Movement	All
Denied Delay (hr)	4.7
Denied Del/Veh (s)	3.9
Total Delay (hr)	49.5
Total Del/Veh (s)	41.2
Vehicles Entered	4280
Vehicles Exited	4275
Hourly Exit Rate	4275
Input Volume	4262
% of Volume	100

2: Central & 131st Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.1	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	1.5	2.5	0.2	0.1	0.0	0.0	0.2
Total Delay (hr)	0.2	0.4	0.7	0.0	0.0	0.2	1.5
Total Del/Veh (s)	25.3	11.0	2.6	2.7	6.5	0.6	2.4
Vehicles Entered	26	119	974	16	19	1085	2239
Vehicles Exited	26	119	971	16	19	1085	2236
Hourly Exit Rate	26	119	971	16	19	1085	2236
Input Volume	26	120	945	12	21	1078	2202
% of Volume	101	99	103	131	92	101	102

3: Parmelee & El Segundo Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Delay (hr)	0.0	0.0	0.2	0.2	0.0	0.0	0.4
Denied Del/Veh (s)	0.0	0.0	2.4	0.6	0.5	0.1	0.6
Total Delay (hr)	0.9	0.0	1.4	2.9	0.1	2.5	7.9
Total Del/Veh (s)	4.8	3.1	20.1	7.8	36.7	43.2	11.3
Vehicles Entered	670	21	251	1337	12	210	2501
Vehicles Exited	672	22	253	1344	11	207	2509
Hourly Exit Rate	672	22	253	1344	11	207	2509
Input Volume	670	22	255	1338	12	209	2506
% of Volume	100	100	99	100	90	99	100

4: Parmelee & 131st Performance by movement

Movement	EBL	EBT	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.2	0.2	0.1	0.1	0.1
Total Delay (hr)	0.1	0.0	0.0	0.0	0.0	0.1	0.1	0.3
Total Del/Veh (s)	5.1	0.1	3.1	3.9	0.5	3.0	2.2	2.1
Vehicles Entered	44	30	9	20	145	135	178	561
Vehicles Exited	44	31	9	20	146	134	178	562
Hourly Exit Rate	44	31	9	20	146	134	178	562
Input Volume	43	30	9	19	148	130	184	564
% of Volume	103	102	100	104	98	103	97	100

5: Driveway 1 Ingress & El Segundo Performance by movement

Movement	EBT	EBR	WBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.2	0.0	0.0
Total Delay (hr)	0.4	0.0	1.5	1.9
Total Del/Veh (s)	1.9	1.3	4.4	3.4
Vehicles Entered	727	57	1266	2050
Vehicles Exited	726	57	1267	2050
Hourly Exit Rate	726	57	1267	2050
Input Volume	726	62	1269	2056
% of Volume	100	92	100	100

6: Driveway 1 Ingress & El Segundo Performance by movement

Movement	EBT	WBT	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.1	0.8	0.9
Total Del/Veh (s)	0.4	2.1	1.5
Vehicles Entered	691	1355	2046
Vehicles Exited	691	1352	2043
Hourly Exit Rate	691	1352	2043
Input Volume	692	1350	2042
% of Volume	100	100	100

7: Central & Driveway 2 Ingress Performance by movement

Movement	NBT	NBR	SBT	All
Denied Delay (hr)	0.2	0.1	0.0	0.2
Denied Del/Veh (s)	0.5	0.8	0.0	0.3
Total Delay (hr)	0.5	0.1	0.1	0.7
Total Del/Veh (s)	1.5	1.4	0.5	1.0
Vehicles Entered	1118	215	1104	2437
Vehicles Exited	1117	215	1104	2436
Hourly Exit Rate	1117	215	1104	2436
Input Volume	1087	204	1099	2390
% of Volume	103	105	100	102

8: Central & Driveway 2 Egress Performance by movement

Movement	WBR	NBT	SBT	All
Denied Delay (hr)	1.7	0.0	0.0	1.7
Denied Del/Veh (s)	75.0	0.0	0.0	2.6
Total Delay (hr)	1.1	0.7	0.7	2.5
Total Del/Veh (s)	48.4	2.3	2.2	3.8
Vehicles Entered	80	1117	1134	2331
Vehicles Exited	80	1117	1133	2330
Hourly Exit Rate	80	1117	1133	2330
Input Volume	87	1087	1130	2304
% of Volume	92	103	100	101

9: 131st & Driveway 3 Ingress Performance by movement

Movement	EBL	EBT	WBT	WBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.1	0.3	0.2	0.4	0.3
Vehicles Entered	3	87	126	72	288
Vehicles Exited	3	87	127	72	289
Hourly Exit Rate	3	87	127	72	289
Input Volume	5	84	129	74	292
% of Volume	63	103	99	97	99

10: 131st & Driveway 3 Egress Performance by movement

Movement	EBT	SBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.1	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.2	2.9	1.9	1.3
Vehicles Entered	61	28	44	133
Vehicles Exited	61	28	44	133
Hourly Exit Rate	61	28	44	133
Input Volume	57	30	46	134
% of Volume	107	93	95	100

Total Network Performance

Denied Delay (hr)	7.1
Denied Del/Veh (s)	4.9
Total Delay (hr)	68.6
Total Del/Veh (s)	46.3
Vehicles Entered	5181
Vehicles Exited	5183
Hourly Exit Rate	5183
Input Volume	23475
% of Volume	22

Intersection: 1: Central & El Segundo

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB
Directions Served	L	T	T	R	L	T	T	R	L	T	T	R
Maximum Queue (ft)	160	390	314	129	189	247	218	125	155	314	318	50
Average Queue (ft)	124	179	115	33	138	188	188	66	134	242	255	45
95th Queue (ft)	191	347	263	86	212	242	233	154	187	344	347	55
Link Distance (ft)		381	381			197	197			303	303	
Upstream Blk Time (%)		1			1	8	9			2	3	
Queuing Penalty (veh)		0			0	53	55			14	21	
Storage Bay Dist (ft)	135			135	165			100	130			25
Storage Blk Time (%)	33	5	1	0	7	13	27	0	15	25	56	10
Queuing Penalty (veh)	72	7	2	0	32	28	33	0	49	43	121	35

Intersection: 1: Central & El Segundo

Movement	SB	SB	SB	SB
Directions Served	L	T	T	R
Maximum Queue (ft)	144	419	419	50
Average Queue (ft)	98	384	360	46
95th Queue (ft)	173	478	490	55
Link Distance (ft)		404	404	
Upstream Blk Time (%)		19	23	
Queuing Penalty (veh)		0	0	
Storage Bay Dist (ft)	120			25
Storage Blk Time (%)	2	57	61	25
Queuing Penalty (veh)	6	64	148	100

Intersection: 2: Central & 131st

Movement	WB	NB	NB	SB
Directions Served	LR	T	TR	L
Maximum Queue (ft)	105	17	3	35
Average Queue (ft)	53	1	0	11
95th Queue (ft)	90	13	2	35
Link Distance (ft)	123	2993	2993	
Upstream Blk Time (%)	0			
Queuing Penalty (veh)	0			
Storage Bay Dist (ft)				65
Storage Blk Time (%)				0
Queuing Penalty (veh)				0

Intersection: 3: Parmelee & El Segundo

Movement	EB	EB	EB	WB	WB	WB	NB	NB
Directions Served	T	T	R	L	T	T	L	R
Maximum Queue (ft)	144	145	47	105	436	341	79	329
Average Queue (ft)	60	52	13	82	155	92	10	137
95th Queue (ft)	119	115	42	124	315	215	43	262
Link Distance (ft)	662	662			568	568		1412
Upstream Blk Time (%)					0			
Queuing Penalty (veh)					0			
Storage Bay Dist (ft)			25	80			55	
Storage Blk Time (%)		12	1	12	9		0	47
Queuing Penalty (veh)		3	2	84	24		1	6

Intersection: 4: Parmelee & 131st

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	57	61	9
Average Queue (ft)	26	9	0
95th Queue (ft)	49	39	6
Link Distance (ft)	460	301	1412
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 5: Driveway 1 Ingress & El Segundo

Movement	WB	WB
Directions Served	T	T
Maximum Queue (ft)	195	187
Average Queue (ft)	51	47
95th Queue (ft)	148	138
Link Distance (ft)	346	346
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 6: Driveway 1 Ingress & El Segundo

Movement

Directions Served

Maximum Queue (ft)

Average Queue (ft)

95th Queue (ft)

Link Distance (ft)

Upstream Blk Time (%)

Queuing Penalty (veh)

Storage Bay Dist (ft)

Storage Blk Time (%)

Queuing Penalty (veh)

Intersection: 7: Central & Driveway 2 Ingress

Movement

NB

NB

Directions Served

T

TR

Maximum Queue (ft)

44

58

Average Queue (ft)

2

3

95th Queue (ft)

19

22

Link Distance (ft)

371

371

Upstream Blk Time (%)

Queuing Penalty (veh)

Storage Bay Dist (ft)

Storage Blk Time (%)

Queuing Penalty (veh)

Intersection: 8: Central & Driveway 2 Egress

Movement

WB

NB

NB

Directions Served

R

T

T

Maximum Queue (ft)

131

104

128

Average Queue (ft)

39

16

20

95th Queue (ft)

133

66

83

Link Distance (ft)

116

390

390

Upstream Blk Time (%)

19

Queuing Penalty (veh)

0

Storage Bay Dist (ft)

Storage Blk Time (%)

Queuing Penalty (veh)

Intersection: 9: 131st & Driveway 3 Ingress

Movement	EB	WB
Directions Served	LT	TR
Maximum Queue (ft)	12	6
Average Queue (ft)	0	0
95th Queue (ft)	7	0
Link Distance (ft)	380	460
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 10: 131st & Driveway 3 Egress

Movement	SB
Directions Served	LR
Maximum Queue (ft)	52
Average Queue (ft)	22
95th Queue (ft)	40
Link Distance (ft)	80
Upstream Blk Time (%)	0
Queuing Penalty (veh)	0
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty: 1003

PM Opening Year With Project Conditions

1: Central & El Segundo Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	6.9	32.4	5.7	1.7	4.2	1.0	0.2	1.2	0.3	0.1	0.1	0.1
Denied Del/Veh (s)	101.5	102.3	104.5	65.3	26.2	32.5	3.7	5.0	4.9	2.8	0.4	2.8
Total Delay (hr)	7.8	12.4	1.0	8.2	3.7	0.2	3.3	15.3	4.1	2.5	7.0	0.9
Total Del/Veh (s)	120.6	42.4	19.9	315.6	23.2	7.7	76.7	61.2	60.6	60.1	37.9	19.9
Vehicles Entered	227	1051	181	88	566	113	151	875	240	142	651	161
Vehicles Exited	223	1049	179	84	565	113	152	877	237	142	651	161
Hourly Exit Rate	223	1049	179	84	565	113	152	877	237	142	651	161
Input Volume	249	1128	188	99	579	124	167	934	259	146	643	167
% of Volume	89	93	95	85	98	91	91	94	92	97	101	96

1: Central & El Segundo Performance by movement

Movement	All
Denied Delay (hr)	53.9
Denied Del/Veh (s)	42.3
Total Delay (hr)	66.3
Total Del/Veh (s)	52.9
Vehicles Entered	4446
Vehicles Exited	4433
Hourly Exit Rate	4433
Input Volume	4683
% of Volume	95

2: Central & 131st Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	1.9	4.8	0.1	0.0	0.0	0.0	6.9
Denied Del/Veh (s)	268.4	204.3	0.2	0.2	0.0	0.0	10.6
Total Delay (hr)	0.3	1.2	4.4	0.2	0.2	0.2	6.4
Total Del/Veh (s)	55.4	59.6	12.7	11.2	15.3	0.6	9.9
Vehicles Entered	21	72	1224	49	42	893	2301
Vehicles Exited	20	71	1218	50	41	893	2293
Hourly Exit Rate	20	71	1218	50	41	893	2293
Input Volume	27	79	1250	48	49	904	2358
% of Volume	74	90	97	104	84	99	97

3: Parmelee & El Segundo Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBT	NBR	All
Denied Delay (hr)	0.2	0.0	0.1	0.1	0.0	0.0	0.0	0.3
Denied Del/Veh (s)	0.4	0.8	2.8	0.3	0.3	0.0	0.1	0.4
Total Delay (hr)	3.3	0.0	2.2	1.4	0.4	0.0	4.8	12.1
Total Del/Veh (s)	7.3	5.4	56.4	7.1	78.1	1.0	71.3	15.7
Vehicles Entered	1587	29	138	732	17	9	240	2752
Vehicles Exited	1586	29	138	728	17	9	241	2748
Hourly Exit Rate	1586	29	138	728	17	9	241	2748
Input Volume	1680	31	151	742	20	8	244	2875
% of Volume	94	94	91	98	86	120	99	96

4: Parmelee & 131st Performance by movement

Movement	EBL	EBT	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.1	0.2	0.2	0.1	0.0	0.1
Total Delay (hr)	0.2	0.0	0.0	0.0	0.0	0.1	0.0	0.4
Total Del/Veh (s)	8.3	0.2	4.4	2.7	0.4	2.6	1.9	2.7
Vehicles Entered	88	37	23	34	160	105	83	530
Vehicles Exited	88	37	23	34	160	106	83	531
Hourly Exit Rate	88	37	23	34	160	106	83	531
Input Volume	91	36	27	32	159	114	91	550
% of Volume	96	103	85	106	101	93	91	97

5: Driveway 1 Ingress & El Segundo Performance by movement

Movement	EBT	EBR	WBT	All
Denied Delay (hr)	0.1	0.0	0.0	0.1
Denied Del/Veh (s)	0.4	0.0	0.0	0.2
Total Delay (hr)	0.9	0.0	5.3	6.3
Total Del/Veh (s)	2.2	0.9	24.9	9.8
Vehicles Entered	1523	3	772	2298
Vehicles Exited	1522	3	767	2292
Hourly Exit Rate	1522	3	767	2292
Input Volume	1628	4	789	2422
% of Volume	93	71	97	95

6: Driveway 1 Ingress & El Segundo Performance by movement

Movement	EBT	WBT	NBL	NBR	All
Denied Delay (hr)	0.0	0.0	0.3	1.6	2.0
Denied Del/Veh (s)	0.0	0.0	104.5	121.6	3.0
Total Delay (hr)	0.3	0.6	0.3	0.7	1.9
Total Del/Veh (s)	0.8	2.6	100.2	51.9	2.9
Vehicles Entered	1482	771	11	48	2312
Vehicles Exited	1484	773	11	48	2316
Hourly Exit Rate	1484	773	11	48	2316
Input Volume	1587	789	11	42	2430
% of Volume	93	98	100	114	95

7: Central & Driveway 2 Ingress Performance by movement

Movement	NBT	NBR	SBT	All
Denied Delay (hr)	4.6	0.0	0.0	4.6
Denied Del/Veh (s)	12.5	1.5	0.0	7.3
Total Delay (hr)	10.2	0.2	0.1	10.5
Total Del/Veh (s)	27.9	26.1	0.5	16.7
Vehicles Entered	1302	26	925	2253
Vehicles Exited	1285	25	925	2235
Hourly Exit Rate	1285	25	925	2235
Input Volume	1360	27	941	2328
% of Volume	94	93	98	96

8: Central & Driveway 2 Egress Performance by movement

Movement	NBT	SBT	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	19.4	0.5	19.9
Total Del/Veh (s)	53.6	2.0	32.1
Vehicles Entered	1280	925	2205
Vehicles Exited	1265	925	2190
Hourly Exit Rate	1265	925	2190
Input Volume	1355	941	2296
% of Volume	93	98	95

9: 131st & Driveway 3 Ingress Performance by movement

Movement	EBL	EBT	WBT	WBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.9	0.3	0.2	0.2	0.2
Vehicles Entered	3	132	87	29	251
Vehicles Exited	3	132	87	29	251
Hourly Exit Rate	3	132	87	29	251
Input Volume	5	139	88	35	266
% of Volume	63	95	99	83	94

10: 131st & Driveway 3 Egress Performance by movement

Movement	EBT	SBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.4	2.8	0.6
Total Delay (hr)	0.0	0.1	0.1	0.1
Total Del/Veh (s)	0.3	12.2	10.0	3.0
Vehicles Entered	119	15	25	159
Vehicles Exited	119	15	24	158
Hourly Exit Rate	119	15	24	158
Input Volume	125	17	25	167
% of Volume	95	87	97	95

Total Network Performance

Denied Delay (hr)	67.8
Denied Del/Veh (s)	44.7
Total Delay (hr)	127.2
Total Del/Veh (s)	83.7
Vehicles Entered	5278
Vehicles Exited	5223
Hourly Exit Rate	5223
Input Volume	25476
% of Volume	21

Intersection: 1: Central & El Segundo

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB
Directions Served	L	T	T	R	L	T	T	R	L	T	T	R
Maximum Queue (ft)	160	396	396	160	190	257	214	125	155	318	322	50
Average Queue (ft)	150	378	346	99	164	195	154	53	118	306	308	46
95th Queue (ft)	191	458	467	208	232	286	236	132	191	322	322	56
Link Distance (ft)		381	381			197	197			303	303	
Upstream Blk Time (%)		48	16		43	52	3			44	46	
Queuing Penalty (veh)		0	0		0	204	11			296	314	
Storage Bay Dist (ft)	135			135	165			100	130			25
Storage Blk Time (%)	55	27	34	0	63	13	16	0	10	60	62	24
Queuing Penalty (veh)	309	68	64	1	174	13	20	0	49	99	160	108

Intersection: 1: Central & El Segundo

Movement	SB	SB	SB	SB
Directions Served	L	T	T	R
Maximum Queue (ft)	144	417	360	50
Average Queue (ft)	121	260	196	43
95th Queue (ft)	181	398	321	60
Link Distance (ft)		404	404	
Upstream Blk Time (%)		1	0	
Queuing Penalty (veh)		0	0	
Storage Bay Dist (ft)	120			25
Storage Blk Time (%)	7	34	52	17
Queuing Penalty (veh)	23	50	87	55

Intersection: 2: Central & 131st

Movement	WB	NB	NB	SB
Directions Served	LR	T	TR	L
Maximum Queue (ft)	121	351	385	75
Average Queue (ft)	62	73	81	25
95th Queue (ft)	114	319	334	59
Link Distance (ft)	123	2993	2993	
Upstream Blk Time (%)	6			
Queuing Penalty (veh)	1			
Storage Bay Dist (ft)				65
Storage Blk Time (%)				1
Queuing Penalty (veh)				5

Intersection: 3: Parmelee & El Segundo

Movement	EB	EB	EB	WB	WB	WB	NB	NB
Directions Served	T	T	R	L	T	T	L	R
Maximum Queue (ft)	267	307	50	105	350	270	80	563
Average Queue (ft)	119	134	17	80	113	67	19	206
95th Queue (ft)	233	254	47	124	263	190	65	469
Link Distance (ft)	662	662			568	568		1412
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			25	80			55	
Storage Blk Time (%)		20	1	29	5		1	55
Queuing Penalty (veh)		6	8	110	7		4	11

Intersection: 4: Parmelee & 131st

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	117	59
Average Queue (ft)	42	8
95th Queue (ft)	87	36
Link Distance (ft)	460	301
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 5: Driveway 1 Ingress & El Segundo

Movement	WB	WB
Directions Served	T	T
Maximum Queue (ft)	308	286
Average Queue (ft)	144	120
95th Queue (ft)	365	330
Link Distance (ft)	346	346
Upstream Blk Time (%)	3	0
Queuing Penalty (veh)	12	1
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 6: Driveway 1 Ingress & El Segundo

Movement	WB	WB	NB
Directions Served	T	T	LR
Maximum Queue (ft)	66	38	103
Average Queue (ft)	8	4	33
95th Queue (ft)	56	40	110
Link Distance (ft)	662	662	88
Upstream Blk Time (%)			25
Queuing Penalty (veh)			0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 7: Central & Driveway 2 Ingress

Movement	NB	NB
Directions Served	T	TR
Maximum Queue (ft)	368	370
Average Queue (ft)	181	189
95th Queue (ft)	455	461
Link Distance (ft)	371	371
Upstream Blk Time (%)	7	9
Queuing Penalty (veh)	50	61
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 8: Central & Driveway 2 Egress

Movement	NB	NB
Directions Served	T	T
Maximum Queue (ft)	408	416
Average Queue (ft)	311	323
95th Queue (ft)	523	514
Link Distance (ft)	390	390
Upstream Blk Time (%)	24	26
Queuing Penalty (veh)	162	179
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 9: 131st & Driveway 3 Ingress

Movement

Directions Served

Maximum Queue (ft)

Average Queue (ft)

95th Queue (ft)

Link Distance (ft)

Upstream Blk Time (%)

Queuing Penalty (veh)

Storage Bay Dist (ft)

Storage Blk Time (%)

Queuing Penalty (veh)

Intersection: 10: 131st & Driveway 3 Egress

Movement

SB

Directions Served

LR

Maximum Queue (ft)

44

Average Queue (ft)

18

95th Queue (ft)

42

Link Distance (ft)

80

Upstream Blk Time (%)

1

Queuing Penalty (veh)

0

Storage Bay Dist (ft)

Storage Blk Time (%)

Queuing Penalty (veh)

Network Summary

Network wide Queuing Penalty: 2723