Traffic Impact Study

Proposed Rockwell Pond Development

Floral Avenue West of State Route 99

Selma, California

Prepared For:

City of Selma
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Date:

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Introduction

This report presents the results of a traffic impact study for a proposed commercial development on Floral Avenue west of State Route (SR) 99 in Selma, California. This analysis focuses on the anticipated effect of vehicle traffic resulting from the Project. The purpose of this report is to supplement the analyses presented in a previous report entitled "Rockwell Pond Commercial Development, Selma, Ca, Traffic Impact Analysis," dated April 25, 2008 by VRPA Technologies, Inc. (hereinafter referred to as the "VRPA report").

It is also noted that previous analyses have been performed in the vicinity of the project site and were presented in the following reports:

- "Traffic Impact Study, Proposed Floral Avenue Commercial Developments, Floral Avenue West of State Route 99, Selma, California," dated September 19, 2008 by Peters Engineering Group.
- "Admin Draft, Preliminary Traffic Impact Study for: Wal-Mart Supercenter, Selma, California," dated June 11, 2007 by Dowling Associates, Inc. (hereinafter referred to as the "Dowling report").

Project Description

The proposed project is generally a large shopping center to be located on the north side of Floral Avenue between SR 99 and DeWolf Avenue. The project includes two phases. For purposes of these analyses the first phase is assumed to be constructed by the year 2010 and the second phase is assumed to be constructed by the year 2015. A site vicinity map is presented in the attached Figure 1 and the Project site plan is presented in Figure 2. The figures are attached following the end of the text of this report.

A detailed description of each phase of the project is presented below.

- Rockwell Pond Development Phase 1 located on the north side of Floral Avenue west of SR 99. Three driveways are proposed to connect with Floral Avenue.
  - Anchor 3 – 180,000 square feet
  - Anchor 4 – 140,000 square feet
  - Hotel – 102 rooms
  - Major C – 18,000 square feet
  - Major D – 18,000 square feet
  - Major E – 30,000 square feet
  - Shops 6 – 10,500 square feet
  - Shops 7 – 10,500 square feet
  - Shops 8 – 18,500 square feet
  - Shops 9 – 12,500 square feet
  - Shops 10 – 14,300 square feet
  - Shops 11 – 13,900 square feet
  - Pad F – 5,000 square feet
  - Pad G – 5,000 square feet
  - Pad H – 4,300 square feet
  - Pad J – 4,300 square feet
  - Retail – 10,000 square feet
  - OSA – 31,178 square feet
  - Unnamed – 29,030 square feet
  - Unnamed – 37,131 square feet.
- Rockwell Pond Development Phase 2 located northeast of the intersection of Floral and DeWolf Avenues. Three driveways are proposed to connect with Floral Avenue and two driveways are proposed to connect to DeWolf Avenue.
  - Anchor 1 – 160,000 square feet with gas station
  - Anchor 2 – 88,000 square feet
  - Major A – 20,000 square feet
  - Major B – 25,000 square feet
  - Shops 1 – 23,800 square feet
  - Shops 2 – 13,500 square feet
  - Shops 3 – 13,500 square feet
  - Shops 4 – 6,500 square feet
  - Shops 5 – 6,500 square feet
  - Pad A – 5,000 square feet
  - Pad B – 7,000 square feet
  - Pad C – 7,500 square feet
  - Pad D – 7,500 square feet
  - Pad E – 7,500 square feet
  - Retail – 10,000 square feet

When the Project is complete, the cumulative total of Phases 1 and 2 will be 993,439 square feet plus the hotel and gas station, along with six driveways connecting to Floral Avenue and two driveways connecting to DeWolf Avenue.

Study Area and Time Period

This report includes analysis of the following intersections:

1. DeWolf Avenue / Floral Avenue;
2. Rockwell Pond Access / Floral Avenue;
3. SR 99 Southbound (SB) Off-Ramp / Floral Avenue;
4. Highland Avenue / Floral Avenue;
5. SR 99 Northbound (NB) Off-Ramp / Floral Avenue;
6. Whitson Street / Floral Avenue;
7. McCall Avenue / Floral Avenue;
8. Golden State Boulevard / Highland Avenue; and
9. Highland Avenue / SR 99 Ramps.

The location of the Rockwell Pond Access driveway that was analyzed is noted in Figure 2.

Road segments were not analyzed because intersection analyses govern the required number of through lanes for closely-spaced intersections (i.e., less than ½ mile). Therefore, the

intersection analyses for the study intersections listed above will provide the required number of through lanes on the road segments between them.

The study time periods include the weekday a.m. and p.m. peak hours determined between 7:00 and 9:00 a.m. and between 4:00 and 6:00 p.m. The peak hours were to be analyzed for the following conditions:

- Existing Conditions;
- Existing Plus Project Phase 1 Conditions;
- Existing Plus Project Phases 1 and 2 Conditions
- Year 2010 No-Project Conditions;
- Year 2010 With Project Phase 1 Conditions;
- Year 2015 No-Project Conditions;
- Year 2015 With-Project Phases 1 and 2 Conditions;
- Cumulative Year 2030 No-Project Conditions; and
- Cumulative Year 2030 With Project Phases 1 and 2 Conditions.

Lane Configurations and Intersection Control

The lane configurations and intersection control are presented in the following figures:

Figure 3 - Existing Conditions;
Figure 4 - Existing Plus Project Phase 1 Conditions;
Figure 5 - Existing Plus Project Phases 1 and 2 Conditions;
Figure 6 - Year 2010 No-Project Conditions;
Figure 7 - Year 2010 With Project Phase 1 Conditions;
Figure 8 - Year 2015 No-Project Conditions;
Figure 9 - Year 2015 With-Project Phases 1 and 2 Conditions;
Figure 10 - Cumulative Year 2030 No-Project Conditions; and
Figure 11 - Cumulative Year 2030 With Project Phases 1 and 2 Conditions.

Trip Generation

Data provided in the Institute of Transportation Engineers (ITE) *Trip Generation, 7th Edition*, were used to estimate the number of trips anticipated to be generated by the Project. Tables 1 and 2 present the trip generation information.

Data presented in the ITE *Trip Generation Handbook* (TGH) dated June 2004 suggest that captured-trip reductions are applicable to the proposed project. Captured-trip reductions are applied to account for the interaction between the various individual land uses assumed for the trip generation calculations. A common example of a captured trip occurs in a multi-use development containing both offices and shops. Trips made by office workers to shops within the site are defined as internal to (i.e., "captured") within the multi-use site. A more complete description of captured trips is presented in the TGH. Captured-trip reductions were calculated as described by ITE and the calculations are included in the attached Appendix. Tables 3 and 4 present the results of the captured-trip analyses. Captured-trip reductions are presented as negative numbers because they are deducted from the total number of trips calculated in Tables 1 and 2.

Table 1
Project Trip Generation – Rockwell Pond Phase 1

Land Use	ITE Code	Units	A.M. Peak Hour Traffic Volumes			P.M. Peak Hour Traffic Volumes			Weekday Traffic Volumes	
			Rate Split	Enter	Exit	Rate Split	Enter	Exit	Rate	Total
Shopping Center	820	354,800 sq. ft.	1.03 61/39	223	143	3.75 48/52	639	692	42.94	15,236
Home Improvement Superstore	862	171,178 sq. ft.	1.20 54/46	111	95	2.45 47/53	197	223	29.80	5,102
New Car Sales	841	77,000 Sq. ft.	2.05 74/26	117	41	2.64 39/61	80	124	33.34	2,568
Hotel	310	102 rooms	0.67 58/42	40	29	0.70 49/51	35	37	8.92	910
TOTAL			-	**491**	**308**	-	**951**	**1,076**	-	**23,816**

Reference: *Trip Generation, 7th Edition,* Institute of Transportation Engineers 2003
Rates are reported in trips per room or per 1,000 square feet as applicable
Splits are reported as Entering/Exiting as a percentage of the total

Table 2
Project Trip Generation – Rockwell Pond Phase 2

Land Use	ITE Code	Units	A.M. Peak Hour Traffic Volumes			P.M. Peak Hour Traffic Volumes			Weekday Traffic Volumes	
			Rate Split	Enter	Exit	Rate Split	Enter	Exit	Rate	Total
Discount Club	861	160,000 sq. ft.	0.56 71/29	64	26	4.24 50/50	340	339	41.80	6,688
Shopping Center	820	241,300 sq. ft.	1.03 61/39	152	97	3.75 48/52	434	471	42.94	10,362
Gasoline / Service Station	944	16 fueling positions	12.07 50/50	97	97	13.86 50/50	111	111	168.56	2,697
TOTAL			-	**313**	**220**	-	**885**	**921**	-	**19,747**

Reference: *Trip Generation, 7th Edition,* Institute of Transportation Engineers 2003
Rates are reported in trips per fueling position or per 1,000 square feet as applicable
Splits are reported as Entering/Exiting as a percentage of the total

Table 3
Captured-Trip Reductions – Rockwell Pond Phase 1

Time Period	Trips Entering Site	Trips Exiting Site
Weekday	-510	-510
Weekday A.M. Peak Hour	-10	-10
Weekday P.M. Peak Hour	-40	-40

Table 4
Captured-Trip Reductions – Rockwell Pond Phase 2

Time Period	Trips Entering Site	Trips Exiting Site
Weekday	-1,343	-1,343
Weekday A.M. Peak Hour	-19	-19
Weekday P.M. Peak Hour	-123	-123

The project traffic volumes with captured-trip reductions applied are presented in Tables 5 and 6.

Table 5
Project Traffic With Captured-Trip Reductions – Rockwell Pond Phase 1

Time Period	Trips Entering Site	Trips Exiting Site
Weekday	11,398	11,398
Weekday A.M. Peak Hour	481	298
Weekday P.M. Peak Hour	909	1,034

Table 6
Project Traffic With Captured-Trip Reductions – Rockwell Pond Phase 2

Time Period	Trips Entering Site	Trips Exiting Site
Weekday	8,531	8,531
Weekday A.M. Peak Hour	294	201
Weekday P.M. Peak Hour	762	798

The project traffic volumes are presented in the following figures:

Figure 12 – Rockwell Pond Phase 1 Project Traffic Volumes;
Figure 13 – Rockwell Pond Phase 2 Project Traffic Volumes.

The projected distribution of the project traffic volumes to the adjacent road network was performed manually and was generally based on distributions presented in the VRPA report and the Dowling report. The manual distribution of project traffic volumes was also based on engineering judgment considering the existing and planned road network, traffic patterns, complementary land uses, and anticipated driver behavior.

Data presented in the TGH suggest that pass-by reductions are applicable to the proposed projects. The TGH states: "There are instances, however, when the total number of trips generated by a site is different from the amount of new traffic added to the street system by the generator. For example, retail-oriented developments such as shopping centers...are often located adjacent to busy streets in order to attract the motorists already on the street. These sites attract a portion of their trips from traffic passing the site... These retail trips may not add new traffic to the adjacent street system."

Data provided in the TGH suggest that pass-by reductions on the order of five percent are very conservative for the proposed uses. A pass-by reduction of five percent was applied using procedures similar to those outlined in the TGH. This value was chosen because it represents a reasonable percentage of the background traffic on the adjacent streets. Since the proposed project generates a high volume of traffic, a greater pass-by reduction would represent an unreasonably high percentage of the background traffic. The pass-by reductions are indicated as negative numbers in Figure 14. Figure 15 presents the Phase 1 and Phase 2 combined project traffic volumes with captured-trip and pass-by reductions applied.

Pending Projects

The year 2010, 2015, and 2030 analyses consider the effects of traffic expected to be generated by pending projects in the vicinity of the Project site. Table 7 presents a summary of the pending projects.

Table 7
Pending Projects

Project	Location
Wal-Mart Supercenter*	South side of Floral, west of SR 99
Gill Motel and Commercial***	North of Floral, west of SR 99 SB off ramp
Bratton single-family residential***	South of Rose, west of Highland
Comfort Suites***	West of Whitson, north of Stillman
Raven Map 5296*	South of Dinuba, east of Dockery
Valley View Map 5303***	South of Valley View between Thompson and McCall
Canales Map 5217***	East of Highland, south of Nebraska
Eye Q II***	West of Whitson, north of Stillman
Graham Commercial*	North of Rose, west of SR 99
Raven Commercial**	Manning east of McCall
Amberwood Commercial**	East of Orange Avenue between Floral and Dinuba
3-MD Industrial Park**	Nebraska Avenue east of Dockery
Golden State Industrial Park**	Park Street east of SR 99
Selma Crossings*	Mountain View Avenue / SR 99
Brandywine*	Southwest of Manning and McCall
Other Residential**	Various locations – Cambridge, Country Rose, Heritage, Synergy, R.J. Hill, Amberwood, Hinesley, Merigian

* Source: Peters Engineering Group
** Source: VRPA Report
*** Source: Dowling Report

Existing Traffic Volumes

Existing peak-hour traffic volumes were obtained from the VRPA report. The existing peak-hour turning movement volumes are presented in Figure 16.

Existing Plus Project, Year 2010, and Year 2015 Traffic Volumes

Existing-plus-Phase 1 Project traffic volumes are presented in Figure 17. Existing-plus-Project (Phases 1 and 2) traffic volumes are presented in Figure 18. This scenario is unlikely to occur since it assumes instantaneous buildout of the project and no other development.

Year 2010 no-Project traffic volumes are presented in Figure 19 and are the result of adding the existing traffic volumes and the pending project traffic volumes. Year 2010 with Phase 1 Project traffic volumes are presented in Figure 20. Year 2015 no-Project traffic volumes are presented in Figure 21 and are the result of adding the existing traffic volumes (with an increase of one percent per year between 2008 and 2015 to account for background growth) and the pending project traffic volumes. Year 2015 with Project traffic volumes are presented in Figure 22.

Cumulative Year 2030 Traffic Volumes

The Council of Fresno County Governments (COG) maintains a travel model that is typically used to estimate cumulative future traffic volumes. Cumulative traffic volumes without the Project for the year 2030 were determined using the COG Increment Method, which is described in a document available from the COG entitled *"Model Steering Committee Recommended Procedures for Using Traffic Projections from the Fresno COG Travel Model dated December 2002"*. In general, the Increment Method projects future traffic volumes by determining the growth projected by the model between the base year and the horizon year.

This growth is then added to the existing traffic volumes. The COG's 2025 model was utilized and the results were extrapolated to arrive at projected year 2030 volumes.

Cumulative turning movements were projected based on the methods presented in Chapter 8 of the Transportation Research Board National Cooperative Highway Research Program Report 255 entitled *"Highway Traffic Data for Urbanized Area Project Planning and Design"*. The cumulative no-Project traffic volumes are presented in Figure 23. These volumes assume buildout of the project site in accordance with the current City of Selma General Plan. The cumulative with-Project traffic volumes are presented in Figure 24. The COG travel model data output is included in the attached Appendix.

Significance Criteria

The Transportation Research Board *Highway Capacity Manual,* 2000, (HCM) defines level of service (LOS) as a qualitative measure describing operational characteristics within a traffic stream, based on service measures such as speed and travel time, freedom to maneuver, traffic interruptions, comfort, and convenience. LOS characteristics for both unsignalized and signalized intersections are presented in Tables 8 and 9.

Table 8
Level of Service Characteristics for Unsignalized Intersections

Level of Service	Description	Average Vehicle Delay (seconds)
A	Little or no delay.	0-10
B	Short delays.	>10-15
C	Average delays.	>15-25
D	Long delays.	>25-35
E	Very long delays.	>35-50
F	Extremely long delays.	>50

Reference: *Highway Capacity Manual,* Transportation Research Board

Table 9
Level of Service Characteristics for Signalized Intersections

Level of Service	Description	Average Vehicle Delay (seconds)
A	Extremely favorable progression. Most vehicles arrive during green phase. Many vehicles do not stop.	≤10
B	Good progression.	>10-20
C	Fair progression. Significant number of vehicles stopped. Some queues do not clear.	>20-35
D	Noticeable congestion. Many vehicles stop. Individual cycle failures are noticeable. Queues often do not clear.	>35-55
E	Poor progression. Individual cycle failures are frequent. Queues frequently do not clear.	>55-80
F	Poor progression. Oversaturation. Many individual cycle failures and queues not cleared.	>80

Reference: *Highway Capacity Manual,* Transportation Research Board

The City of Selma and Caltrans require that a LOS C or better be maintained. A traffic impact is identified if a proposed project will decrease the LOS below C or if a project will exacerbate delays at an intersection already operating at LOS D, E, or F.

At unsignalized intersections, a traffic impact would be considered "less than significant" if the LOS standard is exceeded but the projected traffic volume does not satisfy traffic signal warrants. Under these conditions, the only means to completely alleviate delays to stop-controlled vehicles may be to install a traffic signal. However, the unsatisfied signal warrants imply that the reduction in delay for the stop-controlled vehicles may not justify the new delays that would be incurred by the major street traffic (which at two-way stop-controlled intersections is not currently required to stop). Under these circumstances, installation of traffic signals would not be recommended and the substandard LOS for stop-controlled vehicles would be considered a "less than significant" impact.

Intersection Analyses

The levels of service at the study intersections were determined using the computer program Synchro 6 (Build 614), which is based on the HCM procedures for calculating levels of service. The intersection analysis sheets are included in the attached Appendix.

Peak-hour factors (PHF) for the existing-conditions analyses were determined based on the existing traffic volumes. The HCM suggests that a PHF of 0.92 in urban areas and 0.88 in rural areas may be used in the absence of field data. For purposes of the existing-plus-project, year 2010, year 2015, and cumulative year 2030 analyses performed for this study, in which a significant volume of projected traffic is added and field data is not available, a PHF of 0.92 is used unless the existing PHF is greater than 0.92.

The State of California Department of Transportation *California Manual on Uniform Traffic Control Devices for Streets and Highways* dated September 26, 2006 (CMUTCD) presents various warrant analyses to assist in evaluating the need for traffic signals at an intersection. Figure 4C-4, Warrant 3, Peak Hour (70% Factor) as presented in the CMUTCD was utilized to evaluate the possibility that traffic signals may be warranted at impacted unsignalized study intersections. Peak-hour traffic signal warrant studies are performed only for cases in which the unsignalized intersection operates at LOS D or worse. The warrant analysis sheets are included in the attached Appendix. It should be noted that the proposed Wal-Mart driveways align with existing driveways on the north side of Floral Avenue; therefore, the Wal-Mart intersections are also included in the no-Project scenario analyses but do not include the south leg of the intersection in the no-Project scenarios.

The results of the intersection operational analyses and peak-hour warrant studies are presented in Tables 10 through 18. Substandard levels of service and delays are highlighted in bold type. A key to descriptors in the tables is presented below.

Key to Tables 10 through 18

AWS:	All-way stop control	DNE:	Intersection does not exist
TWS:	Two-way stop control	n/r:	Analysis not required
OWS:	One-way stop control	*	Excessive delays not reported

2/1: Traffic signal warrants satisfied for the case in which the major street has two lanes per approach and the minor street has one lane per approach.

2/2: Traffic signal warrants satisfied for the case in which the major street and the minor street each have at least two lanes per approach.

Table 10
Intersection Analysis Summary - Existing Conditions

Intersection	Control Type	A.M. Peak Hour			P.M. Peak Hour		
		Delay (sec)	LOS	Peak Hour Warrant	Delay (sec)	LOS	Peak Hour Warrant
DeWolf / Floral	TWS	9.9	A	n/r	11.0	B	n/r
Rockwell Pond / Floral	DNE	-	-	-	-	-	-
SR 99 SB Off-Ramp / Floral	Signal	10.2	B	n/r	12.0	B	n/r
Highland / Floral	Signal	16.8	B	n/r	23.2	C	n/r
SR 99 NB Off-Ramp / Floral	Signal	7.9	A	n/r	9.0	A	n/r
Whitson / Floral	Signal	17.7	B	n/r	24.2	C	n/r
McCall / Floral	Signal	25.3	C	n/r	23.5	C	n/r
Golden State / Highland	Signal	20.4	C	n/r	20.0	B	n/r
Highland / SR 99 SB Ramps	Signal	12.4	B	n/r	13.1	B	n/r

Table 11
Intersection Analysis Summary - Existing Plus Phase 1 Project Conditions

Intersection	Control Type	A.M. Peak Hour			P.M. Peak Hour		
		Delay (sec)	LOS	Peak Hour Warrant	Delay (sec)	LOS	Peak Hour Warrant
DeWolf / Floral	TWS	10.5	B	n/r	13.9	B	n/r
Rockwell Pond / Floral	OWS	12.9	B	n/r	**282.5**	**F**	2/2
SR 99 SB Off-Ramp / Floral	Signal	10.6	B	n/r	21.8	C	n/r
Highland / Floral	Signal	20.4	C	n/r	34.0	C	n/r
SR 99 NB Off-Ramp / Floral	Signal	8.9	A	n/r	12.1	B	n/r
Whitson / Floral	Signal	19.9	B	n/r	30.8	C	n/r
McCall / Floral	Signal	30.3	C	n/r	34.9	C	n/r
Golden State / Highland	Signal	21.1	C	n/r	22.3	C	n/r
Highland / SR 99 SB Ramps	Signal	13.7	B	n/r	18.0	B	n/r

Table 12
Intersection Analysis Summary - Existing Plus Project Phases 1 and 2 Conditions

Intersection	Control Type	A.M. Peak Hour			P.M. Peak Hour		
		Delay (sec)	LOS	Peak Hour Warrant	Delay (sec)	LOS	Peak Hour Warrant
DeWolf / Floral	TWS	11.0	B	n/r	18.0	C	n/r
Rockwell Pond / Floral	OWS	**32.3**	**D**	Not met	*	**F**	2/2
SR 99 SB Off-Ramp / Floral	Signal	11.9	B	n/r	**89.5**	**F**	n/r
Highland / Floral	Signal	23.4	C	n/r	**113.0**	**F**	n/r
SR 99 NB Off-Ramp / Floral	Signal	9.6	A	n/r	19.0	B	n/r
Whitson / Floral	Signal	20.7	C	n/r	**44.5**	**D**	n/r
McCall / Floral	Signal	**35.3**	**D**	n/r	**51.1**	**D**	n/r
Golden State / Highland	Signal	21.6	C	n/r	25.8	C	n/r
Highland / SR 99 SB Ramps	Signal	15.5	B	n/r	21.0	C	n/r

Table 13
Intersection Analysis Summary – Year 2010 No-Project Conditions

Intersection	Control Type	A.M. Peak Hour			P.M. Peak Hour		
		Delay (sec)	LOS	Peak Hour Warrant	Delay (sec)	LOS	Peak Hour Warrant
DeWolf / Floral	TWS	10.8	B	n/r	13.8	B	n/r
Rockwell Pond / Floral	DNE	-	-	-	-	-	-
SR 99 SB Off-Ramp / Floral	Signal	12.1	B	n/r	25.1	C	n/r
Highland / Floral	Signal	24.1	C	n/r	**40.8**	**D**	n/r
SR 99 NB Off-Ramp / Floral	Signal	10.6	B	n/r	16.9	B	n/r
Whitson / Floral	Signal	22.0	C	n/r	34.9	C	n/r
McCall / Floral	Signal	33.5	C	n/r	**37.9**	**D**	n/r
Golden State / Highland	Signal	23.6	C	n/r	**35.5**	**D**	n/r
Highland / SR 99 SB Ramps	Signal	20.9	C	n/r	32.6	C	n/r

Table 14
Intersection Analysis Summary – Year 2010 With Phase 1 Project Conditions

Intersection	Control Type	A.M. Peak Hour			P.M. Peak Hour		
		Delay (sec)	LOS	Peak Hour Warrant	Delay (sec)	LOS	Peak Hour Warrant
DeWolf / Floral	TWS	11.6	B	n/r	18.9	C	n/r
Rockwell Pond / Floral	OWS	14.5	B	Not met	**653.5**	**F**	2/2
SR 99 SB Off-Ramp / Floral	Signal	16.1	B	n/r	**121.1**	**F**	n/r
Highland / Floral	Signal	29.7	C	n/r	**124.6**	**F**	n/r
SR 99 NB Off-Ramp / Floral	Signal	11.9	B	n/r	**83.5**	**F**	n/r
Whitson / Floral	Signal	24.5	C	n/r	**54.4**	**D**	n/r
McCall / Floral	Signal	**37.6**	**D**	n/r	**57.5**	**E**	n/r
Golden State / Highland	Signal	24.2	C	n/r	**40.2**	**D**	n/r
Highland / SR 99 SB Ramps	Signal	21.9	C	n/r	**48.4**	**D**	n/r

Table 15
Intersection Analysis Summary – Year 2015 No-Project Conditions

Intersection	Control Type	A.M. Peak Hour			P.M. Peak Hour		
		Delay (sec)	LOS	Peak Hour Warrant	Delay (sec)	LOS	Peak Hour Warrant
DeWolf / Floral	TWS	10.9	B	n/r	14.3	B	n/r
Rockwell Pond / Floral	DNE	-	-	-	-	-	-
SR 99 SB Off-Ramp / Floral	Signal	12.3	B	n/r	30.1	C	n/r
Highland / Floral	Signal	24.7	C	n/r	**45.7**	**D**	n/r
SR 99 NB Off-Ramp / Floral	Signal	10.8	B	n/r	18.6	B	n/r
Whitson / Floral	Signal	23.4	C	n/r	**37.0**	**D**	n/r
McCall / Floral	Signal	**35.0**	**D**	n/r	**42.7**	**D**	n/r
Golden State / Highland	Signal	24.1	C	n/r	**37.0**	**D**	n/r
Highland / SR 99 SB Ramps	Signal	20.7	C	n/r	**37.2**	**D**	n/r

Table 16
Intersection Analysis Summary – Year 2015 With Project Phases 1 and 2 Conditions

Intersection	Control Type	A.M. Peak Hour			P.M. Peak Hour		
		Delay (sec)	LOS	Peak Hour Warrant	Delay (sec)	LOS	Peak Hour Warrant
DeWolf / Floral	TWS	12.5	B	Not met	**31.6**	**D**	Not met
Rockwell Pond / Floral	OWS	**79.5**	**F**	2/2	*	**F**	2/2
SR 99 SB Off-Ramp / Floral	Signal	30.0	C	n/r	**242.6**	**F**	n/r
Highland / Floral	Signal	**35.7**	**D**	n/r	**244.7**	**F**	n/r
SR 99 NB Off-Ramp / Floral	Signal	13.8	B	n/r	**278.1**	**F**	n/r
Whitson / Floral	Signal	26.9	C	n/r	**133.4**	**F**	n/r
McCall / Floral	Signal	**49.6**	**D**	n/r	**131.1**	**F**	n/r
Golden State / Highland	Signal	25.5	C	n/r	**53.2**	**D**	n/r
Highland / SR 99 SB Ramps	Signal	23.3	C	n/r	**78.7**	**E**	n/r

Table 17
Intersection Analysis Summary – Cumulative 2030 No Project Conditions

Intersection	Control Type	A.M. Peak Hour			P.M. Peak Hour		
		Delay (sec)	LOS	Peak Hour Warrant	Delay (sec)	LOS	Peak Hour Warrant
DeWolf / Floral	TWS	13.1	B	n/r	**25.3**	**D**	Not met
Rockwell Pond / Floral	DNE	-	-	-	-	-	-
SR 99 SB Off-Ramp / Floral	Signal	13.0	B	n/r	**35.6**	**D**	n/r
Highland / Floral	Signal	27.3	C	n/r	**69.3**	**E**	n/r
SR 99 NB Off-Ramp / Floral	Signal	12.0	B	n/r	20.4	C	n/r
Whitson / Floral	Signal	25.7	C	n/r	**45.0**	**D**	n/r
McCall / Floral	Signal	**37.5**	**D**	n/r	**45.4**	**D**	n/r
Golden State / Highland	Signal	29.5	C	n/r	**45.3**	**D**	n/r
Highland / SR 99 SB Ramps	Signal	22.3	C	n/r	**70.4**	**E**	n/r

Table 18
Intersection Analysis Summary
Cumulative 2030 With Project Phases 1 and 2 Conditions

Intersection	Control Type	A.M. Peak Hour			P.M. Peak Hour		
		Delay (sec)	LOS	Peak Hour Warrant	Delay (sec)	LOS	Peak Hour Warrant
DeWolf / Floral	TWS	16.2	C	Not met	**143.2**	**F**	2/1
Rockwell Pond / Floral	OWS	**163.6**	**F**	2/2	*	**F**	2/2
SR 99 SB Off-Ramp / Floral	Signal	**38.7**	**D**	n/r	**240.9**	**F**	n/r
Highland / Floral	Signal	**42.5**	**D**	n/r	**274.1**	**F**	n/r
SR 99 NB Off-Ramp / Floral	Signal	17.6	B	n/r	**204.8**	**F**	n/r
Whitson / Floral	Signal	29.6	C	n/r	**151.6**	**F**	n/r
McCall / Floral	Signal	**55.4**	**E**	n/r	**120.9**	**F**	n/r
Golden State / Highland	Signal	32.2	C	n/r	**61.8**	**E**	n/r
Highland / SR 99 SB Ramps	Signal	25.9	C	n/r	**125.1**	**F**	n/r

Discussion

Existing Conditions

The results of the existing-conditions analyses indicate that the study intersections are currently operating at acceptable levels of service.

Existing Plus Project Phase 1 Conditions

The existing plus Phase 1 Project conditions represent the anticipated conditions upon build-out of Phase 1 of the Rockwell Pond site without the consideration of other pending projects. The results of the existing plus Phase 1 Project conditions analyses indicate that the intersection of the Rockwell Pond Site Access and Floral Avenue is expected to operate at substandard levels of service. Peak hour traffic signal warrants are expected to be satisfied at the intersection.

In order to mitigate the impacts at the intersection of Rockwell Pond Site Access and Floral Avenue, the intersection will require signalization with the following lane configurations:

Eastbound: one left-turn lane and one through lane;

Westbound: one through lane with a shared right turn;

Northbound: does not exist; and

Southbound: one left-turn lane and one right-turn lane.

The mitigated intersection analysis sheets are included in the attached Appendix. Table 19 presents a summary of the mitigated analyses.

Table 19
Mitigated Intersection Analysis Summary - Existing Plus Phase 1 Project Conditions

Intersection	Control Type	A.M. Peak Hour			P.M. Peak Hour		
		Delay (sec)	LOS	Peak Hour Warrant	Delay (sec)	LOS	Peak Hour Warrant
Rockwell Pond / Floral	Signal	8.4	A	n/r	24.1	C	2/2

Existing Plus Project Phases 1 and 2 Conditions

The existing plus Project Phases 1 and 2 conditions represent the anticipated conditions upon build-out of the entire Rockwell Pond project without the consideration of other pending projects. The results of the existing plus Project Phases 1 and 2 conditions analyses indicate that the following study intersections are expected to operate at substandard levels of service:

- Rockwell Pond Site Access / Floral Avenue (peak hour signal warrants satisfied);
- SR 99 Southbound Off Ramp / Floral Avenue;
- Highland Avenue / Floral Avenue;
- Whitson Street / Floral Avenue; and
- McCall Avenue / Floral Avenue.

In order to mitigate the impacts at the intersection of Rockwell Pond Site Access and Floral Avenue, the intersection will require signalization with the following lane configurations:

Eastbound: one left-turn lane and one through lane;

Westbound: one through lane and one right-turn lane;

Northbound: does not exist; and

Southbound: two left-turn lanes and one right-turn lane.

In order to mitigate the impacts at the intersection of SR 99 Southbound Off Ramp and Floral Avenue, the intersection will require widening to the following lane configurations:

Eastbound: three through lanes and one right-turn lane;

Westbound: one left-turn lane and two through lanes;

Northbound: one right-turn lane; and

Southbound: one left-turn lane, one shared left-turn/through lane, and two right-turn lanes.

In order to mitigate the impacts at the intersection of Highland Avenue and Floral Avenue, the intersection will require widening to the following lane configurations:

Eastbound: two left-turn lanes, three through lanes, and one right-turn lane;

Westbound: two left-turn lanes, two through lanes, and one right-turn lane;

Northbound: two left-turn lanes, two through lanes, and one right-turn lane; and

Southbound: one left-turn lane, two through lanes, and two right-turn lanes.

In order to mitigate the impacts at the intersection of Whitson Street and Floral Avenue, the intersection will require widening to the following lane configurations:

Eastbound: one left-turn lane, two through lanes, and one right-turn lane;

Westbound: one left-turn lane and two through lanes, and one right turn;

Northbound: two left-turn lanes, two through lanes, and one right-turn lane; and

Southbound: one left-turn lane and two through lanes with a shared right turn.

In order to mitigate the impacts at the intersection of McCall Avenue and Floral Avenue, the intersection will require widening to the following lane configurations:

Eastbound: one left-turn lane and two through lanes with a shared right turn;

Westbound: one left-turn lane and two through lanes with a shared right turn;

Northbound: one left-turn lane and two through lanes with a shared right turn; and

Southbound: one left-turn lane, one through lane, and one right-turn lane.

The mitigated intersection analysis sheets are included in the attached Appendix. Table 20 presents a summary of the mitigated analyses.

Table 20
Mitigated Intersection Analysis Summary
Existing Plus Project Phases 1 and 2 Conditions

Intersection	Control Type	A.M. Peak Hour			P.M. Peak Hour		
		Delay (sec)	LOS	Peak Hour Warrant	Delay (sec)	LOS	Peak Hour Warrant
Rockwell Pond / Floral	Signal	9.6	A	n/r	19.8	B	2/2
SR 99 SB Off-Ramp / Floral	Signal	10.9	B	n/r	24.0	C	n/r
Highland / Floral	Signal	17.8	B	n/r	29.5	C	n/r
Whitson / Floral	Signal	19.3	B	n/r	30.2	C	n/r
McCall / Floral	Signal	24.7	C	n/r	32.5	C	n/r

Year 2010 No-Project Conditions

The year 2010 no-Project conditions represent the anticipated conditions upon build out of the pending projects in the vicinity of the site. The results of the year 2010 no-Project conditions analyses indicate that indicate that the following study intersections are expected to operate at substandard levels of service:

- Highland Avenue / Floral Avenue;
- McCall Avenue / Floral Avenue; and
- Golden State Boulevard / Highland Avenue.

Year 2010 With Project Phase 1 Conditions

The year 2010 with Phase 1 Project conditions represent the anticipated conditions upon build out of the pending projects in the vicinity of the site and Phase 1 of the proposed project. The results of the year 2010 with Phase 1 Project conditions analyses indicate that the following study intersections are expected to operate at substandard levels of service:

- Rockwell Pond Site Access / Floral Avenue (peak hour signal warrants satisfied);
- SR 99 Southbound Off Ramp / Floral Avenue;
- Highland Avenue / Floral Avenue;
- SR 99 Northbound Off Ramp / Floral Avenue;
- Whitson Street / Floral Avenue;
- McCall Avenue / Floral Avenue;
- Golden State Boulevard / Highland Avenue; and
- Highland Avenue / SR 99 Southbound Ramps.

In order to mitigate the impacts at the intersection of Rockwell Pond Site Access and Floral Avenue, the intersection will require signalization with the following lane configurations:

Eastbound: one left-turn lane and one through lane;

Westbound: one through lane and one right-turn lane;

Northbound: does not exist; and

Southbound: one left-turn lane and one right-turn lane.

In order to mitigate the impacts at the intersection of SR 99 Southbound Off Ramp and Floral Avenue, the intersection will require widening to the following lane configurations:

Eastbound: three through lanes and one right-turn lane;

Westbound: one left-turn lane and two through lanes;

Northbound: one right-turn lane; and

Southbound: one left-turn lane, one shared left-turn/through lane, and two right-turn lanes.

In order to mitigate the impacts at the intersection of Highland Avenue and Floral Avenue, the intersection will require widening to the following lane configurations:

Eastbound: two left-turn lanes, three through lanes, and one right-turn lane;

Westbound: two left-turn lanes, two through lanes, and one right-turn lane;

Northbound: two left-turn lanes, two through lanes, and one right-turn lane; and

Southbound: one left-turn lane, two through lanes, and two right-turn lanes.

It should be noted that the intersection of Highland Avenue and Floral Avenue will operate at LOS D with this configuration. Further mitigations are not considered to be feasible in the year 2010 condition since widening of the freeway bridge would be required. Since most urban areas in central California, most notably the City of Fresno and City of Clovis, accept level of service D, and since the forthcoming Selma General Plan Update includes adoption of level of service D as the City's significance criteria, it is recommended that this condition be considered acceptable, although the impacts would be considered significant and unavoidable.

The Floral Avenue / Highland Avenue / SR 99 interchange was studied in an interchange analysis report dated July 16, 2008 by Peters Engineering Group. The feasibility of the improvements described herein was investigated in the analysis and were deemed to be generally feasible subject to issuance of certain design exceptions and the approval of plans by Caltrans.

In order to mitigate the impacts at the intersection of SR 99 Northbound Off Ramp and Floral Avenue, the intersection will require widening to the following lane configurations:

Eastbound: three through lanes;

Westbound: two through lanes;

Northbound: one left-turn lane and one right-turn lane; and

Southbound: does not exist.

In order to mitigate the impacts at the intersection of Whitson Street and Floral Avenue, the intersection will require widening to the following lane configurations:

Eastbound: one left-turn lane, two through lanes, and one right-turn lane;

Westbound: one left-turn lane and two through lanes, and one right turn;

Northbound: two left-turn lanes, two through lanes, and one right-turn lane; and

Southbound: one left-turn lane and two through lanes with a shared right turn.

In order to mitigate the impacts at the intersection of McCall Avenue and Floral Avenue, the intersection will require widening to the following lane configurations:

Eastbound: one left-turn lane and two through lanes with a shared right turn;

Westbound: one left-turn lane and two through lanes with a shared right turn;

Northbound: one left-turn lane and two through lanes with a shared right turn; and

Southbound: one left-turn lane, one through lane, and one right-turn lane.

In order to mitigate the impacts at the intersection of Golden State Boulevard and Highland Avenue, the intersection will require widening to the following lane configurations:

Eastbound: one left-turn lane, two through lanes, and one right-turn lane;

Westbound: one left-turn lane, two through lanes, and one right-turn lane;

Northbound: one left-turn lane and two through lanes with a shared right turn; and

Southbound: one shared left-turn/through lane, one through lane, and one right-turn lane.

In order to mitigate the impacts at the intersection of Highland Avenue and the SR 99 southbound ramps, the intersection will require widening to the following lane configurations:

Eastbound: two right-turn lanes;

Westbound: does not exist;

Northbound: two through lanes and one right-turn lane; and

Southbound: two left-turn lanes and two through lanes.

The mitigated intersection analysis sheets are included in the attached Appendix. Table 21 presents a summary of the mitigated analyses.

Table 21
Mitigated Intersection Analysis Summary – Year 2010 With Phase 1 Project Conditions

Intersection	Control Type	A.M. Peak Hour			P.M. Peak Hour		
		Delay (sec)	LOS	Peak Hour Warrant	Delay (sec)	LOS	Peak Hour Warrant
Rockwell Pond / Floral	Signal	8.4	A	n/r	15.0	B	2/2
SR 99 SB Off-Ramp / Floral	Signal	9.6	A	n/r	17.8	B	n/r
Highland / Floral	Signal	20.4	C	n/r	40.1	D	n/r
SR 99 NB Off-Ramp / Floral	Signal	9.8	A	n/r	14.4	B	n/r
Whitson / Floral	Signal	21.4	C	n/r	32.3	C	n/r
McCall / Floral	Signal	30.2	C	n/r	34.1	C	n/r
Golden State / Highland	Signal	18.7	B	n/r	23.1	C	n/r
Highland / SR 99 SB Ramps	Signal	12.1	B	n/r	16.7	B	n/r

Year 2015 No-Project Conditions

The results of the year 2015 no-Project conditions analyses indicate that the following study intersections are expected to operate at substandard levels of service:

- Highland Avenue / Floral Avenue;
- Whitson Street / Floral Avenue;
- McCall Avenue / Floral Avenue;
- Golden State Boulevard / Highland Avenue; and
- Highland Avenue / SR 99 Southbound Ramps.

Year 2015 With Project Phases 1 and 2 Conditions

The year 2015 with Project conditions analyses indicate that all of the study intersections are expected to operate at substandard levels of service. Peak hour traffic signal warrants are expected to be satisfied at the intersection of the Rockwell Pond Site Access and Floral

Avenue. Peak hour traffic signal warrants are not expected to be satisfied at the intersection of DeWolf Avenue and Floral Avenue.

In order to mitigate the impacts at the intersection of DeWolf and Floral Avenues, the intersection can remain controlled by stop signs on DeWolf Avenue but will require the following lane configurations:

Eastbound: one left-turn lane and two through lanes with a shared right turn;

Westbound: one left-turn lane and two through lanes with a shared right turn;

Northbound: one left-turn lane and one through lane with a shared right turn; and

Southbound: one left-turn lane and one through lane with a shared right turn.

In order to mitigate the impacts at the intersection of Rockwell Pond Site Access and Floral Avenue, the intersection will require signalization with the following lane configurations:

Eastbound: one left-turn lane and two through lanes;

Westbound: two through lanes and one right-turn lane;

Northbound: does not exist; and

Southbound: two left-turn lanes and one right-turn lane.

In order to mitigate the impacts at the intersection of SR 99 Southbound Off Ramp / Floral Avenue and Floral Avenue, the intersection will require widening to the following lane configurations:

Eastbound: four through lanes and one right-turn lane;

Westbound: two left-turn lanes and three through lanes;

Northbound: one right-turn lane; and

Southbound: one left-turn lane, one shared left-turn/through lane, and two right-turn lanes.

In order to mitigate the impacts at the intersection of Highland Avenue and Floral Avenue, the intersection will require widening to the following lane configurations:

Eastbound: two left-turn lanes, four through lanes, and two right-turn lanes;

Westbound: two left-turn lanes, four through lanes, and one right-turn lane;

Northbound: two left-turn lanes, two through lanes, and one right-turn lane; and

Southbound: two left-turn lanes, two through lanes, and two right-turn lanes.

In order to mitigate the impacts at the intersection of SR 99 Northbound Off Ramp and Floral Avenue, the intersection will require widening to the following lane configurations:

Eastbound: three through lanes;

Westbound: three through lanes;

Northbound: two left-turn lanes and one right-turn lane; and

Southbound: does not exist.

In order to mitigate the impacts at the intersection of Whitson Street and Floral Avenue, the intersection will require widening to the following lane configurations:

Eastbound: one left-turn lane, three through lanes, and one right-turn lane;

Westbound: one left-turn lane and three through lanes with a shared right turn;

Northbound: two left-turn lanes, two through lanes, and one right-turn lane; and

Southbound: two left-turn lanes and two through lanes with a shared right turn.

In order to mitigate the impacts at the intersection of McCall Avenue and Floral Avenue, the intersection will require widening to the following lane configurations:

Eastbound: two left-turn lanes, two through lanes, and one right-turn lane;

Westbound: one left-turn lane and two through lanes with a shared right turn;

Northbound: one left-turn lane and two through lanes with a shared right turn; and

Southbound: one left-turn lane, two through lanes, and one right-turn lane.

In order to mitigate the impacts at the intersection of Golden State Boulevard and Highland Avenue, the intersection will require widening to the following lane configurations:

Eastbound: one left-turn lane, two through lanes, and one right-turn lane;

Westbound: one left-turn lane, two through lanes, and one right-turn lane;

Northbound: one left-turn lane and two through lanes with a shared right turn; and

Southbound: one shared left-turn/through lane, one through lane, and one right-turn lane.

In order to mitigate the impacts at the intersection of Highland Avenue and the SR 99 southbound ramps, the intersection will require widening to the following lane configurations:

Eastbound: two right-turn lanes;

Westbound: does not exist;

Northbound: two through lanes and one right-turn lane; and

Southbound: two left-turn lanes and two through lanes.

The mitigated intersection analysis sheets are included in the attached Appendix. Table 22 presents a summary of the mitigated analyses.

Table 22
Mitigated Intersection Analysis Summary
Year 2015 With Project Phases 1 and 2 Conditions

Intersection	Control Type	A.M. Peak Hour			P.M. Peak Hour		
		Delay (sec)	LOS	Peak Hour Warrant	Delay (sec)	LOS	Peak Hour Warrant
DeWolf / Floral	TWS	11.7	B	Not met	24.2	C	Not met
Rockwell Pond / Floral	Signal	8.7	A	2/2	14.5	B	2/2
SR 99 SB Off-Ramp / Floral	Signal	10.3	B	n/r	22.0	C	n/r
Highland / Floral	Signal	19.3	B	n/r	33.5	C	n/r
SR 99 NB Off-Ramp / Floral	Signal	7.5	A	n/r	12.6	B	n/r
Whitson / Floral	Signal	20.2	C	n/r	33.3	C	n/r
McCall / Floral	Signal	24.3	C	n/r	29.7	C	n/r
Golden State / Highland	Signal	19.0	B	n/r	25.1	C	n/r
Highland / SR 99 SB Ramps	Signal	12.5	B	n/r	19.3	B	n/r

Cumulative Year 2030 No-Project Conditions

The cumulative year 2030 no-Project conditions analyses indicate that the following study intersections are expected to operate at substandard levels of service:

- DeWolf Avenue / Floral Avenue (peak hour signal warrants not satisfied);
- SR 99 Southbound Off Ramp / Floral Avenue;
- Highland Avenue / Floral Avenue;
- Whitson Street / Floral Avenue;
- McCall Avenue / Floral Avenue;
- Golden State Boulevard / Highland Avenue; and
- Highland Avenue / SR 99 Southbound Ramps.

Cumulative Year 2030 With Project Phases 1 and 2 Conditions

The year 2030 with Project conditions analyses indicate that all of the study intersections are expected to operate at substandard levels of service. Peak hour traffic signal warrants are expected to be satisfied at the unsignalized intersections.

In order to mitigate the impacts at the intersection of DeWolf and Floral Avenues, the intersection should be signalized with the following lane configurations:

Eastbound: one left-turn lane and two through lanes with a shared right turn;

Westbound: one left-turn lane and two through lanes with a shared right turn;

Northbound: one left-turn lane and one through lane with a shared right turn; and

Southbound: one left-turn lane and one through lane with a shared right turn.

In order to mitigate the impacts at the intersection of Rockwell Pond Site Access and Floral Avenue, the intersection will require signalization with the following lane configurations:

Eastbound: one left-turn lane and two through lanes;

Westbound: two through lanes and one right-turn lane;

Northbound: does not exist; and

Southbound: two left-turn lanes and one right-turn lane.

In order to mitigate the impacts at the intersection of SR 99 Southbound Off Ramp / Floral Avenue and Floral Avenue, the intersection will require widening to the following lane configurations:

Eastbound: four through lanes and one right-turn lane;

Westbound: two left-turn lanes and three through lanes;

Northbound: one right-turn lane; and

Southbound: one left-turn lane, one shared left-turn/through lane, and two right-turn lanes.

In order to mitigate the impacts at the intersection of Highland Avenue and Floral Avenue, the intersection will require widening to the following lane configurations:

Eastbound: two left-turn lanes, four through lanes, and two right-turn lanes;

Westbound: two left-turn lanes, four through lanes, and one right-turn lane;

Northbound: two left-turn lanes, two through lanes, and one right-turn lane; and

Southbound: two left-turn lanes, two through lanes, and two right-turn lanes.

In order to mitigate the impacts at the intersection of SR 99 Northbound Off Ramp and Floral Avenue, the intersection will require widening to the following lane configurations:

Eastbound: three through lanes;

Westbound: three through lanes;

Northbound: two left-turn lanes and one right-turn lane; and

Southbound: does not exist.

In order to mitigate the impacts at the intersection of Whitson Street and Floral Avenue, the intersection will require widening to the following lane configurations:

Eastbound: two left-turn lanes, three through lanes, and one right-turn lane;

Westbound: two left-turn lanes and three through lanes with a shared right turn;

Northbound: two left-turn lanes, two through lanes, and one right-turn lane; and

Southbound: two left-turn lanes and two through lanes with a shared right turn.

In order to mitigate the impacts at the intersection of McCall Avenue and Floral Avenue, the intersection will require widening to the following lane configurations:

Eastbound: two left-turn lanes, two through lanes, and one right-turn lane;

Westbound: one left-turn lane and two through lanes with a shared right turn;

Northbound: two left-turn lanes and two through lanes with a shared right turn; and

Southbound: one left-turn lane, two through lanes, and one right-turn lane.

In order to mitigate the impacts at the intersection of Golden State Boulevard and Highland Avenue, the intersection will require widening to the following lane configurations:

Eastbound: one left-turn lane, two through lanes, and one right-turn lane;

Westbound: one left-turn lane, two through lanes, and one right-turn lane;

Northbound: one left-turn lane and two through lanes with a shared right turn; and

Southbound: one shared left-turn/through lane, one through lane, and one right-turn lane.

In order to mitigate the impacts at the intersection of Highland Avenue and the SR 99 southbound ramps, the intersection will require widening to the following lane configurations:

Eastbound: two right-turn lanes;

Westbound: does not exist;

Northbound: two through lanes and one right-turn lane; and

Southbound: two left-turn lanes and two through lanes.

The mitigated intersection analysis sheets are included in the attached Appendix. Table 23 presents a summary of the mitigated analyses.

Table 23
Mitigated Intersection Analysis Summary
Cumulative 2030 With Project Phases 1 and 2 Conditions

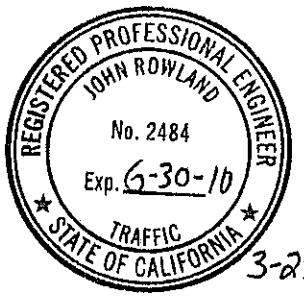
Intersection	Control Type	A.M. Peak Hour			P.M. Peak Hour		
		Delay (sec)	LOS	Peak Hour Warrant	Delay (sec)	LOS	Peak Hour Warrant
DeWolf / Floral	Signal	13.2	B	Not met	17.9	B	2/1
Rockwell Pond / Floral	Signal	8.8	A	2/2	15.1	B	2/2
SR 99 SB Off-Ramp / Floral	Signal	10.5	B	n/r	27.9	C	n/r
Highland / Floral	Signal	23.5	C	n/r	42.3	D	n/r
SR 99 NB Off-Ramp / Floral	Signal	7.6	A	n/r	13.5	B	n/r
Whitson / Floral	Signal	22.1	C	n/r	34.6	C	n/r
McCall / Floral	Signal	24.5	C	n/r	27.6	C	n/r
Golden State / Highland	Signal	23.5	C	n/r	29.5	C	n/r
Highland / SR 99 SB Ramps	Signal	13.3	B	n/r	27.7	C	n/r

Conclusions

Generally-accepted traffic engineering principles and methods were employed to estimate the amount of traffic expected to be generated by the Project and to analyze the traffic conditions expected to exist in the future. The conclusion of this study is that mitigations will be required for both opening day and cumulative conditions. In general, the proposed project is expected to contribute to the need to widen Floral Avenue to six lanes at many locations and to provide lane additions at the study intersections. At some locations Floral Avenue will require widening to four lanes in a single direction. If the required mitigations are not feasible, the impact would be considered significant and unavoidable.

Thank you for the opportunity to perform this traffic impact study. Please feel free to call our office if you have any questions.

PETERS ENGINEERING GROUP

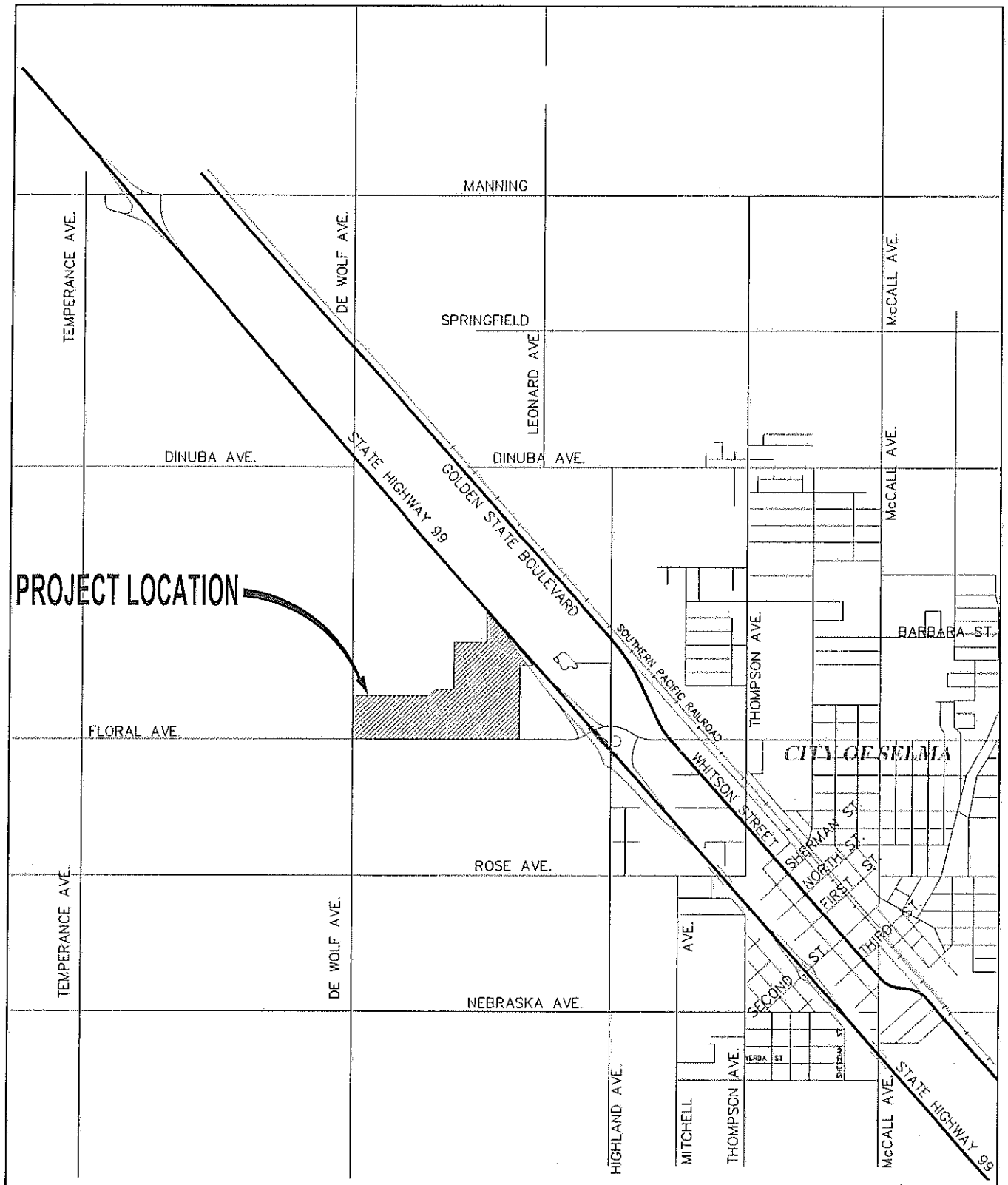


3-25-09

John Rowland, PE, TE

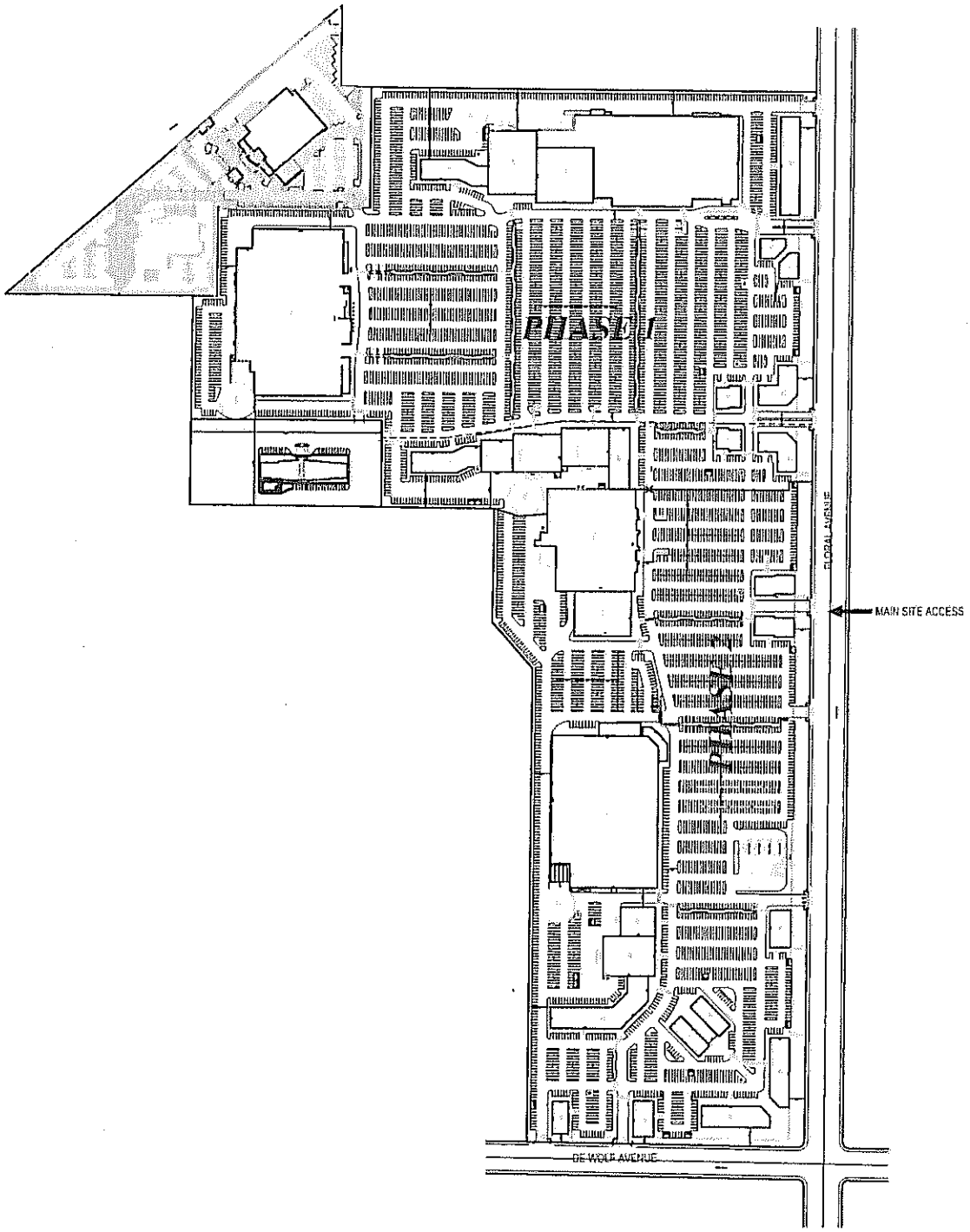
Attachments: Figures 1 through 24
Appendix
Council of Fresno County Governments Travel Model Output
Intersection Analyses
Peak Hour Traffic Signals Warrants
Mitigated Intersection Analyses

FIGURES



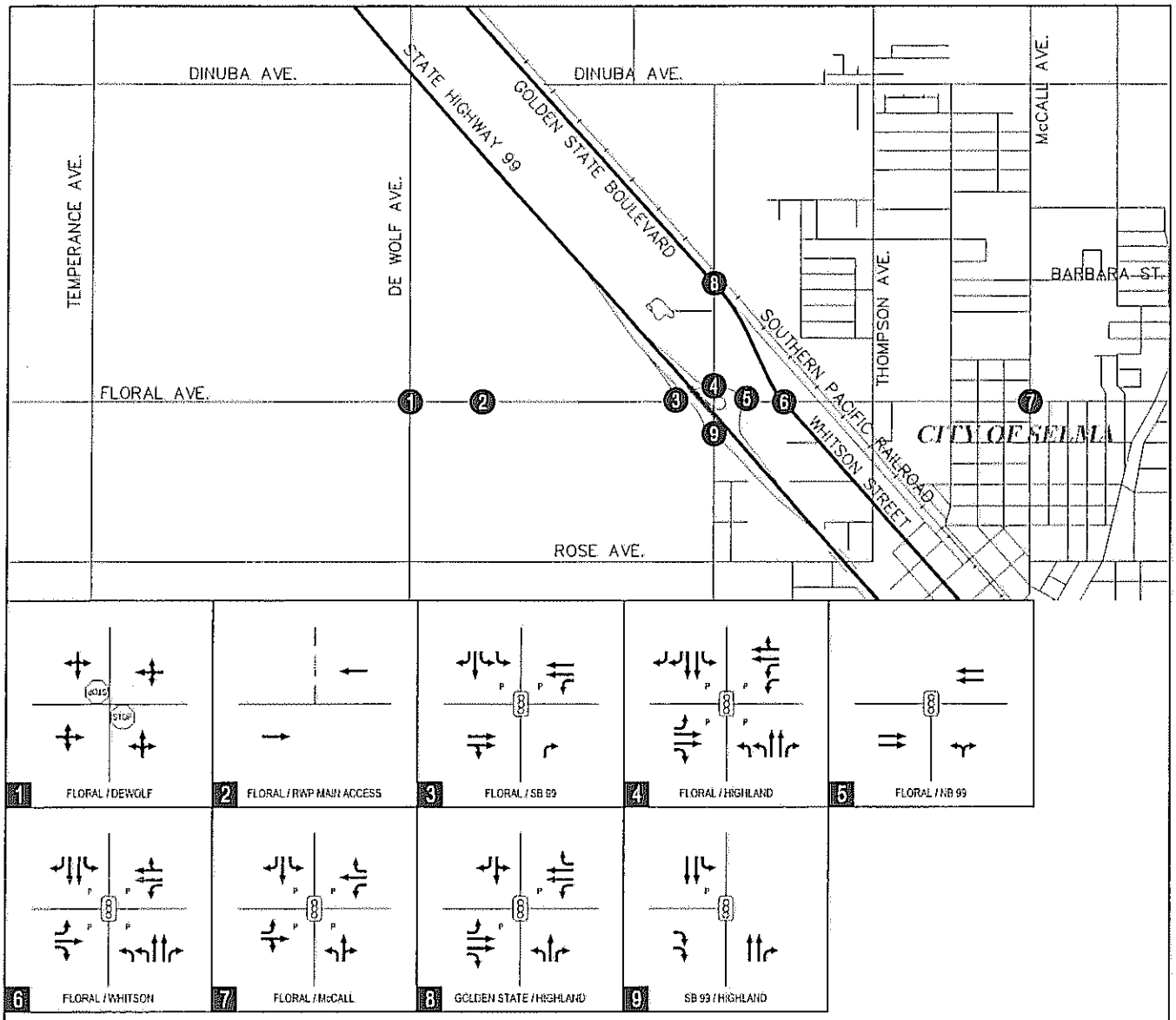
SITE VICINITY MAP
Proposed Rockwell Pond Development
Selma, California

Not to Scale



SITE PLAN
Proposed Rockwell Pond Development
Selma, California

Not to Scale

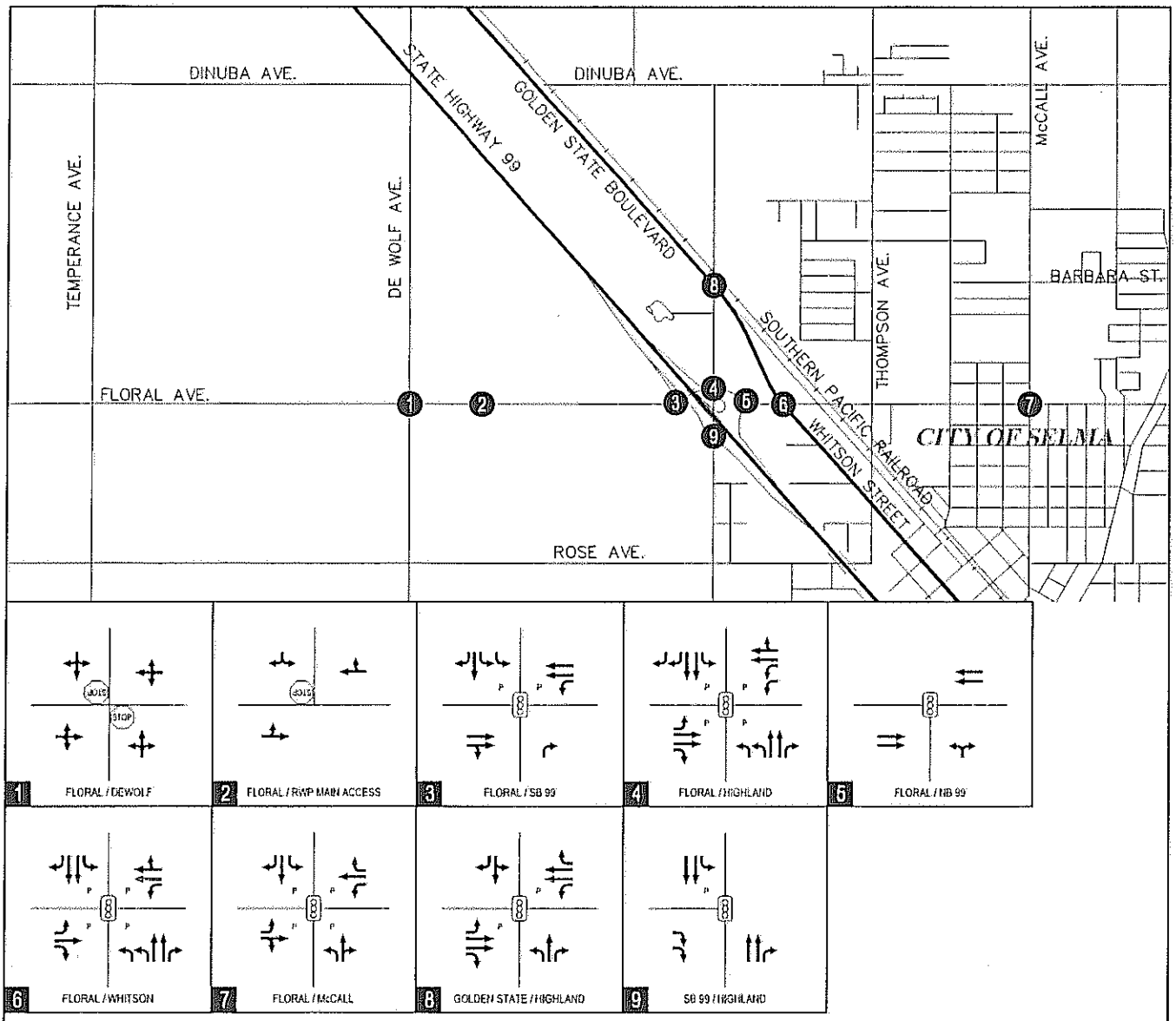


LEGEND

- SIGNALIZED INTERSECTION
- STOP SIGN
- DIRECTION OF TRAVEL
- P PROTECTED LEFT-TURN PHASE

EXISTING CONDITIONS
LANE CONFIGURATIONS AND INTERSECTION CONTROL
Proposed Rockwell Pond Development
Selma, California

Not to Scale

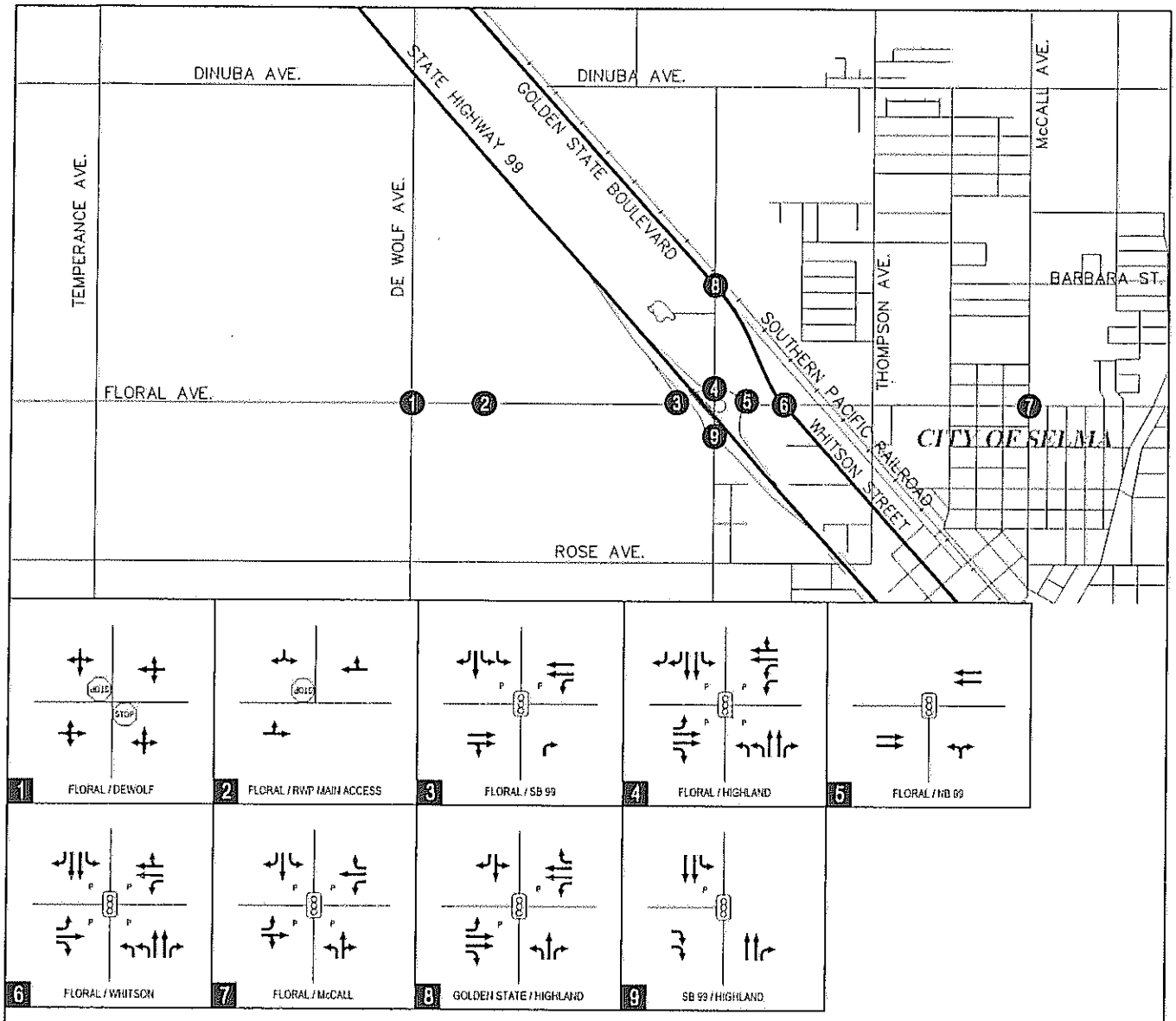


LEGEND

- SIGNALIZED INTERSECTION
- STOP SIGN
- DIRECTION OF TRAVEL
- P PROTECTED LEFT-TURN PHASE

EXISTING PLUS PHASE 1 PROJECT CONDITIONS
LANE CONFIGURATIONS AND INTERSECTION CONTROL
Proposed Rockwell Pond Development
Selma, California

Not to Scale



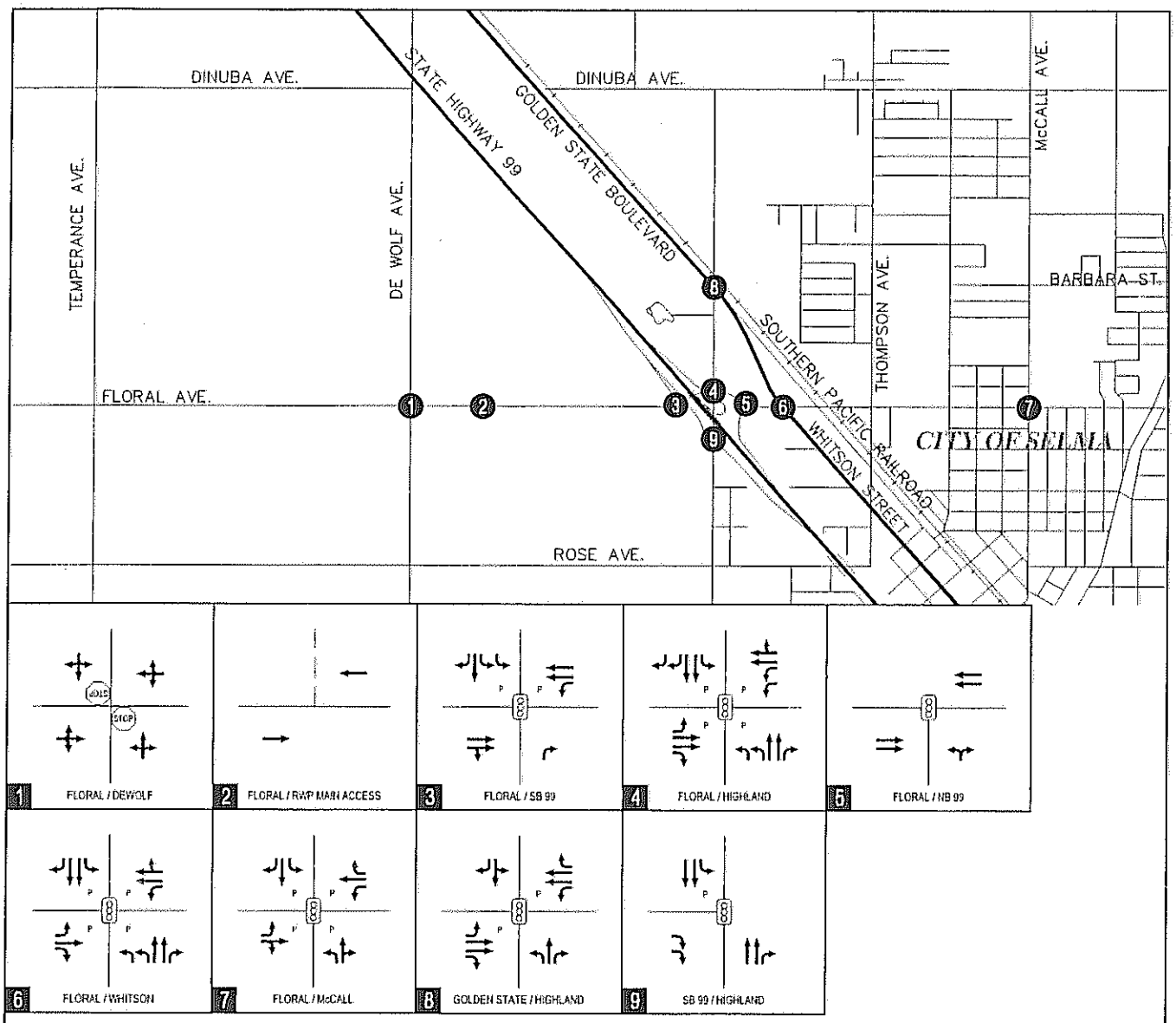
LEGEND

- SIGNALIZED INTERSECTION
- STOP SIGN
- DIRECTION OF TRAVEL
- P PROTECTED LEFT-TURN PHASE

EXISTING PLUS PHASES 1 AND 2 PROJECT CONDITIONS LANE CONFIGURATIONS AND INTERSECTION CONTROL

Proposed Rockwell Pond Development
Selma, California

Not to Scale

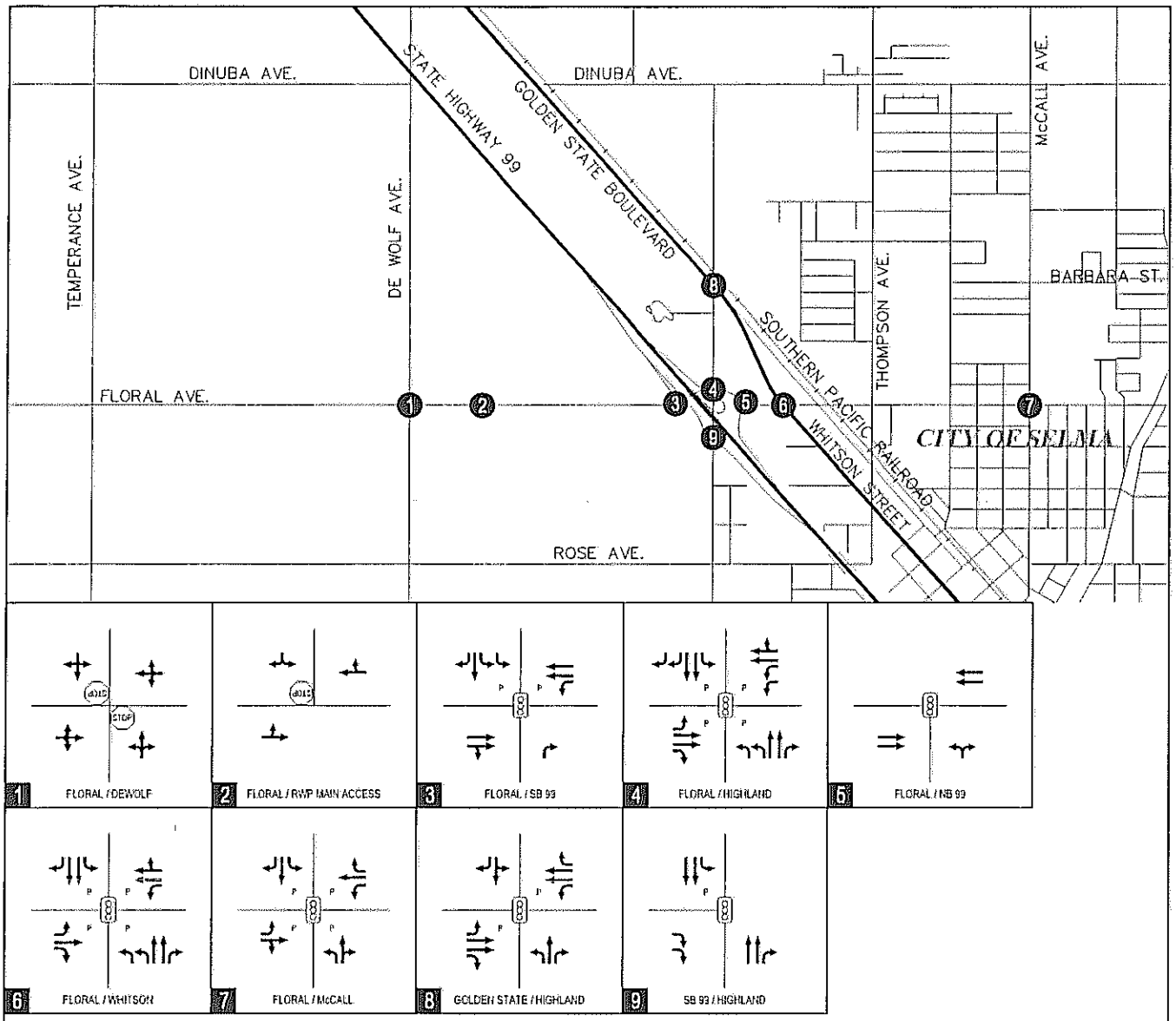


LEGEND

- SIGNALIZED INTERSECTION
- STOP SIGN
- DIRECTION OF TRAVEL
- P PROTECTED LEFT-TURN PHASE

YEAR 2010 NO PROJECT
LANE CONFIGURATIONS AND INTERSECTION CONTROL
Proposed Rockwell Pond Development
Selma, California

Not to Scale

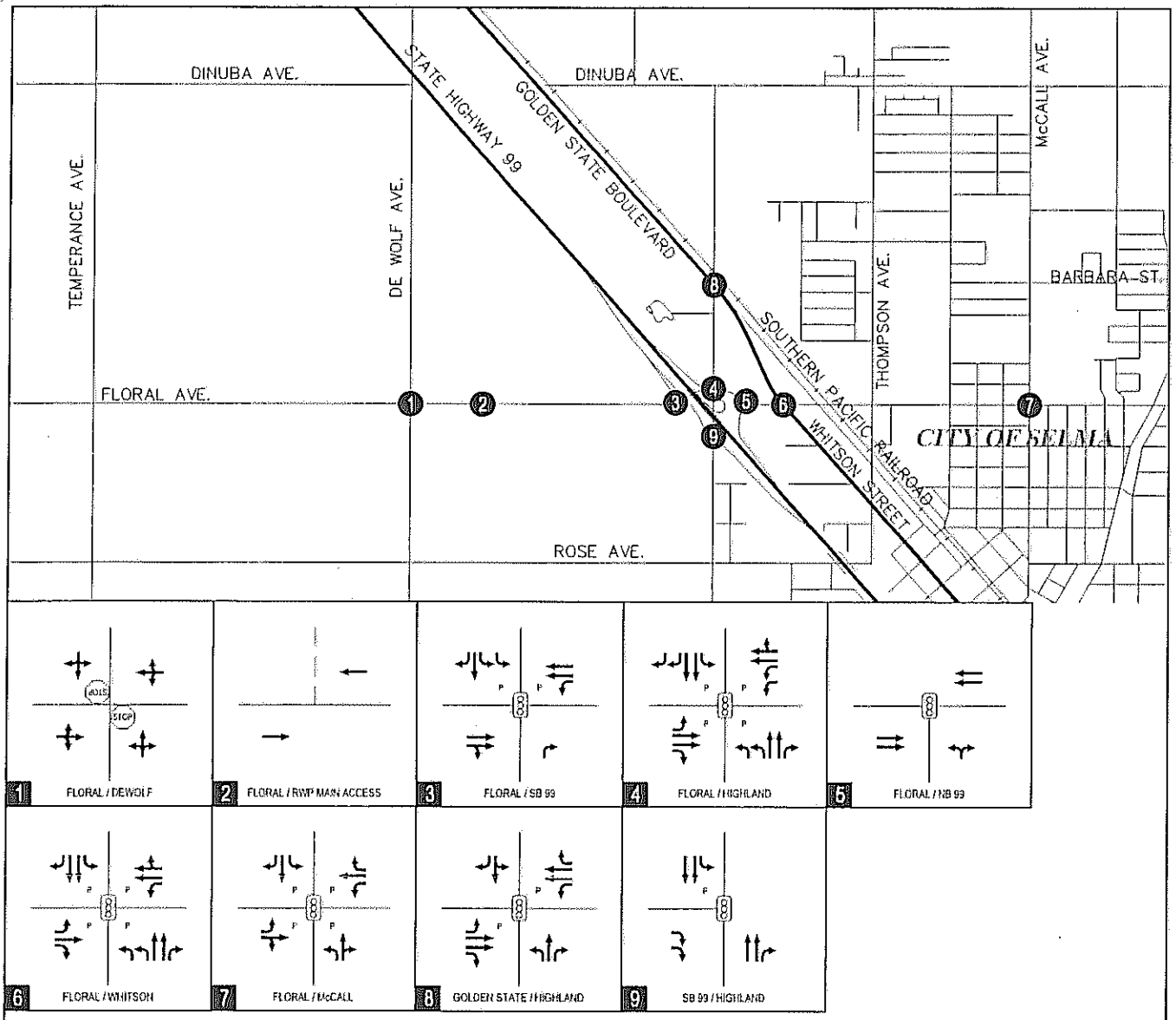


LEGEND

- SIGNALIZED INTERSECTION
- STOP SIGN
- DIRECTION OF TRAVEL
- P PROTECTED LEFT-TURN PHASE

YEAR 2010 WITH PROJECT PHASE 1
LANE CONFIGURATIONS AND INTERSECTION CONTROL
Proposed Rockwell Pond Development
Selma, California

Not to Scale

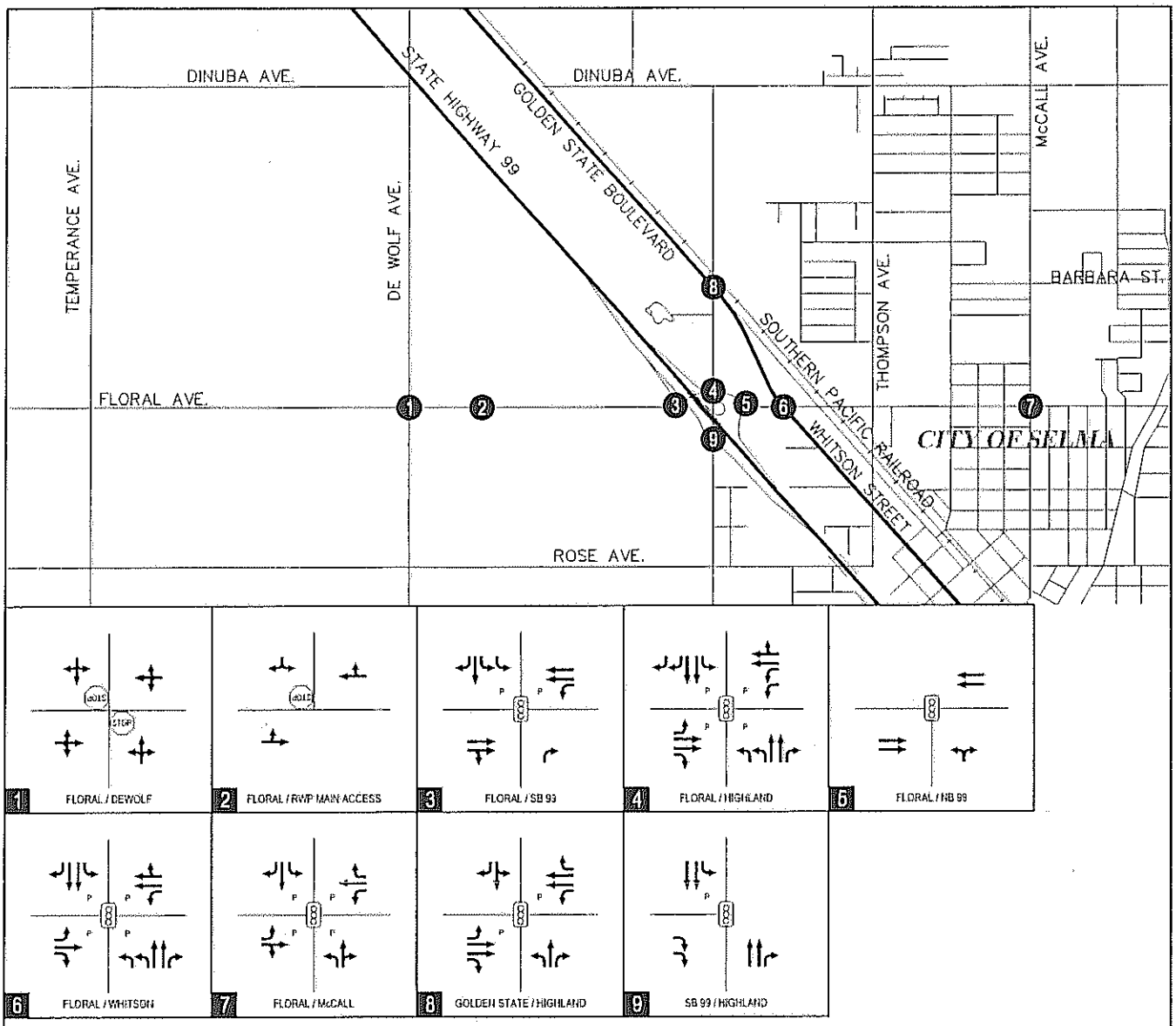


LEGEND

- SIGNALIZED INTERSECTION
- STOP SIGN
- DIRECTION OF TRAVEL
- P PROTECTED LEFT-TURN PHASE

YEAR 2015 NO PROJECT
LANE CONFIGURATIONS AND INTERSECTION CONTROL
Proposed Rockwell Pond Development
Selma, California

Not to Scale

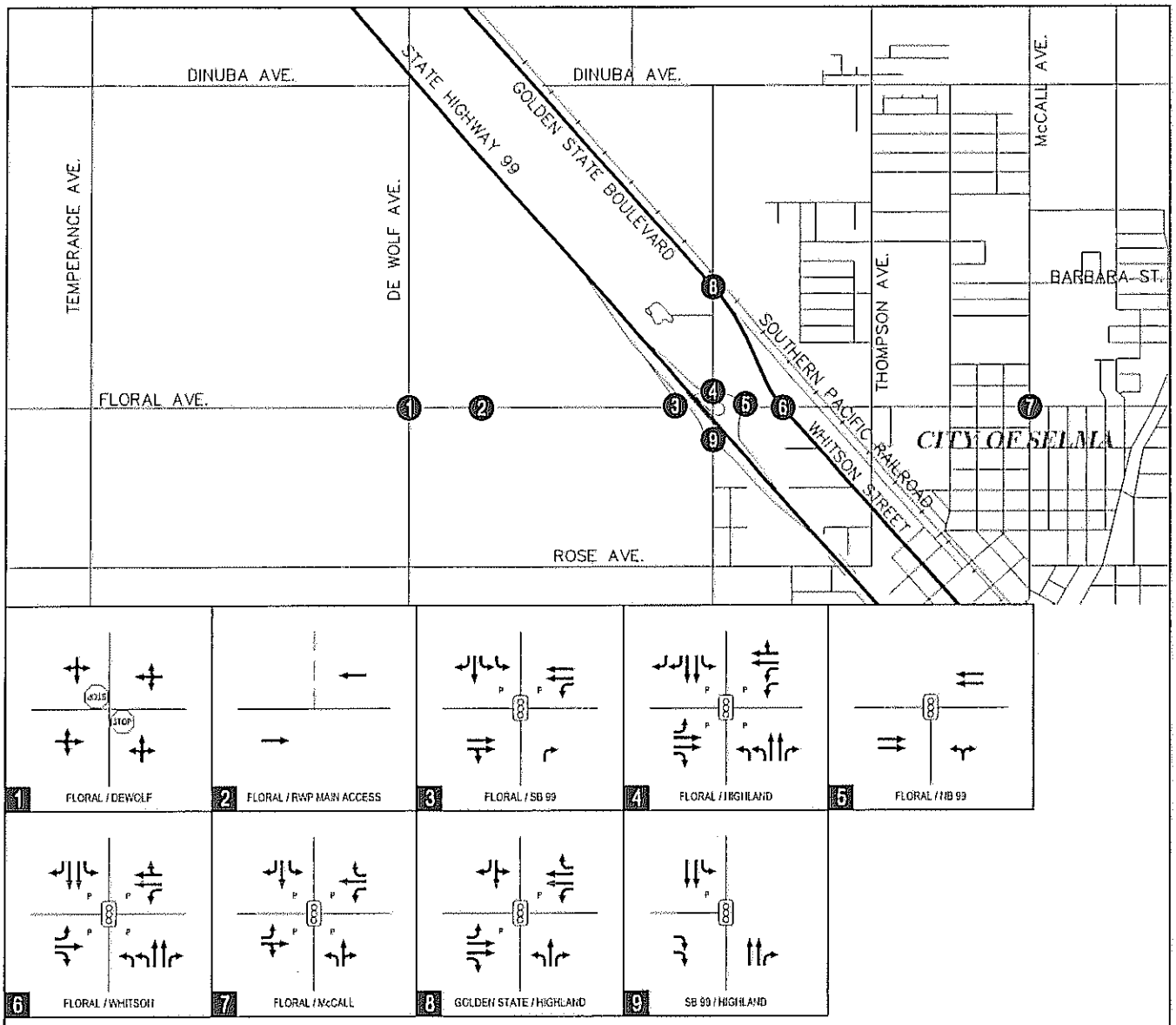


LEGEND

- SIGNALIZED INTERSECTION
- STOP SIGN
- DIRECTION OF TRAVEL
- P PROTECTED LEFT-TURN PHASE

YEAR 2015 WITH PROJECT
LANE CONFIGURATIONS AND INTERSECTION CONTROL
Proposed Rockwell Pond Development
Selma, California

Not to Scale

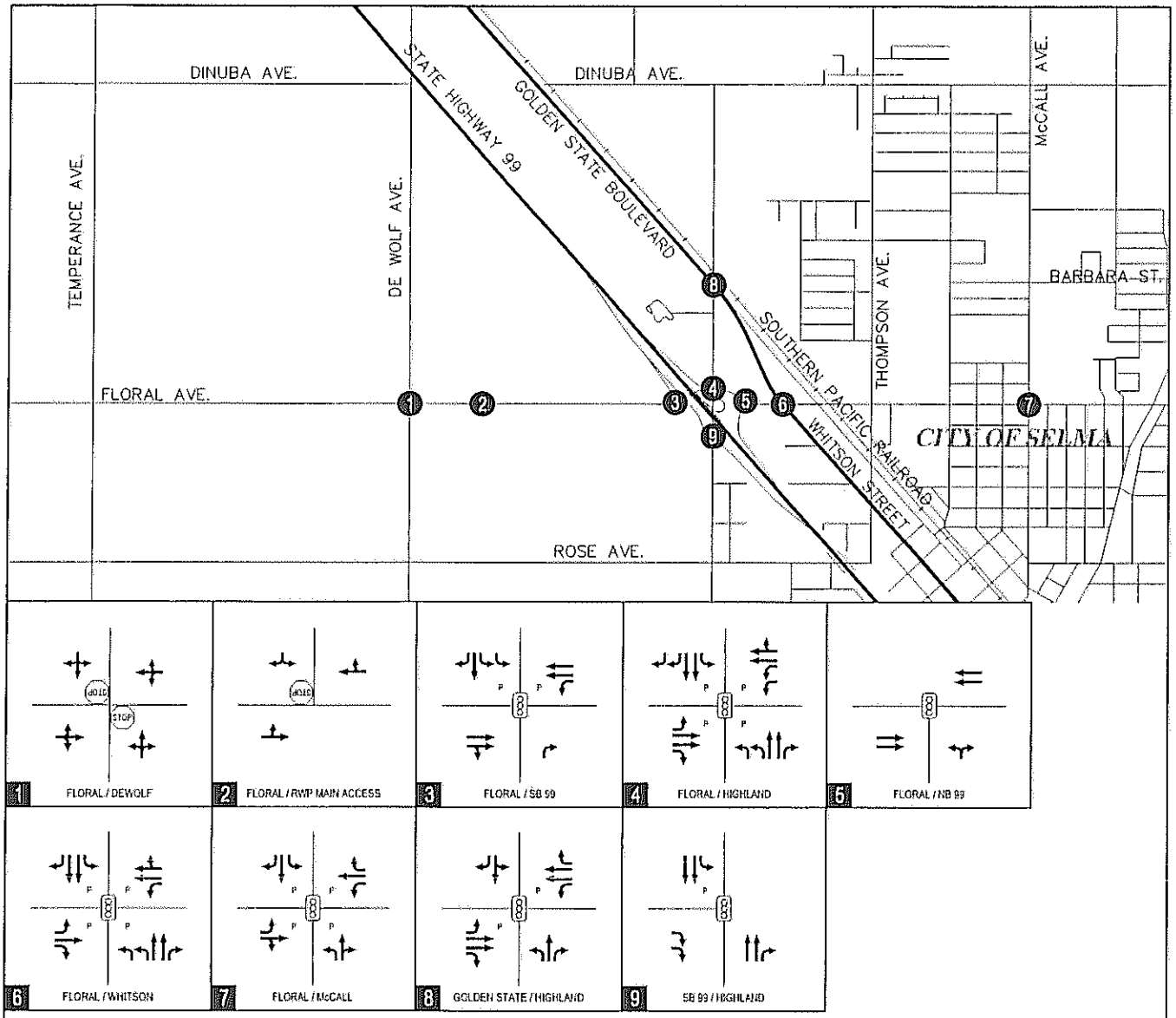


LEGEND

- SIGNALIZED INTERSECTION
- STOP SIGN
- DIRECTION OF TRAVEL
- P PROTECTED LEFT-TURN PHASE

CUMULATIVE 2030 NO PROJECT
LANE CONFIGURATIONS AND INTERSECTION CONTROL
Proposed Rockwell Pond Development
Selma, California

Not to Scale

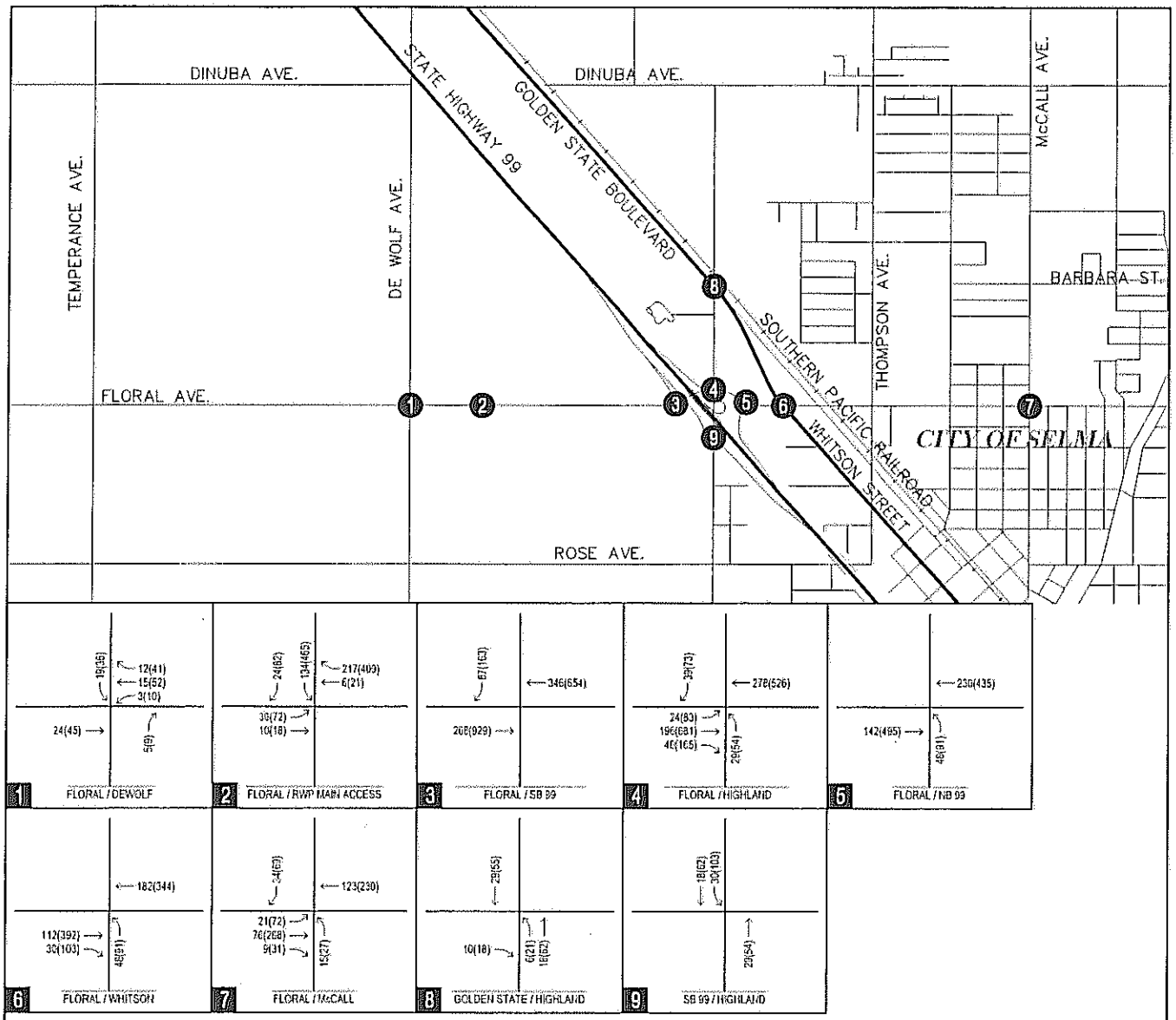


LEGEND

- SIGNALIZED INTERSECTION
- STOP SIGN
- DIRECTION OF TRAVEL
- P PROTECTED LEFT-TURN PHASE

CUMULATIVE 2030 WITH PROJECT
LANE CONFIGURATIONS AND INTERSECTION CONTROL
Proposed Rockwell Pond Development
Selma, California

Not to Scale



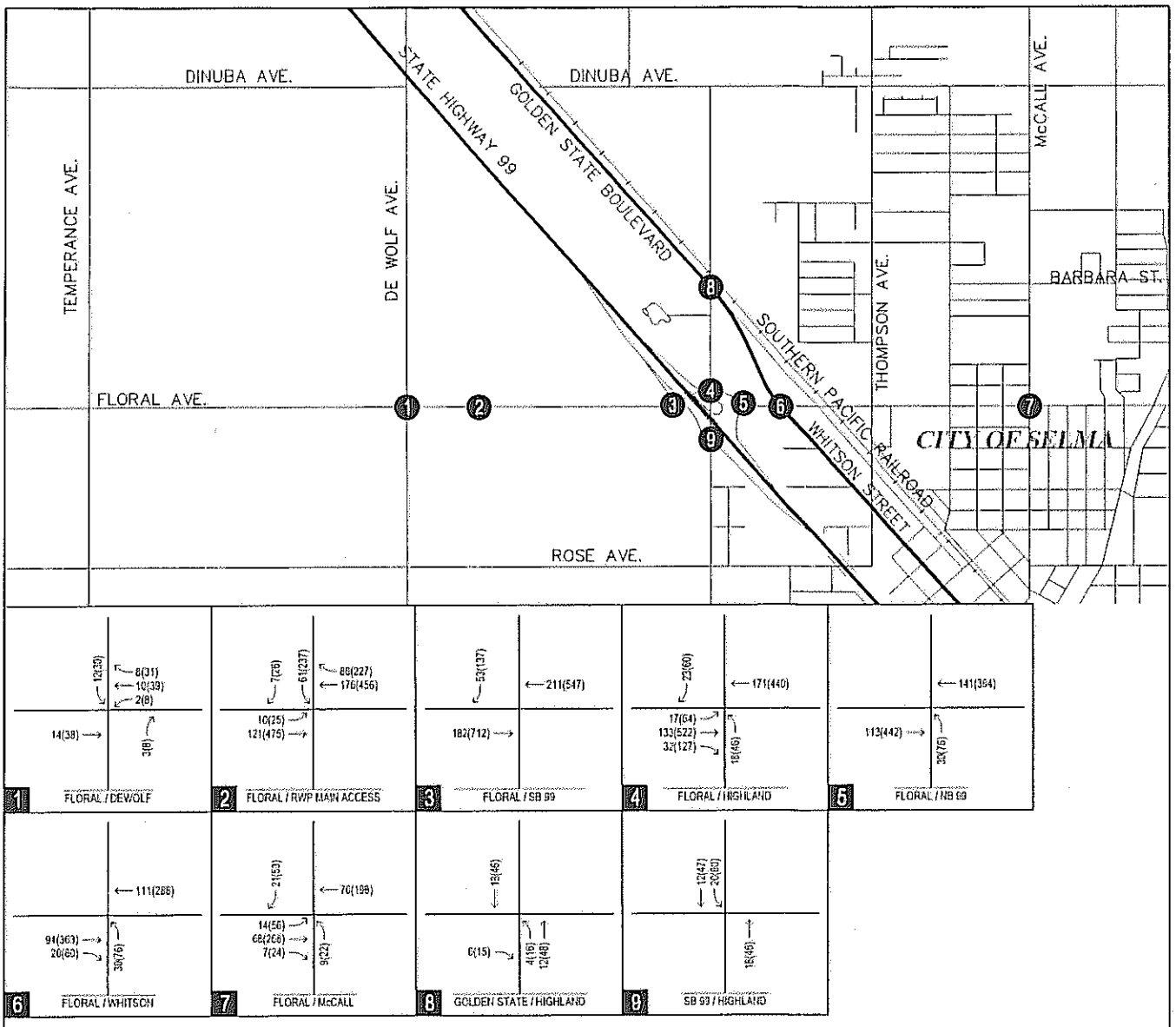
LEGEND

20-AM Peak Hour Volumes

(20)-PM Peak Hour Volumes

PHASE 1 PROJECT TRAFFIC VOLUMES
Proposed Rockwell Pond Development
Selma, California

Not to Scale



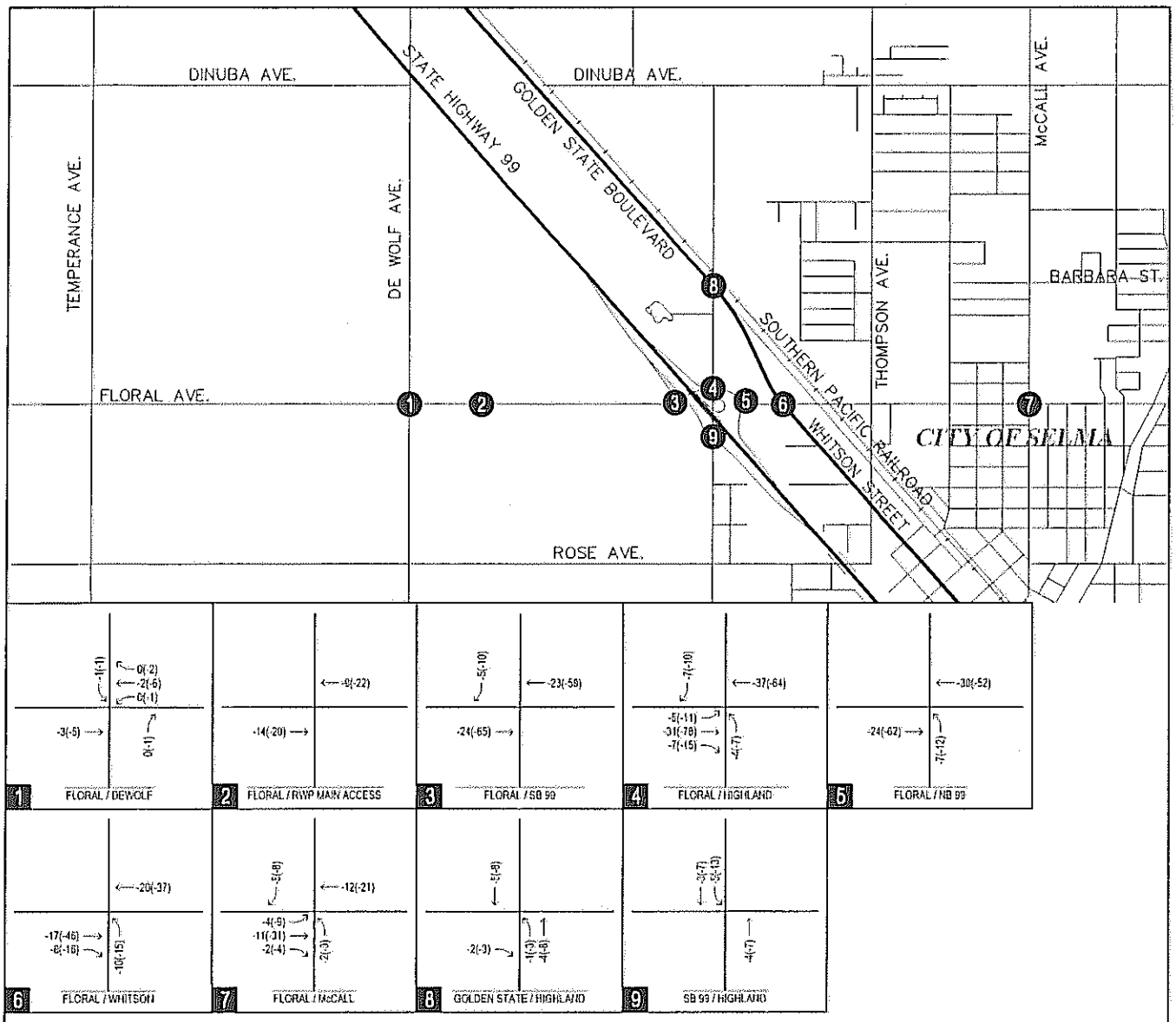
LEGEND

20-AM Peak Hour Volumes

(20)-PM Peak Hour Volumes

PHASE 2 PROJECT TRAFFIC VOLUMES
Proposed Rockwell Pond Development
Selma, California

Not to Scale



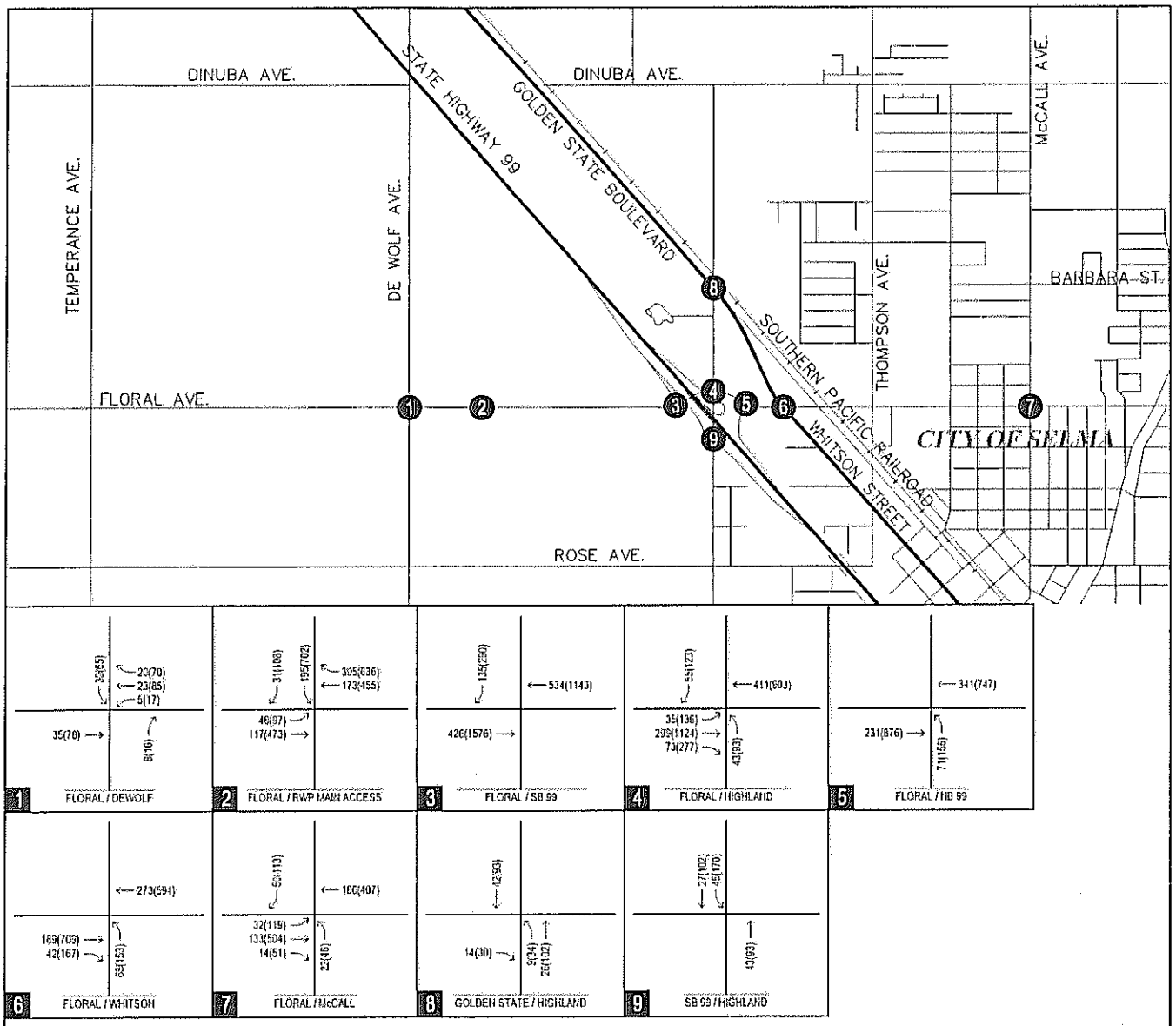
LEGEND

20-AM Peak Hour Volumes

(20)-PM Peak Hour Volumes

PASS-BY REDUCTION TRAFFIC VOLUMES
Proposed Rockwell Pond Development
Selma, California

Not to Scale



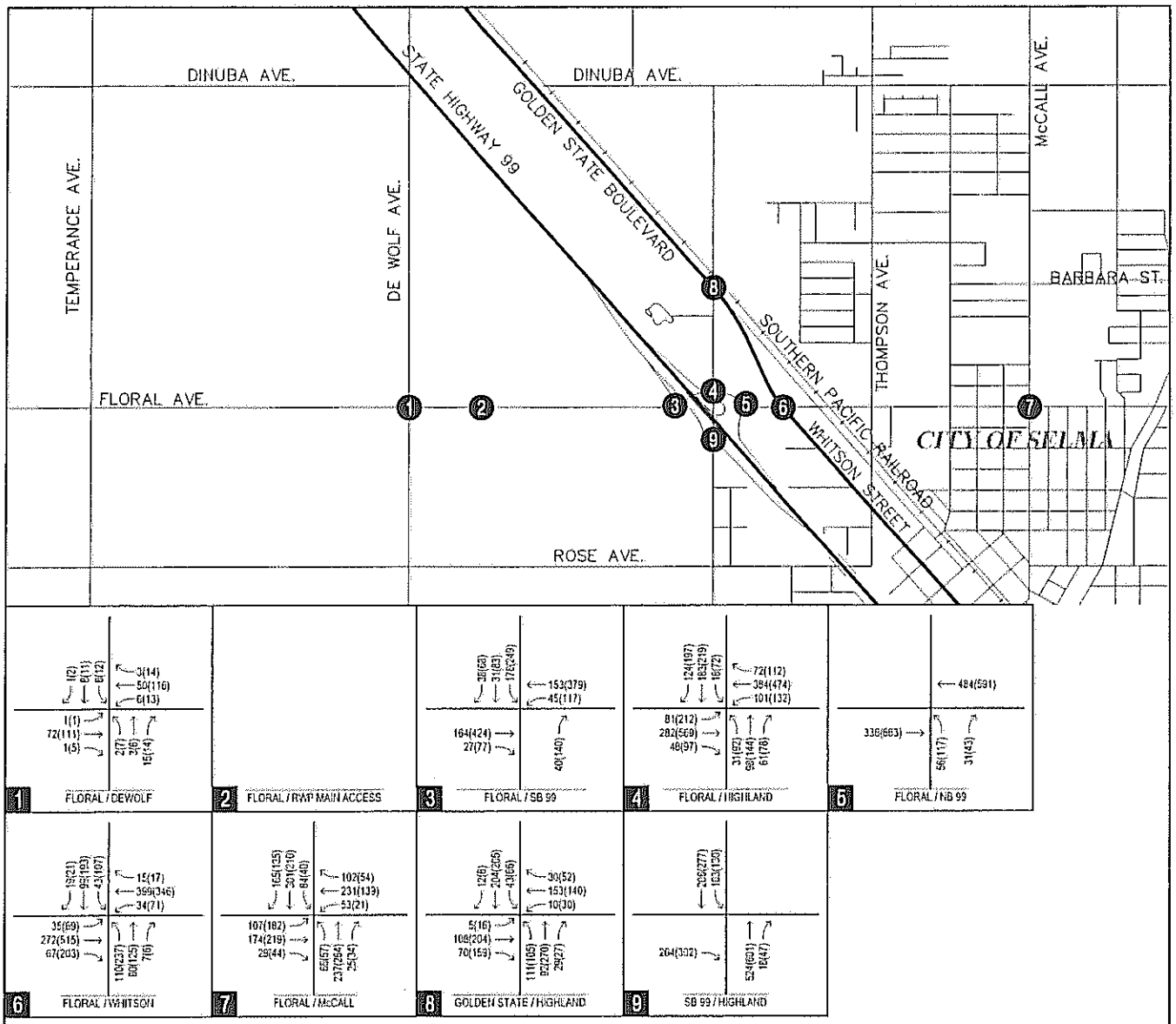
LEGEND

20-AM Peak Hour Volumes

(20)-PM Peak Hour Volumes

TOTAL PROJECT TRAFFIC VOLUMES
AFTER PASS-BY AND CAPTURED TRIP REDUTIONS
Proposed Rockwell Pond Development
Selma, California

Not to Scale



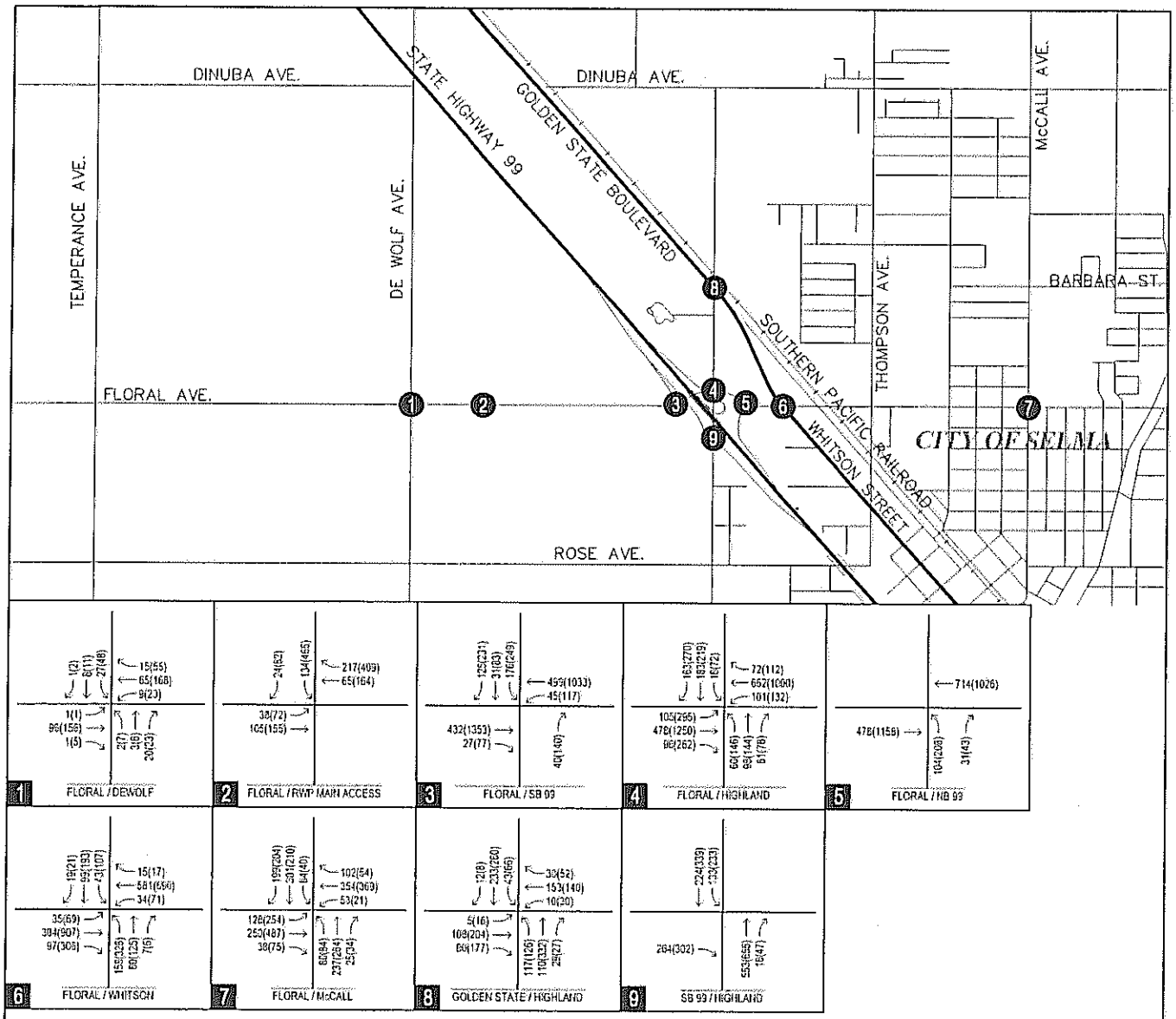
LEGEND

20-AM Peak Hour Volumes

(20)-PM Peak Hour Volumes

EXISTING TRAFFIC VOLUMES
Proposed Rockwell Pond Development
Selma, California

Not to Scale



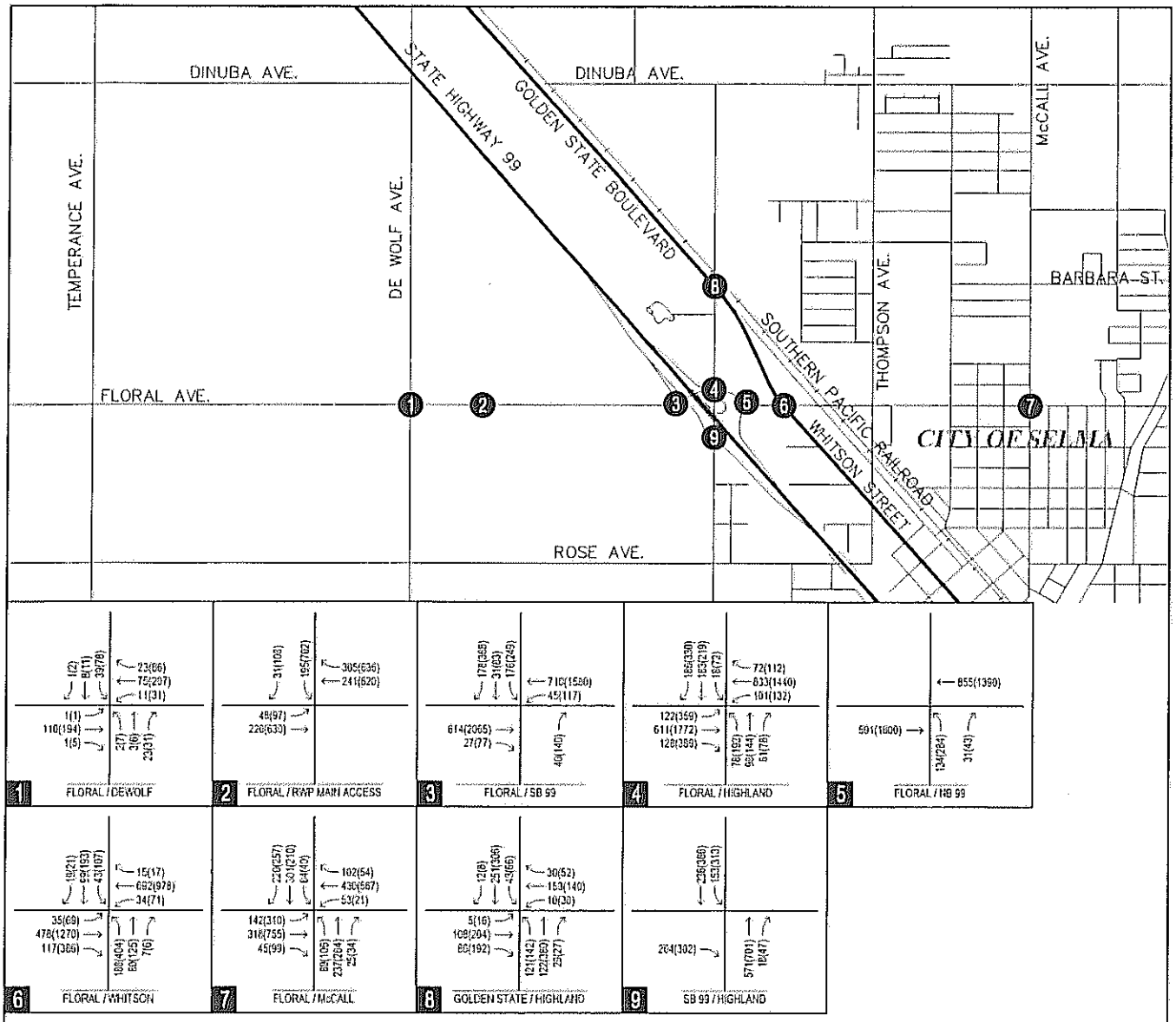
LEGEND

20-AM Peak Hour Volumes

(20)-PM Peak Hour Volumes

EXISTING PLUS PHASE 1 PROJECT TRAFFIC VOLUMES
Proposed Rockwell Pond Development
Selma, California

Not to Scale



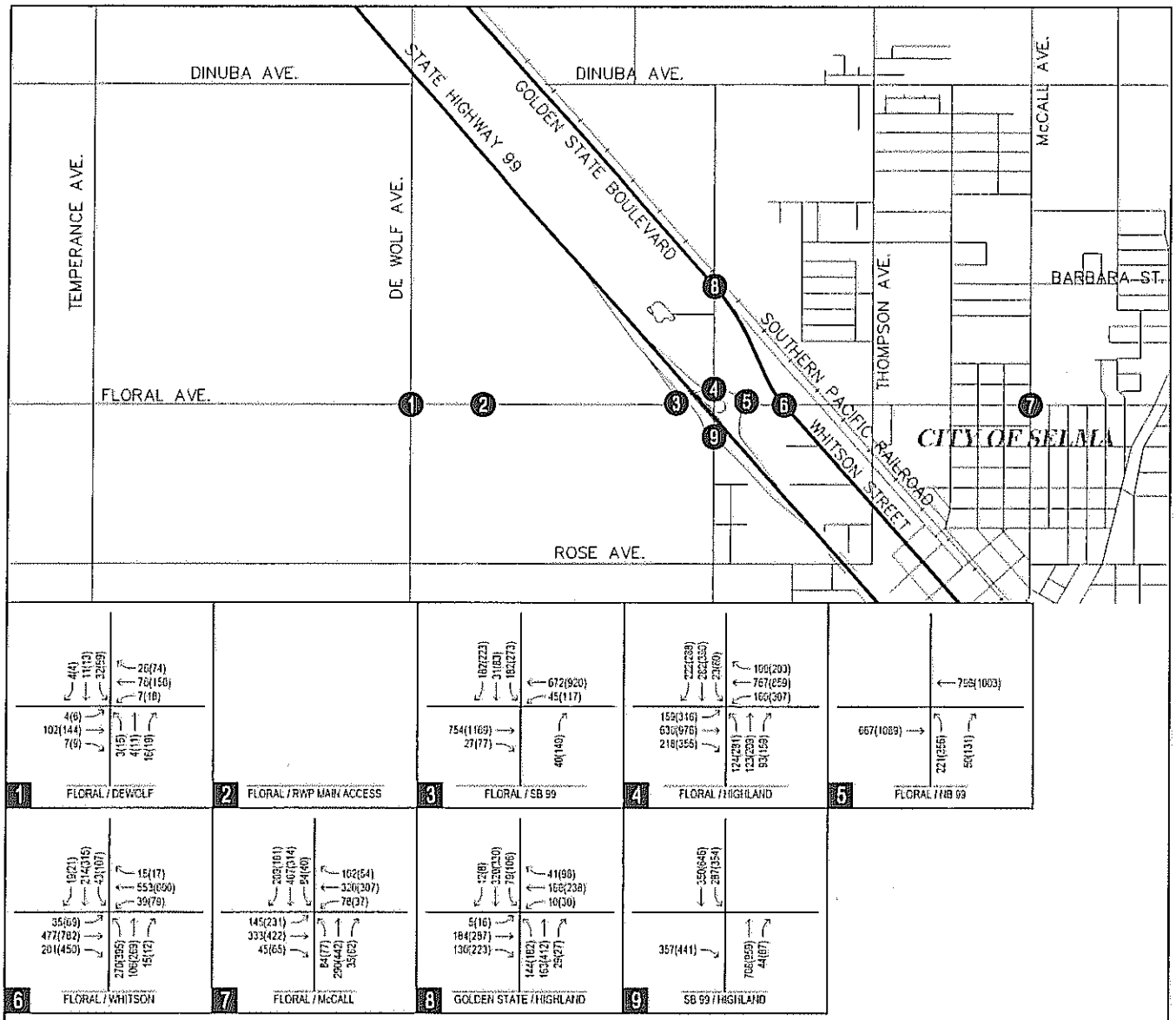
LEGEND

20-AM Peak Hour Volumes

(20)-PM Peak Hour Volumes

EXISTING PLUS PHASES 1 AND 2 PROJECT TRAFFIC VOLUMES
Proposed Rockwell Pond Development
Selma, California

Not to Scale



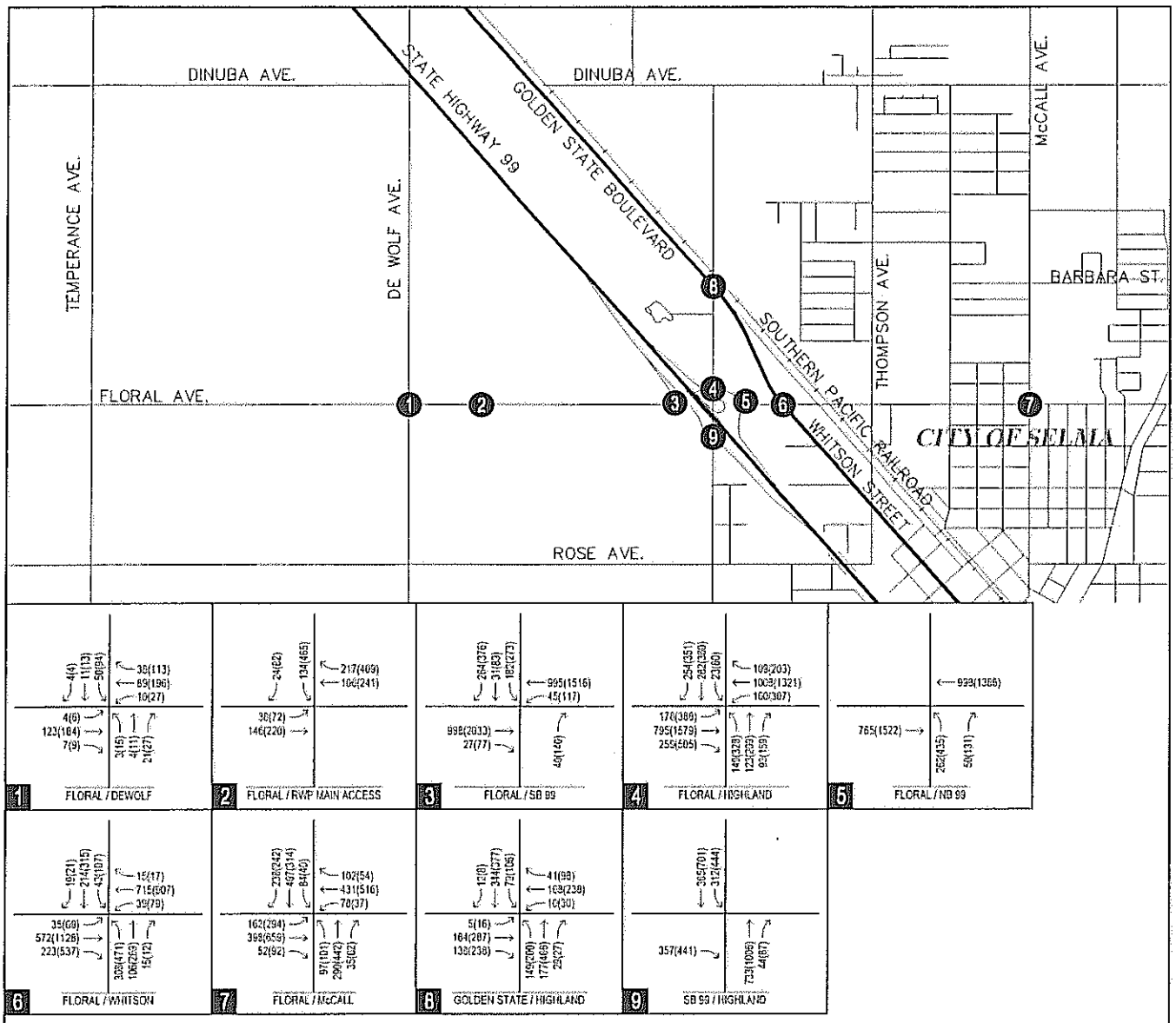
LEGEND

20-AM Peak Hour Volumes

(20)-PM Peak Hour Volumes

YEAR 2010 NO TRAFFIC VOLUMES
Proposed Rockwell Pond Development
Selma, California

Not to Scale



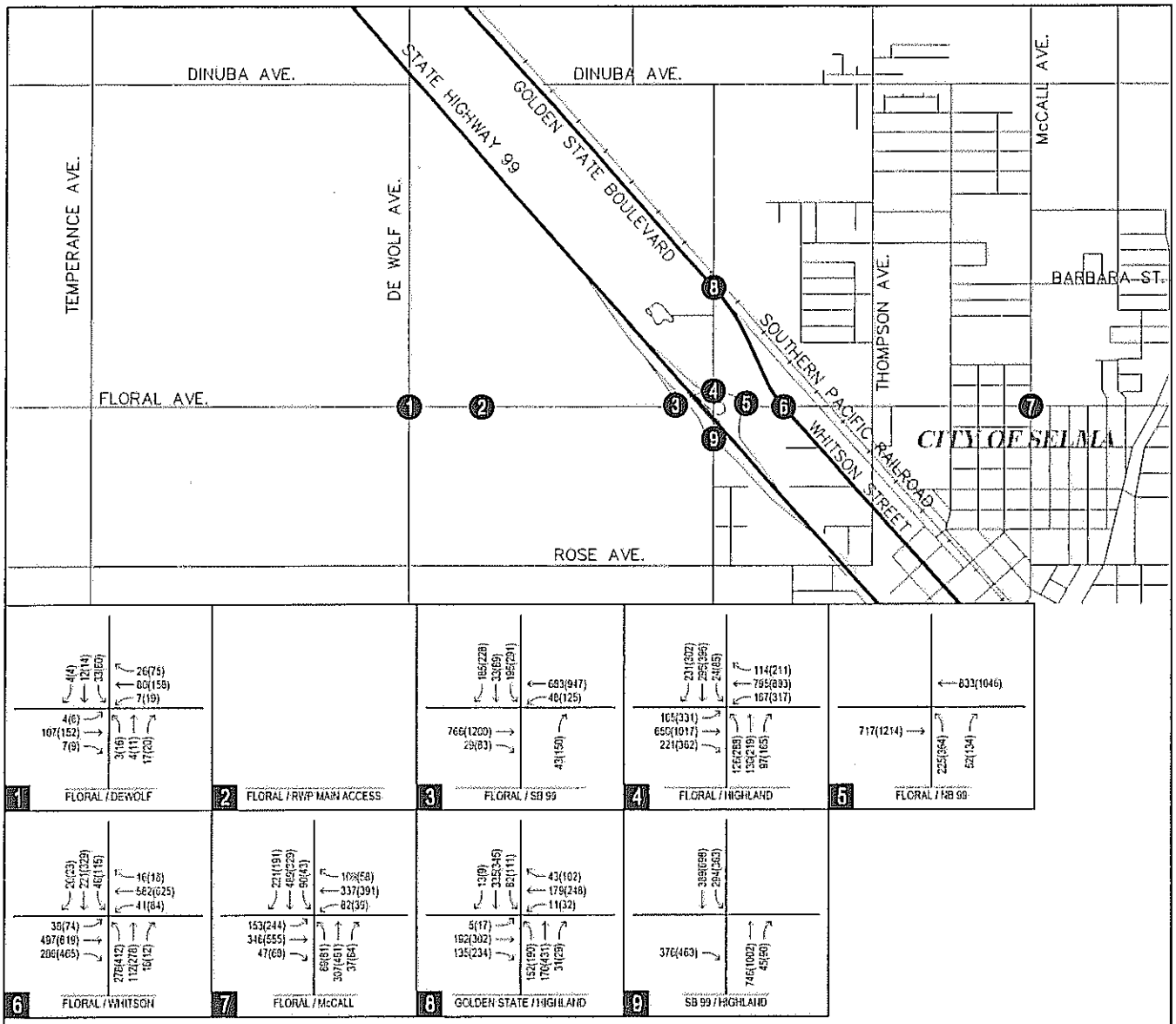
LEGEND

20-AM Peak Hour Volumes

(20)-PM Peak Hour Volumes

YEAR 2010 WITH PHASE 1 PROJECT TRAFFIC VOLUMES
Proposed Rockwell Pond Development
Selma, California

Not to Scale



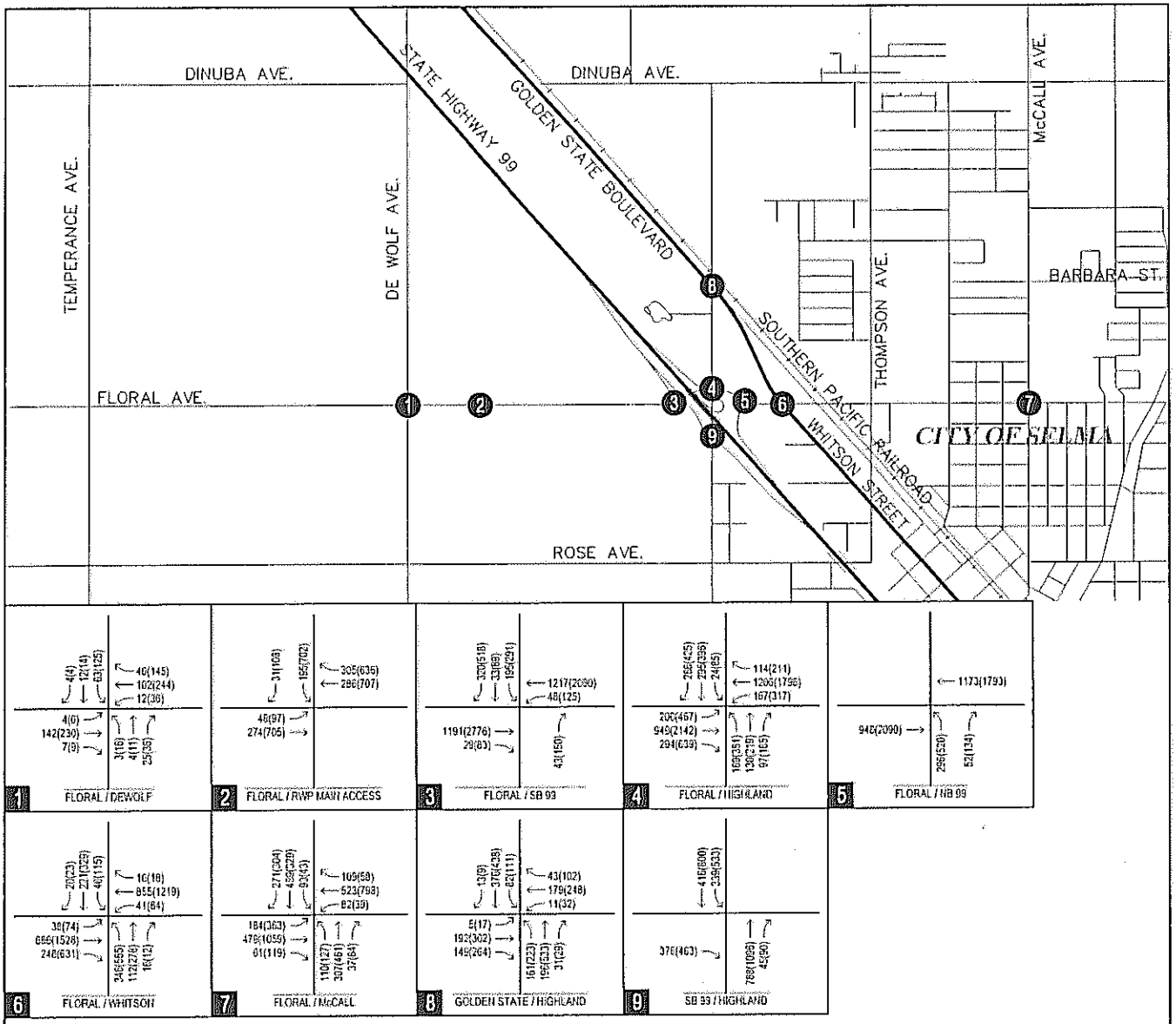
LEGEND

20-AM Peak Hour Volumes

(20)-PM Peak Hour Volumes

YEAR 2015 NO TRAFFIC VOLUMES
Proposed Rockwell Pond Development
Selma, California

Not to Scale



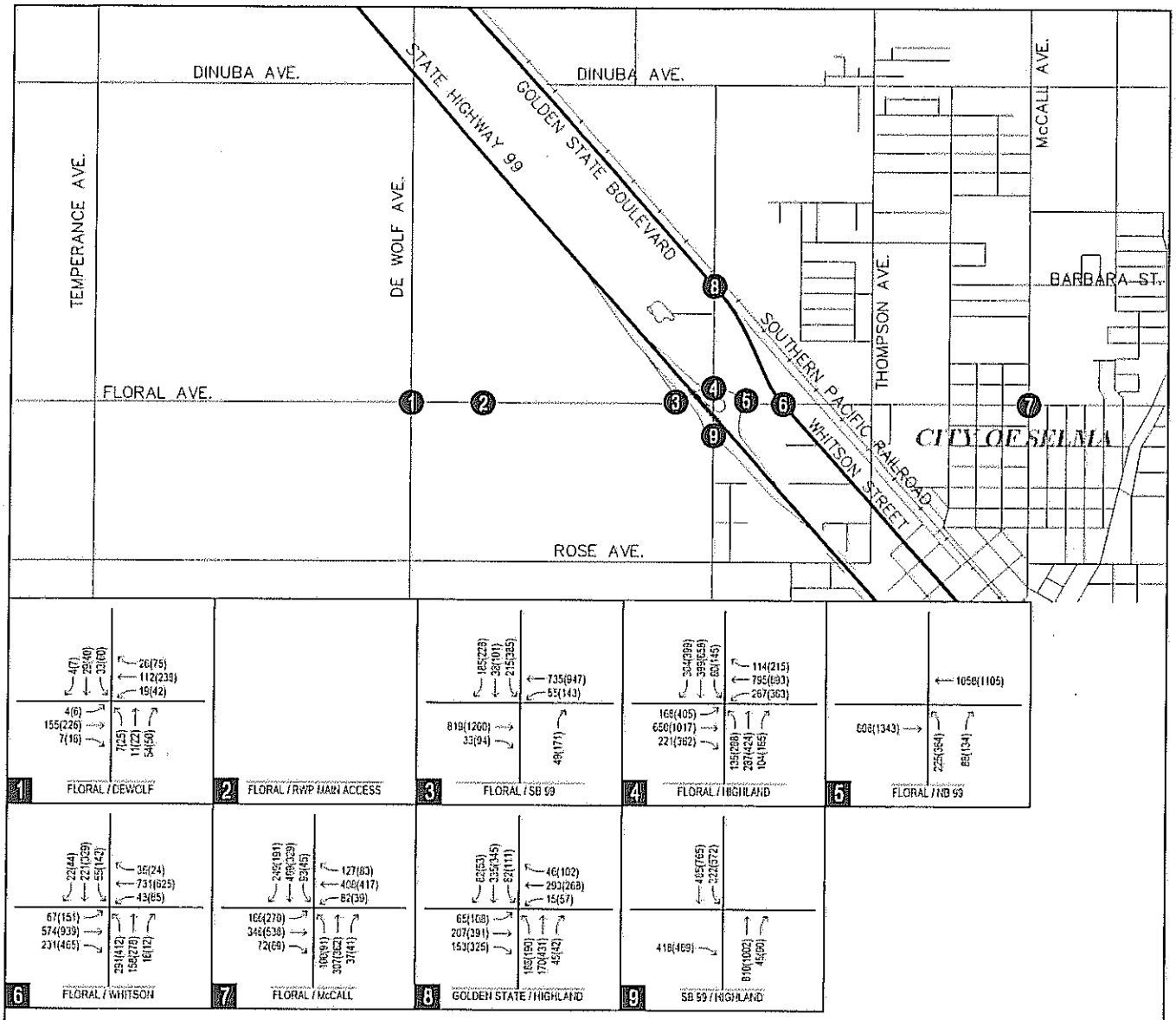
LEGEND

20-AM Peak Hour Volumes

(20)-PM Peak Hour Volumes

YEAR 2015 WITH PROJECT TRAFFIC VOLUMES
Proposed Rockwell Pond Development
Selma, California

Not to Scale



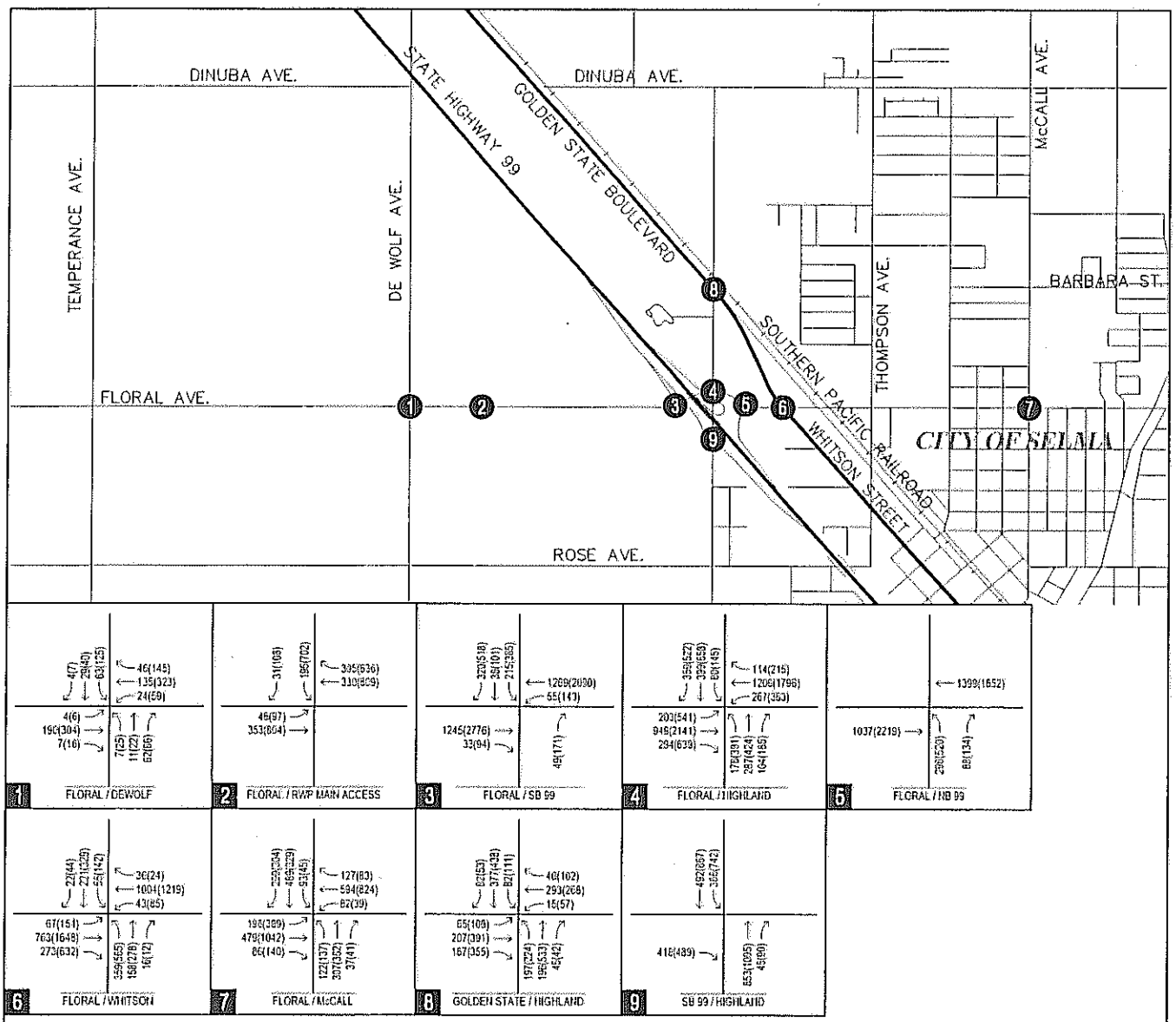
LEGEND

20-AM Peak Hour Volumes

(20)-PM Peak Hour Volumes

CUMULATIVE 2030 NO TRAFFIC VOLUMES
Proposed Rockwell Pond Development
Selma, California

Not to Scale



LEGEND

20-AM Peak Hour Volumes

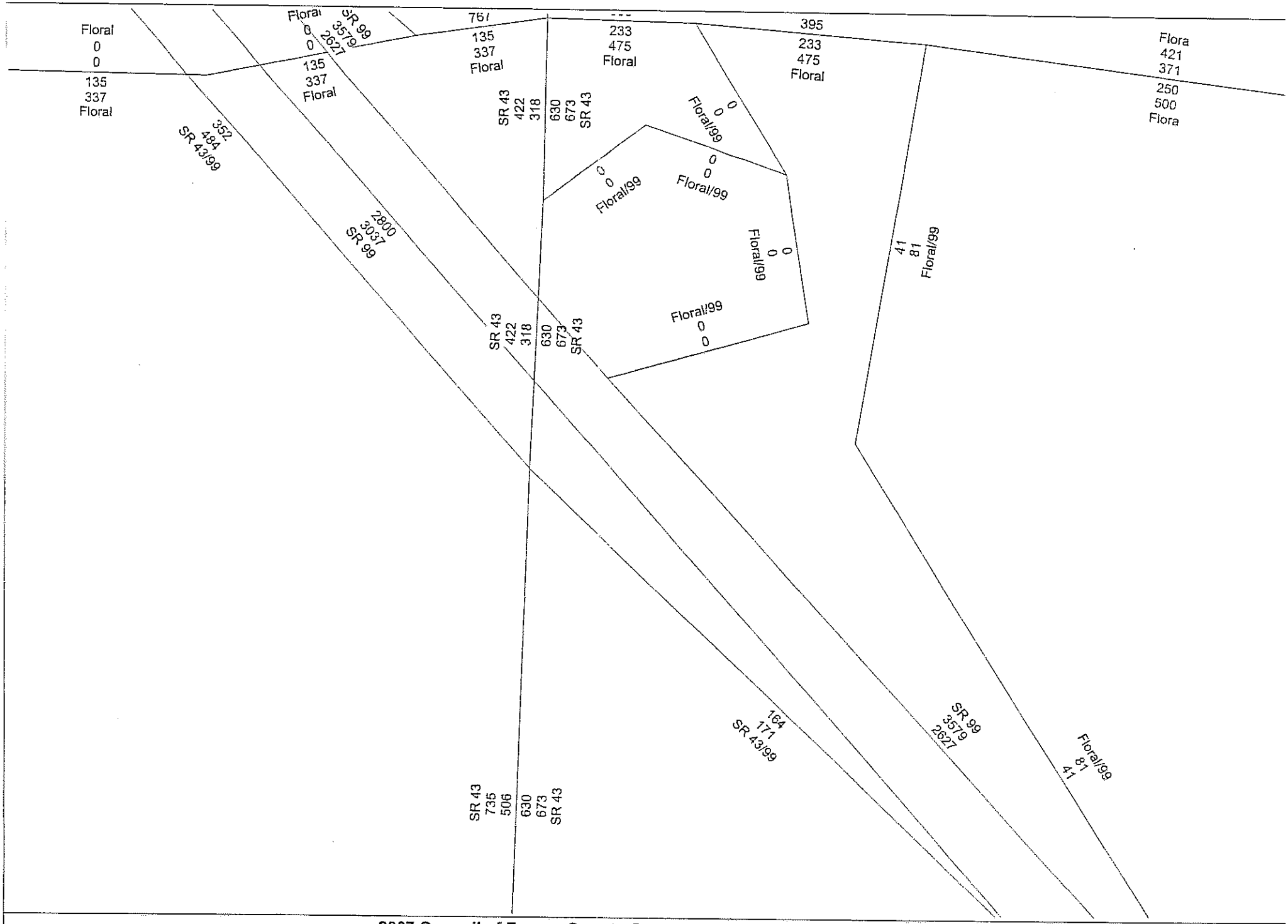
(20)-PM Peak Hour Volumes

CUMULATIVE 2030 WITH PROJECT TRAFFIC VOLUMES
Proposed Rockwell Pond Development
Selma, California

Not to Scale

APPENDIX

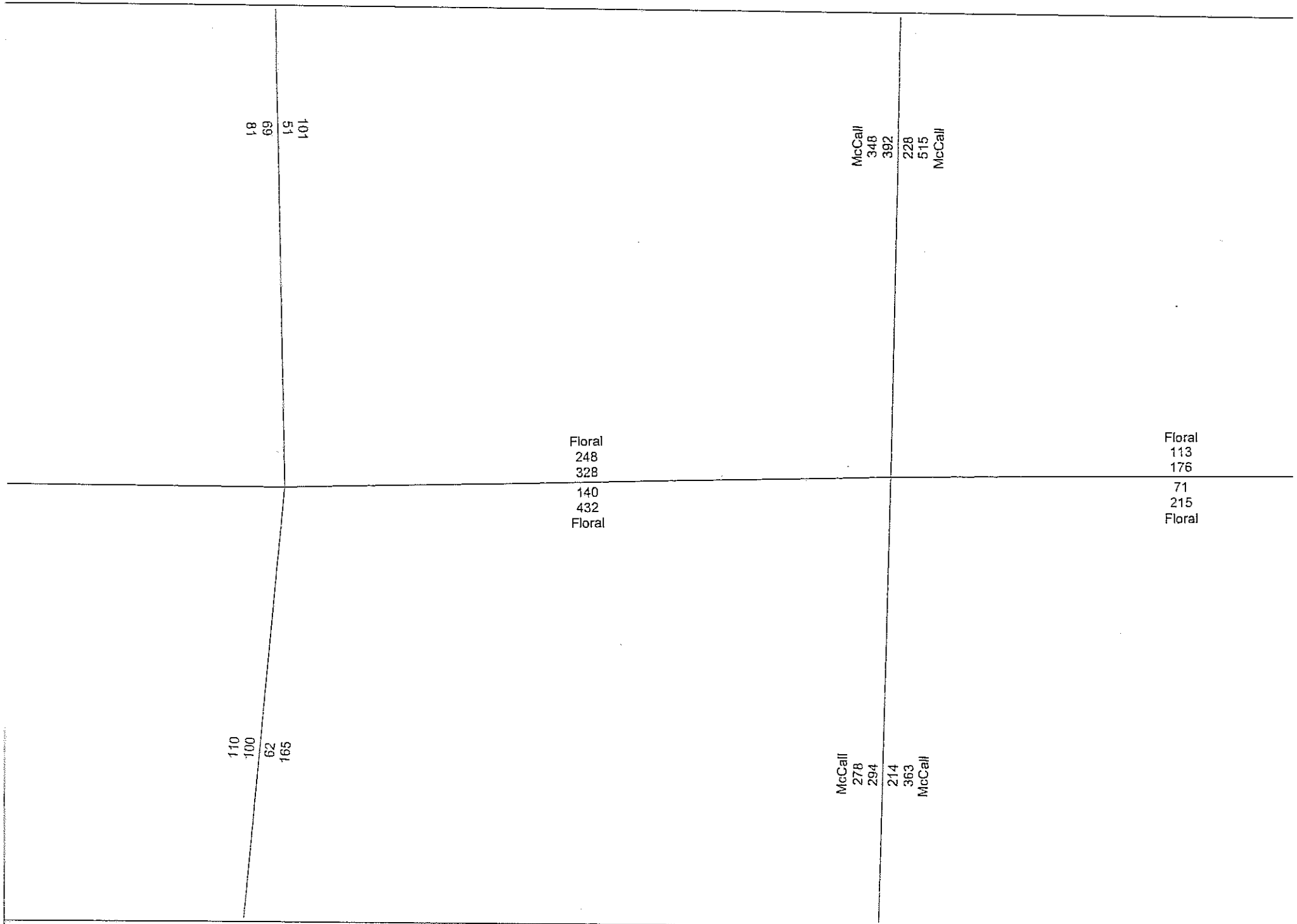
Council of Fresno County Governments
Travel Model Output



2007 Council of Fresno County Governments Travel Demand Model
AM and PM Peak Hour Traffic Volumes

Viper

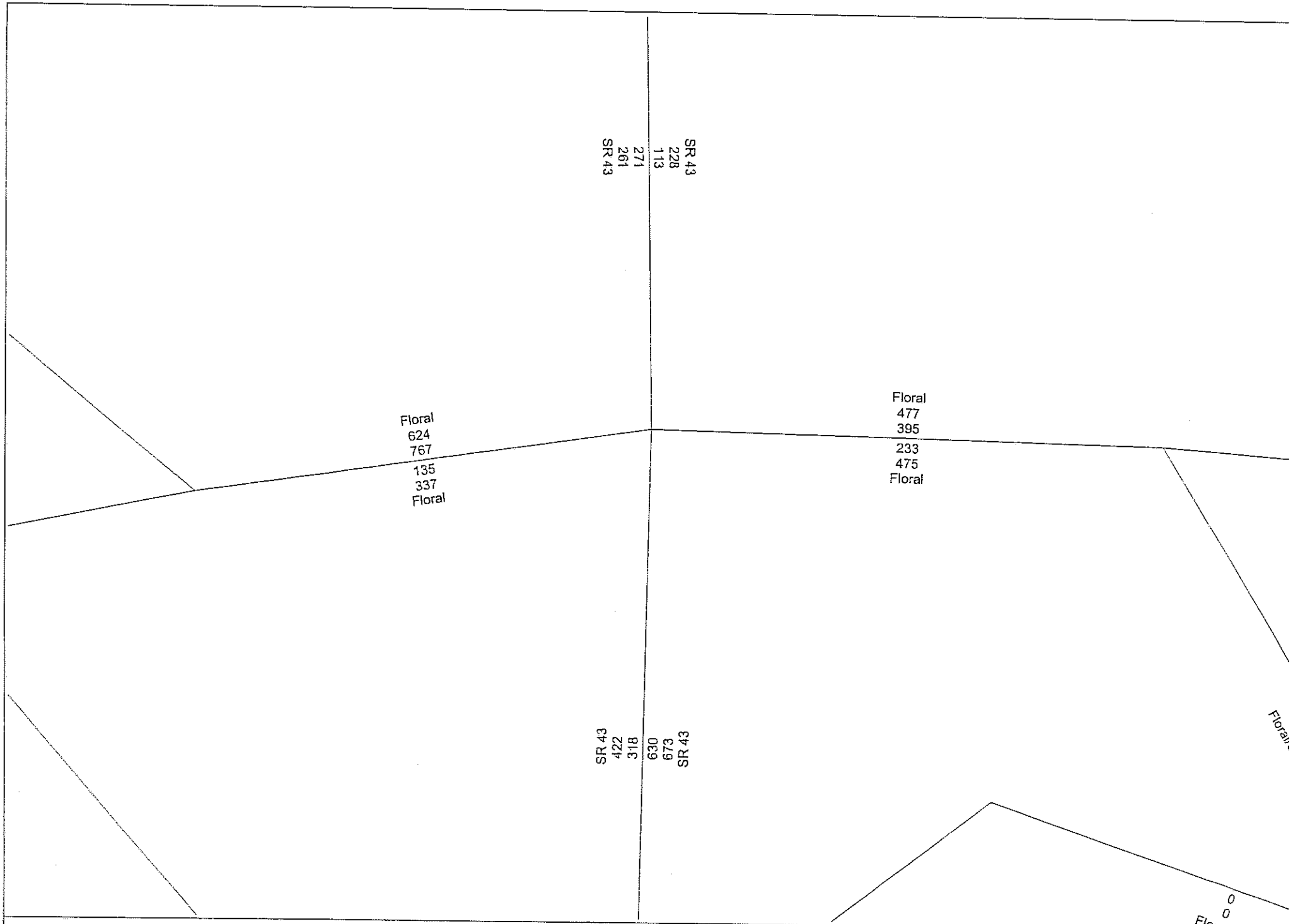
Licensed to Peters Engineering



2007 Council of Fresno County Governments Travel Demand Model
AM and PM Peak Hour Traffic Volumes

Viper

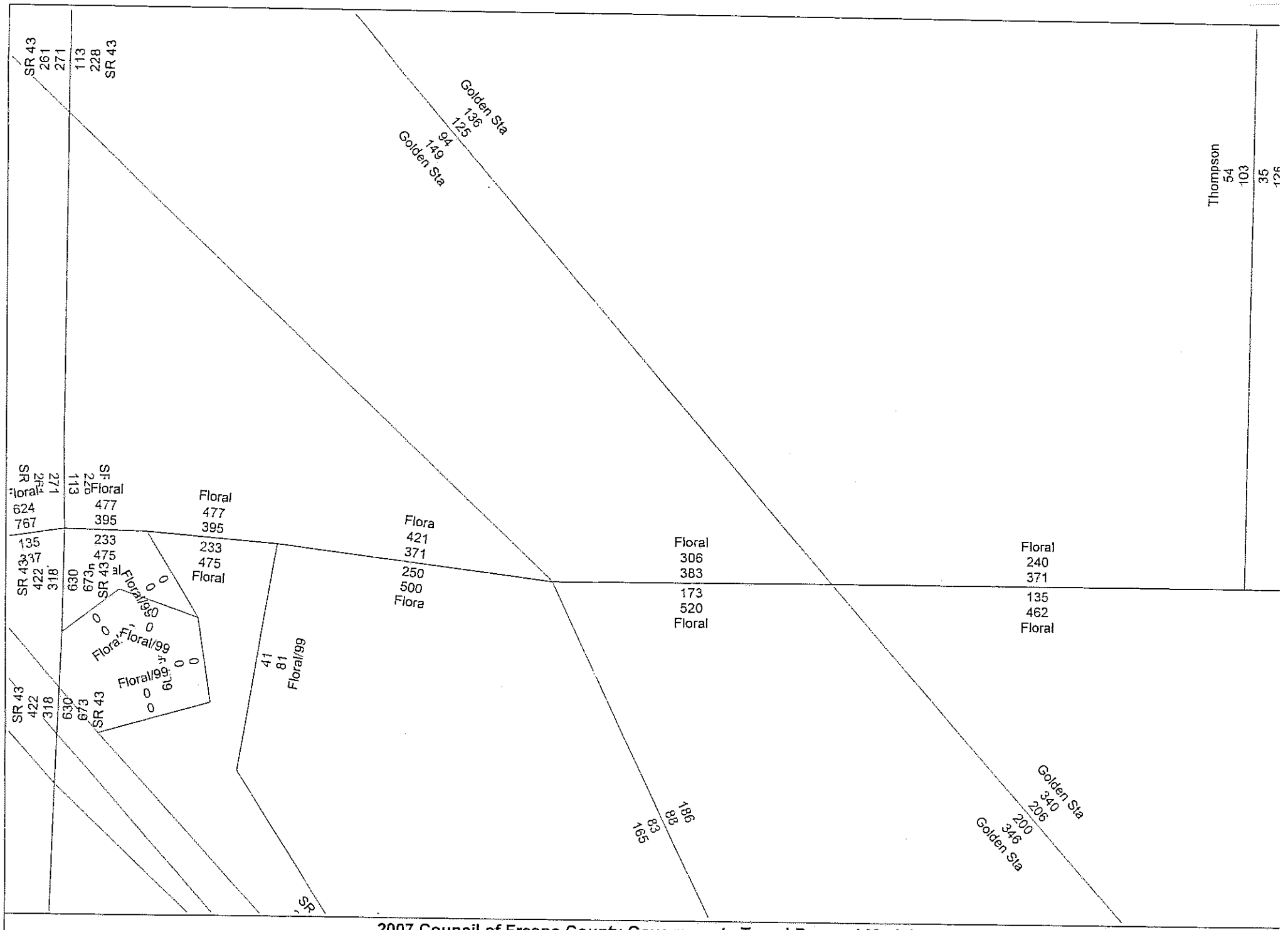
Licensed to Peters Engineering



2007 Council of Fresno County Governments Travel Demand Model
AM and PM Peak Hour Traffic Volumes

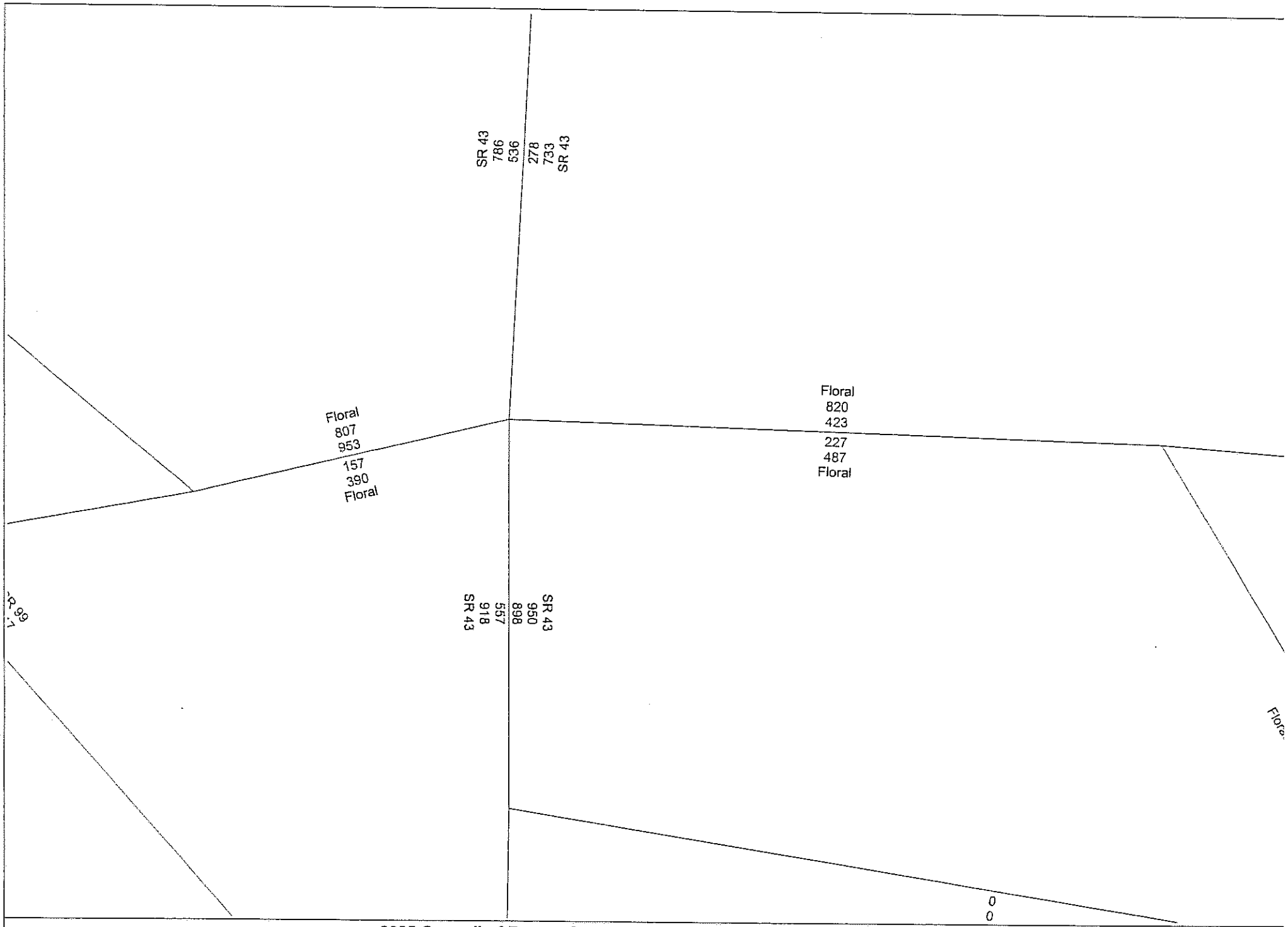
Viper

Licensed to Peters Engineering



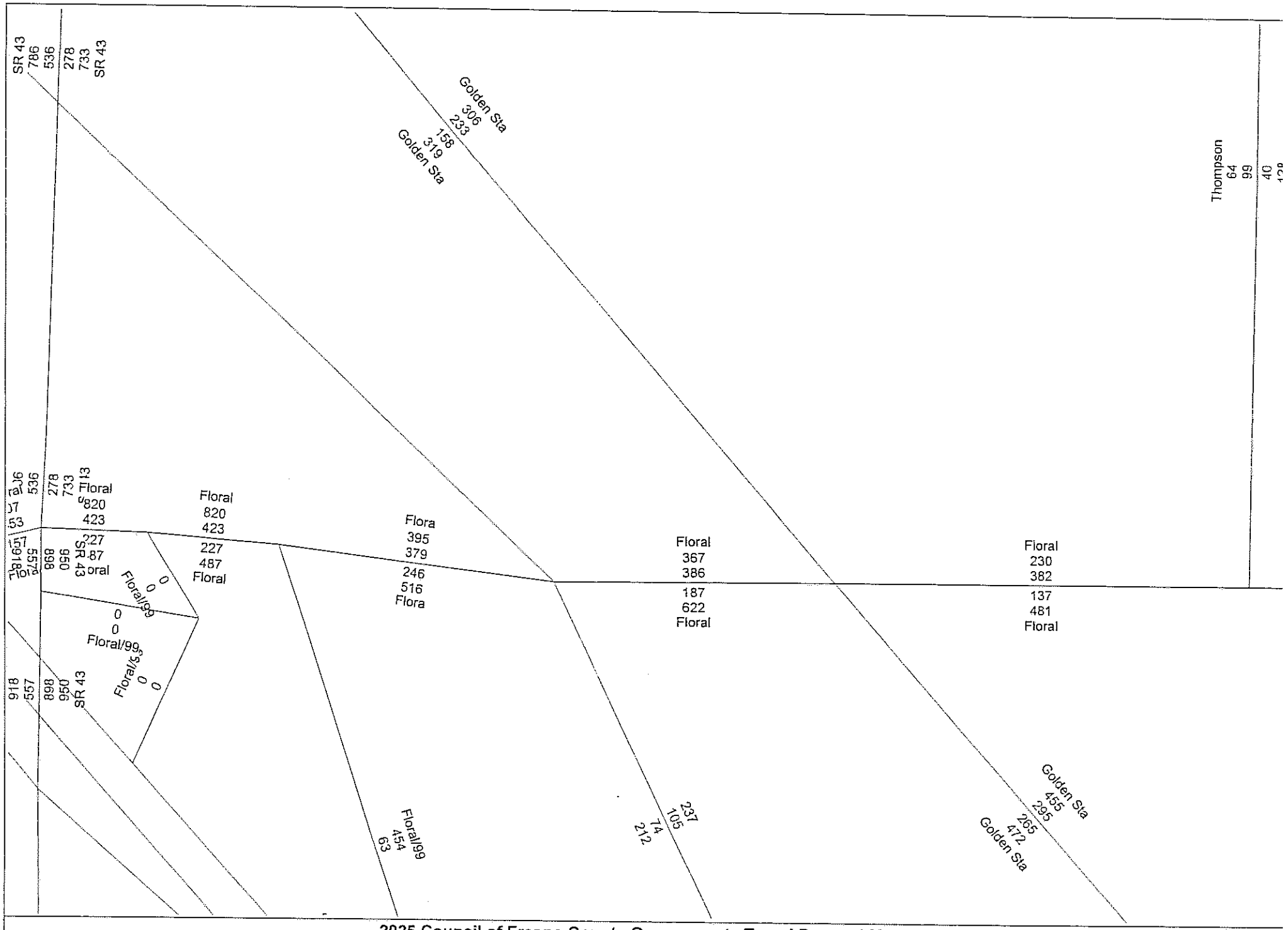
2007 Council of Fresno County Governments Travel Demand Model
AM and PM Peak Hour Traffic Volumes

Licensed to Peters Engineering



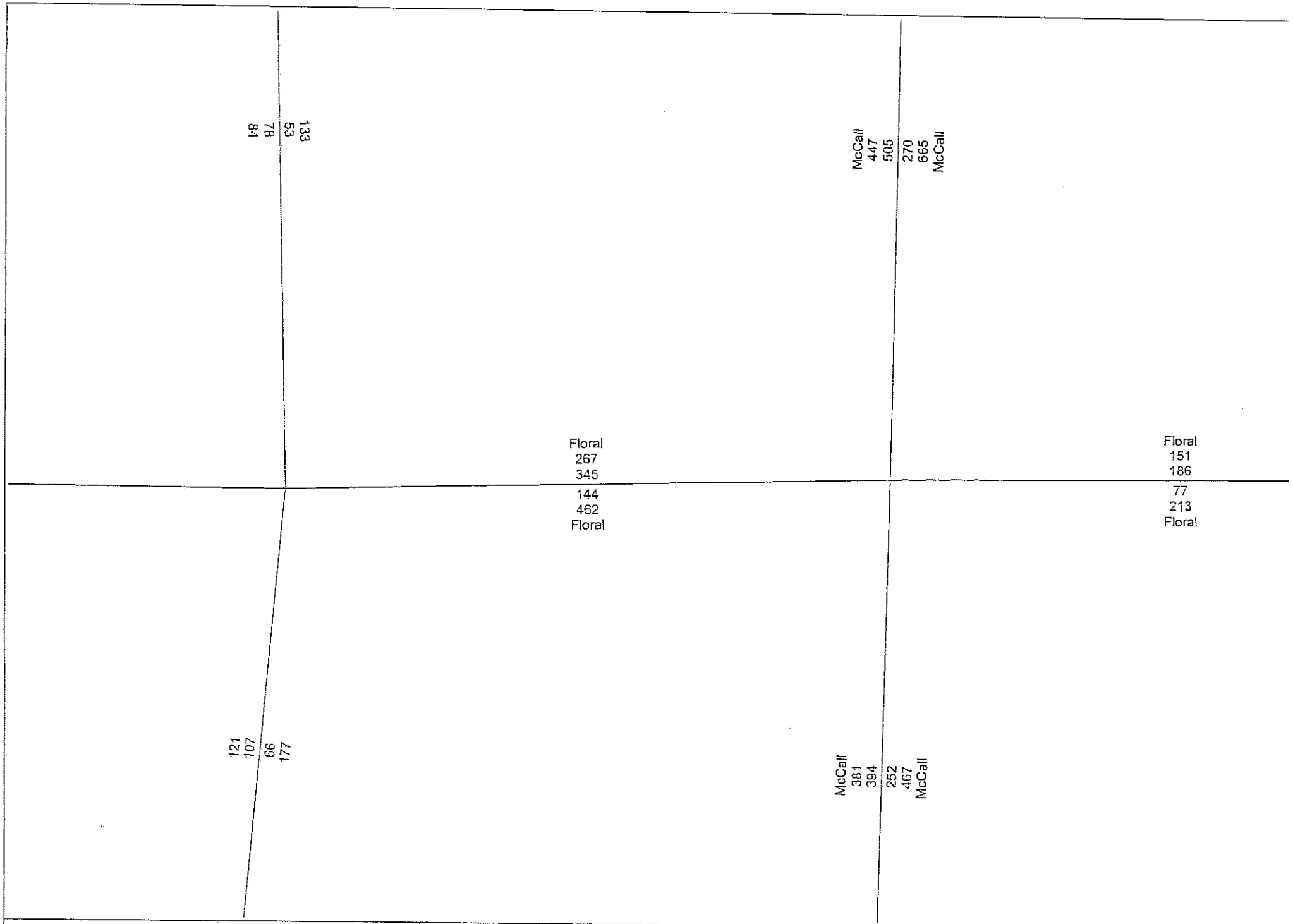
2025 Council of Fresno County Governments Travel Demand Model
AM and PM Peak Hour Traffic Volumes

Licensed to Peters Engineering



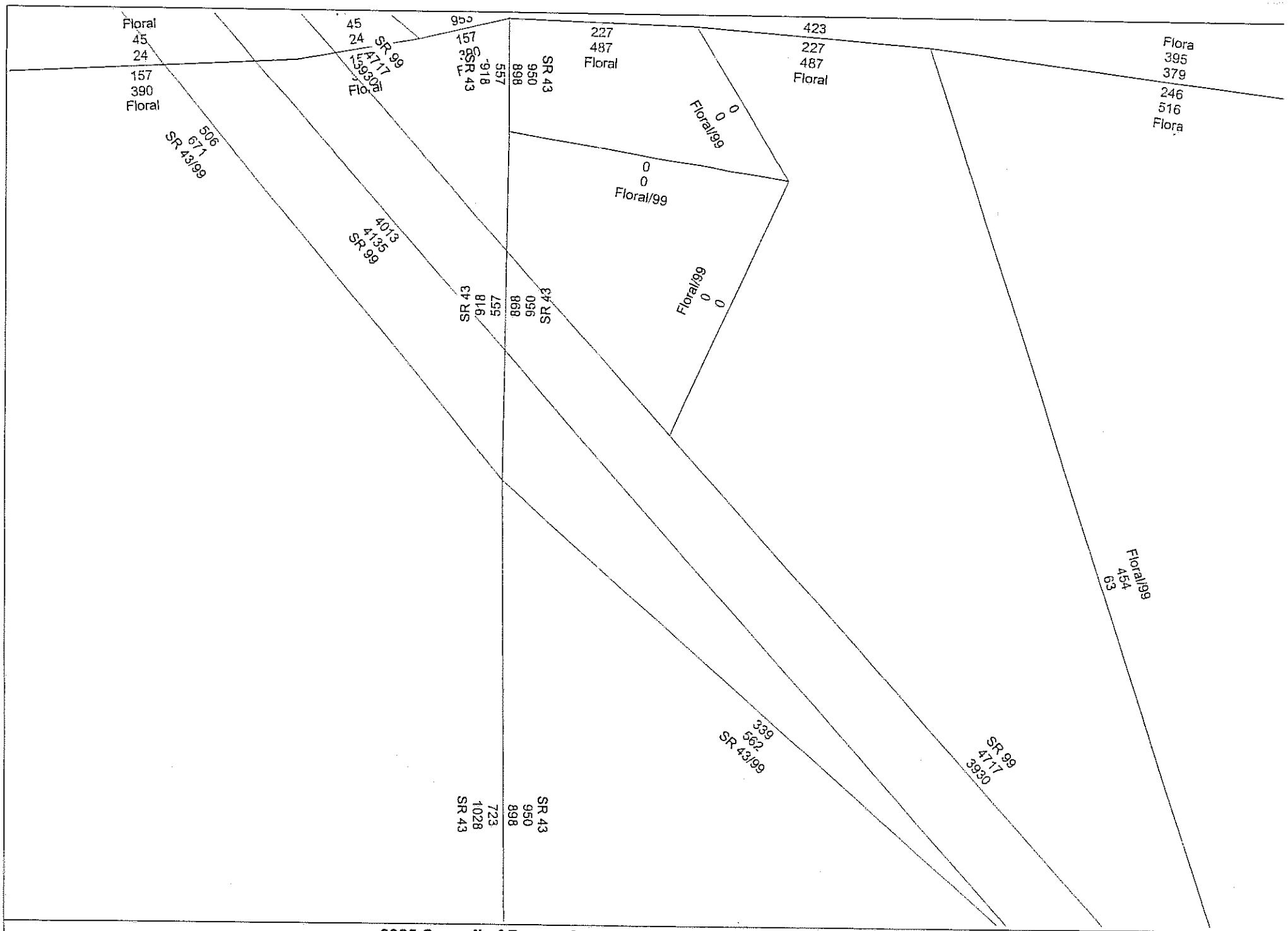
2025 Council of Fresno County Governments Travel Demand Model
AM and PM Peak Hour Traffic Volumes

Licensed to Peters Engineering



2025 Council of Fresno County Governments Travel Demand Model
AM and PM Peak Hour Traffic Volumes

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2025 Council of Fresno County Governments Travel Demand Model
AM and PM Peak Hour Traffic Volumes

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Intersection Analyses

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	1	72	1	6	50	3	2	3	15	8	8	1
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.89	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	1	82	1	7	57	3	2	3	17	9	9	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	60			83			162	159	82	176	157	59
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	60			83			162	159	82	176	157	59
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	98	99	99	100
cM capacity (veh/h)	1543			1514			791	730	977	767	731	1007

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	84	67	23	19
Volume Left	1	7	2	9
Volume Right	1	3	17	1
cSH	1543	1514	910	760
Volume to Capacity	0.00	0.00	0.02	0.03
Queue Length 95th (ft)	0	0	2	2
Control Delay (s)	0.1	0.8	9.1	9.9
Lane LOS	A	A	A	A
Approach Delay (s)	0.1	0.8	9.1	9.9
Approach LOS			A	A

Intersection Summary			
Average Delay	2.4		
Intersection Capacity Utilization	16.5%	ICU Level of Service	A
Analysis Period (min)	15		

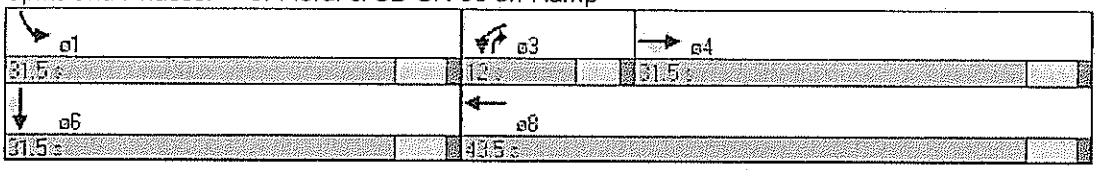
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↱	↰	↑↑				↱	↰↰	↑	↱
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)		50	50	50	50				50	50	50	50
Trailing Detector (ft)		0	0	0	0				0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	*0.75	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Ped Bike Factor			0.97							0.99		0.98
Frt			0.850						0.865			0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	2794	1583	1770	3539	0	0	0	1611	3433	1863	1583
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	0	2794	1530	1770	3539	0	0	0	1611	3405	1863	1551
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			32						492			48
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		337			399			379			851	
Travel Time (s)		5.7			6.8			8.6			19.3	
Volume (vph)	0	164	27	45	153	0	0	0	40	176	31	38
Confl. Peds. (#/hr)			10							10		10
Peak Hour Factor	0.85	0.85	0.85	0.88	0.88	0.88	0.88	0.88	0.88	0.80	0.80	0.80
Adj. Flow (vph)	0	193	32	51	174	0	0	0	45	220	39	48
Lane Group Flow (vph)	0	193	32	51	174	0	0	0	45	220	39	48
Turn Type			Perm	Prot					Over	Prot		Perm
Protected Phases		4		3	8				3	1	6	
Permitted Phases			4									6
Detector Phases		4	4	3	8				3	1	6	6
Minimum Initial (s)		4.0	4.0	4.0	4.0				4.0	4.0	4.0	4.0
Minimum Split (s)		31.5	31.5	12.0	31.5				12.0	12.0	31.5	31.5
Total Split (s)	0.0	31.5	31.5	12.0	43.5	0.0	0.0	0.0	12.0	31.5	31.5	31.5
Total Split (%)	0.0%	42.0%	42.0%	16.0%	58.0%	0.0%	0.0%	0.0%	16.0%	42.0%	42.0%	42.0%
Maximum Green (s)		27.0	27.0	8.0	39.0				8.0	27.0	27.0	27.0
Yellow Time (s)		3.5	3.5	3.0	3.5				3.0	3.5	3.5	3.5
All-Red Time (s)		1.0	1.0	1.0	1.0				1.0	1.0	1.0	1.0
Lead/Lag		Lag	Lag	Lead					Lead			
Lead-Lag Optimize?		Yes	Yes	Yes					Yes			
Vehicle Extension (s)		3.0	3.0	3.0	3.0				3.0	3.0	3.0	3.0
Recall Mode		None	None	None	None				None	None	Min	Min
Walk Time (s)		7.0	7.0		7.0						7.0	7.0
Flash Dont Walk (s)		20.0	20.0		20.0						20.0	20.0
Pedestrian Calls (#/hr)		10	10		10						10	10
Act Effct Green (s)		11.9	11.9	7.8	19.6				7.8	21.3	26.3	26.3
Actuated g/C Ratio		0.24	0.24	0.16	0.39				0.16	0.34	0.57	0.57
v/c Ratio		0.29	0.08	0.18	0.13				0.07	0.19	0.04	0.05
Control Delay		13.0	6.5	21.8	6.1				0.2	11.4	12.7	5.4
Queue Delay		0.0	0.0	0.0	0.0				0.0	0.0	0.0	0.0
Total Delay		13.0	6.5	21.8	6.1				0.2	11.4	12.7	5.4
LOS		B	A	C	A				A	B	B	A

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		12.1			9.7						10.6	
Approach LOS		B			A						B	
Queue Length 50th (ft)		19	0	8	6				0	17	6	0
Queue Length 95th (ft)		64	15	53	33				0	51	27	16
Internal Link Dist (ft)		257			319			299			771	
Turn Bay Length (ft)												
Base Capacity (vph)		1251	703	332	2100				702	1674	1255	1060
Starvation Cap Reductn		0	0	0	0				0	0	0	0
Spillback Cap Reductn		0	0	0	0				0	0	0	0
Storage Cap Reductn		0	0	0	0				0	0	0	0
Reduced v/c Ratio		0.15	0.05	0.15	0.08				0.06	0.13	0.03	0.05

Intersection Summary

Area Type: Other
Cycle Length: 75
Actuated Cycle Length: 46.3
Natural Cycle: 75
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.29
Intersection Signal Delay: 10.2 Intersection LOS: B
Intersection Capacity Utilization 31.7% ICU Level of Service A
Analysis Period (min) 15
* User Entered Value

Splits and Phases: 5: Floral & SB-SR-99 off Ramp



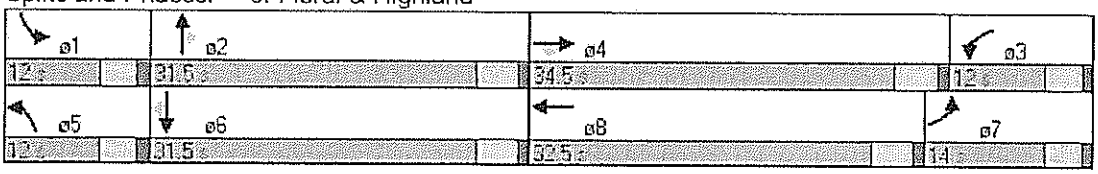
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	200		0	200		0	200		0
Storage Lanes	1		1	2		0	2		1	1		2
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50		50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	*0.90	1.00	0.97	0.95	0.95	0.97	0.95	1.00	1.00	0.95	0.88
Ped Bike Factor	1.00		0.98		1.00					0.99		0.98
Frt			0.850		0.976				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3353	1583	3433	3442	0	3433	3539	1583	1770	3539	2787
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1761	3353	1549	3433	3442	0	3433	3539	1583	1755	3539	2726
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			56		25				73			144
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		115			542			256			500	
Travel Time (s)		2.0			9.2			4.4			8.5	
Volume (vph)	81	282	48	101	384	72	31	98	61	18	183	124
Confl. Peds. (#/hr)	10		10			10				10		10
Peak Hour Factor	0.85	0.85	0.85	0.86	0.86	0.86	0.84	0.84	0.84	0.86	0.86	0.86
Adj. Flow (vph)	95	332	56	117	447	84	37	117	73	21	213	144
Lane Group Flow (vph)	95	332	56	117	531	0	37	117	73	21	213	144
Turn Type	Prot		Perm	Prot			Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4						2			6
Detector Phases	7	4	4	3	8		5	2	2	1	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	12.0	31.5	31.5	12.0	31.5		12.0	31.5	31.5	12.0	31.5	31.5
Total Split (s)	14.0	34.5	34.5	12.0	32.5	0.0	12.0	31.5	31.5	12.0	31.5	31.5
Total Split (%)	15.6%	38.3%	38.3%	13.3%	36.1%	0.0%	13.3%	35.0%	35.0%	13.3%	35.0%	35.0%
Maximum Green (s)	10.0	30.0	30.0	8.0	28.0		8.0	27.0	27.0	8.0	27.0	27.0
Yellow Time (s)	3.0	3.5	3.5	3.0	3.5		3.0	3.5	3.5	3.0	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lead	Lead	Lag	Lead		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	Min	Min	None	Min	Min
Walk Time (s)		7.0	7.0		7.0			7.0	7.0		7.0	7.0
Flash Dont Walk (s)		20.0	20.0		20.0			20.0	20.0		20.0	20.0
Pedestrian Calls (#/hr)		10	10		10			10	10		10	10
Act Effct Green (s)	8.3	13.6	13.6	9.2	14.5		6.9	13.4	13.4	7.1	11.8	11.8
Actuated g/C Ratio	0.17	0.30	0.30	0.18	0.31		0.13	0.29	0.29	0.13	0.26	0.26
v/c Ratio	0.32	0.34	0.11	0.18	0.48		0.08	0.11	0.14	0.09	0.24	0.18
Control Delay	28.5	17.4	7.3	23.9	16.7		29.1	15.8	6.2	32.4	18.0	5.2
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	28.5	17.4	7.3	23.9	16.7		29.1	15.8	6.2	32.4	18.0	5.2
LOS	C	B	A	C	B		C	B	A	C	B	A
Approach Delay		18.4			18.0			14.9			14.0	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)	18	33	0	10	46		3	11	0	4	20	0
Queue Length 95th (ft)	94	110	23	55	160		23	41	25	32	69	19
Internal Link Dist (ft)		35			462			176			420	
Turn Bay Length (ft)				200			200			200		
Base Capacity (vph)	382	1745	833	713	1772		584	1753	821	294	1714	1395
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.25	0.19	0.07	0.16	0.30		0.06	0.07	0.09	0.07	0.12	0.10

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 46.1
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.48
Intersection Signal Delay: 16.8 Intersection LOS: B
Intersection Capacity Utilization 43.5% ICU Level of Service A
Analysis Period (min) 15
* User Entered Value

Splits and Phases: 6: Floral & Highland



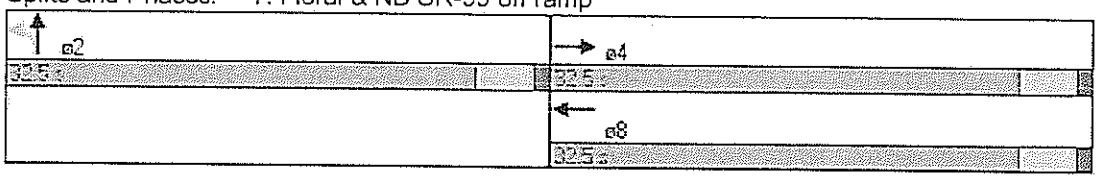
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)		50			50		50	50				
Trailing Detector (ft)		0			0		0	0				
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt								0.952				
Flt Protected								0.969				
Satd. Flow (prot)	0	3539	0	0	3539	0	0	1718	0	0	0	0
Flt Permitted								0.969				
Satd. Flow (perm)	0	3539	0	0	3539	0	0	1718	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)								39				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		542			211			348			181	
Travel Time (s)		9.2			3.6			7.9			4.1	
Volume (vph)	0	336	0	0	484	0	56	0	31	0	0	0
Confl. Peds. (#/hr)												
Peak Hour Factor	0.88	0.88	0.88	0.92	0.92	0.92	0.80	0.80	0.80	0.92	0.92	0.92
Adj. Flow (vph)	0	382	0	0	526	0	70	0	39	0	0	0
Lane Group Flow (vph)	0	382	0	0	526	0	0	109	0	0	0	0
Turn Type							Perm					
Protected Phases		4			8			2				
Permitted Phases							2					
Detector Phases		4			8		2	2				
Minimum Initial (s)		4.0			4.0		4.0	4.0				
Minimum Split (s)		31.5			31.5		31.5	31.5				
Total Split (s)	0.0	32.5	0.0	0.0	32.5	0.0	32.5	32.5	0.0	0.0	0.0	0.0
Total Split (%)	0.0%	50.0%	0.0%	0.0%	50.0%	0.0%	50.0%	50.0%	0.0%	0.0%	0.0%	0.0%
Maximum Green (s)		28.0			28.0		28.0	28.0				
Yellow Time (s)		3.5			3.5		3.5	3.5				
All-Red Time (s)		1.0			1.0		1.0	1.0				
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0			3.0		3.0	3.0				
Recall Mode		None			None		Min	Min				
Walk Time (s)		7.0			7.0		7.0	7.0				
Flash Dont Walk (s)		20.0			20.0		20.0	20.0				
Pedestrian Calls (#/hr)		10			10		10	10				
Act Effct Green (s)		12.2			12.2			9.9				
Actuated g/C Ratio		0.39			0.39			0.31				
v/c Ratio		0.28			0.38			0.19				
Control Delay		7.7			8.3			7.0				
Queue Delay		0.0			0.0			0.0				
Total Delay		7.7			8.3			7.0				
LOS		A			A			A				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		7.7			8.3			7.0				
Approach LOS		A			A			A				
Queue Length 50th (ft)		13			20			6				
Queue Length 95th (ft)		70			99			34				
Internal Link Dist (ft)		462			131			268			101	
Turn Bay Length (ft)												
Base Capacity (vph)		2184			2184			1033				
Starvation Cap Reductn		0			0			0				
Spillback Cap Reductn		0			0			0				
Storage Cap Reductn		0			0			0				
Reduced v/c Ratio		0.17			0.24			0.11				

Intersection Summary

Area Type: Other
Cycle Length: 65
Actuated Cycle Length: 31.5
Natural Cycle: 65
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.38
Intersection Signal Delay: 7.9 Intersection LOS: A
Intersection Capacity Utilization 25.0% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 7: Floral & NB SR-99 off ramp



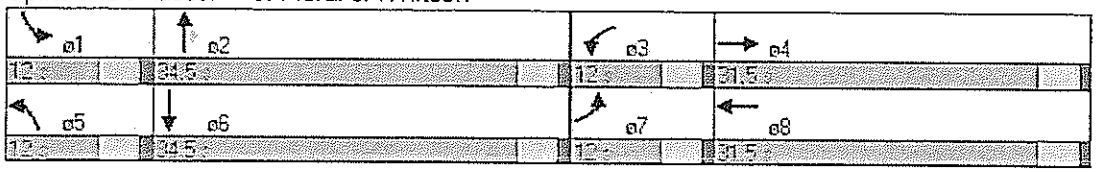
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50	50	50	50	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	0.97	0.95	1.00	1.00	0.95	0.95
Frt		0.970			0.995				0.850		0.976	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3433	0	1770	3522	0	3433	3539	1583	1770	3454	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	3433	0	1770	3522	0	3433	3539	1583	1770	3454	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		35			4				8		24	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1652			984			605			583	
Travel Time (s)		28.2			16.8			10.3			9.9	
Volume (vph)	35	272	67	34	399	15	110	80	7	43	99	19
Peak Hour Factor	0.80	0.80	0.80	0.92	0.92	0.92	0.90	0.90	0.90	0.80	0.80	0.80
Adj. Flow (vph)	44	340	84	37	434	16	122	89	8	54	124	24
Lane Group Flow (vph)	44	424	0	37	450	0	122	89	8	54	148	0
Turn Type	Prot			Prot			Prot		Perm	Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			
Detector Phases	7	4		3	8		5	2	2	1	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	12.0	31.5		12.0	31.5		12.0	31.5	31.5	12.0	31.5	
Total Split (s)	12.0	31.5	0.0	12.0	31.5	0.0	12.0	34.5	34.5	12.0	34.5	0.0
Total Split (%)	13.3%	35.0%	0.0%	13.3%	35.0%	0.0%	13.3%	38.3%	38.3%	13.3%	38.3%	0.0%
Maximum Green (s)	7.5	27.0		7.5	27.0		7.5	30.0	30.0	7.5	30.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	Min	Min	None	Min	
Walk Time (s)		7.0			7.0			7.0	7.0		7.0	
Flash Dont Walk (s)		20.0			20.0			20.0	20.0		20.0	
Pedestrian Calls (#/hr)		10			10			10	10		10	
Act Effct Green (s)	7.7	13.6		7.6	13.5		8.0	13.7	13.7	7.8	11.0	
Actuated g/C Ratio	0.15	0.31		0.15	0.31		0.17	0.31	0.31	0.15	0.25	
v/c Ratio	0.16	0.39		0.14	0.42		0.22	0.08	0.02	0.20	0.17	
Control Delay	28.5	15.0		28.4	16.3		25.2	16.1	12.0	28.6	15.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	28.5	15.0		28.4	16.3		25.2	16.1	12.0	28.6	15.5	
LOS	C	B		C	B		C	B	B	C	B	
Approach Delay		16.3			17.2			21.0			19.0	
Approach LOS		B			B			C			B	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	8	32		6	37		10	4	0	9	11	
Queue Length 95th (ft)	49	109		49	142		59	34	10	57	41	
Internal Link Dist (ft)		1572			904			525			503	
Turn Bay Length (ft)												
Base Capacity (vph)	312	1769		312	1799		639	1908	857	312	1793	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.14	0.24		0.12	0.25		0.19	0.05	0.01	0.17	0.08	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 44.2
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.42
Intersection Signal Delay: 17.7 Intersection LOS: B
Intersection Capacity Utilization 34.6% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 8: Floral & Whitson



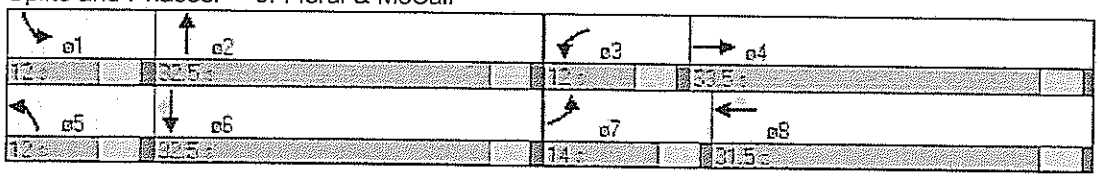
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50	50	50	50		50	50	50
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.979				0.850		0.986				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1824	0	1770	1863	1583	1770	1837	0	1770	1863	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	1824	0	1770	1863	1583	1770	1837	0	1770	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10				128		6				206
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		984			67			531			694	
Travel Time (s)		16.8			1.1			9.1			11.8	
Volume (vph)	107	174	29	53	231	102	65	237	25	84	301	165
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Adj. Flow (vph)	134	218	36	66	289	128	81	296	31	105	376	206
Lane Group Flow (vph)	134	254	0	66	289	128	81	327	0	105	376	206
Turn Type	Prot			Prot		Perm	Prot			Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases						8						6
Detector Phases	7	4		3	8	8	5	2		1	6	6
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	12.0	31.5		12.0	31.5	31.5	12.0	31.5		12.0	31.5	31.5
Total Split (s)	14.0	33.5	0.0	12.0	31.5	31.5	12.0	32.5	0.0	12.0	32.5	32.5
Total Split (%)	15.6%	37.2%	0.0%	13.3%	35.0%	35.0%	13.3%	36.1%	0.0%	13.3%	36.1%	36.1%
Maximum Green (s)	9.5	29.0		7.5	27.0	27.0	7.5	28.0		7.5	28.0	28.0
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None	None	None	Min		None	Min	Min
Walk Time (s)		7.0			7.0	7.0		7.0			7.0	7.0
Flash Dont Walk (s)		20.0			20.0	20.0		20.0			20.0	20.0
Pedestrian Calls (#/hr)		10			10	10		10			10	10
Act Effct Green (s)	9.6	19.9		8.0	16.2	16.2	8.1	27.8		8.3	27.9	27.9
Actuated g/C Ratio	0.14	0.30		0.12	0.24	0.24	0.12	0.43		0.12	0.43	0.43
v/c Ratio	0.53	0.46		0.32	0.64	0.27	0.38	0.41		0.48	0.47	0.26
Control Delay	41.7	23.2		39.0	31.4	6.4	39.5	23.7		42.8	24.9	4.6
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	41.7	23.2		39.0	31.4	6.4	39.5	23.7		42.8	24.9	4.6
LOS	D	C		D	C	A	D	C		D	C	A
Approach Delay		29.6			25.8			26.8			21.5	
Approach LOS		C			C			C			C	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	54	89		27	113	0	33	120		43	145	0
Queue Length 95th (ft)	#125	151		69	183	28	80	202		#109	237	32
Internal Link Dist (ft)		904			1			451			614	
Turn Bay Length (ft)												
Base Capacity (vph)	288	741		227	682	661	234	887		235	897	869
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.47	0.34		0.29	0.42	0.19	0.35	0.37		0.45	0.42	0.24

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 64.6
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.64
Intersection Signal Delay: 25.3 Intersection LOS: C
Intersection Capacity Utilization 50.9% ICU Level of Service A
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 9: Floral & McCall



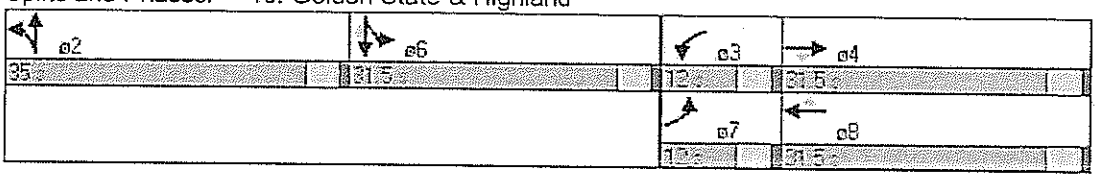
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50	50	50		50	50	50
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.964				0.850
Flt Protected	0.950			0.950			0.950				0.992	
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	1796	0	0	1848	1583
Flt Permitted	0.950			0.950			0.950				0.992	
Satd. Flow (perm)	1770	3539	1583	1770	3539	1583	1770	1796	0	0	1848	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			80			34		14				14
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1169			1352			1070			739	
Travel Time (s)		19.9			23.0			18.2			12.6	
Volume (vph)	5	108	70	10	153	30	111	92	29	43	204	12
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.89	0.88	0.88
Adj. Flow (vph)	6	123	80	11	174	34	126	105	33	48	232	14
Lane Group Flow (vph)	6	123	80	11	174	34	126	138	0	0	280	14
Turn Type	Prot		Perm	Prot		Perm	Split			Split		Perm
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases			4			8						6
Detector Phases	7	4	4	3	8	8	2	2		6	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	12.0	31.5	31.5	12.0	31.5	31.5	31.5	31.5		31.5	31.5	31.5
Total Split (s)	12.0	31.5	31.5	12.0	31.5	31.5	35.0	35.0	0.0	31.5	31.5	31.5
Total Split (%)	10.9%	28.6%	28.6%	10.9%	28.6%	28.6%	31.8%	31.8%	0.0%	28.6%	28.6%	28.6%
Maximum Green (s)	7.5	27.0	27.0	7.5	27.0	27.0	30.5	30.5		27.0	27.0	27.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	Min	Min		Min	Min	Min
Walk Time (s)		7.0	7.0		7.0	7.0	7.0	7.0		7.0	7.0	7.0
Flash Dont Walk (s)		20.0	20.0		20.0	20.0	20.0	20.0		20.0	20.0	20.0
Pedestrian Calls (#/hr)		10	10		10	10	10	10		10	10	10
Act Effct Green (s)	7.3	10.7	10.7	7.4	10.8	10.8	11.8	11.8			14.4	14.4
Actuated g/C Ratio	0.13	0.21	0.21	0.13	0.21	0.21	0.24	0.24			0.29	0.29
v/c Ratio	0.03	0.17	0.20	0.05	0.24	0.09	0.30	0.31			0.52	0.03
Control Delay	34.8	20.7	8.2	34.2	20.6	10.0	22.6	21.0			23.2	11.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0
Total Delay	34.8	20.7	8.2	34.2	20.6	10.0	22.6	21.0			23.2	11.8
LOS	C	C	A	C	C	A	C	C			C	B
Approach Delay		16.3			19.7			21.7			22.6	
Approach LOS		B			B			C			C	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	1	12	0	2	17	0	24	24			51	0
Queue Length 95th (ft)	17	57	35	25	75	23	118	118			248	16
Internal Link Dist (ft)		1089			1272			990			659	
Turn Bay Length (ft)												
Base Capacity (vph)	276	1533	731	277	1537	707	867	887			885	765
Starvation Cap Reductn	0	0	0	0	0	0	0	0			0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0			0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0			0	0
Reduced v/c Ratio	0.02	0.08	0.11	0.04	0.11	0.05	0.15	0.16			0.32	0.02

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 49.6
Natural Cycle: 110
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.52
Intersection Signal Delay: 20.4 Intersection LOS: C
Intersection Capacity Utilization 36.9% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 10: Golden State & Highland



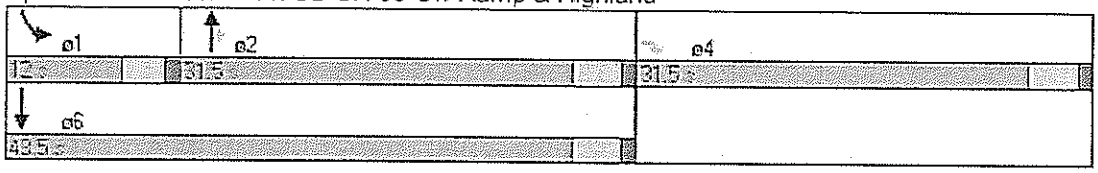
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)			50					50	50	50	50	
Trailing Detector (ft)			0					0	0	0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	1.00	0.88	1.00	1.00	1.00	1.00	*1.00	1.00	1.00	0.95	1.00
Ped Bike Factor			0.97						0.97	1.00		
Frt			0.850						0.850			
Flt Protected										0.950		
Satd. Flow (prot)	0	0	2787	0	0	0	0	1863	1583	1770	3539	0
Flt Permitted										0.950		
Satd. Flow (perm)	0	0	2693	0	0	0	0	1863	1530	1764	3539	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			1101						20			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		643			447			103			430	
Travel Time (s)		14.6			10.2			1.8			7.3	
Volume (vph)	0	0	264	0	0	0	0	524	18	103	206	0
Confl. Peds. (#/hr)			10						10	5		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.90	0.90	0.90
Adj. Flow (vph)	0	0	287	0	0	0	0	570	20	114	229	0
Lane Group Flow (vph)	0	0	287	0	0	0	0	570	20	114	229	0
Turn Type			custom						Perm	Prot		
Protected Phases								2		1	6	
Permitted Phases			4						2			
Detector Phases			4					2	2	1	6	
Minimum Initial (s)			4.0					4.0	4.0	4.0	4.0	
Minimum Split (s)			31.5					31.5	31.5	12.0	31.5	
Total Split (s)	0.0	0.0	31.5	0.0	0.0	0.0	0.0	31.5	31.5	12.0	43.5	0.0
Total Split (%)	0.0%	0.0%	42.0%	0.0%	0.0%	0.0%	0.0%	42.0%	42.0%	16.0%	58.0%	0.0%
Maximum Green (s)			27.0					27.0	27.0	8.0	39.0	
Yellow Time (s)			3.5					3.5	3.5	3.0	3.5	
All-Red Time (s)			1.0					1.0	1.0	1.0	1.0	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)			3.0					3.0	3.0	3.0	3.0	
Recall Mode			None					Min	Min	None	Min	
Walk Time (s)			7.0					7.0	7.0		5.0	
Flash Dont Walk (s)			20.0					20.0	20.0		10.0	
Pedestrian Calls (#/hr)			10					10	10		10	
Act Effct Green (s)			9.2					24.7	24.7	7.6	34.2	
Actuated g/C Ratio			0.18					0.48	0.48	0.14	0.66	
v/c Ratio			0.21					0.64	0.03	0.45	0.10	
Control Delay			0.3					18.1	6.3	30.6	4.7	
Queue Delay			0.0					0.0	0.0	0.0	0.0	
Total Delay			0.3					18.1	6.3	30.6	4.7	
LOS			A					B	A	C	A	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay								17.7			13.3	
Approach LOS								B			B	
Queue Length 50th (ft)			0					114	0	27	7	
Queue Length 95th (ft)			0					#411	13	#116	43	
Internal Link Dist (ft)		563			367			23			350	
Turn Bay Length (ft)												
Base Capacity (vph)			1738					972	808	271	2463	
Starvation Cap Reductn			0					0	0	0	0	
Spillback Cap Reductn			0					0	0	0	0	
Storage Cap Reductn			0					0	0	0	0	
Reduced v/c Ratio			0.17					0.59	0.02	0.42	0.09	

Intersection Summary

Area Type: Other
Cycle Length: 75
Actuated Cycle Length: 51.8
Natural Cycle: 75
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.64
Intersection Signal Delay: 12.4 Intersection LOS: B
Intersection Capacity Utilization 40.0% ICU Level of Service A
Analysis Period (min) 15
* User Entered Value
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 11: SB-SR-99 Off Ramp & Highland



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	1	111	5	13	116	14	7	6	14	12	11	2
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.89	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	1	126	6	15	132	16	8	7	16	14	12	2
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	148			132			309	309	129	320	303	140
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	148			132			309	309	129	320	303	140
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			99			99	99	98	98	98	100
cM capacity (veh/h)	1434			1453			626	599	921	611	603	908

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	133	162	31	28
Volume Left	1	15	8	14
Volume Right	6	16	16	2
cSH	1434	1453	742	624
Volume to Capacity	0.00	0.01	0.04	0.05
Queue Length 95th (ft)	0	1	3	4
Control Delay (s)	0.1	0.8	10.1	11.0
Lane LOS	A	A	B	B
Approach Delay (s)	0.1	0.8	10.1	11.0
Approach LOS			B	B

Intersection Summary			
Average Delay	2.1		
Intersection Capacity Utilization	24.3%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)		50	50	50	50				50	50	50	50
Trailing Detector (ft)		0	0	0	0				0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	*0.75	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Ped Bike Factor			0.97							0.99		0.98
Frt			0.850						0.865			0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	2794	1583	1770	3539	0	0	0	1611	3433	1863	1583
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	0	2794	1530	1770	3539	0	0	0	1611	3405	1863	1551
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			85						291			74
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		337			399			379			851	
Travel Time (s)		5.7			6.8			8.6			19.3	
Volume (vph)	0	424	77	117	379	0	0	0	140	249	83	68
Confl. Peds. (#/hr)			10							10		10
Peak Hour Factor	0.91	0.91	0.91	0.92	0.92	0.92	0.88	0.88	0.88	0.92	0.92	0.92
Adj. Flow (vph)	0	466	85	127	412	0	0	0	159	271	90	74
Lane Group Flow (vph)	0	466	85	127	412	0	0	0	159	271	90	74
Turn Type			Perm	Prot					Over	Prot		Perm
Protected Phases		4		3	8				3	1	6	
Permitted Phases			4									6
Detector Phases		4	4	3	8				3	1	6	6
Minimum Initial (s)		4.0	4.0	4.0	4.0				4.0	4.0	4.0	4.0
Minimum Split (s)		31.5	31.5	12.0	31.5				12.0	12.0	31.5	31.5
Total Split (s)	0.0	31.5	31.5	12.0	43.5	0.0	0.0	0.0	12.0	31.5	31.5	31.5
Total Split (%)	0.0%	42.0%	42.0%	16.0%	58.0%	0.0%	0.0%	0.0%	16.0%	42.0%	42.0%	42.0%
Maximum Green (s)		27.0	27.0	8.0	39.0				8.0	27.0	27.0	27.0
Yellow Time (s)		3.5	3.5	3.0	3.5				3.0	3.5	3.5	3.5
All-Red Time (s)		1.0	1.0	1.0	1.0				1.0	1.0	1.0	1.0
Lead/Lag		Lag	Lag	Lead					Lead			
Lead-Lag Optimize?		Yes	Yes	Yes					Yes			
Vehicle Extension (s)		3.0	3.0	3.0	3.0				3.0	3.0	3.0	3.0
Recall Mode		None	None	None	None				None	None	Min	Min
Walk Time (s)		7.0	7.0		7.0						7.0	7.0
Flash Dont Walk (s)		20.0	20.0		20.0						20.0	20.0
Pedestrian Calls (#/hr)		10	10		10						10	10
Act Effct Green (s)		14.4	14.4	7.9	23.3				7.9	11.3	11.5	11.5
Actuated g/C Ratio		0.33	0.33	0.17	0.53				0.17	0.24	0.26	0.26
v/c Ratio		0.51	0.15	0.42	0.22				0.31	0.32	0.19	0.16
Control Delay		15.7	4.8	28.1	6.2				1.5	15.9	15.8	5.5
Queue Delay		0.0	0.0	0.0	0.0				0.0	0.0	0.0	0.0
Total Delay		15.7	4.8	28.1	6.2				1.5	15.9	15.8	5.5
LOS		B	A	C	A				A	B	B	A

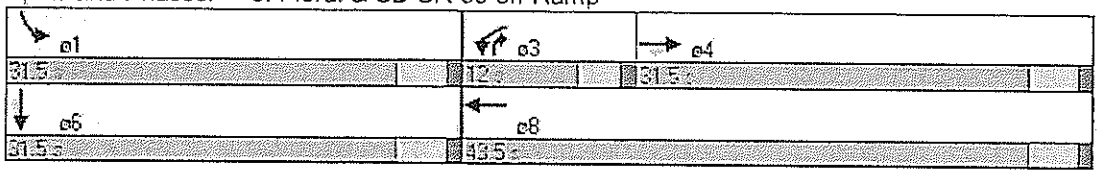
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		14.0			11.3						14.1	
Approach LOS		B			B						B	
Queue Length 50th (ft)		59	0	26	18				0	27	17	0
Queue Length 95th (ft)		160	26	#134	74				0	69	57	25
Internal Link Dist (ft)		257			319			299			771	
Turn Bay Length (ft)												
Base Capacity (vph)		1394	806	327	2379				535	1554	889	779
Starvation Cap Reductn		0	0	0	0				0	0	0	0
Spillback Cap Reductn		0	0	0	0				0	0	0	0
Storage Cap Reductn		0	0	0	0				0	0	0	0
Reduced v/c Ratio		0.33	0.11	0.39	0.17				0.30	0.17	0.10	0.09

Intersection Summary

Area Type: Other
Cycle Length: 75
Actuated Cycle Length: 44.2
Natural Cycle: 75
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.51
Intersection Signal Delay: 12.0 Intersection LOS: B
Intersection Capacity Utilization 40.8% ICU Level of Service A
Analysis Period (min) 15

* User Entered Value
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 5: Floral & SB-SR-99 off Ramp



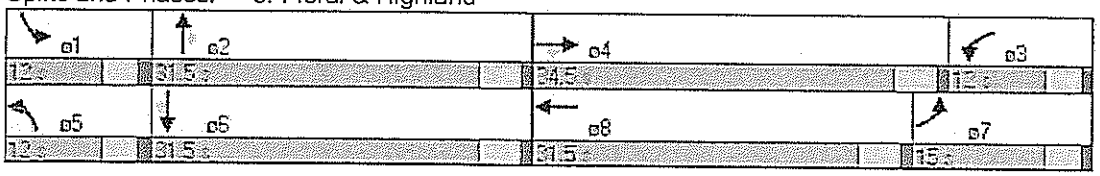
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	200		0	200		0	200		0
Storage Lanes	1		1	2		0	2		1	1		2
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50		50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	*0.90	1.00	0.97	0.95	0.95	0.97	0.95	1.00	1.00	0.95	0.88
Ped Bike Factor	1.00		0.98		1.00					0.99		0.98
Frt			0.850		0.971				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3353	1583	3433	3422	0	3433	3539	1583	1770	3539	2787
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1762	3353	1549	3433	3422	0	3433	3539	1583	1755	3539	2726
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			105		33				85			232
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		115			542			256			500	
Travel Time (s)		2.0			9.2			4.4			8.5	
Volume (vph)	212	569	97	132	474	112	92	144	78	72	219	197
Confl. Peds. (#/hr)	10		10			10				10		10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.85	0.85	0.85
Adj. Flow (vph)	230	618	105	143	515	122	100	157	85	85	258	232
Lane Group Flow (vph)	230	618	105	143	637	0	100	157	85	85	258	232
Turn Type	Prot		Perm	Prot			Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4						2			6
Detector Phases	7	4	4	3	8		5	2	2	1	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	12.0	31.5	31.5	12.0	31.5		12.0	31.5	31.5	12.0	31.5	31.5
Total Split (s)	15.0	34.5	34.5	12.0	31.5	0.0	12.0	31.5	31.5	12.0	31.5	31.5
Total Split (%)	16.7%	38.3%	38.3%	13.3%	35.0%	0.0%	13.3%	35.0%	35.0%	13.3%	35.0%	35.0%
Maximum Green (s)	11.0	30.0	30.0	8.0	27.0		8.0	27.0	27.0	8.0	27.0	27.0
Yellow Time (s)	3.0	3.5	3.5	3.0	3.5		3.0	3.5	3.5	3.0	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lead	Lead	Lag	Lead		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	Min	Min	None	Min	Min
Walk Time (s)		7.0	7.0		7.0			7.0	7.0		7.0	7.0
Flash Dont Walk (s)		20.0	20.0		20.0			20.0	20.0		20.0	20.0
Pedestrian Calls (#/hr)		10	10		10			10	10		10	10
Act Effct Green (s)	11.8	22.3	22.3	9.7	17.1		7.1	14.4	14.4	7.4	12.2	12.2
Actuated g/C Ratio	0.19	0.36	0.36	0.15	0.27		0.11	0.23	0.23	0.11	0.19	0.19
v/c Ratio	0.69	0.52	0.17	0.28	0.66		0.26	0.19	0.20	0.43	0.37	0.32
Control Delay	42.4	21.7	5.7	29.3	23.8		32.3	22.4	7.2	39.1	24.7	5.0
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	42.4	21.7	5.7	29.3	23.8		32.3	22.4	7.2	39.1	24.7	5.0
LOS	D	C	A	C	C		C	C	A	D	C	A
Approach Delay		24.9			24.8			21.5			18.9	
Approach LOS		C			C			C			B	
Queue Length 50th (ft)	82	111	0	24	103		18	27	0	30	46	0
Queue Length 95th (ft)	#288	222	35	68	209		53	57	32	89	83	23
Internal Link Dist (ft)		35			462			176			420	
Turn Bay Length (ft)				200			200			200		
Base Capacity (vph)	335	1498	750	546	1344		435	1326	646	217	1286	1138
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.69	0.41	0.14	0.26	0.47		0.23	0.12	0.13	0.39	0.20	0.20

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 62.6
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.69
Intersection Signal Delay: 23.2 Intersection LOS: C
Intersection Capacity Utilization 57.6% ICU Level of Service B
Analysis Period (min) 15
* User Entered Value
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 6: Floral & Highland



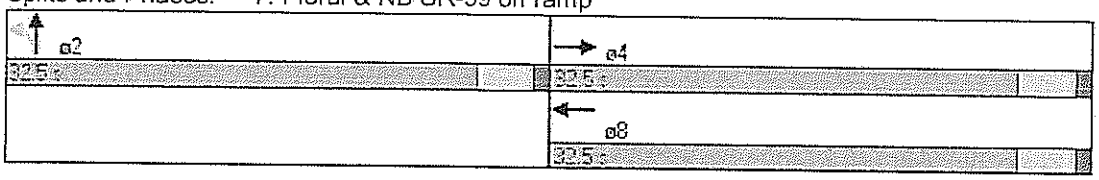
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)		50			50		50	50				
Trailing Detector (ft)		0			0		0	0				
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt								0.964				
Flt Protected								0.965				
Satd. Flow (prot)	0	3539	0	0	3539	0	0	1733	0	0	0	0
Flt Permitted								0.965				
Satd. Flow (perm)	0	3539	0	0	3539	0	0	1733	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)								37				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		542			211			348			181	
Travel Time (s)		9.2			3.6			7.9			4.1	
Volume (vph)	0	663	0	0	591	0	117	0	43	0	0	0
Confl. Peds. (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	721	0	0	642	0	127	0	47	0	0	0
Lane Group Flow (vph)	0	721	0	0	642	0	0	174	0	0	0	0
Turn Type							Perm					
Protected Phases		4			8			2				
Permitted Phases							2					
Detector Phases		4			8		2	2				
Minimum Initial (s)		4.0			4.0		4.0	4.0				
Minimum Split (s)		31.5			31.5		31.5	31.5				
Total Split (s)	0.0	32.5	0.0	0.0	32.5	0.0	32.5	32.5	0.0	0.0	0.0	0.0
Total Split (%)	0.0%	50.0%	0.0%	0.0%	50.0%	0.0%	50.0%	50.0%	0.0%	0.0%	0.0%	0.0%
Maximum Green (s)		28.0			28.0		28.0	28.0				
Yellow Time (s)		3.5			3.5		3.5	3.5				
All-Red Time (s)		1.0			1.0		1.0	1.0				
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0			3.0		3.0	3.0				
Recall Mode		None			None		Min	Min				
Walk Time (s)		7.0			7.0		7.0	7.0				
Flash Dont Walk (s)		20.0			20.0		20.0	20.0				
Pedestrian Calls (#/hr)		10			10		10	10				
Act Effct Green (s)		13.9			13.9			10.6				
Actuated g/C Ratio		0.41			0.41			0.31				
v/c Ratio		0.49			0.44			0.30				
Control Delay		9.2			8.8			9.0				
Queue Delay		0.0			0.0			0.0				
Total Delay		9.2			8.8			9.0				
LOS		A			A			A				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		9.2			8.8			9.0				
Approach LOS		A			A			A				
Queue Length 50th (ft)		33			28			14				
Queue Length 95th (ft)		140			123			65				
Internal Link Dist (ft)		462			131			268			101	
Turn Bay Length (ft)												
Base Capacity (vph)		2148			2148			1008				
Starvation Cap Reductn		0			0			0				
Spillback Cap Reductn		0			0			0				
Storage Cap Reductn		0			0			0				
Reduced v/c Ratio		0.34			0.30			0.17				

Intersection Summary

Area Type: Other
Cycle Length: 65
Actuated Cycle Length: 33.7
Natural Cycle: 65
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.49
Intersection Signal Delay: 9.0 Intersection LOS: A
Intersection Capacity Utilization 34.1% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 7: Floral & NB SR-99 off ramp



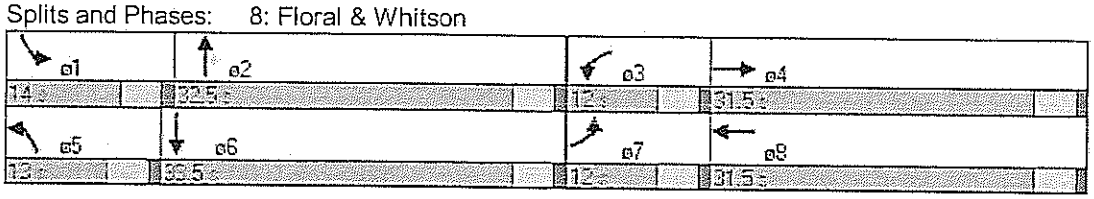
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50	50	50	50	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	0.97	0.95	1.00	1.00	0.95	0.95
Frt		0.958			0.993				0.850		0.985	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3391	0	1770	3514	0	3433	3539	1583	1770	3486	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	3391	0	1770	3514	0	3433	3539	1583	1770	3486	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		67			5				7		14	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1652			984			605			583	
Travel Time (s)		28.2			16.8			10.3			9.9	
Volume (vph)	69	515	203	71	346	17	237	125	6	107	193	21
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	75	560	221	77	376	18	258	136	7	116	210	23
Lane Group Flow (vph)	75	781	0	77	394	0	258	136	7	116	233	0
Turn Type	Prot			Prot			Prot		Perm	Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			
Detector Phases	7	4		3	8		5	2	2	1	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	12.0	31.5		12.0	31.5		12.0	31.5	31.5	12.0	31.5	
Total Split (s)	12.0	31.5	0.0	12.0	31.5	0.0	13.0	32.5	32.5	14.0	33.5	0.0
Total Split (%)	13.3%	35.0%	0.0%	13.3%	35.0%	0.0%	14.4%	36.1%	36.1%	15.6%	37.2%	0.0%
Maximum Green (s)	7.5	27.0		7.5	27.0		8.5	28.0	28.0	9.5	29.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	Min	Min	None	Min	
Walk Time (s)		7.0			7.0			7.0	7.0		7.0	
Flash Dont Walk (s)		20.0			20.0			20.0	20.0		20.0	
Pedestrian Calls (#/hr)		10			10			10	10		10	
Act Effct Green (s)	7.6	18.6		7.6	18.6		9.2	18.6	18.6	8.8	11.9	
Actuated g/C Ratio	0.12	0.32		0.12	0.32		0.16	0.32	0.32	0.14	0.20	
v/c Ratio	0.35	0.70		0.36	0.36		0.48	0.12	0.01	0.47	0.33	
Control Delay	35.9	21.6		36.1	18.2		32.0	21.9	13.7	36.6	22.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	35.9	21.6		36.1	18.2		32.0	21.9	13.7	36.6	22.0	
LOS	D	C		D	B		C	C	B	D	C	
Approach Delay		22.8			21.1			28.3			26.9	
Approach LOS		C			C			C			C	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	26	122		27	58		46	24	0	40	40	
Queue Length 95th (ft)	85	252		87	128		#127	50	10	#126	75	
Internal Link Dist (ft)		1572			904			525			503	
Turn Bay Length (ft)												
Base Capacity (vph)	233	1466		233	1482		575	1546	695	286	1407	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.32	0.53		0.33	0.27		0.45	0.09	0.01	0.41	0.17	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 59
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.70
Intersection Signal Delay: 24.2 Intersection LOS: C
Intersection Capacity Utilization 50.8% ICU Level of Service A
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 8: Floral & Whitson



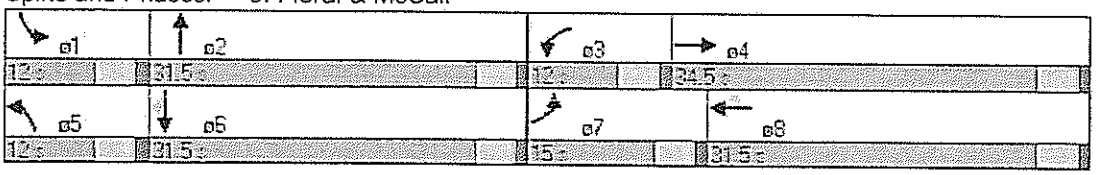
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50	50	50	50		50	50	50
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.975				0.850		0.983				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1816	0	1770	1863	1583	1770	1831	0	1770	1863	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	1816	0	1770	1863	1583	1770	1831	0	1770	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12				64		7				161
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		984			67			531			694	
Travel Time (s)		16.8			1.1			9.1			11.8	
Volume (vph)	182	219	44	21	139	54	57	264	34	40	210	135
Peak Hour Factor	0.92	0.92	0.92	0.84	0.84	0.84	0.89	0.89	0.89	0.84	0.84	0.84
Adj. Flow (vph)	198	238	48	25	165	64	64	297	38	48	250	161
Lane Group Flow (vph)	198	286	0	25	165	64	64	335	0	48	250	161
Turn Type	Prot			Prot		Perm	Prot			Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases						8						6
Detector Phases	7	4		3	8	8	5	2		1	6	6
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	12.0	31.5		12.0	31.5	31.5	12.0	31.5		12.0	31.5	31.5
Total Split (s)	15.0	34.5	0.0	12.0	31.5	31.5	12.0	31.5	0.0	12.0	31.5	31.5
Total Split (%)	16.7%	38.3%	0.0%	13.3%	35.0%	35.0%	13.3%	35.0%	0.0%	13.3%	35.0%	35.0%
Maximum Green (s)	10.5	30.0		7.5	27.0	27.0	7.5	27.0		7.5	27.0	27.0
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None	None	None	Min		None	Min	Min
Walk Time (s)		7.0			7.0	7.0		7.0			7.0	7.0
Flash Dont Walk (s)		20.0			20.0	20.0		20.0			20.0	20.0
Pedestrian Calls (#/hr)		10			10	10		10			10	10
Act Effct Green (s)	11.6	22.0		7.1	12.8	12.8	7.5	20.1		7.4	20.1	20.1
Actuated g/C Ratio	0.19	0.36		0.11	0.20	0.20	0.12	0.33		0.11	0.33	0.33
v/c Ratio	0.58	0.43		0.13	0.43	0.17	0.31	0.55		0.24	0.41	0.25
Control Delay	37.9	19.3		35.3	26.4	7.9	36.1	24.6		35.0	22.7	5.4
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	37.9	19.3		35.3	26.4	7.9	36.1	24.6		35.0	22.7	5.4
LOS	D	B		D	C	A	D	C		C	C	A
Approach Delay		26.9			22.6			26.4			17.9	
Approach LOS		C			C			C			B	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	71	68		9	57	0	22	111		17	81	0
Queue Length 95th (ft)	#241	194		36	114	24	75	242		56	168	35
Internal Link Dist (ft)		904			1			451			614	
Turn Bay Length (ft)												
Base Capacity (vph)	353	843		219	683	621	227	780		226	789	763
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.56	0.34		0.11	0.24	0.10	0.28	0.43		0.21	0.32	0.21

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 60.6
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.58
Intersection Signal Delay: 23.5 Intersection LOS: C
Intersection Capacity Utilization 50.2% ICU Level of Service A
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 9: Floral & McCall



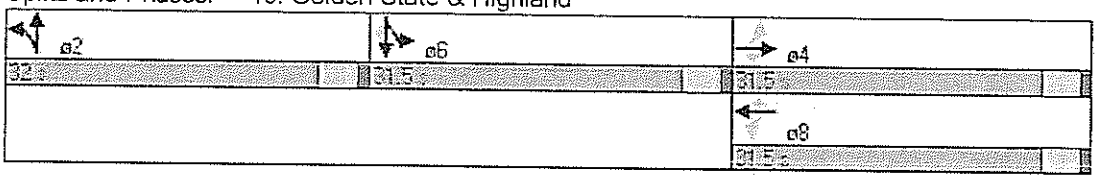
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50	50	50		50	50	50
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.986				0.850
Flt Protected	0.950			0.950			0.950				0.988	
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	1837	0	0	1840	1583
Flt Permitted	0.656			0.598			0.950				0.988	
Satd. Flow (perm)	1222	3539	1583	1114	3539	1583	1770	1837	0	0	1840	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			173			57		5				9
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1169			1352			1070			739	
Travel Time (s)		19.9			23.0			18.2			12.6	
Volume (vph)	16	204	159	30	140	52	105	270	27	66	205	8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	17	222	173	33	152	57	114	293	29	72	223	9
Lane Group Flow (vph)	17	222	173	33	152	57	114	322	0	0	295	9
Turn Type	Perm		Perm	Perm		Perm	Split			Split		Perm
Protected Phases		4			8		2	2		6	6	
Permitted Phases	4		4	8		8						6
Detector Phases	4	4	4	8	8	8	2	2		6	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	31.5	31.5	31.5	31.5	31.5	31.5	31.5	31.5		31.5	31.5	31.5
Total Split (s)	31.5	31.5	31.5	31.5	31.5	31.5	32.0	32.0	0.0	31.5	31.5	31.5
Total Split (%)	33.2%	33.2%	33.2%	33.2%	33.2%	33.2%	33.7%	33.7%	0.0%	33.2%	33.2%	33.2%
Maximum Green (s)	27.0	27.0	27.0	27.0	27.0	27.0	27.5	27.5		27.0	27.0	27.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	Min	Min		Min	Min	Min
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0		7.0	7.0	7.0
Flash Dont Walk (s)	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0		20.0	20.0	20.0
Pedestrian Calls (#/hr)	10	10	10	10	10	10	10	10		10	10	10
Act Effct Green (s)	11.3	11.3	11.3	11.2	11.2	11.2	15.5	15.5			14.9	14.9
Actuated g/C Ratio	0.21	0.21	0.21	0.21	0.21	0.21	0.30	0.30			0.28	0.28
v/c Ratio	0.07	0.30	0.37	0.14	0.21	0.15	0.22	0.59			0.56	0.02
Control Delay	22.1	21.4	7.0	22.9	21.1	8.3	19.3	23.8			24.1	12.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0
Total Delay	22.1	21.4	7.0	22.9	21.1	8.3	19.3	23.8			24.1	12.1
LOS	C	C	A	C	C	A	B	C			C	B
Approach Delay		15.4			18.3			22.6			23.7	
Approach LOS		B			B			C			C	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	4	28	0	8	18	0	24	75			70	0
Queue Length 95th (ft)	24	83	47	38	60	28	95	252			234	11
Internal Link Dist (ft)		1089			1272			990			659	
Turn Bay Length (ft)												
Base Capacity (vph)	500	1449	750	456	1449	682	815	849			833	722
Starvation Cap Reductn	0	0	0	0	0	0	0	0			0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0			0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0			0	0
Reduced v/c Ratio	0.03	0.15	0.23	0.07	0.10	0.08	0.14	0.38			0.35	0.01

Intersection Summary

Area Type: Other
Cycle Length: 95
Actuated Cycle Length: 52.3
Natural Cycle: 95
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.59
Intersection Signal Delay: 20.0 Intersection LOS: B
Intersection Capacity Utilization 52.6% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 10: Golden State & Highland



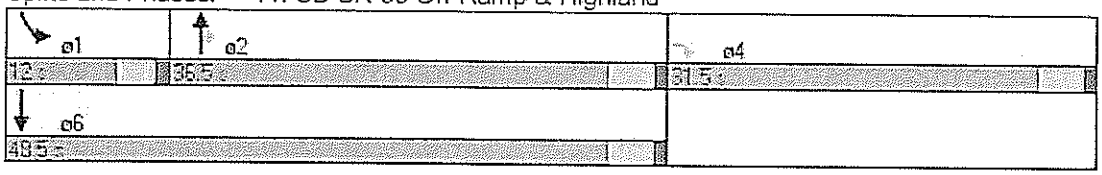
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)			50					50	50	50	50	
Trailing Detector (ft)			0					0	0	0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	1.00	0.88	1.00	1.00	1.00	1.00	*1.00	1.00	1.00	0.95	1.00
Ped Bike Factor			0.97						0.97	1.00		
Frt			0.850						0.850			
Flt Protected										0.950		
Satd. Flow (prot)	0	0	2787	0	0	0	0	1863	1583	1770	3539	0
Flt Permitted										0.950		
Satd. Flow (perm)	0	0	2690	0	0	0	0	1863	1529	1764	3539	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			959						51			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		643			447			103			430	
Travel Time (s)		14.6			10.2			1.8			7.3	
Volume (vph)	0	0	302	0	0	0	0	601	47	130	277	0
Confl. Peds. (#/hr)			10						10	5		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	328	0	0	0	0	653	51	141	301	0
Lane Group Flow (vph)	0	0	328	0	0	0	0	653	51	141	301	0
Turn Type			custom						Perm	Prot		
Protected Phases								2		1	6	
Permitted Phases			4						2			
Detector Phases			4					2	2	1	6	
Minimum Initial (s)			4.0					4.0	4.0	4.0	4.0	
Minimum Split (s)			31.5					31.5	31.5	12.0	31.5	
Total Split (s)	0.0	0.0	31.5	0.0	0.0	0.0	0.0	36.5	36.5	12.0	48.5	0.0
Total Split (%)	0.0%	0.0%	39.4%	0.0%	0.0%	0.0%	0.0%	45.6%	45.6%	15.0%	60.6%	0.0%
Maximum Green (s)			27.0					32.0	32.0	8.0	44.0	
Yellow Time (s)			3.5					3.5	3.5	3.0	3.5	
All-Red Time (s)			1.0					1.0	1.0	1.0	1.0	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)			3.0					3.0	3.0	3.0	3.0	
Recall Mode			None					Min	Min	None	Min	
Walk Time (s)			7.0					7.0	7.0		5.0	
Flash Dont Walk (s)			20.0					20.0	20.0		10.0	
Pedestrian Calls (#/hr)			10					10	10		10	
Act Effct Green (s)			9.3					27.0	27.0	8.0	36.4	
Actuated g/C Ratio			0.17					0.50	0.50	0.14	0.67	
v/c Ratio			0.26					0.70	0.06	0.56	0.13	
Control Delay			0.5					19.0	4.3	36.9	4.4	
Queue Delay			0.0					0.0	0.0	0.0	0.0	
Total Delay			0.5					19.0	4.3	36.9	4.4	
LOS			A					B	A	D	A	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay								17.9			14.8	
Approach LOS								B			B	
Queue Length 50th (ft)			0					140	0	39	9	
Queue Length 95th (ft)			0					#490	20	#165	54	
Internal Link Dist (ft)		563			367			23			350	
Turn Bay Length (ft)												
Base Capacity (vph)			1633					1033	870	260	2547	
Starvation Cap Reductn			0					0	0	0	0	
Spillback Cap Reductn			0					0	0	0	0	
Storage Cap Reductn			0					0	0	0	0	
Reduced v/c Ratio			0.20					0.63	0.06	0.54	0.12	

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 54.1
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.70
Intersection Signal Delay: 13.1 Intersection LOS: B
Intersection Capacity Utilization 45.5% ICU Level of Service A
Analysis Period (min) 15
* User Entered Value
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 11: SB-SR-99 Off Ramp & Highland



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	1	96	1	9	65	15	2	3	20	27	8	1
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.89	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	1	109	1	10	74	17	2	3	23	31	9	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	91			110			220	223	110	239	215	82
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	91			110			220	223	110	239	215	82
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			99			100	99	98	96	99	100
cM capacity (veh/h)	1504			1480			723	670	944	691	677	977

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	111	101	28	41
Volume Left	1	10	2	31
Volume Right	1	17	23	1
cSH	1504	1480	879	694
Volume to Capacity	0.00	0.01	0.03	0.06
Queue Length 95th (ft)	0	1	2	5
Control Delay (s)	0.1	0.8	9.2	10.5
Lane LOS	A	A	A	B
Approach Delay (s)	0.1	0.8	9.2	10.5
Approach LOS			A	B

Intersection Summary			
Average Delay	2.8		
Intersection Capacity Utilization	25.7%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	38	105	65	217	134	24
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	41	114	71	236	146	26
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	307				385	189
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	307				385	189
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	97				76	97
cM capacity (veh/h)	1254				597	853

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	155	307	172
Volume Left	41	0	146
Volume Right	0	236	26
cSH	1254	1700	626
Volume to Capacity	0.03	0.18	0.27
Queue Length 95th (ft)	3	0	28
Control Delay (s)	2.3	0.0	12.9
Lane LOS	A		B
Approach Delay (s)	2.3	0.0	12.9
Approach LOS			B

Intersection Summary			
Average Delay	4.1		
Intersection Capacity Utilization	43.3%	ICU Level of Service	A
Analysis Period (min)	15		

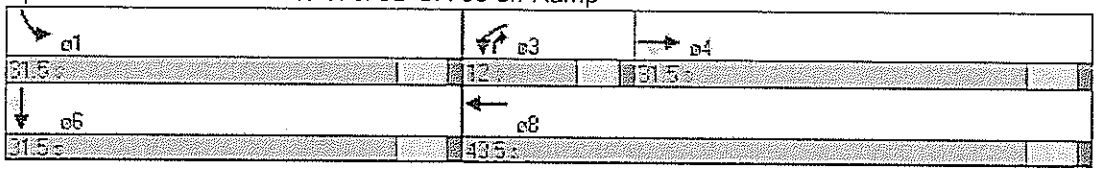
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)		50	50	50	50				50	50	50	50
Trailing Detector (ft)		0	0	0	0				0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	*0.75	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Ped Bike Factor			0.97							0.99		0.98
Frt			0.850						0.865			0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	2794	1583	1770	3539	0	0	0	1611	3433	1863	1583
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	0	2794	1530	1770	3539	0	0	0	1611	3405	1863	1551
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			32						317			156
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		337			399			379			851	
Travel Time (s)		5.7			6.8			8.6			19.3	
Volume (vph)	0	432	27	45	499	0	0	0	40	176	31	125
Confl. Peds. (#/hr)			10							10		10
Peak Hour Factor	0.85	0.85	0.85	0.88	0.88	0.88	0.88	0.88	0.88	0.80	0.80	0.80
Adj. Flow (vph)	0	508	32	51	567	0	0	0	45	220	39	156
Lane Group Flow (vph)	0	508	32	51	567	0	0	0	45	220	39	156
Turn Type			Perm	Prot					Over	Prot		Perm
Protected Phases		4		3	8				3	1	6	
Permitted Phases			4									6
Detector Phases		4	4	3	8				3	1	6	6
Minimum Initial (s)		4.0	4.0	4.0	4.0				4.0	4.0	4.0	4.0
Minimum Split (s)		31.5	31.5	12.0	31.5				12.0	12.0	31.5	31.5
Total Split (s)	0.0	31.5	31.5	12.0	43.5	0.0	0.0	0.0	12.0	31.5	31.5	31.5
Total Split (%)	0.0%	42.0%	42.0%	16.0%	58.0%	0.0%	0.0%	0.0%	16.0%	42.0%	42.0%	42.0%
Maximum Green (s)		27.0	27.0	8.0	39.0				8.0	27.0	27.0	27.0
Yellow Time (s)		3.5	3.5	3.0	3.5				3.0	3.5	3.5	3.5
All-Red Time (s)		1.0	1.0	1.0	1.0				1.0	1.0	1.0	1.0
Lead/Lag		Lag	Lag	Lead					Lead			
Lead-Lag Optimize?		Yes	Yes	Yes					Yes			
Vehicle Extension (s)		3.0	3.0	3.0	3.0				3.0	3.0	3.0	3.0
Recall Mode		None	None	None	None				None	None	Min	Min
Walk Time (s)		7.0	7.0		7.0						7.0	7.0
Flash Dont Walk (s)		20.0	20.0		20.0						20.0	20.0
Pedestrian Calls (#/hr)		10	10		10						10	10
Act Effct Green (s)		14.5	14.5	7.0	20.1				7.0	10.9	11.1	11.1
Actuated g/C Ratio		0.35	0.35	0.16	0.49				0.16	0.25	0.27	0.27
v/c Ratio		0.51	0.06	0.18	0.33				0.09	0.25	0.08	0.29
Control Delay		14.3	6.0	23.9	6.8				0.3	14.6	14.7	5.0
Queue Delay		0.0	0.0	0.0	0.0				0.0	0.0	0.0	0.0
Total Delay		14.3	6.0	23.9	6.8				0.3	14.6	14.7	5.0
LOS		B	A	C	A				A	B	B	A

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		13.8			8.2						11.0	
Approach LOS		B			A						B	
Queue Length 50th (ft)		60	0	10	25				0	21	7	0
Queue Length 95th (ft)		162	15	53	100				0	51	27	25
Internal Link Dist (ft)		257			319			299			771	
Turn Bay Length (ft)												
Base Capacity (vph)		1493	833	333	2402				560	1654	943	862
Starvation Cap Reductn		0	0	0	0				0	0	0	0
Spillback Cap Reductn		0	0	0	0				0	0	0	0
Storage Cap Reductn		0	0	0	0				0	0	0	0
Reduced v/c Ratio		0.34	0.04	0.15	0.24				0.08	0.13	0.04	0.18

Intersection Summary

Area Type: Other
Cycle Length: 75
Actuated Cycle Length: 41
Natural Cycle: 75
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.51
Intersection Signal Delay: 10.6 Intersection LOS: B
Intersection Capacity Utilization 37.0% ICU Level of Service A
Analysis Period (min) 15
* User Entered Value

Splits and Phases: 5: Floral & SB-SR-99 off Ramp



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	200		0	200		0	200		0
Storage Lanes	1		1	2		0	2		1	1		2
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50		50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	*0.90	1.00	0.97	0.95	0.95	0.97	0.95	1.00	1.00	0.95	0.88
Ped Bike Factor	1.00		0.98		1.00					0.99		0.98
Frt			0.850		0.985				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3353	1583	3433	3479	0	3433	3539	1583	1770	3539	2787
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1764	3353	1549	3433	3479	0	3433	3539	1583	1755	3539	2726
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			113		13				73			190
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		115			542			256			500	
Travel Time (s)		2.0			9.2			4.4			8.5	
Volume (vph)	105	478	96	101	662	72	60	98	61	18	183	163
Confl. Peds. (#/hr)	10		10			10				10		10
Peak Hour Factor	0.85	0.85	0.85	0.86	0.86	0.86	0.84	0.84	0.84	0.86	0.86	0.86
Adj. Flow (vph)	124	562	113	117	770	84	71	117	73	21	213	190
Lane Group Flow (vph)	124	562	113	117	854	0	71	117	73	21	213	190
Turn Type	Prot		Perm	Prot			Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4						2			6
Detector Phases	7	4	4	3	8		5	2	2	1	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	12.0	31.5	31.5	12.0	31.5		12.0	31.5	31.5	12.0	31.5	31.5
Total Split (s)	14.0	34.5	34.5	12.0	32.5	0.0	12.0	31.5	31.5	12.0	31.5	31.5
Total Split (%)	15.6%	38.3%	38.3%	13.3%	36.1%	0.0%	13.3%	35.0%	35.0%	13.3%	35.0%	35.0%
Maximum Green (s)	10.0	30.0	30.0	8.0	28.0		8.0	27.0	27.0	8.0	27.0	27.0
Yellow Time (s)	3.0	3.5	3.5	3.0	3.5		3.0	3.5	3.5	3.0	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lead	Lead	Lag	Lead		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	Min	Min	None	Min	Min
Walk Time (s)		7.0	7.0		7.0			7.0	7.0		7.0	7.0
Flash Dont Walk (s)		20.0	20.0		20.0			20.0	20.0		20.0	20.0
Pedestrian Calls (#/hr)		10	10		10			10	10		10	10
Act Effct Green (s)	9.1	21.5	21.5	10.7	20.3		7.2	16.1	16.1	7.0	12.3	12.3
Actuated g/C Ratio	0.15	0.37	0.37	0.17	0.35		0.12	0.28	0.28	0.11	0.21	0.21
v/c Ratio	0.46	0.45	0.17	0.20	0.69		0.18	0.12	0.15	0.11	0.28	0.26
Control Delay	36.5	19.9	5.8	27.6	21.9		32.5	18.8	6.6	37.2	23.9	5.3
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0

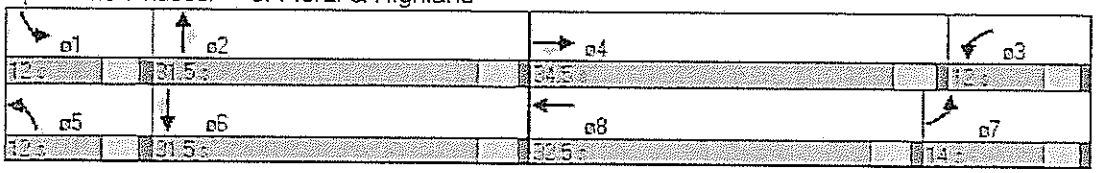
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	36.5	19.9	5.8	27.6	21.9		32.5	18.8	6.6	37.2	23.9	5.3
LOS	D	B	A	C	C		C	B	A	D	C	A
Approach Delay		20.4			22.6			19.1			16.2	
Approach LOS		C			C			B			B	
Queue Length 50th (ft)	44	106	0	18	147		13	16	0	8	40	0
Queue Length 95th (ft)	#126	188	32	55	278		38	42	26	32	71	22
Internal Link Dist (ft)		35			462			176			420	
Turn Bay Length (ft)				200			200			200		
Base Capacity (vph)	322	1639	815	658	1604		483	1506	715	238	1436	1219
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.39	0.34	0.14	0.18	0.53		0.15	0.08	0.10	0.09	0.15	0.16

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 57.7
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.69
Intersection Signal Delay: 20.4 Intersection LOS: C
Intersection Capacity Utilization 53.7% ICU Level of Service A
Analysis Period (min) 15

* User Entered Value
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 6: Floral & Highland



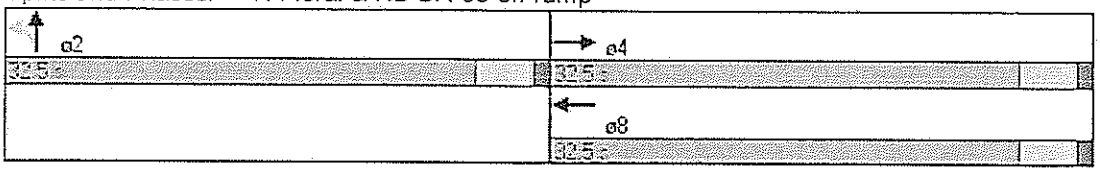
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑			↕				
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)		50			50		50	50				
Trailing Detector (ft)		0			0		0	0				
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt								0.969				
Flt Protected								0.963				
Satd. Flow (prot)	0	3539	0	0	3539	0	0	1738	0	0	0	0
Flt Permitted								0.963				
Satd. Flow (perm)	0	3539	0	0	3539	0	0	1738	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)								30				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		542			211			348			181	
Travel Time (s)		9.2			3.6			7.9			4.1	
Volume (vph)	0	478	0	0	714	0	104	0	31	0	0	0
Confl. Peds. (#/hr)												
Peak Hour Factor	0.88	0.88	0.88	0.92	0.92	0.92	0.80	0.80	0.80	0.92	0.92	0.92
Adj. Flow (vph)	0	543	0	0	776	0	130	0	39	0	0	0
Lane Group Flow (vph)	0	543	0	0	776	0	0	169	0	0	0	0
Turn Type							Perm					
Protected Phases		4			8			2				
Permitted Phases							2					
Detector Phases		4			8		2	2				
Minimum Initial (s)		4.0			4.0		4.0	4.0				
Minimum Split (s)		31.5			31.5		31.5	31.5				
Total Split (s)	0.0	32.5	0.0	0.0	32.5	0.0	32.5	32.5	0.0	0.0	0.0	0.0
Total Split (%)	0.0%	50.0%	0.0%	0.0%	50.0%	0.0%	50.0%	50.0%	0.0%	0.0%	0.0%	0.0%
Maximum Green (s)		28.0			28.0		28.0	28.0				
Yellow Time (s)		3.5			3.5		3.5	3.5				
All-Red Time (s)		1.0			1.0		1.0	1.0				
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0			3.0		3.0	3.0				
Recall Mode		None			None		Min	Min				
Walk Time (s)		7.0			7.0		7.0	7.0				
Flash Dont Walk (s)		20.0			20.0		20.0	20.0				
Pedestrian Calls (#/hr)		10			10		10	10				
Act Effct Green (s)		14.7			14.7			10.7				
Actuated g/C Ratio		0.43			0.43			0.31				
v/c Ratio		0.36			0.51			0.30				
Control Delay		8.1			9.3			9.6				
Queue Delay		0.0			0.0			0.0				
Total Delay		8.1			9.3			9.6				
LOS		A			A			A				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		8.1			9.3			9.6				
Approach LOS		A			A			A				
Queue Length 50th (ft)		23			36			15				
Queue Length 95th (ft)		100			152			56				
Internal Link Dist (ft)		462			131			268			101	
Turn Bay Length (ft)												
Base Capacity (vph)		2145			2145			992				
Starvation Cap Reductn		0			0			0				
Spillback Cap Reductn		0			0			0				
Storage Cap Reductn		0			0			0				
Reduced v/c Ratio		0.25			0.36			0.17				

Intersection Summary

Area Type: Other
Cycle Length: 65
Actuated Cycle Length: 34.5
Natural Cycle: 65
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.51
Intersection Signal Delay: 8.9 Intersection LOS: A
Intersection Capacity Utilization 34.1% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 7: Floral & NB SR-99 off ramp



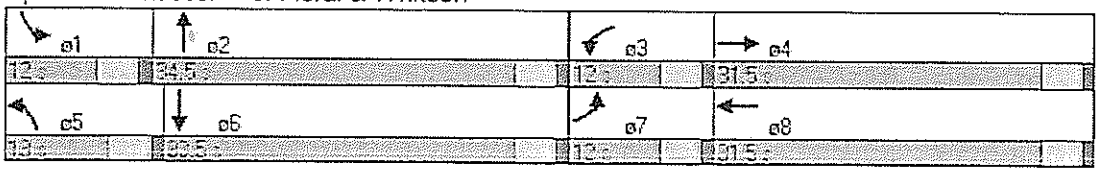
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50	50	50	50	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	0.97	0.95	1.00	1.00	0.95	0.95
Frt		0.970			0.996				0.850		0.976	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3433	0	1770	3525	0	3433	3539	1583	1770	3454	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	3433	0	1770	3525	0	3433	3539	1583	1770	3454	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		36			3				8		24	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1652			984			605			583	
Travel Time (s)		28.2			16.8			10.3			9.9	
Volume (vph)	35	384	97	34	581	15	158	80	7	43	99	19
Peak Hour Factor	0.80	0.80	0.80	0.92	0.92	0.92	0.90	0.90	0.90	0.80	0.80	0.80
Adj. Flow (vph)	44	480	121	37	632	16	176	89	8	54	124	24
Lane Group Flow (vph)	44	601	0	37	648	0	176	89	8	54	148	0
Turn Type	Prot			Prot			Prot		Perm	Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			
Detector Phases	7	4		3	8		5	2	2	1	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	12.0	31.5		12.0	31.5		12.0	31.5	31.5	12.0	31.5	
Total Split (s)	12.0	31.5	0.0	12.0	31.5	0.0	13.0	34.5	34.5	12.0	33.5	0.0
Total Split (%)	13.3%	35.0%	0.0%	13.3%	35.0%	0.0%	14.4%	38.3%	38.3%	13.3%	37.2%	0.0%
Maximum Green (s)	7.5	27.0		7.5	27.0		8.5	30.0	30.0	7.5	29.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	Min	Min	None	Min	
Walk Time (s)		7.0			7.0			7.0	7.0		7.0	
Flash Dont Walk (s)		20.0			20.0			20.0	20.0		20.0	
Pedestrian Calls (#/hr)		10			10			10	10		10	
Act Effct Green (s)	7.6	16.1		7.5	16.1		8.5	17.0	17.0	7.6	10.9	
Actuated g/C Ratio	0.14	0.32		0.13	0.32		0.16	0.34	0.34	0.14	0.22	
v/c Ratio	0.18	0.53		0.16	0.57		0.31	0.07	0.01	0.22	0.19	
Control Delay	30.8	17.2		30.6	18.5		26.5	16.8	12.3	31.2	17.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	30.8	17.2		30.6	18.5		26.5	16.8	12.3	31.2	17.6	
LOS	C	B		C	B		C	B	B	C	B	
Approach Delay		18.1			19.2			22.9			21.2	
Approach LOS		B			B			C			C	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	9	52		7	61		18	5	0	11	13	
Queue Length 95th (ft)	49	161		49	213		80	34	10	57	41	
Internal Link Dist (ft)		1572			904			525			503	
Turn Bay Length (ft)												
Base Capacity (vph)	274	1661		274	1688		656	1821	818	274	1604	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.16	0.36		0.14	0.38		0.27	0.05	0.01	0.20	0.09	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 49.7
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.57
Intersection Signal Delay: 19.6 Intersection LOS: B
Intersection Capacity Utilization 41.0% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 8: Floral & Whitson



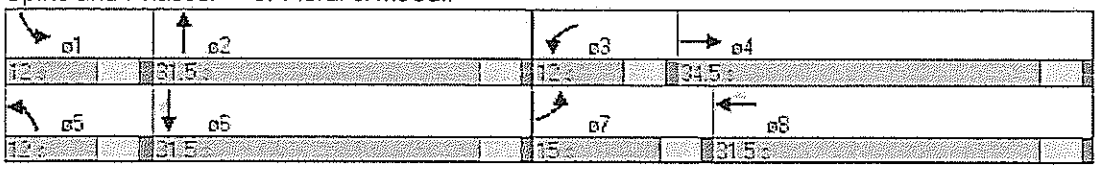
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50	50	50	50		50	50	50
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.980				0.850		0.986				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1825	0	1770	1863	1583	1770	1837	0	1770	1863	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	1825	0	1770	1863	1583	1770	1837	0	1770	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9				128		6				249
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		984			67			531			694	
Travel Time (s)		16.8			1.1			9.1			11.8	
Volume (vph)	128	250	38	53	354	102	80	237	25	84	301	199
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Adj. Flow (vph)	160	312	48	66	442	128	100	296	31	105	376	249
Lane Group Flow (vph)	160	360	0	66	442	128	100	327	0	105	376	249
Turn Type	Prot			Prot		Perm	Prot			Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases						8						6
Detector Phases	7	4		3	8	8	5	2		1	6	6
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	12.0	31.5		12.0	31.5	31.5	12.0	31.5		12.0	31.5	31.5
Total Split (s)	15.0	34.5	0.0	12.0	31.5	31.5	12.0	31.5	0.0	12.0	31.5	31.5
Total Split (%)	16.7%	38.3%	0.0%	13.3%	35.0%	35.0%	13.3%	35.0%	0.0%	13.3%	35.0%	35.0%
Maximum Green (s)	10.5	30.0		7.5	27.0	27.0	7.5	27.0		7.5	27.0	27.0
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None	None	None	Min		None	Min	Min
Walk Time (s)		7.0			7.0	7.0		7.0			7.0	7.0
Flash Dont Walk (s)		20.0			20.0	20.0		20.0			20.0	20.0
Pedestrian Calls (#/hr)		10			10	10		10			10	10
Act Effct Green (s)	10.6	26.8		8.2	22.3	22.3	8.4	20.5		8.4	20.5	20.5
Actuated g/C Ratio	0.14	0.37		0.11	0.31	0.31	0.11	0.29		0.11	0.29	0.29
v/c Ratio	0.63	0.52		0.35	0.76	0.22	0.50	0.62		0.52	0.71	0.39
Control Delay	48.7	23.7		43.3	36.0	5.8	47.6	30.7		48.8	34.2	5.5
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	48.7	23.7		43.3	36.0	5.8	47.6	30.7		48.8	34.2	5.5
LOS	D	C		D	D	A	D	C		D	C	A
Approach Delay		31.4			30.7			34.7			26.5	
Approach LOS		C			C			C			C	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	80	146		33	206	0	50	147		53	178	0
Queue Length 95th (ft)	#150	214		69	290	28	#101	205		#109	241	34
Internal Link Dist (ft)		904			1			451			614	
Turn Bay Length (ft)												
Base Capacity (vph)	287	803		209	715	687	215	694		215	700	751
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.56	0.45		0.32	0.62	0.19	0.47	0.47		0.49	0.54	0.33

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 71.8
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.76
Intersection Signal Delay: 30.3 Intersection LOS: C
Intersection Capacity Utilization 59.3% ICU Level of Service B
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 9: Floral & McCall



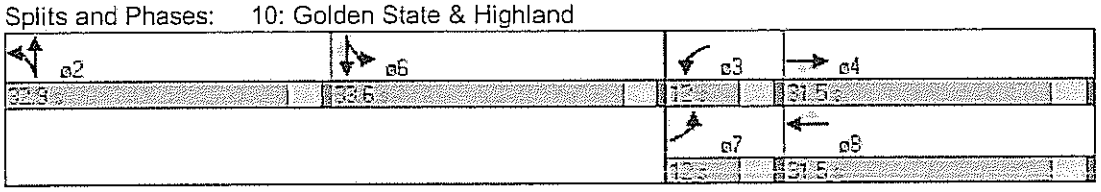
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50	50	50		50	50	50
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.969				0.850
Flt Protected	0.950			0.950			0.950				0.992	
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	1805	0	0	1848	1583
Flt Permitted	0.950			0.950			0.950				0.992	
Satd. Flow (perm)	1770	3539	1583	1770	3539	1583	1770	1805	0	0	1848	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			91			34		12				14
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1169			1352			1070			739	
Travel Time (s)		19.9			23.0			18.2			12.6	
Volume (vph)	5	108	80	10	153	30	117	110	29	43	233	12
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.89	0.88	0.88
Adj. Flow (vph)	6	123	91	11	174	34	133	125	33	48	265	14
Lane Group Flow (vph)	6	123	91	11	174	34	133	158	0	0	313	14
Turn Type	Prot		Perm	Prot		Perm	Split			Split		Perm
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases			4			8						6
Detector Phases	7	4	4	3	8	8	2	2		6	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	12.0	31.5	31.5	12.0	31.5	31.5	31.5	31.5		31.5	31.5	31.5
Total Split (s)	12.0	31.5	31.5	12.0	31.5	31.5	32.9	32.9	0.0	33.6	33.6	33.6
Total Split (%)	10.9%	28.6%	28.6%	10.9%	28.6%	28.6%	29.9%	29.9%	0.0%	30.5%	30.5%	30.5%
Maximum Green (s)	7.5	27.0	27.0	7.5	27.0	27.0	28.4	28.4		29.1	29.1	29.1
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	Min	Min		Min	Min	Min
Walk Time (s)		7.0	7.0		7.0	7.0	7.0	7.0		7.0	7.0	7.0
Flash Dont Walk (s)		20.0	20.0		20.0	20.0	20.0	20.0		20.0	20.0	20.0
Pedestrian Calls (#/hr)		10	10		10	10	10	10		10	10	10
Act Effct Green (s)	7.3	10.8	10.8	7.5	10.8	10.8	12.2	12.2			15.4	15.4
Actuated g/C Ratio	0.12	0.20	0.20	0.13	0.20	0.20	0.24	0.24			0.30	0.30
v/c Ratio	0.03	0.17	0.23	0.05	0.24	0.10	0.31	0.36			0.56	0.03
Control Delay	35.8	21.6	8.2	35.1	21.5	10.4	23.4	22.3			23.7	11.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0
Total Delay	35.8	21.6	8.2	35.1	21.5	10.4	23.4	22.3			23.7	11.7
LOS	D	C	A	D	C	B	C	C			C	B
Approach Delay		16.4			20.5			22.8			23.2	
Approach LOS		B			C			C			C	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	1	13	0	2	18	0	26	29			60	0
Queue Length 95th (ft)	18	58	37	25	77	23	126	139			278	15
Internal Link Dist (ft)		1089			1272			990			659	
Turn Bay Length (ft)												
Base Capacity (vph)	271	1504	726	271	1508	694	826	849			911	788
Starvation Cap Reductn	0	0	0	0	0	0	0	0			0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0			0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0			0	0
Reduced v/c Ratio	0.02	0.08	0.13	0.04	0.12	0.05	0.16	0.19			0.34	0.02

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 51
Natural Cycle: 110
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.56
Intersection Signal Delay: 21.1 Intersection LOS: C
Intersection Capacity Utilization 39.4% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 10: Golden State & Highland



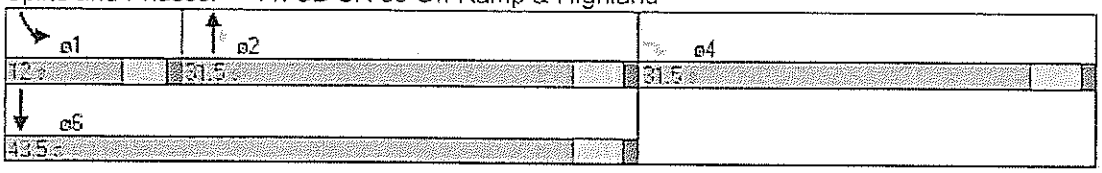
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)			50					50	50	50	50	
Trailing Detector (ft)			0					0	0	0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	1.00	0.88	1.00	1.00	1.00	1.00	*1.00	1.00	1.00	0.95	1.00
Ped Bike Factor			0.97						0.97	1.00		
Frt			0.850						0.850			
Flt Protected										0.950		
Satd. Flow (prot)	0	0	2787	0	0	0	0	1863	1583	1770	3539	0
Flt Permitted										0.950		
Satd. Flow (perm)	0	0	2693	0	0	0	0	1863	1530	1764	3539	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			1048						20			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		643			447			103			430	
Travel Time (s)		14.6			10.2			1.8			7.3	
Volume (vph)	0	0	264	0	0	0	0	553	18	133	224	0
Confl. Peds. (#/hr)			10						10	5		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.90	0.90	0.90
Adj. Flow (vph)	0	0	287	0	0	0	0	601	20	148	249	0
Lane Group Flow (vph)	0	0	287	0	0	0	0	601	20	148	249	0
Turn Type			custom						Perm	Prot		
Protected Phases								2		1	6	
Permitted Phases			4						2			
Detector Phases			4					2	2	1	6	
Minimum Initial (s)			4.0					4.0	4.0	4.0	4.0	
Minimum Split (s)			31.5					31.5	31.5	12.0	31.5	
Total Split (s)	0.0	0.0	31.5	0.0	0.0	0.0	0.0	31.5	31.5	12.0	43.5	0.0
Total Split (%)	0.0%	0.0%	42.0%	0.0%	0.0%	0.0%	0.0%	42.0%	42.0%	16.0%	58.0%	0.0%
Maximum Green (s)			27.0					27.0	27.0	8.0	39.0	
Yellow Time (s)			3.5					3.5	3.5	3.0	3.5	
All-Red Time (s)			1.0					1.0	1.0	1.0	1.0	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)			3.0					3.0	3.0	3.0	3.0	
Recall Mode			None					Min	Min	None	Min	
Walk Time (s)			7.0					7.0	7.0		5.0	
Flash Dont Walk (s)			20.0					20.0	20.0		10.0	
Pedestrian Calls (#/hr)			10					10	10		10	
Act Effct Green (s)			9.3					25.9	25.9	8.0	35.5	
Actuated g/C Ratio			0.18					0.49	0.49	0.14	0.67	
v/c Ratio			0.21					0.66	0.03	0.58	0.11	
Control Delay			0.4					18.6	6.3	36.0	4.6	
Queue Delay			0.0					0.0	0.0	0.0	0.0	
Total Delay			0.4					18.6	6.3	36.0	4.6	
LOS			A					B	A	D	A	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay								18.2			16.3	
Approach LOS								B			B	
Queue Length 50th (ft)			0					123	0	39	7	
Queue Length 95th (ft)			0					#445	13	#161	46	
Internal Link Dist (ft)		563			367			23			350	
Turn Bay Length (ft)												
Base Capacity (vph)			1694					965	802	263	2463	
Starvation Cap Reductn			0					0	0	0	0	
Spillback Cap Reductn			0					0	0	0	0	
Storage Cap Reductn			0					0	0	0	0	
Reduced v/c Ratio			0.17					0.62	0.02	0.56	0.10	

Intersection Summary

Area Type: Other
Cycle Length: 75
Actuated Cycle Length: 53.1
Natural Cycle: 75
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.66
Intersection Signal Delay: 13.7 Intersection LOS: B
Intersection Capacity Utilization 43.1% ICU Level of Service A
Analysis Period (min) 15
* User Entered Value
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

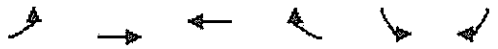
Splits and Phases: 11: SB-SR-99 Off Ramp & Highland



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	1	156	5	23	168	55	7	6	23	48	11	2
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.89	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	1	177	6	26	191	62	8	7	26	55	12	2
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)					445							
pX, platoon unblocked												
vC, conflicting volume	253			183			465	488	180	486	460	222
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	253			183			465	488	180	486	460	222
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			98			98	99	97	88	97	100
cM capacity (veh/h)	1312			1392			489	471	863	464	488	817

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	184	280	41	69
Volume Left	1	26	8	55
Volume Right	6	62	26	2
cSH	1312	1392	671	475
Volume to Capacity	0.00	0.02	0.06	0.15
Queue Length 95th (ft)	0	1	5	13
Control Delay (s)	0.1	0.9	10.7	13.9
Lane LOS	A	A	B	B
Approach Delay (s)	0.1	0.9	10.7	13.9
Approach LOS			B	B

Intersection Summary			
Average Delay	2.9		
Intersection Capacity Utilization	42.1%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	72	155	164	409	465	82
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	78	168	178	445	505	89
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	623				726	401
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	623				726	401
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	92				0	86
cM capacity (veh/h)	958				360	649

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	247	623	595
Volume Left	78	0	505
Volume Right	0	445	89
cSH	958	1700	386
Volume to Capacity	0.08	0.37	1.54
Queue Length 95th (ft)	7	0	823
Control Delay (s)	3.4	0.0	282.5
Lane LOS	A		F
Approach Delay (s)	3.4	0.0	282.5
Approach LOS			F

Intersection Summary			
Average Delay	115.3		
Intersection Capacity Utilization	86.7%	ICU Level of Service	E
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↱	↰	↑↑				↱	↰↰	↑	↱
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)		50	50	50	50				50	50	50	50
Trailing Detector (ft)		0	0	0	0				0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	*0.75	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Ped Bike Factor			0.96							0.99		0.98
Frt			0.850						0.865			0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	2794	1583	1770	3539	0	0	0	1611	3433	1863	1583
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	0	2794	1523	1770	3539	0	0	0	1611	3396	1863	1547
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			72						108			109
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		337			399			379			851	
Travel Time (s)		5.7			6.8			8.6			19.3	
Volume (vph)	0	1353	77	117	1033	0	0	0	140	249	83	231
Confl. Peds. (#/hr)			10							10		10
Peak Hour Factor	0.91	0.91	0.91	0.92	0.92	0.92	0.88	0.88	0.88	0.92	0.92	0.92
Adj. Flow (vph)	0	1487	85	127	1123	0	0	0	159	271	90	251
Lane Group Flow (vph)	0	1487	85	127	1123	0	0	0	159	271	90	251
Turn Type			Perm	Prot					Over	Prot		Perm
Protected Phases		4		3	8				3	1	6	
Permitted Phases			4									6
Detector Phases		4	4	3	8				3	1	6	6
Minimum Initial (s)		4.0	4.0	4.0	4.0				4.0	4.0	4.0	4.0
Minimum Split (s)		31.5	31.5	12.0	31.5				12.0	12.0	31.5	31.5
Total Split (s)	0.0	56.5	56.5	12.0	68.5	0.0	0.0	0.0	12.0	31.5	31.5	31.5
Total Split (%)	0.0%	56.5%	56.5%	12.0%	68.5%	0.0%	0.0%	0.0%	12.0%	31.5%	31.5%	31.5%
Maximum Green (s)		52.0	52.0	8.0	64.0				8.0	27.0	27.0	27.0
Yellow Time (s)		3.5	3.5	3.0	3.5				3.0	3.5	3.5	3.5
All-Red Time (s)		1.0	1.0	1.0	1.0				1.0	1.0	1.0	1.0
Lead/Lag		Lag	Lag	Lead					Lead			
Lead-Lag Optimize?		Yes	Yes	Yes					Yes			
Vehicle Extension (s)		3.0	3.0	3.0	3.0				3.0	3.0	3.0	3.0
Recall Mode		None	None	None	None				None	None	Min	Min
Walk Time (s)		7.0	7.0		7.0						7.0	7.0
Flash Dont Walk (s)		20.0	20.0		20.0						20.0	20.0
Pedestrian Calls (#/hr)		10	10		10						10	10
Act Effct Green (s)		52.8	52.8	8.0	64.9				8.0	15.5	15.5	15.5
Actuated g/C Ratio		0.60	0.60	0.09	0.73				0.09	0.18	0.18	0.18
v/c Ratio		0.89	0.09	0.79	0.43				0.65	0.45	0.28	0.70
Control Delay		25.3	3.7	74.2	6.1				29.3	34.4	32.7	29.1
Queue Delay		0.0	0.0	0.0	0.0				0.0	0.0	0.0	0.0
Total Delay		25.3	3.7	74.2	6.1				29.3	34.4	32.7	29.1
LOS		C	A	E	A				C	C	C	C

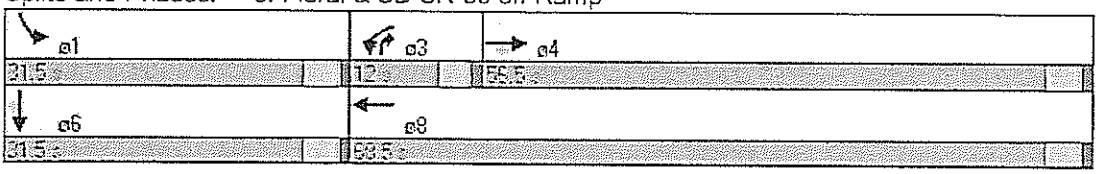
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		24.2			13.0						32.0	
Approach LOS		C			B						C	
Queue Length 50th (ft)		416	3	69	97				27	70	44	73
Queue Length 95th (ft)		#842	26	#191	224				#112	104	84	150
Internal Link Dist (ft)		257			319			299			771	
Turn Bay Length (ft)												
Base Capacity (vph)		1668	939	161	2596				245	944	512	504
Starvation Cap Reductn		0	0	0	0				0	0	0	0
Spillback Cap Reductn		0	0	0	0				0	0	0	0
Storage Cap Reductn		0	0	0	0				0	0	0	0
Reduced v/c Ratio		0.89	0.09	0.79	0.43				0.65	0.29	0.18	0.50

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 88.4
Natural Cycle: 100
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.89
Intersection Signal Delay: 21.8 Intersection LOS: C
Intersection Capacity Utilization 63.4% ICU Level of Service B
Analysis Period (min) 15

* User Entered Value
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 5: Floral & SB-SR-99 off Ramp



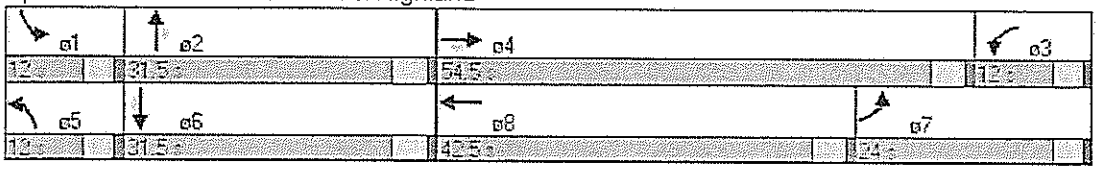
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	200		0	200		0	200		0
Storage Lanes	1		1	2		0	2		1	1		2
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50		50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	*0.90	1.00	0.97	0.95	0.95	0.97	0.95	1.00	1.00	0.95	0.88
Ped Bike Factor	1.00		0.98		1.00					0.99		0.98
Frt			0.850		0.985				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3353	1583	3433	3478	0	3433	3539	1583	1770	3539	2787
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1766	3353	1545	3433	3478	0	3433	3539	1583	1752	3539	2720
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			251		12				85			318
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		115			542			256			500	
Travel Time (s)		2.0			9.2			4.4			8.5	
Volume (vph)	295	1250	262	132	1000	112	146	144	78	72	219	270
Confl. Peds. (#/hr)	10		10			10				10		10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.85	0.85	0.85
Adj. Flow (vph)	321	1359	285	143	1087	122	159	157	85	85	258	318
Lane Group Flow (vph)	321	1359	285	143	1209	0	159	157	85	85	258	318
Turn Type	Prot		Perm	Prot			Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4						2			6
Detector Phases	7	4	4	3	8		5	2	2	1	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	12.0	31.5	31.5	12.0	31.5		12.0	31.5	31.5	12.0	31.5	31.5
Total Split (s)	24.0	54.5	54.5	12.0	42.5	0.0	12.0	31.5	31.5	12.0	31.5	31.5
Total Split (%)	21.8%	49.5%	49.5%	10.9%	38.6%	0.0%	10.9%	28.6%	28.6%	10.9%	28.6%	28.6%
Maximum Green (s)	20.0	50.0	50.0	8.0	38.0		8.0	27.0	27.0	8.0	27.0	27.0
Yellow Time (s)	3.0	3.5	3.5	3.0	3.5		3.0	3.5	3.5	3.0	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lead	Lead	Lag	Lead		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	Min	Min	None	Min	Min
Walk Time (s)		7.0	7.0		7.0			7.0	7.0		7.0	7.0
Flash Dont Walk (s)		20.0	20.0		20.0			20.0	20.0		20.0	20.0
Pedestrian Calls (#/hr)		10	10		10			10	10		10	10
Act Effct Green (s)	20.1	44.7	44.7	13.6	38.2		7.8	17.1	17.1	7.7	14.7	14.7
Actuated g/C Ratio	0.21	0.46	0.46	0.14	0.39		0.08	0.18	0.18	0.08	0.15	0.15
v/c Ratio	0.87	0.88	0.34	0.30	0.88		0.58	0.25	0.24	0.62	0.48	0.47
Control Delay	63.4	31.6	4.2	43.4	36.6		53.2	36.2	9.4	65.2	40.1	6.3
Queue Delay	0.0	0.3	0.0	0.0	0.4		0.0	0.0	0.0	0.0	0.0	0.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	63.4	31.9	4.2	43.4	37.0		53.2	36.2	9.4	65.2	40.1	6.3
LOS	E	C	A	D	D		D	D	A	E	D	A
Approach Delay		33.0			37.7			37.3			27.1	
Approach LOS		C			D			D			C	
Queue Length 50th (ft)	189	374	10	41	340		48	45	0	50	77	0
Queue Length 95th (ft)	#413	585	61	84	#595		#92	74	39	#120	107	29
Internal Link Dist (ft)		35			462			176			420	
Turn Bay Length (ft)				200			200			200		
Base Capacity (vph)	368	1653	889	482	1388		284	912	471	143	891	923
Starvation Cap Reductn	0	50	0	0	26		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.87	0.85	0.32	0.30	0.89		0.56	0.17	0.18	0.59	0.29	0.34

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 96.9
Natural Cycle: 110
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.88
Intersection Signal Delay: 34.0 Intersection LOS: C
Intersection Capacity Utilization 75.9% ICU Level of Service D
Analysis Period (min) 15
* User Entered Value
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 6: Floral & Highland



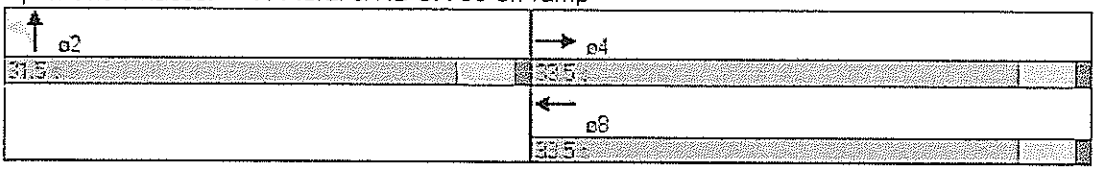
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑			↕				
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)		50			50		50	50				
Trailing Detector (ft)		0			0		0	0				
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt								0.977				
Flt Protected								0.960				
Satd. Flow (prot)	0	3539	0	0	3539	0	0	1747	0	0	0	0
Flt Permitted								0.960				
Satd. Flow (perm)	0	3539	0	0	3539	0	0	1747	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)								20				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		542			211			348			181	
Travel Time (s)		9.2			3.6			7.9			4.1	
Volume (vph)	0	1158	0	0	1026	0	208	0	43	0	0	0
Confl. Peds. (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1259	0	0	1115	0	226	0	47	0	0	0
Lane Group Flow (vph)	0	1259	0	0	1115	0	0	273	0	0	0	0
Turn Type							Perm					
Protected Phases		4			8			2				
Permitted Phases							2					
Detector Phases		4			8		2	2				
Minimum Initial (s)		4.0			4.0		4.0	4.0				
Minimum Split (s)		31.5			31.5		31.5	31.5				
Total Split (s)	0.0	33.5	0.0	0.0	33.5	0.0	31.5	31.5	0.0	0.0	0.0	0.0
Total Split (%)	0.0%	51.5%	0.0%	0.0%	51.5%	0.0%	48.5%	48.5%	0.0%	0.0%	0.0%	0.0%
Maximum Green (s)		29.0			29.0		27.0	27.0				
Yellow Time (s)		3.5			3.5		3.5	3.5				
All-Red Time (s)		1.0			1.0		1.0	1.0				
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0			3.0		3.0	3.0				
Recall Mode		None			None		Min	Min				
Walk Time (s)		7.0			7.0		7.0	7.0				
Flash Dont Walk (s)		20.0			20.0		20.0	20.0				
Pedestrian Calls (#/hr)		10			10		10	10				
Act Effct Green (s)		22.1			22.1			13.3				
Actuated g/C Ratio		0.50			0.50			0.30				
v/c Ratio		0.71			0.63			0.50				
Control Delay		12.3			10.9			15.8				
Queue Delay		0.0			0.1			0.0				
Total Delay		12.3			11.0			15.9				
LOS		B			B			B				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		12.3			11.0			15.9				
Approach LOS		B			B			B				
Queue Length 50th (ft)		98			82			50				
Queue Length 95th (ft)		288			242			117				
Internal Link Dist (ft)		462			131			268			101	
Turn Bay Length (ft)												
Base Capacity (vph)		2060			2060			855				
Starvation Cap Reductn		0			0			0				
Spillback Cap Reductn		0			124			37				
Storage Cap Reductn		0			0			0				
Reduced v/c Ratio		0.61			0.58			0.33				

Intersection Summary

Area Type: Other
Cycle Length: 65
Actuated Cycle Length: 44.2
Natural Cycle: 65
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.71
Intersection Signal Delay: 12.1 — Intersection LOS: B
Intersection Capacity Utilization 52.8% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 7: Floral & NB SR-99 off ramp



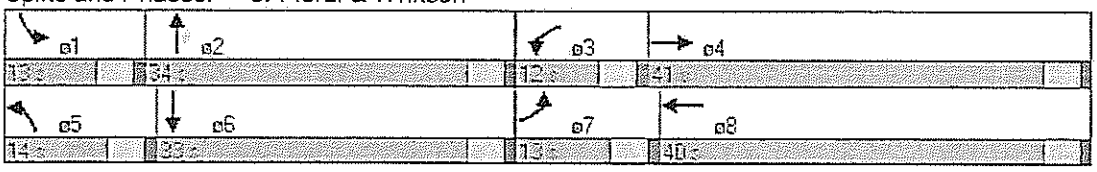
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50	50	50	50	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	0.97	0.95	1.00	1.00	0.95	0.95
Frt		0.962			0.996				0.850		0.985	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3405	0	1770	3525	0	3433	3539	1583	1770	3486	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	3405	0	1770	3525	0	3433	3539	1583	1770	3486	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		53			3				7		12	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1652			984			605			583	
Travel Time (s)		28.2			16.8			10.3			9.9	
Volume (vph)	69	907	306	71	690	17	328	125	6	107	193	21
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	75	986	333	77	750	18	357	136	7	116	210	23
Lane Group Flow (vph)	75	1319	0	77	768	0	357	136	7	116	233	0
Turn Type	Prot			Prot			Prot		Perm	Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			
Detector Phases	7	4		3	8		5	2	2	1	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	12.0	31.5		12.0	31.5		12.0	31.5	31.5	12.0	31.5	
Total Split (s)	13.0	41.0	0.0	12.0	40.0	0.0	14.0	34.0	34.0	13.0	33.0	0.0
Total Split (%)	13.0%	41.0%	0.0%	12.0%	40.0%	0.0%	14.0%	34.0%	34.0%	13.0%	33.0%	0.0%
Maximum Green (s)	8.5	36.5		7.5	35.5		9.5	29.5	29.5	8.5	28.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	Min	Min	None	Min	
Walk Time (s)		7.0			7.0			7.0	7.0		7.0	
Flash Dont Walk (s)		20.0			20.0			20.0	20.0		20.0	
Pedestrian Calls (#/hr)		10			10			10	10		10	
Act Effct Green (s)	8.2	37.4		7.6	36.9		10.2	17.3	17.3	8.6	13.0	
Actuated g/C Ratio	0.10	0.46		0.09	0.45		0.12	0.21	0.21	0.10	0.16	
v/c Ratio	0.44	0.83		0.48	0.48		0.84	0.18	0.02	0.64	0.41	
Control Delay	46.1	26.8		49.1	19.1		55.9	29.4	15.7	55.4	31.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	46.1	26.8		49.1	19.1		55.9	29.4	15.7	55.4	31.5	
LOS	D	C		D	B		E	C	B	E	C	
Approach Delay		27.9			21.8			48.2			39.5	
Approach LOS		C			C			D			D	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	36	292		38	143		94	33	0	58	56	
Queue Length 95th (ft)	92	#582		#100	263		#214	56	10	#158	87	
Internal Link Dist (ft)		1572			904			525			503	
Turn Bay Length (ft)												
Base Capacity (vph)	189	1587		169	1586		426	1137	513	189	1049	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.40	0.83		0.46	0.48		0.84	0.12	0.01	0.61	0.22	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 82
Natural Cycle: 100
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.84
Intersection Signal Delay: 30.8 Intersection LOS: C
Intersection Capacity Utilization 67.5% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 8: Floral & Whitson



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50	50	50	50		50	50	50
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.980				0.850		0.983				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1825	0	1770	1863	1583	1770	1831	0	1770	1863	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	1825	0	1770	1863	1583	1770	1831	0	1770	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9				64		7				243
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		984			67			531			694	
Travel Time (s)		16.8			1.1			9.1			11.8	
Volume (vph)	254	487	75	21	369	54	84	264	34	40	210	204
Peak Hour Factor	0.92	0.92	0.92	0.84	0.84	0.84	0.89	0.89	0.89	0.84	0.84	0.84
Adj. Flow (vph)	276	529	82	25	439	64	94	297	38	48	250	243
Lane Group Flow (vph)	276	611	0	25	439	64	94	335	0	48	250	243
Turn Type	Prot			Prot		Perm	Prot			Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases						8						6
Detector Phases	7	4		3	8	8	5	2		1	6	6
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	12.0	31.5		12.0	31.5	31.5	12.0	31.5		12.0	31.5	31.5
Total Split (s)	15.0	34.5	0.0	12.0	31.5	31.5	12.0	31.5	0.0	12.0	31.5	31.5
Total Split (%)	16.7%	38.3%	0.0%	13.3%	35.0%	35.0%	13.3%	35.0%	0.0%	13.3%	35.0%	35.0%
Maximum Green (s)	10.5	30.0		7.5	27.0	27.0	7.5	27.0		7.5	27.0	27.0
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None	None	None	Min		None	Min	Min
Walk Time (s)		7.0			7.0	7.0		7.0			7.0	7.0
Flash Dont Walk (s)		20.0			20.0	20.0		20.0			20.0	20.0
Pedestrian Calls (#/hr)		10			10	10		10			10	10
Act Effct Green (s)	11.9	33.6		7.2	21.3	21.3	7.8	20.3		7.5	17.7	17.7
Actuated g/C Ratio	0.16	0.46		0.09	0.29	0.29	0.10	0.28		0.10	0.24	0.24
v/c Ratio	0.95	0.72		0.16	0.80	0.13	0.51	0.65		0.28	0.55	0.43
Control Delay	81.3	27.5		39.8	38.0	6.9	47.2	31.0		40.9	30.5	6.0
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	81.3	27.5		39.8	38.0	6.9	47.2	31.0		40.9	30.5	6.0
LOS	F	C		D	D	A	D	C		D	C	A
Approach Delay		44.3			34.4			34.5			20.4	
Approach LOS		D			C			C			C	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	~160	211		12	194	0	45	149		22	107	0
Queue Length 95th (ft)	#354	#561		36	308	24	#114	242		56	168	41
Internal Link Dist (ft)		904			1			451			614	
Turn Bay Length (ft)												
Base Capacity (vph)	290	864		184	668	609	196	655		189	640	703
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.95	0.71		0.14	0.66	0.11	0.48	0.51		0.25	0.39	0.35

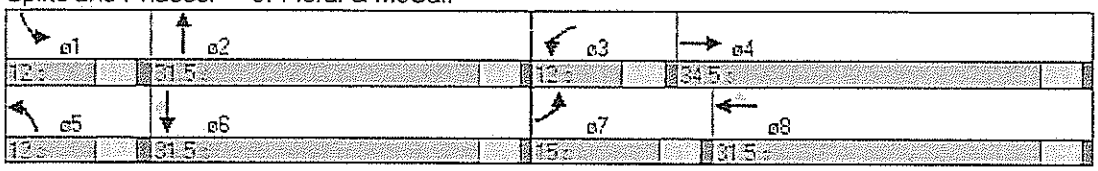
Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 72.7
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.95
Intersection Signal Delay: 34.9 Intersection LOS: C
Intersection Capacity Utilization 66.1% ICU Level of Service C
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 9: Floral & McCall



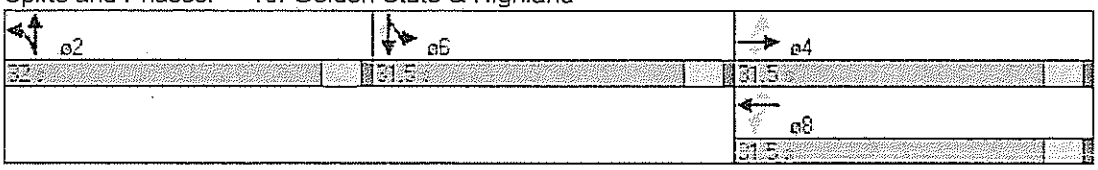
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50	50	50		50	50	50
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.989				0.850
Flt Protected	0.950			0.950			0.950				0.990	
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	1842	0	0	1844	1583
Flt Permitted	0.656			0.598			0.950				0.990	
Satd. Flow (perm)	1222	3539	1583	1114	3539	1583	1770	1842	0	0	1844	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			192			57		4				9
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1169			1352			1070			739	
Travel Time (s)		19.9			23.0			18.2			12.6	
Volume (vph)	16	204	177	30	140	52	126	332	27	66	260	8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	17	222	192	33	152	57	137	361	29	72	283	9
Lane Group Flow (vph)	17	222	192	33	152	57	137	390	0	0	355	9
Turn Type	Perm		Perm	Perm		Perm	Split			Split		Perm
Protected Phases		4			8		2	2		6	6	
Permitted Phases	4		4	8		8						6
Detector Phases	4	4	4	8	8	8	2	2		6	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	31.5	31.5	31.5	31.5	31.5	31.5	31.5	31.5		31.5	31.5	31.5
Total Split (s)	31.5	31.5	31.5	31.5	31.5	31.5	32.0	32.0	0.0	31.5	31.5	31.5
Total Split (%)	33.2%	33.2%	33.2%	33.2%	33.2%	33.2%	33.7%	33.7%	0.0%	33.2%	33.2%	33.2%
Maximum Green (s)	27.0	27.0	27.0	27.0	27.0	27.0	27.5	27.5		27.0	27.0	27.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	Min	Min		Min	Min	Min
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0		7.0	7.0	7.0
Flash Dont Walk (s)	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0		20.0	20.0	20.0
Pedestrian Calls (#/hr)	10	10	10	10	10	10	10	10		10	10	10
Act Effct Green (s)	11.6	11.6	11.6	11.5	11.5	11.5	17.6	17.6			16.8	16.8
Actuated g/C Ratio	0.20	0.20	0.20	0.20	0.20	0.20	0.31	0.31			0.30	0.30
v/c Ratio	0.07	0.32	0.41	0.15	0.22	0.16	0.25	0.67			0.65	0.02
Control Delay	24.1	23.7	7.3	25.1	23.3	8.7	20.1	26.7			27.1	12.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0
Total Delay	24.1	23.7	7.3	25.1	23.3	8.7	20.1	26.7			27.1	12.4
LOS	C	C	A	C	C	A	C	C			C	B
Approach Delay		16.4			20.1			25.0			26.7	
Approach LOS		B			C			C			C	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	5	33	0	9	22	0	32	104			97	0
Queue Length 95th (ft)	24	83	49	38	60	28	112	314			286	11
Internal Link Dist (ft)		1089			1272			990			659	
Turn Bay Length (ft)												
Base Capacity (vph)	474	1372	731	432	1372	649	790	825			806	697
Starvation Cap Reductn	0	0	0	0	0	0	0	0			0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0			0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0			0	0
Reduced v/c Ratio	0.04	0.16	0.26	0.08	0.11	0.09	0.17	0.47			0.44	0.01

Intersection Summary

Area Type: Other
Cycle Length: 95
Actuated Cycle Length: 56.5
Natural Cycle: 95
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.67
Intersection Signal Delay: 22.3 — Intersection LOS: C
Intersection Capacity Utilization 58.7% — ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 10: Golden State & Highland



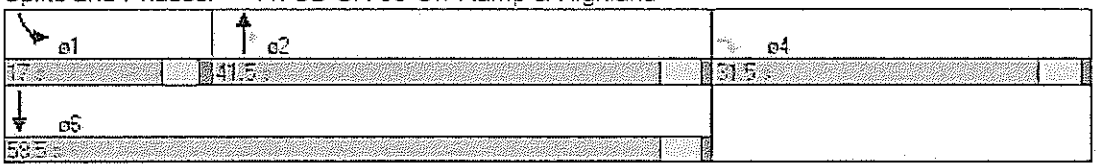
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)			50					50	50	50	50	
Trailing Detector (ft)			0					0	0	0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	1.00	0.88	1.00	1.00	1.00	1.00	*1.00	1.00	1.00	0.95	1.00
Ped Bike Factor			0.96						0.96	1.00		
Frt			0.850						0.850			
Flt Protected										0.950		
Satd. Flow (prot)	0	0	2787	0	0	0	0	1863	1583	1770	3539	0
Flt Permitted										0.950		
Satd. Flow (perm)	0	0	2685	0	0	0	0	1863	1526	1764	3539	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			879						51			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		643			447			103			430	
Travel Time (s)		14.6			10.2			1.8			7.3	
Volume (vph)	0	0	302	0	0	0	0	655	47	233	339	0
Confl. Peds. (#/hr)			10						10	5		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	328	0	0	0	0	712	51	253	368	0
Lane Group Flow (vph)	0	0	328	0	0	0	0	712	51	253	368	0
Turn Type			custom						Perm	Prot		
Protected Phases								2		1	6	
Permitted Phases			4						2			
Detector Phases			4					2	2	1	6	
Minimum Initial (s)			4.0					4.0	4.0	4.0	4.0	
Minimum Split (s)			31.5					31.5	31.5	12.0	31.5	
Total Split (s)	0.0	0.0	31.5	0.0	0.0	0.0	0.0	41.5	41.5	17.0	58.5	0.0
Total Split (%)	0.0%	0.0%	35.0%	0.0%	0.0%	0.0%	0.0%	46.1%	46.1%	18.9%	65.0%	0.0%
Maximum Green (s)			27.0					37.0	37.0	13.0	54.0	
Yellow Time (s)			3.5					3.5	3.5	3.0	3.5	
All-Red Time (s)			1.0					1.0	1.0	1.0	1.0	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)			3.0					3.0	3.0	3.0	3.0	
Recall Mode			None					Min	Min	None	Min	
Walk Time (s)			7.0					7.0	7.0		5.0	
Flash Dont Walk (s)			20.0					20.0	20.0		10.0	
Pedestrian Calls (#/hr)			10					10	10		10	
Act Effct Green (s)			9.4					30.7	30.7	13.5	48.3	
Actuated g/C Ratio			0.14					0.47	0.47	0.20	0.73	
v/c Ratio			0.29					0.82	0.07	0.70	0.14	
Control Delay			0.6					26.2	4.5	40.8	3.8	
Queue Delay			0.0					0.0	0.0	0.0	0.0	
Total Delay			0.6					26.2	4.5	40.8	3.8	
LOS			A					C	A	D	A	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay								24.7			18.9	
Approach LOS								C			B	
Queue Length 50th (ft)			0					201	0	92	12	
Queue Length 95th (ft)			0					#601	21	#297	64	
Internal Link Dist (ft)		563			367			23			350	
Turn Bay Length (ft)												
Base Capacity (vph)			1480					971	820	362	2681	
Starvation Cap Reductn			0					0	0	0	0	
Spillback Cap Reductn			0					0	0	0	0	
Storage Cap Reductn			0					0	0	0	0	
Reduced v/c Ratio			0.22					0.73	0.06	0.70	0.14	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 66
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.82
Intersection Signal Delay: 18.0 Intersection LOS: B
Intersection Capacity Utilization 54.0% ICU Level of Service A
Analysis Period (min) 15
* User Entered Value
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 11: SB-SR-99 Off Ramp & Highland



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	1	110	1	11	75	23	2	3	23	39	8	1
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.89	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	1	125	1	12	85	26	2	3	26	44	9	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	111			126			257	264	126	279	252	98
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	111			126			257	264	126	279	252	98
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			99			100	99	97	93	99	100
cM capacity (veh/h)	1478			1460			683	635	925	647	645	958

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	127	124	32	55
Volume Left	1	12	2	44
Volume Right	1	26	26	1
cSH	1478	1460	861	651
Volume to Capacity	0.00	0.01	0.04	0.08
Queue Length 95th (ft)	0	1	3	7
Control Delay (s)	0.1	0.8	9.3	11.0
Lane LOS	A	A	A	B
Approach Delay (s)	0.1	0.8	9.3	11.0
Approach LOS			A	B

Intersection Summary			
Average Delay	3.0		
Intersection Capacity Utilization	28.6%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	48	226	241	305	195	31
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	52	246	262	332	212	34
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	593				778	428
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	593				778	428
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	95				39	95
cM capacity (veh/h)	983				346	627

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	298	593	246
Volume Left	52	0	212
Volume Right	0	332	34
cSH	983	1700	368
Volume to Capacity	0.05	0.35	0.67
Queue Length 95th (ft)	4	0	115
Control Delay (s)	2.0	0.0	32.3
Lane LOS	A		D
Approach Delay (s)	2.0	0.0	32.3
Approach LOS			D

Intersection Summary			
Average Delay	7.5		
Intersection Capacity Utilization	68.6%	ICU Level of Service	C
Analysis Period (min)	15		

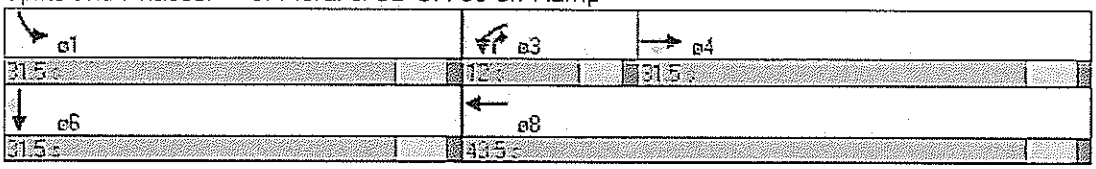
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↱	↰	↑↑				↱	↰↰	↑	↱
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)		50	50	50	50				50	50	50	50
Trailing Detector (ft)		0	0	0	0				0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	*0.75	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Ped Bike Factor			0.97							0.99		0.98
Frt			0.850						0.865			0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	2794	1583	1770	3539	0	0	0	1611	3433	1863	1583
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	0	2794	1530	1770	3539	0	0	0	1611	3405	1863	1551
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			32						271			145
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		337			399			379			851	
Travel Time (s)		5.7			6.8			8.6			19.3	
Volume (vph)	0	614	27	45	710	0	0	0	40	176	31	178
Confl. Peds. (#/hr)			10							10		10
Peak Hour Factor	0.85	0.85	0.85	0.88	0.88	0.88	0.88	0.88	0.88	0.80	0.80	0.80
Adj. Flow (vph)	0	722	32	51	807	0	0	0	45	220	39	222
Lane Group Flow (vph)	0	722	32	51	807	0	0	0	45	220	39	222
Turn Type			Perm	Prot					Over	Prot		Perm
Protected Phases		4		3	8				3	1	6	
Permitted Phases			4									6
Detector Phases		4	4	3	8				3	1	6	6
Minimum Initial (s)		4.0	4.0	4.0	4.0				4.0	4.0	4.0	4.0
Minimum Split (s)		31.5	31.5	12.0	31.5				12.0	12.0	31.5	31.5
Total Split (s)	0.0	31.5	31.5	12.0	43.5	0.0	0.0	0.0	12.0	31.5	31.5	31.5
Total Split (%)	0.0%	42.0%	42.0%	16.0%	58.0%	0.0%	0.0%	0.0%	16.0%	42.0%	42.0%	42.0%
Maximum Green (s)		27.0	27.0	8.0	39.0				8.0	27.0	27.0	27.0
Yellow Time (s)		3.5	3.5	3.0	3.5				3.0	3.5	3.5	3.5
All-Red Time (s)		1.0	1.0	1.0	1.0				1.0	1.0	1.0	1.0
Lead/Lag		Lag	Lag	Lead					Lead			
Lead-Lag Optimize?		Yes	Yes	Yes					Yes			
Vehicle Extension (s)		3.0	3.0	3.0	3.0				3.0	3.0	3.0	3.0
Recall Mode		None	None	None	None				None	None	Min	Min
Walk Time (s)		7.0	7.0		7.0						7.0	7.0
Flash Dont Walk (s)		20.0	20.0		20.0						20.0	20.0
Pedestrian Calls (#/hr)		10	10		10						10	10
Act Effct Green (s)		17.8	17.8	7.0	23.2				7.0	11.3	11.5	11.5
Actuated g/C Ratio		0.40	0.40	0.14	0.52				0.14	0.24	0.26	0.26
v/c Ratio		0.65	0.05	0.20	0.44				0.10	0.26	0.08	0.44
Control Delay		16.0	5.9	26.0	7.4				0.4	16.2	16.2	9.9
Queue Delay		0.0	0.0	0.0	0.0				0.0	0.0	0.0	0.0
Total Delay		16.0	5.9	26.0	7.4				0.4	16.2	16.2	9.9
LOS		B	A	C	A				A	B	B	A

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		15.6			8.5						13.3	
Approach LOS		B			A						B	
Queue Length 50th (ft)		96	0	12	41				0	25	8	17
Queue Length 95th (ft)		244	15	53	149				0	51	27	55
Internal Link Dist (ft)		257			319			299			771	
Turn Bay Length (ft)												
Base Capacity (vph)		1481	826	308	2385				504	1570	895	820
Starvation Cap Reductn		0	0	0	0				0	0	0	0
Spillback Cap Reductn		0	0	0	0				0	0	0	0
Storage Cap Reductn		0	0	0	0				0	0	0	0
Reduced v/c Ratio		0.49	0.04	0.17	0.34				0.09	0.14	0.04	0.27

Intersection Summary

Area Type: Other
Cycle Length: 75
Actuated Cycle Length: 44.5
Natural Cycle: 75
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.65
Intersection Signal Delay: 11.9 Intersection LOS: B
Intersection Capacity Utilization 41.3% ICU Level of Service A
Analysis Period (min) 15
* User Entered Value

Splits and Phases: 5: Floral & SB-SR-99 off Ramp



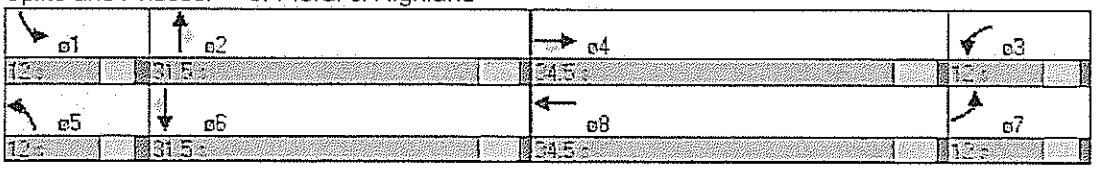
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	200		0	200		0	200		0
Storage Lanes	1		1	2		0	2		1	1		2
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50		50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	*0.90	1.00	0.97	0.95	0.95	0.97	0.95	1.00	1.00	0.95	0.88
Ped Bike Factor	1.00		0.98		1.00					0.99		0.98
Frt			0.850		0.988				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3353	1583	3433	3491	0	3433	3539	1583	1770	3539	2787
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1766	3353	1549	3433	3491	0	3433	3539	1583	1755	3539	2726
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			151		11				73			216
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		115			542			256			500	
Travel Time (s)		2.0			9.2			4.4			8.5	
Volume (vph)	122	611	128	101	833	72	78	98	61	18	183	186
Confl. Peds. (#/hr)	10		10			10				10		10
Peak Hour Factor	0.85	0.85	0.85	0.86	0.86	0.86	0.84	0.84	0.84	0.86	0.86	0.86
Adj. Flow (vph)	144	719	151	117	969	84	93	117	73	21	213	216
Lane Group Flow (vph)	144	719	151	117	1053	0	93	117	73	21	213	216
Turn Type	Prot		Perm	Prot			Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4						2			6
Detector Phases	7	4	4	3	8		5	2	2	1	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	12.0	31.5	31.5	12.0	31.5		12.0	31.5	31.5	12.0	31.5	31.5
Total Split (s)	12.0	34.5	34.5	12.0	34.5	0.0	12.0	31.5	31.5	12.0	31.5	31.5
Total Split (%)	13.3%	38.3%	38.3%	13.3%	38.3%	0.0%	13.3%	35.0%	35.0%	13.3%	35.0%	35.0%
Maximum Green (s)	8.0	30.0	30.0	8.0	30.0		8.0	27.0	27.0	8.0	27.0	27.0
Yellow Time (s)	3.0	3.5	3.5	3.0	3.5		3.0	3.5	3.5	3.0	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lead	Lead	Lag	Lead		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	Min	Min	None	Min	Min
Walk Time (s)		7.0	7.0		7.0			7.0	7.0		7.0	7.0
Flash Dont Walk (s)		20.0	20.0		20.0			20.0	20.0		20.0	20.0
Pedestrian Calls (#/hr)		10	10		10			10	10		10	10
Act Effct Green (s)	8.5	25.6	25.6	11.7	25.7		7.1	16.7	16.7	6.6	12.1	12.1
Actuated g/C Ratio	0.13	0.38	0.38	0.17	0.38		0.10	0.25	0.25	0.09	0.18	0.18
v/c Ratio	0.64	0.57	0.22	0.20	0.79		0.26	0.13	0.16	0.13	0.34	0.32
Control Delay	49.7	22.7	4.9	29.8	25.2		34.7	22.2	7.4	36.9	27.0	5.4
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	49.7	22.7	4.9	29.8	25.2		34.7	22.2	7.4	36.9	27.0	5.4
LOS	D	C	A	C	C		C	C	A	D	C	A
Approach Delay		23.9			25.7			22.5			17.1	
Approach LOS		C			C			C			B	
Queue Length 50th (ft)	60	149	0	21	192		19	18	0	8	44	0
Queue Length 95th (ft)	#180	234	34	57	#355		46	42	26	32	71	23
Internal Link Dist (ft)		35			462			176			420	
Turn Bay Length (ft)				200			200			200		
Base Capacity (vph)	224	1465	762	607	1508		402	1276	617	195	1206	1071
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.64	0.49	0.20	0.19	0.70		0.23	0.09	0.12	0.11	0.18	0.20

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 67.5
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.79
Intersection Signal Delay: 23.4 Intersection LOS: C
Intersection Capacity Utilization 58.8% ICU Level of Service B
Analysis Period (min) 15
* User Entered Value
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 6: Floral & Highland



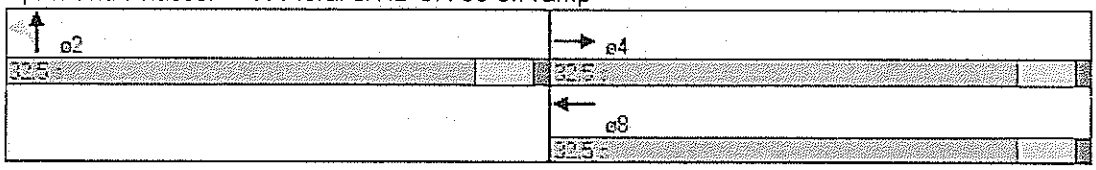
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑			↕				
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)		50			50		50	50				
Trailing Detector (ft)		0			0		0	0				
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt								0.975				
Flt Protected								0.961				
Satd. Flow (prot)	0	3539	0	0	3539	0	0	1745	0	0	0	0
Flt Permitted								0.961				
Satd. Flow (perm)	0	3539	0	0	3539	0	0	1745	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)								23				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		542			211			348			181	
Travel Time (s)		9.2			3.6			7.9			4.1	
Volume (vph)	0	591	0	0	855	0	134	0	31	0	0	0
Confl. Peds. (#/hr)												
Peak Hour Factor	0.88	0.88	0.88	0.92	0.92	0.92	0.80	0.80	0.80	0.92	0.92	0.92
Adj. Flow (vph)	0	672	0	0	929	0	168	0	39	0	0	0
Lane Group Flow (vph)	0	672	0	0	929	0	0	207	0	0	0	0
Turn Type							Perm					
Protected Phases		4			8			2				
Permitted Phases							2					
Detector Phases		4			8		2	2				
Minimum Initial (s)		4.0			4.0		4.0	4.0				
Minimum Split (s)		31.5			31.5		31.5	31.5				
Total Split (s)	0.0	32.5	0.0	0.0	32.5	0.0	32.5	32.5	0.0	0.0	0.0	0.0
Total Split (%)	0.0%	50.0%	0.0%	0.0%	50.0%	0.0%	50.0%	50.0%	0.0%	0.0%	0.0%	0.0%
Maximum Green (s)		28.0			28.0		28.0	28.0				
Yellow Time (s)		3.5			3.5		3.5	3.5				
All-Red Time (s)		1.0			1.0		1.0	1.0				
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0			3.0		3.0	3.0				
Recall Mode		None			None		Min	Min				
Walk Time (s)		7.0			7.0		7.0	7.0				
Flash Dont Walk (s)		20.0			20.0		20.0	20.0				
Pedestrian Calls (#/hr)		10			10		10	10				
Act Effct Green (s)		16.7			16.7			11.4				
Actuated g/C Ratio		0.45			0.45			0.31				
v/c Ratio		0.42			0.58			0.38				
Control Delay		8.5			10.0			11.6				
Queue Delay		0.0			0.0			0.0				
Total Delay		8.5			10.0			11.6				
LOS		A			B			B				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		8.5			10.0			11.6				
Approach LOS		A			B			B				
Queue Length 50th (ft)		33			51			24				
Queue Length 95th (ft)		125			190			72				
Internal Link Dist (ft)		462			131			268			101	
Turn Bay Length (ft)												
Base Capacity (vph)		2113			2113			957				
Starvation Cap Reductn		0			0			0				
Spillback Cap Reductn		0			0			0				
Storage Cap Reductn		0			0			0				
Reduced v/c Ratio		0.32			0.44			0.22				

Intersection Summary

Area Type: Other
Cycle Length: 65
Actuated Cycle Length: 37.1
Natural Cycle: 65
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.58
Intersection Signal Delay: 9.6 Intersection LOS: A
Intersection Capacity Utilization 39.6% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 7: Floral & NB SR-99 off ramp



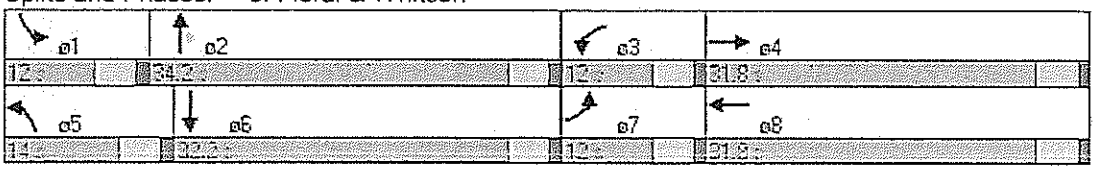
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50	50	50	50	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	0.97	0.95	1.00	1.00	0.95	0.95
Frt		0.971			0.997				0.850		0.976	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3437	0	1770	3529	0	3433	3539	1583	1770	3454	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	3437	0	1770	3529	0	3433	3539	1583	1770	3454	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		34			2				8		24	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1652			984			605			583	
Travel Time (s)		28.2			16.8			10.3			9.9	
Volume (vph)	35	478	117	34	692	15	188	80	7	43	99	19
Peak Hour Factor	0.80	0.80	0.80	0.92	0.92	0.92	0.90	0.90	0.90	0.80	0.80	0.80
Adj. Flow (vph)	44	598	146	37	752	16	209	89	8	54	124	24
Lane Group Flow (vph)	44	744	0	37	768	0	209	89	8	54	148	0
Turn Type	Prot			Prot			Prot		Perm	Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			
Detector Phases	7	4		3	8		5	2	2	1	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	12.0	31.5		12.0	31.5		12.0	31.5	31.5	12.0	31.5	
Total Split (s)	12.0	31.8	0.0	12.0	31.8	0.0	14.0	34.2	34.2	12.0	32.2	0.0
Total Split (%)	13.3%	35.3%	0.0%	13.3%	35.3%	0.0%	15.6%	38.0%	38.0%	13.3%	35.8%	0.0%
Maximum Green (s)	7.5	27.3		7.5	27.3		9.5	29.7	29.7	7.5	27.7	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	Min	Min	None	Min	
Walk Time (s)		7.0			7.0			7.0	7.0		7.0	
Flash Dont Walk (s)		20.0			20.0			20.0	20.0		20.0	
Pedestrian Calls (#/hr)		10			10			10	10		10	
Act Effct Green (s)	7.6	17.8		7.5	17.8		9.1	17.6	17.6	7.7	11.0	
Actuated g/C Ratio	0.13	0.34		0.13	0.34		0.17	0.34	0.34	0.13	0.21	
v/c Ratio	0.19	0.62		0.16	0.63		0.36	0.07	0.01	0.23	0.20	
Control Delay	32.3	18.6		32.2	19.6		27.3	17.4	12.4	32.7	18.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	32.3	18.6		32.2	19.6		27.3	17.4	12.4	32.7	18.8	
LOS	C	B		C	B		C	B	B	C	B	
Approach Delay		19.4			20.2			24.0			22.5	
Approach LOS		B			C			C			C	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	10	71		8	78		23	5	0	12	14	
Queue Length 95th (ft)	50	209		50	263		93	34	10	58	42	
Internal Link Dist (ft)		1572			904			525			503	
Turn Bay Length (ft)												
Base Capacity (vph)	265	1656		265	1684		690	1768	795	265	1524	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.17	0.45		0.14	0.46		0.30	0.05	0.01	0.20	0.10	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 51.9
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.63
Intersection Signal Delay: 20.7 Intersection LOS: C
Intersection Capacity Utilization 45.0% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 8: Floral & Whitson



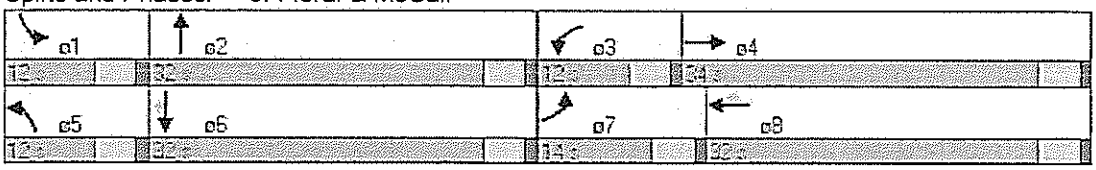
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50	50	50	50		50	50	50
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.981				0.850		0.986				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1827	0	1770	1863	1583	1770	1837	0	1770	1863	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	1827	0	1770	1863	1583	1770	1837	0	1770	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			8			128		6				275
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		984			67			531			694	
Travel Time (s)		16.8			1.1			9.1			11.8	
Volume (vph)	142	318	45	53	430	102	89	237	25	84	301	220
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Adj. Flow (vph)	178	398	56	66	538	128	111	296	31	105	376	275
Lane Group Flow (vph)	178	454	0	66	538	128	111	327	0	105	376	275
Turn Type	Prot			Prot		Perm	Prot			Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases						8						6
Detector Phases	7	4		3	8	8	5	2		1	6	6
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	12.0	31.5		12.0	31.5	31.5	12.0	31.5		12.0	31.5	31.5
Total Split (s)	14.0	34.0	0.0	12.0	32.0	32.0	12.0	32.0	0.0	12.0	32.0	32.0
Total Split (%)	15.6%	37.8%	0.0%	13.3%	35.6%	35.6%	13.3%	35.6%	0.0%	13.3%	35.6%	35.6%
Maximum Green (s)	9.5	29.5		7.5	27.5	27.5	7.5	27.5		7.5	27.5	27.5
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None	None	None	Min		None	Min	Min
Walk Time (s)		7.0			7.0	7.0		7.0			7.0	7.0
Flash Dont Walk (s)		20.0			20.0	20.0		20.0			20.0	20.0
Pedestrian Calls (#/hr)		10			10	10		10			10	10
Act Effct Green (s)	10.3	31.6		7.6	25.7	25.7	7.8	20.9		7.8	20.9	20.9
Actuated g/C Ratio	0.13	0.40		0.09	0.33	0.33	0.10	0.27		0.10	0.27	0.27
v/c Ratio	0.76	0.61		0.40	0.88	0.21	0.65	0.66		0.62	0.76	0.44
Control Delay	60.9	27.3		45.3	45.1	5.6	57.8	33.2		55.7	38.1	5.6
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	60.9	27.3		45.3	45.1	5.6	57.8	33.2		55.7	38.1	5.6
LOS	E	C		D	D	A	E	C		E	D	A
Approach Delay		36.8			38.2			39.5			28.7	
Approach LOS		D			D			D			C	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	95	203		34	270	0	59	151		55	183	0
Queue Length 95th (ft)	#186	284		69	#398	28	#118	203		#109	239	34
Internal Link Dist (ft)		904			1			451			614	
Turn Bay Length (ft)												
Base Capacity (vph)	239	745		179	662	645	180	620		180	625	713
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.74	0.61		0.37	0.81	0.20	0.62	0.53		0.58	0.60	0.39

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 78.4
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.88
Intersection Signal Delay: 35.3 Intersection LOS: D
Intersection Capacity Utilization 64.6% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 9: Floral & McCall



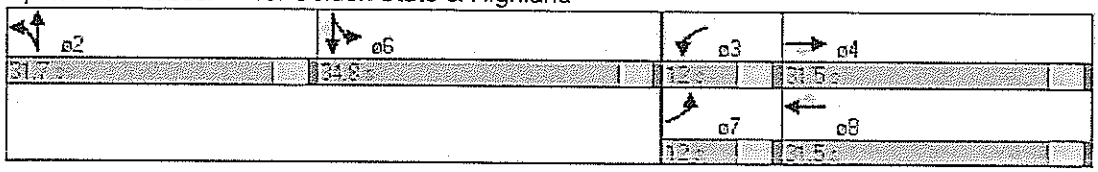
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50	50	50		50	50	50
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.971				0.850
Flt Protected	0.950			0.950			0.950				0.993	
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	1809	0	0	1850	1583
Flt Permitted	0.950			0.950			0.950				0.993	
Satd. Flow (perm)	1770	3539	1583	1770	3539	1583	1770	1809	0	0	1850	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			98			34		10				14
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1169			1352			1070			739	
Travel Time (s)		19.9			23.0			18.2			12.6	
Volume (vph)	5	108	86	10	153	30	121	122	29	43	251	12
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.89	0.88	0.88
Adj. Flow (vph)	6	123	98	11	174	34	138	139	33	48	285	14
Lane Group Flow (vph)	6	123	98	11	174	34	138	172	0	0	333	14
Turn Type	Prot		Perm	Prot		Perm	Split			Split		Perm
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases			4			8						6
Detector Phases	7	4	4	3	8	8	2	2		6	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	12.0	31.5	31.5	12.0	31.5	31.5	31.5	31.5		31.5	31.5	31.5
Total Split (s)	12.0	31.5	31.5	12.0	31.5	31.5	31.7	31.7	0.0	34.8	34.8	34.8
Total Split (%)	10.9%	28.6%	28.6%	10.9%	28.6%	28.6%	28.8%	28.8%	0.0%	31.6%	31.6%	31.6%
Maximum Green (s)	7.5	27.0	27.0	7.5	27.0	27.0	27.2	27.2		30.3	30.3	30.3
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	Min	Min		Min	Min	Min
Walk Time (s)		7.0	7.0		7.0	7.0	7.0	7.0		7.0	7.0	7.0
Flash Dont Walk (s)		20.0	20.0		20.0	20.0	20.0	20.0		20.0	20.0	20.0
Pedestrian Calls (#/hr)		10	10		10	10	10	10		10	10	10
Act Effct Green (s)	7.3	10.8	10.8	7.5	10.9	10.9	12.6	12.6			16.0	16.0
Actuated g/C Ratio	0.12	0.20	0.20	0.12	0.20	0.20	0.24	0.24			0.31	0.31
v/c Ratio	0.03	0.17	0.25	0.05	0.24	0.10	0.32	0.39			0.59	0.03
Control Delay	36.4	22.2	8.3	35.8	22.2	10.7	23.9	23.2			24.1	11.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0
Total Delay	36.4	22.2	8.3	35.8	22.2	10.7	23.9	23.2			24.1	11.3
LOS	D	C	A	D	C	B	C	C			C	B
Approach Delay		16.6			21.1			23.5			23.6	
Approach LOS		B			C			C			C	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	1	13	0	2	19	0	28	33			66	0
Queue Length 95th (ft)	18	58	39	25	78	24	133	154			296	15
Internal Link Dist (ft)		1089			1272			990			659	
Turn Bay Length (ft)												
Base Capacity (vph)	267	1485	721	267	1489	686	802	825			924	798
Starvation Cap Reductn	0	0	0	0	0	0	0	0			0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0			0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0			0	0
Reduced v/c Ratio	0.02	0.08	0.14	0.04	0.12	0.05	0.17	0.21			0.36	0.02

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 52
Natural Cycle: 110
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.59
Intersection Signal Delay: 21.6 Intersection LOS: C
Intersection Capacity Utilization 41.0% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 10: Golden State & Highland



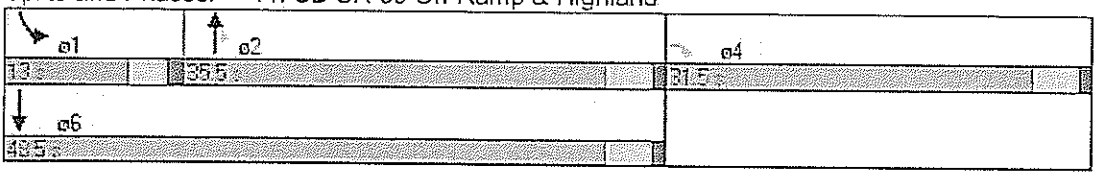
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)			50					50	50	50	50	
Trailing Detector (ft)			0					0	0	0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	1.00	0.88	1.00	1.00	1.00	1.00	*1.00	1.00	1.00	0.95	1.00
Ped Bike Factor			0.97						0.97	1.00		
Frt			0.850						0.850			
Flt Protected										0.950		
Satd. Flow (prot)	0	0	2787	0	0	0	0	1863	1583	1770	3539	0
Flt Permitted										0.950		
Satd. Flow (perm)	0	0	2690	0	0	0	0	1863	1529	1764	3539	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			1051						20			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		643			447			103			430	
Travel Time (s)		14.6			10.2			1.8			7.3	
Volume (vph)	0	0	264	0	0	0	0	571	18	153	236	0
Confl. Peds. (#/hr)			10						10	5		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.90	0.90	0.90
Adj. Flow (vph)	0	0	287	0	0	0	0	621	20	170	262	0
Lane Group Flow (vph)	0	0	287	0	0	0	0	621	20	170	262	0
Turn Type			custom						Perm	Prot		
Protected Phases								2		1	6	
Permitted Phases			4						2			
Detector Phases			4					2	2	1	6	
Minimum Initial (s)			4.0					4.0	4.0	4.0	4.0	
Minimum Split (s)			31.5					31.5	31.5	12.0	31.5	
Total Split (s)	0.0	0.0	31.5	0.0	0.0	0.0	0.0	35.5	35.5	13.0	48.5	0.0
Total Split (%)	0.0%	0.0%	39.4%	0.0%	0.0%	0.0%	0.0%	44.4%	44.4%	16.3%	60.6%	0.0%
Maximum Green (s)			27.0					31.0	31.0	9.0	44.0	
Yellow Time (s)			3.5					3.5	3.5	3.0	3.5	
All-Red Time (s)			1.0					1.0	1.0	1.0	1.0	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)			3.0					3.0	3.0	3.0	3.0	
Recall Mode			None					Min	Min	None	Min	
Walk Time (s)			7.0					7.0	7.0		5.0	
Flash Dont Walk (s)			20.0					20.0	20.0		10.0	
Pedestrian Calls (#/hr)			10					10	10		10	
Act Effct Green (s)			9.2					24.5	24.5	9.0	37.6	
Actuated g/C Ratio			0.17					0.44	0.44	0.16	0.68	
v/c Ratio			0.22					0.75	0.03	0.59	0.11	
Control Delay			0.4					21.8	6.1	36.1	4.3	
Queue Delay			0.0					0.0	0.0	0.0	0.0	
Total Delay			0.4					21.8	6.1	36.1	4.3	
LOS			A					C	A	D	A	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay								21.3			16.8	
Approach LOS								C			B	
Queue Length 50th (ft)			0					136	0	47	8	
Queue Length 95th (ft)			0					#464	13	#194	48	
Internal Link Dist (ft)		563			367			23			350	
Turn Bay Length (ft)												
Base Capacity (vph)			1676					955	794	299	2547	
Starvation Cap Reductn			0					0	0	0	0	
Spillback Cap Reductn			0					0	0	0	0	
Storage Cap Reductn			0					0	0	0	0	
Reduced v/c Ratio			0.17					0.65	0.03	0.57	0.10	

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 55.2
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.75
Intersection Signal Delay: 15.5 Intersection LOS: B
Intersection Capacity Utilization 45.2% ICU Level of Service A
Analysis Period (min) 15
* User Entered Value
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 11: SB-SR-99 Off Ramp & Highland

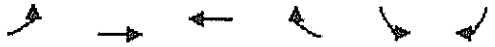




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	1	194	5	31	207	86	7	6	31	78	11	2
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.89	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	1	220	6	35	235	98	8	7	35	89	12	2
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	333			226			589	629	223	619	583	284
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	333			226			589	629	223	619	583	284
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			97			98	98	96	76	97	100
cM capacity (veh/h)	1226			1342			401	388	816	371	413	755

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	227	368	50	103
Volume Left	1	35	8	89
Volume Right	6	98	35	2
cSH	1226	1342	621	380
Volume to Capacity	0.00	0.03	0.08	0.27
Queue Length 95th (ft)	0	2	7	27
Control Delay (s)	0.0	1.0	11.3	18.0
Lane LOS	A	A	B	C
Approach Delay (s)	0.0	1.0	11.3	18.0
Approach LOS			B	C

Intersection Summary			
Average Delay	3.7		
Intersection Capacity Utilization	50.1%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	97	630	620	636	702	108
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	105	685	674	691	763	117
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1365				1915	1020
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1365				1915	1020
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	79				0	59
cM capacity (veh/h)	503				59	287

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	790	1365	880
Volume Left	105	0	763
Volume Right	0	691	117
cSH	503	1700	66
Volume to Capacity	0.21	0.80	13.39
Queue Length 95th (ft)	20	0	Err
Control Delay (s)	6.1	0.0	Err
Lane LOS	A		F
Approach Delay (s)	6.1	0.0	9999.0
Approach LOS			F

Intersection Summary			
Average Delay	2901.4		
Intersection Capacity Utilization	165.5%	ICU Level of Service	H
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)		50	50	50	50				50	50	50	50
Trailing Detector (ft)		0	0	0	0				0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	*0.75	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Ped Bike Factor			0.95							0.98		0.97
Frt			0.850						0.865			0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	2794	1583	1770	3539	0	0	0	1611	3433	1863	1583
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	0	2794	1509	1770	3539	0	0	0	1611	3382	1863	1538
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			44						44			50
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		337			399			379			851	
Travel Time (s)		5.7			6.8			8.6			19.3	
Volume (vph)	0	2065	77	117	1580	0	0	0	140	249	83	368
Confl. Peds. (#/hr)			10							10		10
Peak Hour Factor	0.91	0.91	0.91	0.92	0.92	0.92	0.88	0.88	0.88	0.92	0.92	0.92
Adj. Flow (vph)	0	2269	85	127	1717	0	0	0	159	271	90	400
Lane Group Flow (vph)	0	2269	85	127	1717	0	0	0	159	271	90	400
Turn Type			Perm	Prot					Over	Prot		Perm
Protected Phases		4		3	8				3	1	6	
Permitted Phases			4									6
Detector Phases		4	4	3	8				3	1	6	6
Minimum Initial (s)		4.0	4.0	4.0	4.0				4.0	4.0	4.0	4.0
Minimum Split (s)		31.5	31.5	12.0	31.5				12.0	12.0	31.5	31.5
Total Split (s)	0.0	103.0	103.0	13.0	116.0	0.0	0.0	0.0	13.0	34.0	34.0	34.0
Total Split (%)	0.0%	68.7%	68.7%	8.7%	77.3%	0.0%	0.0%	0.0%	8.7%	22.7%	22.7%	22.7%
Maximum Green (s)		98.5	98.5	9.0	111.5				9.0	29.5	29.5	29.5
Yellow Time (s)		3.5	3.5	3.0	3.5				3.0	3.5	3.5	3.5
All-Red Time (s)		1.0	1.0	1.0	1.0				1.0	1.0	1.0	1.0
Lead/Lag		Lag	Lag	Lead					Lead			
Lead-Lag Optimize?		Yes	Yes	Yes					Yes			
Vehicle Extension (s)		3.0	3.0	3.0	3.0				3.0	3.0	3.0	3.0
Recall Mode		None	None	None	None				None	None	Min	Min
Walk Time (s)		7.0	7.0		7.0						7.0	7.0
Flash Dont Walk (s)		20.0	20.0		20.0						20.0	20.0
Pedestrian Calls (#/hr)		10	10		10						10	10
Act Effct Green (s)		99.0	99.0	9.0	112.0				9.0	30.0	30.0	30.0
Actuated g/C Ratio		0.66	0.66	0.06	0.75				0.06	0.20	0.20	0.20
v/c Ratio		1.23	0.08	1.20	0.65				1.15	0.39	0.24	1.15
Control Delay		134.7	4.9	206.5	10.8				165.4	54.1	52.5	140.7
Queue Delay		0.0	0.0	0.0	3.3				0.0	0.0	0.0	0.0
Total Delay		134.7	4.9	206.5	14.1				165.4	54.1	52.5	140.7
LOS		F	A	F	B				F	D	D	F

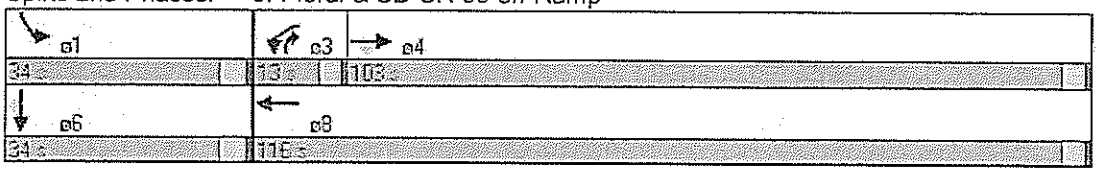
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		130.0			27.3						99.4	
Approach LOS		F			C						F	
Queue Length 50th (ft)		~1821	13	~150	390				~140	120	75	~419
Queue Length 95th (ft)		#1982	33	#290	452				#286	165	128	#635
Internal Link Dist (ft)		257			319			299			771	
Turn Bay Length (ft)												
Base Capacity (vph)		1844	1011	106	2642				138	687	373	348
Starvation Cap Reductn		0	0	0	802				0	0	0	0
Spillback Cap Reductn		0	0	0	0				0	0	0	0
Storage Cap Reductn		0	0	0	0				0	0	0	0
Reduced v/c Ratio		1.23	0.08	1.20	0.93				1.15	0.39	0.24	1.15

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Natural Cycle: 150
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.23
Intersection Signal Delay: 89.5 Intersection LOS: F
Intersection Capacity Utilization 83.1% ICU Level of Service E
Analysis Period (min) 15

* User Entered Value
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 5: Floral & SB-SR-99 off Ramp



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	200		0	200		0	200		0
Storage Lanes	1		1	2		0	2		1	1		2
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50		50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	*0.90	1.00	0.97	0.95	0.95	0.97	0.95	1.00	1.00	0.95	0.88
Ped Bike Factor	1.00		0.97		1.00					0.99		0.97
Frt			0.850		0.989				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3353	1583	3433	3493	0	3433	3539	1583	1770	3539	2787
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1767	3353	1538	3433	3493	0	3433	3539	1583	1746	3539	2708
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			259		7				85			388
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		115			542			256			500	
Travel Time (s)		2.0			9.2			4.4			8.5	
Volume (vph)	359	1772	389	132	1440	112	192	144	78	72	219	330
Confl. Peds. (#/hr)	10		10			10				10		10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.85	0.85	0.85
Adj. Flow (vph)	390	1926	423	143	1565	122	209	157	85	85	258	388
Lane Group Flow (vph)	390	1926	423	143	1687	0	209	157	85	85	258	388
Turn Type	Prot		Perm	Prot			Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4						2			6
Detector Phases	7	4	4	3	8		5	2	2	1	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	12.0	31.5	31.5	12.0	31.5		12.0	31.5	31.5	12.0	31.5	31.5
Total Split (s)	34.0	93.5	93.5	12.0	71.5	0.0	13.0	32.5	32.5	12.0	31.5	31.5
Total Split (%)	22.7%	62.3%	62.3%	8.0%	47.7%	0.0%	8.7%	21.7%	21.7%	8.0%	21.0%	21.0%
Maximum Green (s)	30.0	89.0	89.0	8.0	67.0		9.0	28.0	28.0	8.0	27.0	27.0
Yellow Time (s)	3.0	3.5	3.5	3.0	3.5		3.0	3.5	3.5	3.0	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lead	Lead	Lag	Lead		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	Min	Min	None	Min	Min
Walk Time (s)		7.0	7.0		7.0			7.0	7.0		7.0	7.0
Flash Dont Walk (s)		20.0	20.0		20.0			20.0	20.0		20.0	20.0
Pedestrian Calls (#/hr)		10	10		10			10	10		10	10
Act Effct Green (s)	30.1	85.4	85.4	12.3	67.7		9.0	20.2	20.2	8.0	19.2	19.2
Actuated g/C Ratio	0.21	0.60	0.60	0.09	0.48		0.06	0.14	0.14	0.06	0.14	0.14
v/c Ratio	1.04	0.95	0.41	0.48	1.01		0.96	0.31	0.29	0.85	0.54	0.55
Control Delay	111.0	38.6	6.4	70.4	61.7		116.5	55.5	12.3	122.1	61.0	7.9
Queue Delay	0.0	76.9	0.6	0.0	120.3		0.0	0.0	0.0	6.8	0.0	0.0

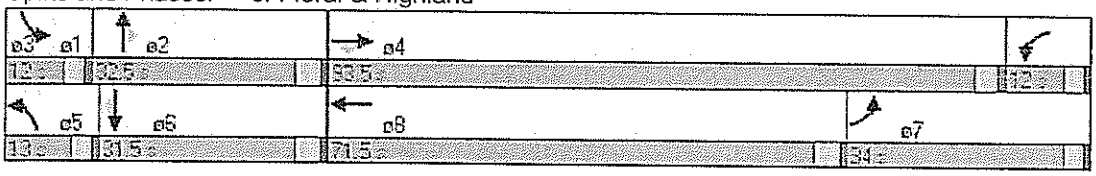
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	111.0	115.5	7.1	70.4	182.0		116.5	55.5	12.3	128.9	61.0	7.9
LOS	F	F	A	E	F		F	E	B	F	E	A
Approach Delay		98.1			173.3			75.6			40.7	
Approach LOS		F			F			E			D	
Queue Length 50th (ft)	~375	765	56	67	781		98	69	0	78	118	0
Queue Length 95th (ft)	#643	#1185	140	#128	#1098		#198	104	48	#178	154	36
Internal Link Dist (ft)		35			462			176			420	
Turn Bay Length (ft)				200			200			200		
Base Capacity (vph)	375	2057	1044	298	1668		218	672	370	100	649	813
Starvation Cap Reductn	0	416	303	0	367		0	0	0	0	0	0
Spillback Cap Reductn	0	317	0	0	0		0	0	10	5	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	1.04	1.17	0.57	0.48	1.30		0.96	0.23	0.24	0.89	0.40	0.48

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 142
Natural Cycle: 150
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.04
Intersection Signal Delay: 113.0 Intersection LOS: F
Intersection Capacity Utilization 92.9% ICU Level of Service F
Analysis Period (min) 15

* User Entered Value
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 6: Floral & Highland



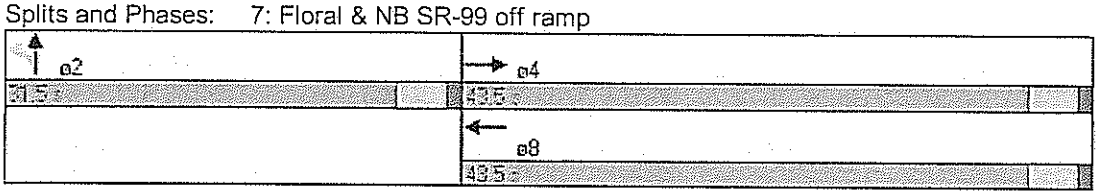
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)		50			50		50	50				
Trailing Detector (ft)		0			0		0	0				
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt								0.982				
Flt Protected								0.958				
Satd. Flow (prot)	0	3539	0	0	3539	0	0	1752	0	0	0	0
Flt Permitted								0.958				
Satd. Flow (perm)	0	3539	0	0	3539	0	0	1752	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)								12				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		542			211			348			181	
Travel Time (s)		9.2			3.6			7.9			4.1	
Volume (vph)	0	1600	0	0	1390	0	284	0	43	0	0	0
Confl. Peds. (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1739	0	0	1511	0	309	0	47	0	0	0
Lane Group Flow (vph)	0	1739	0	0	1511	0	0	356	0	0	0	0
Turn Type							Perm					
Protected Phases		4			8			2				
Permitted Phases							2					
Detector Phases		4			8		2	2				
Minimum Initial (s)		4.0			4.0		4.0	4.0				
Minimum Split (s)		31.5			31.5		31.5	31.5				
Total Split (s)	0.0	43.5	0.0	0.0	43.5	0.0	31.5	31.5	0.0	0.0	0.0	0.0
Total Split (%)	0.0%	58.0%	0.0%	0.0%	58.0%	0.0%	42.0%	42.0%	0.0%	0.0%	0.0%	0.0%
Maximum Green (s)		39.0			39.0		27.0	27.0				
Yellow Time (s)		3.5			3.5		3.5	3.5				
All-Red Time (s)		1.0			1.0		1.0	1.0				
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0			3.0		3.0	3.0				
Recall Mode		None			None		Min	Min				
Walk Time (s)		7.0			7.0		7.0	7.0				
Flash Dont Walk (s)		20.0			20.0		20.0	20.0				
Pedestrian Calls (#/hr)		10			10		10	10				
Act Effct Green (s)		35.6			35.6			17.5				
Actuated g/C Ratio		0.58			0.58			0.28				
v/c Ratio		0.85			0.74			0.70				
Control Delay		17.6			13.4			27.7				
Queue Delay		0.3			4.5			1.5				
Total Delay		17.9			17.9			29.1				
LOS		B			B			C				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		17.9			17.9			29.1				
Approach LOS		B			B			C				
Queue Length 50th (ft)		255			196			124				
Queue Length 95th (ft)		#551			376			204				
Internal Link Dist (ft)		462			131			268			101	
Turn Bay Length (ft)												
Base Capacity (vph)		2152			2152			693				
Starvation Cap Reductn		71			0			0				
Spillback Cap Reductn		0			558			178				
Storage Cap Reductn		0			0			0				
Reduced v/c Ratio		0.84			0.95			0.69				

Intersection Summary

Area Type: Other
Cycle Length: 75
Actuated Cycle Length: 61.6
Natural Cycle: 75
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.85
Intersection Signal Delay: 19.0 Intersection LOS: B
Intersection Capacity Utilization 69.2% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 7: Floral & NB SR-99 off ramp



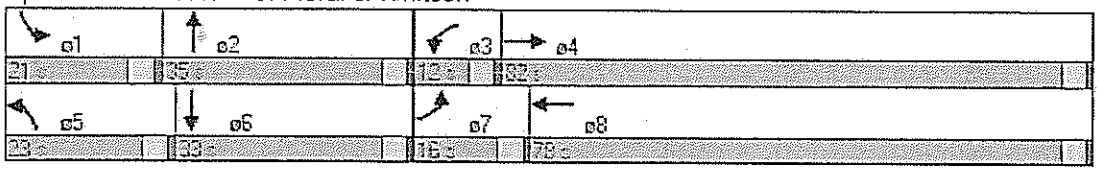
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50	50	50	50	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	0.97	0.95	1.00	1.00	0.95	0.95
Frt		0.965			0.998				0.850		0.985	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3415	0	1770	3532	0	3433	3539	1583	1770	3486	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	3415	0	1770	3532	0	3433	3539	1583	1770	3486	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		40			2				7		7	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1652			984			605			583	
Travel Time (s)		28.2			16.8			10.3			9.9	
Volume (vph)	69	1270	386	71	978	17	404	125	6	107	193	21
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	75	1380	420	77	1063	18	439	136	7	116	210	23
Lane Group Flow (vph)	75	1800	0	77	1081	0	439	136	7	116	233	0
Turn Type	Prot			Prot			Prot		Perm	Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			
Detector Phases	7	4		3	8		5	2	2	1	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	12.0	31.5		12.0	31.5		12.0	31.5	31.5	12.0	31.5	
Total Split (s)	16.0	82.0	0.0	12.0	78.0	0.0	23.0	35.0	35.0	21.0	33.0	0.0
Total Split (%)	10.7%	54.7%	0.0%	8.0%	52.0%	0.0%	15.3%	23.3%	23.3%	14.0%	22.0%	0.0%
Maximum Green (s)	11.5	77.5		7.5	73.5		18.5	30.5	30.5	16.5	28.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	Min	Min	None	Min	
Walk Time (s)		7.0			7.0			7.0	7.0		7.0	
Flash Dont Walk (s)		20.0			20.0			20.0	20.0		20.0	
Pedestrian Calls (#/hr)		10			10			10	10		10	
Act Effct Green (s)	10.5	78.1		8.0	78.1		19.0	23.4	23.4	13.9	18.3	
Actuated g/C Ratio	0.07	0.56		0.06	0.56		0.14	0.17	0.17	0.10	0.13	
v/c Ratio	0.57	0.93		0.75	0.55		0.94	0.23	0.03	0.66	0.50	
Control Delay	81.3	38.4		106.2	22.7		88.0	51.4	25.8	79.1	57.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	81.3	38.4		106.2	22.7		88.0	51.4	25.8	79.1	57.9	
LOS	F	D		F	C		F	D	C	E	E	
Approach Delay		40.1			28.2			78.7			64.9	
Approach LOS		D			C			E			E	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	64	700		68	313		198	57	0	99	101	
Queue Length 95th (ft)	128	#1073		#171	461		#339	90	14	178	145	
Internal Link Dist (ft)		1572			904			525			503	
Turn Bay Length (ft)												
Base Capacity (vph)	148	1931		102	1978		469	747	340	211	680	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.51	0.93		0.75	0.55		0.94	0.18	0.02	0.55	0.34	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 139.5
Natural Cycle: 150
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.94
Intersection Signal Delay: 44.5 Intersection LOS: D
Intersection Capacity Utilization 82.2% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 8: Floral & Whitson



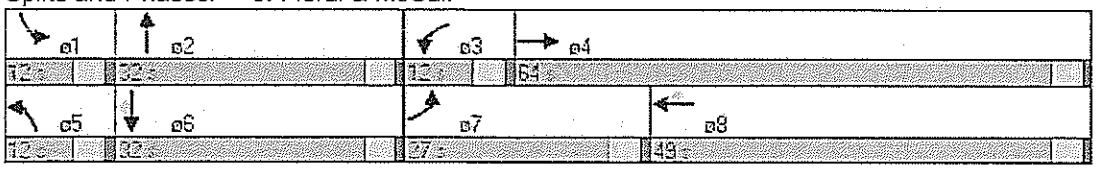
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50	50	50	50		50	50	50
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.983				0.850		0.983				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1831	0	1770	1863	1583	1770	1831	0	1770	1863	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	1831	0	1770	1863	1583	1770	1831	0	1770	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8				50		5				306
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		984			67			531			694	
Travel Time (s)		16.8			1.1			9.1			11.8	
Volume (vph)	310	755	99	21	567	54	106	264	34	40	210	257
Peak Hour Factor	0.92	0.92	0.92	0.84	0.84	0.84	0.89	0.89	0.89	0.84	0.84	0.84
Adj. Flow (vph)	337	821	108	25	675	64	119	297	38	48	250	306
Lane Group Flow (vph)	337	929	0	25	675	64	119	335	0	48	250	306
Turn Type	Prot			Prot		Perm	Prot			Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases						8						6
Detector Phases	7	4		3	8	8	5	2		1	6	6
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	12.0	31.5		12.0	31.5	31.5	12.0	31.5		12.0	31.5	31.5
Total Split (s)	27.0	64.0	0.0	12.0	49.0	49.0	12.0	32.0	0.0	12.0	32.0	32.0
Total Split (%)	22.5%	53.3%	0.0%	10.0%	40.8%	40.8%	10.0%	26.7%	0.0%	10.0%	26.7%	26.7%
Maximum Green (s)	22.5	59.5		7.5	44.5	44.5	7.5	27.5		7.5	27.5	27.5
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None	None	None	Min		None	Min	Min
Walk Time (s)		7.0			7.0	7.0		7.0			7.0	7.0
Flash Dont Walk (s)		20.0			20.0	20.0		20.0			20.0	20.0
Pedestrian Calls (#/hr)		10			10	10		10			10	10
Act Effct Green (s)	23.2	63.4		7.2	42.9	42.9	8.1	26.3		7.5	23.4	23.4
Actuated g/C Ratio	0.20	0.56		0.06	0.38	0.38	0.07	0.23		0.06	0.21	0.21
v/c Ratio	0.93	0.91		0.23	0.96	0.10	0.94	0.78		0.42	0.65	0.54
Control Delay	79.9	38.9		58.9	61.2	9.7	122.5	55.6		65.0	50.1	8.0
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	79.9	38.9		58.9	61.2	9.7	122.5	55.6		65.0	50.1	8.0
LOS	E	D		E	E	A	F	E		E	D	A
Approach Delay		49.8			56.8			73.2			30.0	
Approach LOS		D			E			E			C	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	262	~692		19	504	7	~94	241		36	172	0
Queue Length 95th (ft)	#455	#1007		45	#668	32	#216	#367		71	239	53
Internal Link Dist (ft)		904			1			451			614	
Turn Bay Length (ft)												
Base Capacity (vph)	361	1025		120	726	648	126	451		122	443	610
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.93	0.91		0.21	0.93	0.10	0.94	0.74		0.39	0.56	0.50

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 113.7
Natural Cycle: 120
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.96
Intersection Signal Delay: 51.1 Intersection LOS: D
Intersection Capacity Utilization 81.7% ICU Level of Service D
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 9: Floral & McCall



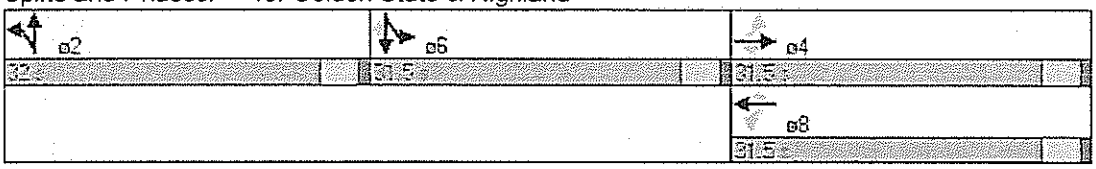
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50	50	50		50	50	50
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.990				0.850
Flt Protected	0.950			0.950			0.950				0.991	
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	1844	0	0	1846	1583
Flt Permitted	0.656			0.598			0.950				0.991	
Satd. Flow (perm)	1222	3539	1583	1114	3539	1583	1770	1844	0	0	1846	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			209			57		4				9
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1169			1352			1070			739	
Travel Time (s)		19.9			23.0			18.2			12.6	
Volume (vph)	16	204	192	30	140	52	142	380	27	66	306	8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	17	222	209	33	152	57	154	413	29	72	333	9
Lane Group Flow (vph)	17	222	209	33	152	57	154	442	0	0	405	9
Turn Type	Perm		Perm	Perm		Perm	Split			Split		Perm
Protected Phases		4			8		2	2		6	6	
Permitted Phases	4		4	8		8						6
Detector Phases	4	4	4	8	8	8	2	2		6	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	31.5	31.5	31.5	31.5	31.5	31.5	31.5	31.5		31.5	31.5	31.5
Total Split (s)	31.5	31.5	31.5	31.5	31.5	31.5	32.0	32.0	0.0	31.5	31.5	31.5
Total Split (%)	33.2%	33.2%	33.2%	33.2%	33.2%	33.2%	33.7%	33.7%	0.0%	33.2%	33.2%	33.2%
Maximum Green (s)	27.0	27.0	27.0	27.0	27.0	27.0	27.5	27.5		27.0	27.0	27.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	Min	Min		Min	Min	Min
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0		7.0	7.0	7.0
Flash Dont Walk (s)	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0		20.0	20.0	20.0
Pedestrian Calls (#/hr)	10	10	10	10	10	10	10	10		10	10	10
Act Effct Green (s)	12.0	12.0	12.0	12.0	12.0	12.0	20.3	20.3			18.9	18.9
Actuated g/C Ratio	0.19	0.19	0.19	0.19	0.19	0.19	0.31	0.31			0.29	0.29
v/c Ratio	0.07	0.34	0.45	0.16	0.23	0.17	0.28	0.76			0.75	0.02
Control Delay	26.3	26.5	7.8	27.6	25.9	9.1	21.1	31.7			32.6	12.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0
Total Delay	26.3	26.5	7.8	27.6	25.9	9.1	21.1	31.7			32.6	12.6
LOS	C	C	A	C	C	A	C	C			C	B
Approach Delay		17.7			22.2			29.0			32.2	
Approach LOS		B			C			C			C	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	6	40	0	11	26	0	41	140			132	0
Queue Length 95th (ft)	24	83	51	38	60	28	125	#400			#355	11
Internal Link Dist (ft)		1089			1272			990			659	
Turn Bay Length (ft)												
Base Capacity (vph)	437	1266	701	399	1266	603	712	744			721	624
Starvation Cap Reductn	0	0	0	0	0	0	0	0			0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0			0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0			0	0
Reduced v/c Ratio	0.04	0.18	0.30	0.08	0.12	0.09	0.22	0.59			0.56	0.01

Intersection Summary

Area Type: Other
Cycle Length: 95
Actuated Cycle Length: 64.5
Natural Cycle: 95
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.76
Intersection Signal Delay: 25.8 Intersection LOS: C
Intersection Capacity Utilization 63.7% ICU Level of Service B
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 10: Golden State & Highland



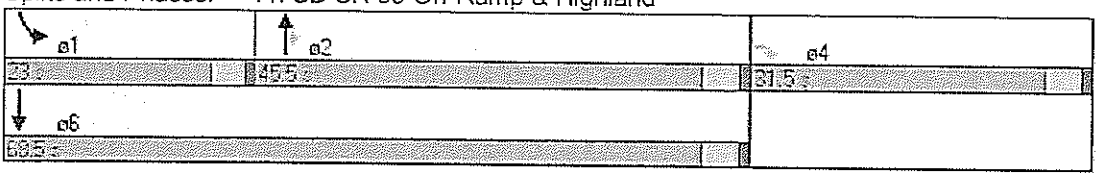
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)			50					50	50	50	50	
Trailing Detector (ft)			0					0	0	0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	1.00	0.88	1.00	1.00	1.00	1.00	*1.00	1.00	1.00	0.95	1.00
Ped Bike Factor			0.96						0.96	1.00		
Frt			0.850						0.850			
Flt Protected										0.950		
Satd. Flow (prot)	0	0	2787	0	0	0	0	1863	1583	1770	3539	0
Flt Permitted										0.950		
Satd. Flow (perm)	0	0	2680	0	0	0	0	1863	1523	1764	3539	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			831						45			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		643			447			103			430	
Travel Time (s)		14.6			10.2			1.8			7.3	
Volume (vph)	0	0	302	0	0	0	0	701	47	313	386	0
Confl. Peds. (#/hr)			10						10	5		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	328	0	0	0	0	762	51	340	420	0
Lane Group Flow (vph)	0	0	328	0	0	0	0	762	51	340	420	0
Turn Type			custom						Perm	Prot		
Protected Phases								2		1	6	
Permitted Phases			4						2			
Detector Phases			4					2	2	1	6	
Minimum Initial (s)			4.0					4.0	4.0	4.0	4.0	
Minimum Split (s)			31.5					31.5	31.5	12.0	31.5	
Total Split (s)	0.0	0.0	31.5	0.0	0.0	0.0	0.0	45.5	45.5	23.0	68.5	0.0
Total Split (%)	0.0%	0.0%	31.5%	0.0%	0.0%	0.0%	0.0%	45.5%	45.5%	23.0%	68.5%	0.0%
Maximum Green (s)			27.0					41.0	41.0	19.0	64.0	
Yellow Time (s)			3.5					3.5	3.5	3.0	3.5	
All-Red Time (s)			1.0					1.0	1.0	1.0	1.0	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)			3.0					3.0	3.0	3.0	3.0	
Recall Mode			None					Min	Min	None	Min	
Walk Time (s)			7.0					7.0	7.0		5.0	
Flash Dont Walk (s)			20.0					20.0	20.0		10.0	
Pedestrian Calls (#/hr)			10					10	10		10	
Act Effct Green (s)			9.6					39.9	39.9	19.3	63.2	
Actuated g/C Ratio			0.12					0.49	0.49	0.24	0.78	
v/c Ratio			0.31					0.83	0.07	0.81	0.15	
Control Delay			0.8					28.6	5.6	47.7	3.3	
Queue Delay			0.0					0.0	0.0	0.0	0.0	
Total Delay			0.8					28.6	5.6	47.7	3.3	
LOS			A					C	A	D	A	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay								27.2			23.1	
Approach LOS								C			C	
Queue Length 50th (ft)			0					278	1	156	13	
Queue Length 95th (ft)			0					#726	24	#403	71	
Internal Link Dist (ft)		563			367			23			350	
Turn Bay Length (ft)												
Base Capacity (vph)			1350					943	792	421	2783	
Starvation Cap Reductn			0					0	0	0	0	
Spillback Cap Reductn			0					0	0	0	0	
Storage Cap Reductn			0					0	0	0	0	
Reduced v/c Ratio			0.24					0.81	0.06	0.81	0.15	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 80.9
Natural Cycle: 100
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.83
Intersection Signal Delay: 21.0 Intersection LOS: C
Intersection Capacity Utilization 60.9% ICU Level of Service B
Analysis Period (min) 15
* User Entered Value
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 11: SB-SR-99 Off Ramp & Highland



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	4	102	7	7	76	26	3	4	16	32	11	4
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.89	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	5	116	8	8	86	30	3	5	18	36	12	5
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)					1101							
pX, platoon unblocked												
vC, conflicting volume	116			124			257	261	120	266	250	101
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	116			124			257	261	120	266	250	101
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			99			100	99	98	95	98	100
cM capacity (veh/h)	1473			1463			678	638	932	665	647	954

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	128	124	26	53
Volume Left	5	8	3	36
Volume Right	8	30	18	5
cSH	1473	1463	826	678
Volume to Capacity	0.00	0.01	0.03	0.08
Queue Length 95th (ft)	0	0	2	6
Control Delay (s)	0.3	0.5	9.5	10.8
Lane LOS	A	A	A	B
Approach Delay (s)	0.3	0.5	9.5	10.8
Approach LOS			A	B

Intersection Summary			
Average Delay	2.8		
Intersection Capacity Utilization	24.5%	ICU Level of Service	A
Analysis Period (min)	15		

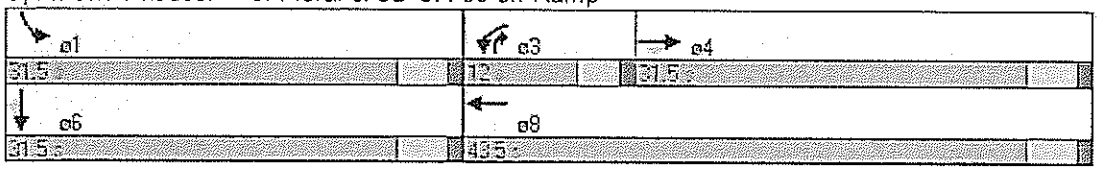
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↱	↰	↑↑				↱	↰↰	↑	↱
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)		50	50	50	50				50	50	50	50
Trailing Detector (ft)		0	0	0	0				0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	*0.75	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Ped Bike Factor			0.97							0.99		0.98
Frt			0.850						0.865			0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	2794	1583	1770	3539	0	0	0	1611	3433	1863	1583
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	0	2794	1530	1770	3539	0	0	0	1611	3386	1863	1551
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			29						279			177
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		337			399			379			851	
Travel Time (s)		5.7			6.8			8.6			19.3	
Volume (vph)	0	754	27	45	672	0	0	0	40	182	31	182
Confl. Peds. (#/hr)			10							10		10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	820	29	49	730	0	0	0	43	198	34	198
Lane Group Flow (vph)	0	820	29	49	730	0	0	0	43	198	34	198
Turn Type			Perm	Prot					Over	Prot		Perm
Protected Phases		4		3	8				3	1	6	
Permitted Phases			4									6
Detector Phases		4	4	3	8				3	1	6	6
Minimum Initial (s)		4.0	4.0	4.0	4.0				4.0	4.0	4.0	4.0
Minimum Split (s)		31.5	31.5	12.0	31.5				12.0	12.0	31.5	31.5
Total Split (s)	0.0	31.5	31.5	12.0	43.5	0.0	0.0	0.0	12.0	31.5	31.5	31.5
Total Split (%)	0.0%	42.0%	42.0%	16.0%	58.0%	0.0%	0.0%	0.0%	16.0%	42.0%	42.0%	42.0%
Maximum Green (s)		27.0	27.0	8.0	39.0				8.0	27.0	27.0	27.0
Yellow Time (s)		3.5	3.5	3.0	3.5				3.0	3.5	3.5	3.5
All-Red Time (s)		1.0	1.0	1.0	1.0				1.0	1.0	1.0	1.0
Lead/Lag		Lag	Lag	Lead					Lead			
Lead-Lag Optimize?		Yes	Yes	Yes					Yes			
Vehicle Extension (s)		3.0	3.0	3.0	3.0				3.0	3.0	3.0	3.0
Recall Mode		None	None	None	None				None	None	Min	Min
Walk Time (s)		7.0	7.0		7.0						7.0	7.0
Flash Dont Walk (s)		20.0	20.0		20.0						20.0	20.0
Pedestrian Calls (#/hr)		10	10		10						10	10
Act Effct Green (s)		19.5	19.5	7.0	25.0				7.0	11.0	11.2	11.2
Actuated g/C Ratio		0.43	0.43	0.14	0.55				0.14	0.23	0.24	0.24
v/c Ratio		0.69	0.04	0.20	0.38				0.09	0.25	0.07	0.39
Control Delay		16.7	6.0	26.5	6.7				0.4	17.1	17.0	6.9
Queue Delay		0.0	0.0	0.0	0.0				0.0	0.0	0.0	0.0
Total Delay		16.7	6.0	26.5	6.7				0.4	17.1	17.0	6.9
LOS		B	A	C	A				A	B	B	A

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		16.3			7.9						12.4	
Approach LOS		B			A						B	
Queue Length 50th (ft)		114	0	12	35				0	24	8	5
Queue Length 95th (ft)		#318	16	53	136				0	53	27	46
Internal Link Dist (ft)		257			319			299			771	
Turn Bay Length (ft)												
Base Capacity (vph)		1488	828	297	2397				503	1527	869	818
Starvation Cap Reductn		13	0	0	0				0	0	0	0
Spillback Cap Reductn		0	0	0	0				0	0	0	0
Storage Cap Reductn		0	0	0	0				0	0	0	0
Reduced v/c Ratio		0.56	0.04	0.16	0.30				0.09	0.13	0.04	0.24

Intersection Summary

Area Type: Other
Cycle Length: 75
Actuated Cycle Length: 45.8
Natural Cycle: 75
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.69
Intersection Signal Delay: 12.1 Intersection LOS: B
Intersection Capacity Utilization 43.4% ICU Level of Service A
Analysis Period (min) 15
* User Entered Value
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 5: Floral & SB-SR-99 off Ramp



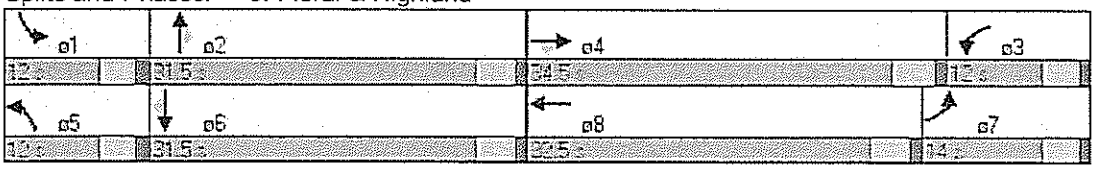
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	200		0	200		0	200		0
Storage Lanes	1		1	2		0	2		1	1		2
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50		50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	*0.90	1.00	0.97	0.95	0.95	0.97	0.95	1.00	1.00	0.95	0.88
Ped Bike Factor	1.00		0.98		1.00					0.99		0.98
Frt			0.850		0.981				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3353	1583	3433	3463	0	3433	3539	1583	1770	3539	2787
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1765	3353	1549	3433	3463	0	3433	3539	1583	1755	3539	2726
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			237		18				101			241
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		115			542			256			500	
Travel Time (s)		2.0			9.2			4.4			8.5	
Volume (vph)	159	630	218	160	767	109	124	123	93	23	282	222
Confl. Peds. (#/hr)	10		10			10				10		10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	173	685	237	174	834	118	135	134	101	25	307	241
Lane Group Flow (vph)	173	685	237	174	952	0	135	134	101	25	307	241
Turn Type	Prot		Perm	Prot			Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4						2			6
Detector Phases	7	4	4	3	8		5	2	2	1	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	12.0	31.5	31.5	12.0	31.5		12.0	31.5	31.5	12.0	31.5	31.5
Total Split (s)	14.0	34.5	34.5	12.0	32.5	0.0	12.0	31.5	31.5	12.0	31.5	31.5
Total Split (%)	15.6%	38.3%	38.3%	13.3%	36.1%	0.0%	13.3%	35.0%	35.0%	13.3%	35.0%	35.0%
Maximum Green (s)	10.0	30.0	30.0	8.0	28.0		8.0	27.0	27.0	8.0	27.0	27.0
Yellow Time (s)	3.0	3.5	3.5	3.0	3.5		3.0	3.5	3.5	3.0	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lead	Lead	Lag	Lead		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	Min	Min	None	Min	Min
Walk Time (s)		7.0	7.0		7.0			7.0	7.0		7.0	7.0
Flash Dont Walk (s)		20.0	20.0		20.0			20.0	20.0		20.0	20.0
Pedestrian Calls (#/hr)		10	10		10			10	10		10	10
Act Effct Green (s)	10.0	25.4	25.4	11.6	23.6		7.4	18.4	18.4	6.7	13.7	13.7
Actuated g/C Ratio	0.15	0.37	0.37	0.16	0.34		0.10	0.27	0.27	0.09	0.20	0.20
v/c Ratio	0.67	0.56	0.33	0.31	0.79		0.38	0.14	0.20	0.16	0.44	0.33
Control Delay	48.5	23.4	4.6	31.3	27.5		36.7	21.9	6.7	38.2	27.6	5.0
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	48.5	23.4	4.6	31.3	27.5		36.7	21.9	6.7	38.2	27.6	5.0
LOS	D	C	A	C	C		D	C	A	D	C	A
Approach Delay		23.3			28.1			23.1			18.6	
Approach LOS		C			C			C			B	
Queue Length 50th (ft)	76	150	0	34	187		29	22	0	11	67	0
Queue Length 95th (ft)	#216	239	48	82	#368		67	50	35	38	103	28
Internal Link Dist (ft)		35			462			176			420	
Turn Bay Length (ft)				200			200			200		
Base Capacity (vph)	274	1435	798	590	1384		398	1287	640	193	1214	1093
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.63	0.48	0.30	0.29	0.69		0.34	0.10	0.16	0.13	0.25	0.22

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 68.9
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.79
Intersection Signal Delay: 24.1 Intersection LOS: C
Intersection Capacity Utilization 62.4% ICU Level of Service B
Analysis Period (min) 15
* User Entered Value
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 6: Floral & Highland



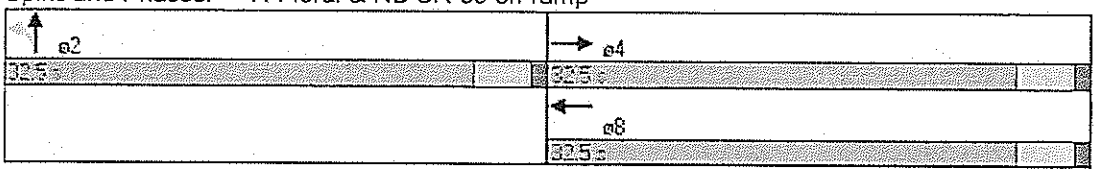
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑			↕				
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)		50			50		50	50				
Trailing Detector (ft)		0			0		0	0				
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt								0.975				
Flt Protected								0.961				
Satd. Flow (prot)	0	3539	0	0	3539	0	0	1745	0	0	0	0
Flt Permitted								0.961				
Satd. Flow (perm)	0	3539	0	0	3539	0	0	1745	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)								22				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		542			211			348			181	
Travel Time (s)		9.2			3.6			7.9			4.1	
Volume (vph)	0	667	0	0	798	0	221	0	50	0	0	0
Confl. Peds. (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	725	0	0	867	0	240	0	54	0	0	0
Lane Group Flow (vph)	0	725	0	0	867	0	0	294	0	0	0	0
Turn Type							Perm					
Protected Phases		4			8			2				
Permitted Phases							2					
Detector Phases		4			8		2	2				
Minimum Initial (s)		4.0			4.0		4.0	4.0				
Minimum Split (s)		31.5			31.5		31.5	31.5				
Total Split (s)	0.0	32.5	0.0	0.0	32.5	0.0	32.5	32.5	0.0	0.0	0.0	0.0
Total Split (%)	0.0%	50.0%	0.0%	0.0%	50.0%	0.0%	50.0%	50.0%	0.0%	0.0%	0.0%	0.0%
Maximum Green (s)		28.0			28.0		28.0	28.0				
Yellow Time (s)		3.5			3.5		3.5	3.5				
All-Red Time (s)		1.0			1.0		1.0	1.0				
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0			3.0		3.0	3.0				
Recall Mode		None			None		Min	Min				
Walk Time (s)		7.0			7.0		7.0	7.0				
Flash Dont Walk (s)		20.0			20.0		20.0	20.0				
Pedestrian Calls (#/hr)		10			10		10	10				
Act Effct Green (s)		15.9			15.9			12.7				
Actuated g/C Ratio		0.42			0.42			0.34				
v/c Ratio		0.48			0.58			0.49				
Control Delay		9.8			10.7			12.5				
Queue Delay		0.0			0.0			0.0				
Total Delay		9.8			10.7			12.5				
LOS		A			B			B				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		9.8			10.7			12.5				
Approach LOS		A			B			B				
Queue Length 50th (ft)		42			53			36				
Queue Length 95th (ft)		141			174			119				
Internal Link Dist (ft)		462			131			268			101	
Turn Bay Length (ft)												
Base Capacity (vph)		2058			2058			968				
Starvation Cap Reductn		0			0			0				
Spillback Cap Reductn		0			0			0				
Storage Cap Reductn		0			0			0				
Reduced v/c Ratio		0.35			0.42			0.30				

Intersection Summary

Area Type: Other
Cycle Length: 65
Actuated Cycle Length: 37.6
Natural Cycle: 65
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.58
Intersection Signal Delay: 10.6 Intersection LOS: B
Intersection Capacity Utilization 44.0% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 7: Floral & NB SR-99 off ramp



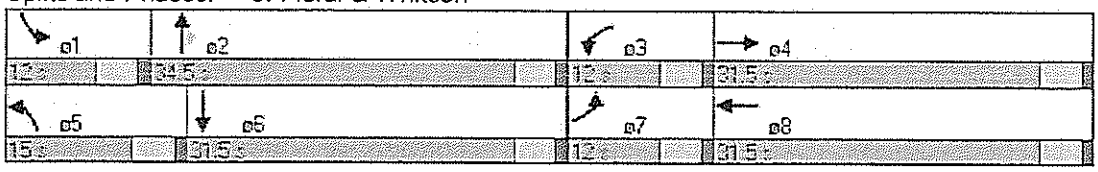
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50	50	50	50	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	0.97	0.95	1.00	1.00	0.95	0.95
Frt		0.956			0.996				0.850		0.988	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3383	0	1770	3525	0	3433	3539	1583	1770	3497	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	3383	0	1770	3525	0	3433	3539	1583	1770	3497	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		74			3				16		11	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1652			984			605			583	
Travel Time (s)		28.2			16.8			10.3			9.9	
Volume (vph)	35	477	201	39	553	15	270	106	15	43	214	19
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	38	518	218	42	601	16	293	115	16	47	233	21
Lane Group Flow (vph)	38	736	0	42	617	0	293	115	16	47	254	0
Turn Type	Prot			Prot			Prot		Perm	Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			
Detector Phases	7	4		3	8		5	2	2	1	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	12.0	31.5		12.0	31.5		12.0	31.5	31.5	12.0	31.5	
Total Split (s)	12.0	31.5	0.0	12.0	31.5	0.0	15.0	34.5	34.5	12.0	31.5	0.0
Total Split (%)	13.3%	35.0%	0.0%	13.3%	35.0%	0.0%	16.7%	38.3%	38.3%	13.3%	35.0%	0.0%
Maximum Green (s)	7.5	27.0		7.5	27.0		10.5	30.0	30.0	7.5	27.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	Min	Min	None	Min	
Walk Time (s)		7.0			7.0			7.0	7.0		7.0	
Flash Dont Walk (s)		20.0			20.0			20.0	20.0		20.0	
Pedestrian Calls (#/hr)		10			10			10	10		10	
Act Effct Green (s)	7.2	17.1		7.3	17.1		10.1	22.9	22.9	7.3	11.7	
Actuated g/C Ratio	0.12	0.31		0.12	0.31		0.18	0.41	0.41	0.12	0.21	
v/c Ratio	0.18	0.68		0.20	0.57		0.47	0.08	0.02	0.23	0.34	
Control Delay	33.4	20.4		33.6	20.3		28.3	16.4	10.2	33.9	21.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	33.4	20.4		33.6	20.3		28.3	16.4	10.2	33.9	21.2	
LOS	C	C		C	C		C	B	B	C	C	
Approach Delay		21.0			21.1			24.4			23.1	
Approach LOS		C			C			C			C	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	9	74		10	67		35	7	0	11	30	
Queue Length 95th (ft)	51	236		55	208		#127	42	14	60	84	
Internal Link Dist (ft)		1572			904			525			503	
Turn Bay Length (ft)												
Base Capacity (vph)	237	1507		237	1528		726	1776	802	237	1413	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.16	0.49		0.18	0.40		0.40	0.06	0.02	0.20	0.18	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 55.9
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.68
Intersection Signal Delay: 22.0 Intersection LOS: C
Intersection Capacity Utilization 50.5% ICU Level of Service A
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 8: Floral & Whitson



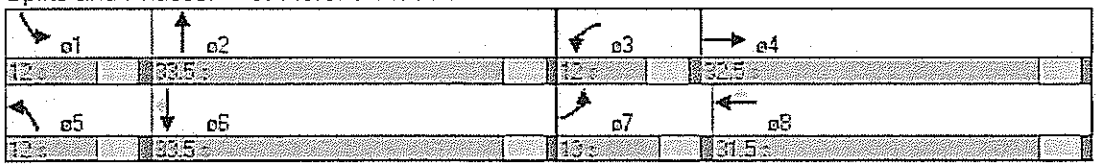
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50	50	50	50		50	50	50
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.982				0.850		0.984				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1829	0	1770	1863	1583	1770	1833	0	1770	1863	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	1829	0	1770	1863	1583	1770	1833	0	1770	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8				111		7				227
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		984			67			531			694	
Travel Time (s)		16.8			1.1			9.1			11.8	
Volume (vph)	145	333	45	78	320	102	84	290	35	84	467	209
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	158	362	49	85	348	111	91	315	38	91	508	227
Lane Group Flow (vph)	158	411	0	85	348	111	91	353	0	91	508	227
Turn Type	Prot			Prot		Perm	Prot			Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases						8						6
Detector Phases	7	4		3	8	8	5	2		1	6	6
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	12.0	31.5		12.0	31.5	31.5	12.0	31.5		12.0	31.5	31.5
Total Split (s)	13.0	32.5	0.0	12.0	31.5	31.5	12.0	33.5	0.0	12.0	33.5	33.5
Total Split (%)	14.4%	36.1%	0.0%	13.3%	35.0%	35.0%	13.3%	37.2%	0.0%	13.3%	37.2%	37.2%
Maximum Green (s)	8.5	28.0		7.5	27.0	27.0	7.5	29.0		7.5	29.0	29.0
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None	None	None	Min		None	Min	Min
Walk Time (s)		7.0			7.0	7.0		7.0			7.0	7.0
Flash Dont Walk (s)		20.0			20.0	20.0		20.0			20.0	20.0
Pedestrian Calls (#/hr)		10			10	10		10			10	10
Act Effct Green (s)	9.6	25.6		7.8	20.3	20.3	7.8	24.4		7.8	24.4	24.4
Actuated g/C Ratio	0.13	0.34		0.10	0.27	0.27	0.10	0.32		0.10	0.32	0.32
v/c Ratio	0.71	0.66		0.48	0.70	0.22	0.51	0.60		0.51	0.85	0.34
Control Delay	58.2	31.5		47.8	34.9	6.2	49.4	27.8		49.4	41.0	4.9
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	58.2	31.5		47.8	34.9	6.2	49.4	27.8		49.4	41.0	4.9
LOS	E	C		D	C	A	D	C		D	D	A
Approach Delay		38.9			31.1			32.2			32.0	
Approach LOS		D			C			C			C	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	85	200		45	168	0	48	149		48	244	0
Queue Length 95th (ft)	#205	306		#101	259	37	#110	251		#110	#433	49
Internal Link Dist (ft)		904			1			451			614	
Turn Bay Length (ft)												
Base Capacity (vph)	228	693		188	636	614	188	691		188	698	735
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.69	0.59		0.45	0.55	0.18	0.48	0.51		0.48	0.73	0.31

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 76.1
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.85
Intersection Signal Delay: 33.5 Intersection LOS: C
Intersection Capacity Utilization 67.4% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 9: Floral & McCall



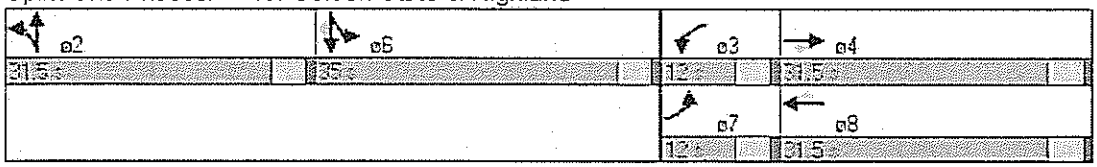
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50	50	50		50	50	50
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.977				0.850
Flt Protected	0.950			0.950			0.950				0.990	
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	1820	0	0	1844	1583
Flt Permitted	0.950			0.950			0.950				0.990	
Satd. Flow (perm)	1770	3539	1583	1770	3539	1583	1770	1820	0	0	1844	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			141			45		8				13
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1169			1352			1070			739	
Travel Time (s)		19.9			23.0			18.2			12.6	
Volume (vph)	5	184	130	10	168	41	144	163	29	79	320	12
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	5	200	141	11	183	45	157	177	32	86	348	13
Lane Group Flow (vph)	5	200	141	11	183	45	157	209	0	0	434	13
Turn Type	Prot		Perm	Prot		Perm	Split			Split		Perm
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases			4			8						6
Detector Phases	7	4	4	3	8	8	2	2		6	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	12.0	31.5	31.5	12.0	31.5	31.5	31.5	31.5		31.5	31.5	31.5
Total Split (s)	12.0	31.5	31.5	12.0	31.5	31.5	31.5	31.5	0.0	35.0	35.0	35.0
Total Split (%)	10.9%	28.6%	28.6%	10.9%	28.6%	28.6%	28.6%	28.6%	0.0%	31.8%	31.8%	31.8%
Maximum Green (s)	7.5	27.0	27.0	7.5	27.0	27.0	27.0	27.0		30.5	30.5	30.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	Min	Min		Min	Min	Min
Walk Time (s)		7.0	7.0		7.0	7.0	7.0	7.0		7.0	7.0	7.0
Flash Dont Walk (s)		20.0	20.0		20.0	20.0	20.0	20.0		20.0	20.0	20.0
Pedestrian Calls (#/hr)		10	10		10	10	10	10		10	10	10
Act Effct Green (s)	7.2	11.2	11.2	7.4	11.3	11.3	13.6	13.6			19.9	19.9
Actuated g/C Ratio	0.11	0.19	0.19	0.11	0.19	0.19	0.24	0.24			0.35	0.35
v/c Ratio	0.03	0.30	0.34	0.05	0.27	0.13	0.37	0.47			0.67	0.02
Control Delay	39.2	24.8	8.3	38.3	24.5	10.1	26.2	26.5			26.5	11.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0
Total Delay	39.2	24.8	8.3	38.3	24.5	10.1	26.2	26.5			26.5	11.6
LOS	D	C	A	D	C	B	C	C			C	B
Approach Delay		18.3			22.4			26.4			26.0	
Approach LOS		B			C			C			C	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	1	27	0	3	24	0	39	51			102	0
Queue Length 95th (ft)	16	91	49	26	83	28	153	194			#452	15
Internal Link Dist (ft)		1089			1272			990			659	
Turn Bay Length (ft)												
Base Capacity (vph)	244	1382	704	244	1387	648	748	774			902	780
Starvation Cap Reductn	0	0	0	0	0	0	0	0			0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0			0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0			0	0
Reduced v/c Ratio	0.02	0.14	0.20	0.05	0.13	0.07	0.21	0.27			0.48	0.02

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 56.9
Natural Cycle: 110
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.67
Intersection Signal Delay: 23.6 Intersection LOS: C
Intersection Capacity Utilization 49.9% ICU Level of Service A
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 10: Golden State & Highland



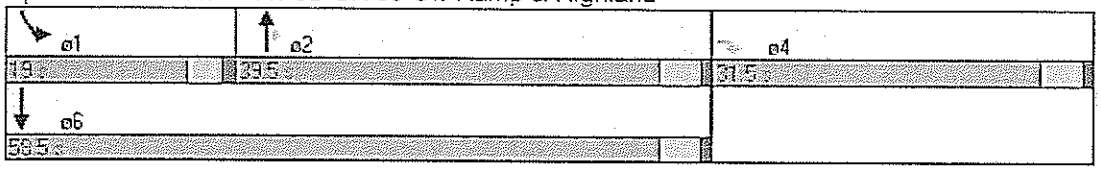
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)			50					50	50	50	50	
Trailing Detector (ft)			0					0	0	0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	1.00	0.88	1.00	1.00	1.00	1.00	*1.00	1.00	1.00	0.95	1.00
Ped Bike Factor			0.96						0.96	1.00		
Frt			0.850						0.850			
Flt Protected										0.950		
Satd. Flow (prot)	0	0	2787	0	0	0	0	1863	1583	1770	3539	0
Flt Permitted										0.950		
Satd. Flow (perm)	0	0	2685	0	0	0	0	1863	1526	1765	3539	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			856						45			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		643			447			103			430	
Travel Time (s)		14.6			10.2			1.8			7.3	
Volume (vph)	0	0	357	0	0	0	0	708	44	287	350	0
Confl. Peds. (#/hr)			10						10	5		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	388	0	0	0	0	770	48	312	380	0
Lane Group Flow (vph)	0	0	388	0	0	0	0	770	48	312	380	0
Turn Type			custom						Perm	Prot		
Protected Phases								2		1	6	
Permitted Phases			4						2			
Detector Phases			4					2	2	1	6	
Minimum Initial (s)			4.0					4.0	4.0	4.0	4.0	
Minimum Split (s)			31.5					31.5	31.5	12.0	31.5	
Total Split (s)	0.0	0.0	31.5	0.0	0.0	0.0	0.0	39.5	39.5	19.0	58.5	0.0
Total Split (%)	0.0%	0.0%	35.0%	0.0%	0.0%	0.0%	0.0%	43.9%	43.9%	21.1%	65.0%	0.0%
Maximum Green (s)			27.0					35.0	35.0	15.0	54.0	
Yellow Time (s)			3.5					3.5	3.5	3.0	3.5	
All-Red Time (s)			1.0					1.0	1.0	1.0	1.0	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)			3.0					3.0	3.0	3.0	3.0	
Recall Mode			None					Min	Min	None	Min	
Walk Time (s)			7.0					7.0	7.0		5.0	
Flash Dont Walk (s)			20.0					20.0	20.0		10.0	
Pedestrian Calls (#/hr)			10					10	10		10	
Act Effct Green (s)			9.6					35.9	35.9	15.2	55.2	
Actuated g/C Ratio			0.13					0.49	0.49	0.21	0.76	
v/c Ratio			0.35					0.84	0.06	0.85	0.14	
Control Delay			0.9					28.1	5.3	51.6	3.6	
Queue Delay			0.0					0.0	0.0	0.0	0.0	
Total Delay			0.9					28.1	5.3	51.6	3.6	
LOS			A					C	A	D	A	

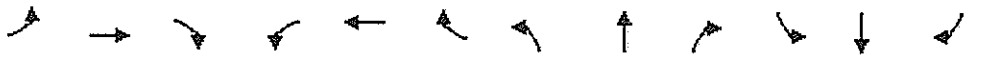
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay								26.8			25.3	
Approach LOS								C			C	
Queue Length 50th (ft)			0					246	1	125	12	
Queue Length 95th (ft)			0					#700	22	#357	66	
Internal Link Dist (ft)		563			367			23			350	
Turn Bay Length (ft)												
Base Capacity (vph)			1415					919	776	369	2681	
Starvation Cap Reductn			0					0	0	0	0	
Spillback Cap Reductn			0					0	0	0	0	
Storage Cap Reductn			0					0	0	0	0	
Reduced v/c Ratio			0.27					0.84	0.06	0.85	0.14	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 72.8
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.85
Intersection Signal Delay: 20.9 Intersection LOS: C
Intersection Capacity Utilization 59.8% ICU Level of Service B
Analysis Period (min) 15
* User Entered Value
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 11: SB-SR-99 Off Ramp & Highland





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	6	144	9	18	150	74	15	11	19	59	13	4
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.89	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	7	164	10	20	170	84	17	12	22	67	15	5
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)					1101							
pX, platoon unblocked												
vC, conflicting volume	255			174			448	478	169	464	441	212
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	255			174			448	478	169	464	441	212
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			99			97	97	98	86	97	99
cM capacity (veh/h)	1310			1403			499	477	875	479	500	828

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	181	275	51	86
Volume Left	7	20	17	67
Volume Right	10	84	22	5
cSH	1310	1403	602	493
Volume to Capacity	0.01	0.01	0.08	0.18
Queue Length 95th (ft)	0	1	7	16
Control Delay (s)	0.3	0.7	11.5	13.8
Lane LOS	A	A	B	B
Approach Delay (s)	0.3	0.7	11.5	13.8
Approach LOS			B	B

Intersection Summary			
Average Delay	3.4		
Intersection Capacity Utilization	35.4%	ICU Level of Service	A
Analysis Period (min)	15		

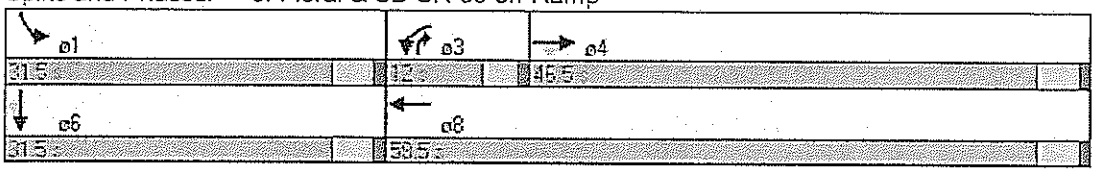
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)		50	50	50	50				50	50	50	50
Trailing Detector (ft)		0	0	0	0				0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	*0.75	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Ped Bike Factor			0.96							0.98		0.98
Frt			0.850						0.865			0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	2794	1583	1770	3539	0	0	0	1611	3433	1863	1583
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	0	2794	1526	1770	3539	0	0	0	1611	3377	1863	1549
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			83						127			123
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		337			399			379			851	
Travel Time (s)		5.7			6.8			8.6			19.3	
Volume (vph)	0	1169	77	117	920	0	0	0	140	273	83	223
Confl. Peds. (#/hr)			10							10		10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1271	84	127	1000	0	0	0	152	297	90	242
Lane Group Flow (vph)	0	1271	84	127	1000	0	0	0	152	297	90	242
Turn Type			Perm	Prot					Over	Prot		Perm
Protected Phases		4		3	8				3	1	6	
Permitted Phases			4									6
Detector Phases		4	4	3	8				3	1	6	6
Minimum Initial (s)		4.0	4.0	4.0	4.0				4.0	4.0	4.0	4.0
Minimum Split (s)		31.5	31.5	12.0	31.5				12.0	12.0	31.5	31.5
Total Split (s)	0.0	46.5	46.5	12.0	58.5	0.0	0.0	0.0	12.0	31.5	31.5	31.5
Total Split (%)	0.0%	51.7%	51.7%	13.3%	65.0%	0.0%	0.0%	0.0%	13.3%	35.0%	35.0%	35.0%
Maximum Green (s)		42.0	42.0	8.0	54.0				8.0	27.0	27.0	27.0
Yellow Time (s)		3.5	3.5	3.0	3.5				3.0	3.5	3.5	3.5
All-Red Time (s)		1.0	1.0	1.0	1.0				1.0	1.0	1.0	1.0
Lead/Lag		Lag	Lag	Lead					Lead			
Lead-Lag Optimize?		Yes	Yes	Yes					Yes			
Vehicle Extension (s)		3.0	3.0	3.0	3.0				3.0	3.0	3.0	3.0
Recall Mode		None	None	None	None				None	None	Min	Min
Walk Time (s)		7.0	7.0		7.0						7.0	7.0
Flash Dont Walk (s)		20.0	20.0		20.0						20.0	20.0
Pedestrian Calls (#/hr)		10	10		10						10	10
Act Effct Green (s)		39.2	39.2	7.9	51.2				7.9	14.0	14.0	14.0
Actuated g/C Ratio		0.53	0.53	0.11	0.70				0.11	0.19	0.19	0.19
v/c Ratio		0.85	0.10	0.66	0.41				0.53	0.45	0.25	0.61
Control Delay		23.2	3.4	54.1	6.1				18.0	28.7	27.4	20.9
Queue Delay		16.1	0.0	0.0	0.0				0.0	0.0	0.0	0.0
Total Delay		39.3	3.4	54.1	6.1				18.0	28.7	27.4	20.9
LOS		D	A	D	A				B	C	C	C

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		37.1			11.5						25.5	
Approach LOS		D			B						C	
Queue Length 50th (ft)		283	0	58	72				11	65	37	51
Queue Length 95th (ft)		#652	24	#169	195				72	98	73	117
Internal Link Dist (ft)		257			319			299			771	
Turn Bay Length (ft)												
Base Capacity (vph)		1556	887	197	2519				292	1099	596	580
Starvation Cap Reductn		303	0	0	0				0	0	0	0
Spillback Cap Reductn		0	0	0	68				0	0	0	9
Storage Cap Reductn		0	0	0	0				0	0	0	0
Reduced v/c Ratio		1.01	0.09	0.64	0.41				0.52	0.27	0.15	0.42

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 73.5
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.85
Intersection Signal Delay: 25.1 Intersection LOS: C
Intersection Capacity Utilization 58.8% ICU Level of Service B
Analysis Period (min) 15
* User Entered Value
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 5: Floral & SB-SR-99 off Ramp



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	200		0	200		0	200		0
Storage Lanes	1		1	2		0	2		1	1		2
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50		50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	*0.90	1.00	0.97	0.95	0.95	0.97	0.95	1.00	1.00	0.95	0.88
Ped Bike Factor	1.00		0.98		1.00					0.99		0.98
Frt			0.850		0.971				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3353	1583	3433	3421	0	3433	3539	1583	1770	3539	2787
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1765	3353	1545	3433	3421	0	3433	3539	1583	1754	3539	2720
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			249		28				173			313
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		115			542			256			500	
Travel Time (s)		2.0			9.2			4.4			8.5	
Volume (vph)	316	976	355	307	859	203	281	209	159	80	380	288
Confl. Peds. (#/hr)	10		10			10				10		10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	343	1061	386	334	934	221	305	227	173	87	413	313
Lane Group Flow (vph)	343	1061	386	334	1155	0	305	227	173	87	413	313
Turn Type	Prot		Perm	Prot			Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4						2			6
Detector Phases	7	4	4	3	8		5	2	2	1	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	12.0	31.5	31.5	12.0	31.5		12.0	31.5	31.5	12.0	31.5	31.5
Total Split (s)	24.0	48.5	48.5	17.0	41.5	0.0	13.0	32.5	32.5	12.0	31.5	31.5
Total Split (%)	21.8%	44.1%	44.1%	15.5%	37.7%	0.0%	11.8%	29.5%	29.5%	10.9%	28.6%	28.6%
Maximum Green (s)	20.0	44.0	44.0	13.0	37.0		9.0	28.0	28.0	8.0	27.0	27.0
Yellow Time (s)	3.0	3.5	3.5	3.0	3.5		3.0	3.5	3.5	3.0	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lead	Lead	Lag	Lead		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	Min	Min	None	Min	Min
Walk Time (s)		7.0	7.0		7.0			7.0	7.0		7.0	7.0
Flash Dont Walk (s)		20.0	20.0		20.0			20.0	20.0		20.0	20.0
Pedestrian Calls (#/hr)		10	10		10			10	10		10	10
Act Effct Green (s)	20.1	38.1	38.1	18.8	36.9		9.0	22.1	22.1	7.7	18.4	18.4
Actuated g/C Ratio	0.20	0.38	0.38	0.19	0.37		0.09	0.22	0.22	0.08	0.18	0.18
v/c Ratio	0.97	0.83	0.52	0.52	0.91		0.99	0.29	0.36	0.65	0.64	0.41
Control Delay	82.9	34.8	10.6	43.2	41.6		95.9	34.6	7.3	70.1	42.4	5.6
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	82.9	34.8	10.6	43.2	41.6		95.9	34.6	7.3	70.1	42.4	5.6
LOS	F	C	B	D	D		F	C	A	E	D	A
Approach Delay		38.8			41.9			54.4			31.2	
Approach LOS		D			D			D			C	
Queue Length 50th (ft)	221	332	58	101	355		102	66	0	55	130	0
Queue Length 95th (ft)	#448	446	149	#191	#564		#213	101	52	#138	179	37
Internal Link Dist (ft)		35			462			176			420	
Turn Bay Length (ft)				200			200			200		
Base Capacity (vph)	354	1400	790	643	1289		309	947	550	138	891	919
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.97	0.76	0.49	0.52	0.90		0.99	0.24	0.31	0.63	0.46	0.34

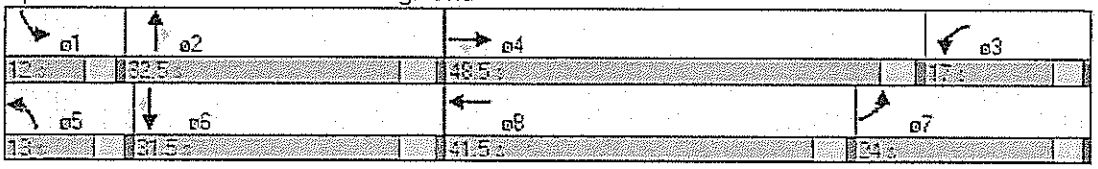
Intersection Summary

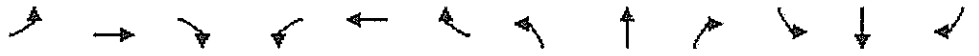
Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 100.5
Natural Cycle: 110
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.99
Intersection Signal Delay: 40.8 Intersection LOS: D
Intersection Capacity Utilization 83.2% ICU Level of Service E
Analysis Period (min) 15

* User Entered Value

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 6: Floral & Highland





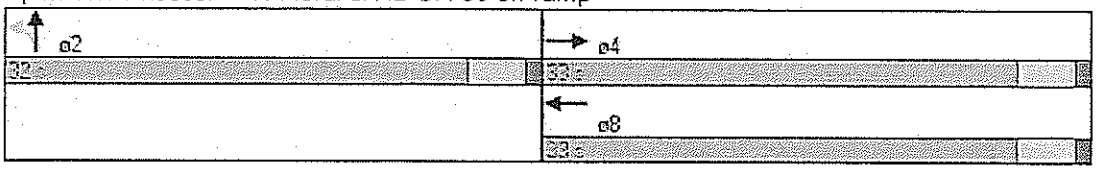
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑			↕				
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)		50			50		50	50				
Trailing Detector (ft)		0			0		0	0				
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt								0.964				
Flt Protected								0.965				
Satd. Flow (prot)	0	3539	0	0	3539	0	0	1733	0	0	0	0
Flt Permitted								0.965				
Satd. Flow (perm)	0	3539	0	0	3539	0	0	1733	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)								30				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		542			211			348			181	
Travel Time (s)		9.2			3.6			7.9			4.1	
Volume (vph)	0	1089	0	0	1003	0	356	0	131	0	0	0
Confl. Peds. (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1184	0	0	1090	0	387	0	142	0	0	0
Lane Group Flow (vph)	0	1184	0	0	1090	0	0	529	0	0	0	0
Turn Type							Perm					
Protected Phases		4			8			2				
Permitted Phases							2					
Detector Phases		4			8		2	2				
Minimum Initial (s)		4.0			4.0		4.0	4.0				
Minimum Split (s)		31.5			31.5		31.5	31.5				
Total Split (s)	0.0	33.0	0.0	0.0	33.0	0.0	32.0	32.0	0.0	0.0	0.0	0.0
Total Split (%)	0.0%	50.8%	0.0%	0.0%	50.8%	0.0%	49.2%	49.2%	0.0%	0.0%	0.0%	0.0%
Maximum Green (s)		28.5			28.5		27.5	27.5				
Yellow Time (s)		3.5			3.5		3.5	3.5				
All-Red Time (s)		1.0			1.0		1.0	1.0				
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0			3.0		3.0	3.0				
Recall Mode		None			None		Min	Min				
Walk Time (s)		7.0			7.0		7.0	7.0				
Flash Dont Walk (s)		20.0			20.0		20.0	20.0				
Pedestrian Calls (#/hr)		10			10		10	10				
Act Effct Green (s)		22.7			22.7			19.7				
Actuated g/C Ratio		0.44			0.44			0.38				
v/c Ratio		0.75			0.69			0.77				
Control Delay		16.4			15.0			22.1				
Queue Delay		0.0			0.0			0.0				
Total Delay		16.4			15.0			22.1				
LOS		B			B			C				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		16.4			15.0			22.1				
Approach LOS		B			B			C				
Queue Length 50th (ft)		151			133			134				
Queue Length 95th (ft)		267			238			259				
Internal Link Dist (ft)		462			131			268			101	
Turn Bay Length (ft)												
Base Capacity (vph)		1821			1821			851				
Starvation Cap Reductn		0			0			0				
Spillback Cap Reductn		0			0			0				
Storage Cap Reductn		0			0			0				
Reduced v/c Ratio		0.65			0.60			0.62				

Intersection Summary

Area Type: Other
Cycle Length: 65
Actuated Cycle Length: 51.2
Natural Cycle: 65
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.77
Intersection Signal Delay: 16.9 Intersection LOS: B
Intersection Capacity Utilization 64.5% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 7: Floral & NB SR-99 off ramp



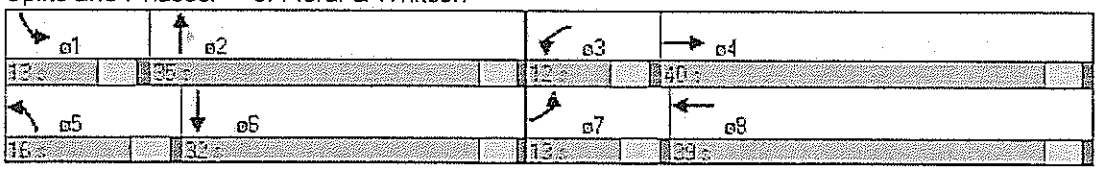
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50	50	50	50	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	0.97	0.95	1.00	1.00	0.95	0.95
Frt		0.945			0.996				0.850		0.991	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3345	0	1770	3525	0	3433	3539	1583	1770	3507	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	3345	0	1770	3525	0	3433	3539	1583	1770	3507	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		127			3				13		7	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1652			984			605			583	
Travel Time (s)		28.2			16.8			10.3			9.9	
Volume (vph)	69	782	450	79	600	17	395	269	12	107	315	21
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	75	850	489	86	652	18	429	292	13	116	342	23
Lane Group Flow (vph)	75	1339	0	86	670	0	429	292	13	116	365	0
Turn Type	Prot			Prot			Prot		Perm	Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			
Detector Phases	7	4		3	8		5	2	2	1	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	12.0	31.5		12.0	31.5		12.0	31.5	31.5	12.0	31.5	
Total Split (s)	13.0	40.0	0.0	12.0	39.0	0.0	16.0	35.0	35.0	13.0	32.0	0.0
Total Split (%)	13.0%	40.0%	0.0%	12.0%	39.0%	0.0%	16.0%	35.0%	35.0%	13.0%	32.0%	0.0%
Maximum Green (s)	8.5	35.5		7.5	34.5		11.5	30.5	30.5	8.5	27.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	Min	Min	None	Min	
Walk Time (s)		7.0			7.0			7.0	7.0		7.0	
Flash Dont Walk (s)		20.0			20.0			20.0	20.0		20.0	
Pedestrian Calls (#/hr)		10			10			10	10		10	
Act Effct Green (s)	8.2	36.5		7.6	35.9		12.2	21.9	21.9	8.6	15.7	
Actuated g/C Ratio	0.09	0.43		0.09	0.42		0.14	0.26	0.26	0.10	0.18	
v/c Ratio	0.45	0.89		0.56	0.45		0.88	0.32	0.03	0.67	0.56	
Control Delay	48.6	31.8		55.0	20.8		58.9	28.6	12.8	59.4	34.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	48.6	31.8		55.0	20.8		58.9	28.6	12.8	59.4	34.8	
LOS	D	C		D	C		E	C	B	E	C	
Approach Delay		32.7			24.7			46.0			40.7	
Approach LOS		C			C			D			D	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	39	324		46	136		120	73	0	62	96	
Queue Length 95th (ft)	93	#592		#118	232		#248	108	14	#161	138	
Internal Link Dist (ft)		1572			904			525			503	
Turn Bay Length (ft)												
Base Capacity (vph)	181	1497		162	1480		487	1170	532	181	1014	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.41	0.89		0.53	0.45		0.88	0.25	0.02	0.64	0.36	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 85.7
Natural Cycle: 100
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.89
Intersection Signal Delay: 34.9 Intersection LOS: C
Intersection Capacity Utilization 74.4% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 8: Floral & Whitson



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50	50	50	50		50	50	50
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.980				0.850		0.982				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1825	0	1770	1863	1583	1770	1829	0	1770	1863	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	1825	0	1770	1863	1583	1770	1829	0	1770	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9				59		8				197
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		984			67			531			694	
Travel Time (s)		16.8			1.1			9.1			11.8	
Volume (vph)	231	422	65	37	307	54	77	442	62	40	314	181
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	251	459	71	40	334	59	84	480	67	43	341	197
Lane Group Flow (vph)	251	530	0	40	334	59	84	547	0	43	341	197
Turn Type	Prot			Prot		Perm	Prot			Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases						8						6
Detector Phases	7	4		3	8	8	5	2		1	6	6
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	12.0	31.5		12.0	31.5	31.5	12.0	31.5		12.0	31.5	31.5
Total Split (s)	15.0	34.5	0.0	12.0	31.5	31.5	12.0	31.5	0.0	12.0	31.5	31.5
Total Split (%)	16.7%	38.3%	0.0%	13.3%	35.0%	35.0%	13.3%	35.0%	0.0%	13.3%	35.0%	35.0%
Maximum Green (s)	10.5	30.0		7.5	27.0	27.0	7.5	27.0		7.5	27.0	27.0
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None	None	None	Min		None	Min	Min
Walk Time (s)		7.0			7.0	7.0		7.0			7.0	7.0
Flash Dont Walk (s)		20.0			20.0	20.0		20.0			20.0	20.0
Pedestrian Calls (#/hr)		10			10	10		10			10	10
Act Effct Green (s)	11.6	30.1		7.3	20.5	20.5	7.6	26.4		7.3	23.6	23.6
Actuated g/C Ratio	0.15	0.39		0.09	0.27	0.27	0.10	0.34		0.09	0.31	0.31
v/c Ratio	0.95	0.74		0.25	0.67	0.13	0.49	0.87		0.27	0.60	0.32
Control Delay	84.2	31.3		42.1	33.4	7.3	48.4	43.3		42.5	30.2	5.3
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	84.2	31.3		42.1	33.4	7.3	48.4	43.3		42.5	30.2	5.3
LOS	F	C		D	C	A	D	D		D	C	A
Approach Delay		48.3			30.7			44.0			22.7	
Approach LOS		D			C			D			C	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	~170	272		22	160	0	46	301		23	164	0
Queue Length 95th (ft)	#318	#453		53	248	27	#96	#513		56	254	47
Internal Link Dist (ft)		904			1			451			614	
Turn Bay Length (ft)												
Base Capacity (vph)	264	738		175	620	566	182	662		175	645	677
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.95	0.72		0.23	0.54	0.10	0.46	0.83		0.25	0.53	0.29

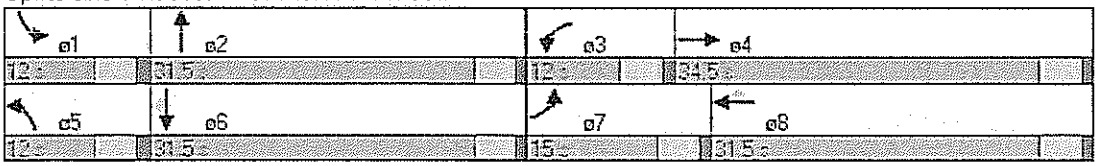
Intersection Summary

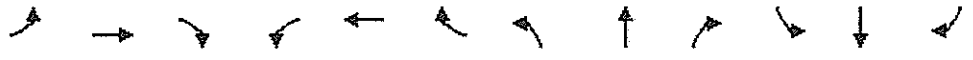
Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 77.3
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.95
Intersection Signal Delay: 37.9 Intersection LOS: D
Intersection Capacity Utilization 73.2% ICU Level of Service D
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 9: Floral & McCall





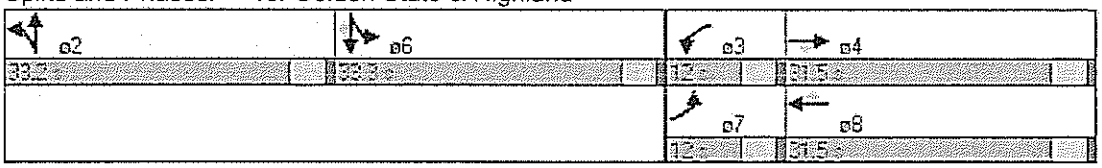
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50	50	50		50	50	50
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.991				0.850
Flt Protected	0.950			0.950			0.950				0.988	
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	1846	0	0	1840	1583
Flt Permitted	0.950			0.950			0.950				0.988	
Satd. Flow (perm)	1770	3539	1583	1770	3539	1583	1770	1846	0	0	1840	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			242			107		3				9
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1169			1352			1070			739	
Travel Time (s)		19.9			23.0			18.2			12.6	
Volume (vph)	16	287	223	30	238	98	182	412	27	106	330	8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	17	312	242	33	259	107	198	448	29	115	359	9
Lane Group Flow (vph)	17	312	242	33	259	107	198	477	0	0	474	9
Turn Type	Prot		Perm	Prot		Perm	Split			Split		Perm
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases			4			8						6
Detector Phases	7	4	4	3	8	8	2	2		6	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	12.0	31.5	31.5	12.0	31.5	31.5	31.5	31.5		31.5	31.5	31.5
Total Split (s)	12.0	31.5	31.5	12.0	31.5	31.5	33.2	33.2	0.0	33.3	33.3	33.3
Total Split (%)	10.9%	28.6%	28.6%	10.9%	28.6%	28.6%	30.2%	30.2%	0.0%	30.3%	30.3%	30.3%
Maximum Green (s)	7.5	27.0	27.0	7.5	27.0	27.0	28.7	28.7		28.8	28.8	28.8
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	Min	Min		Min	Min	Min
Walk Time (s)		7.0	7.0		7.0	7.0	7.0	7.0		7.0	7.0	7.0
Flash Dont Walk (s)		20.0	20.0		20.0	20.0	20.0	20.0		20.0	20.0	20.0
Pedestrian Calls (#/hr)		10	10		10	10	10	10		10	10	10
Act Effct Green (s)	7.0	15.1	15.1	7.3	17.3	17.3	27.5	27.5			27.5	27.5
Actuated g/C Ratio	0.07	0.17	0.17	0.08	0.19	0.19	0.31	0.31			0.31	0.31
v/c Ratio	0.13	0.52	0.52	0.24	0.38	0.27	0.36	0.83			0.83	0.02
Control Delay	48.4	38.1	8.8	49.2	33.8	8.9	29.7	45.5			45.8	15.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0
Total Delay	48.4	38.1	8.8	49.2	33.8	8.9	29.7	45.5			45.8	15.2
LOS	D	D	A	D	C	A	C	D			D	B
Approach Delay		26.0			28.4			40.9			45.2	
Approach LOS		C			C			D			D	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	10	95	0	19	65	0	95	271			271	0
Queue Length 95th (ft)	34	136	61	54	115	43	185	#545			#539	13
Internal Link Dist (ft)		1089			1272			990			659	
Turn Bay Length (ft)												
Base Capacity (vph)	151	982	614	154	1004	526	583	610			608	529
Starvation Cap Reductn	0	0	0	0	0	0	0	0			0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0			0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0			0	0
Reduced v/c Ratio	0.11	0.32	0.39	0.21	0.26	0.20	0.34	0.78			0.78	0.02

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 88.9
Natural Cycle: 110
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.83
Intersection Signal Delay: 35.5 Intersection LOS: D
Intersection Capacity Utilization 71.2% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 10: Golden State & Highland



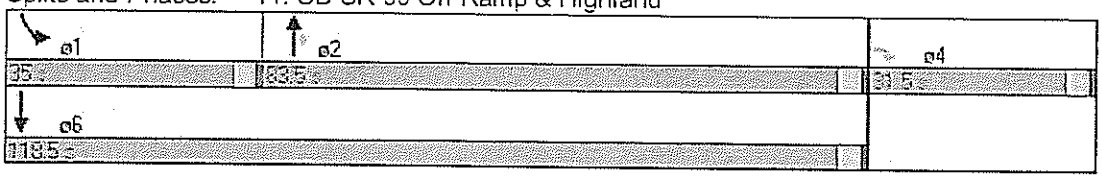
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)			50					50	50	50	50	
Trailing Detector (ft)			0					0	0	0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	1.00	0.88	1.00	1.00	1.00	1.00	*1.00	1.00	1.00	0.95	1.00
Ped Bike Factor			0.95						0.95	1.00		
Frt			0.850						0.850			
Flt Protected										0.950		
Satd. Flow (prot)	0	0	2787	0	0	0	0	1863	1583	1770	3539	0
Flt Permitted										0.950		
Satd. Flow (perm)	0	0	2655	0	0	0	0	1863	1509	1764	3539	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			583						51			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		643			447			103			430	
Travel Time (s)		14.6			10.2			1.8			7.3	
Volume (vph)	0	0	441	0	0	0	0	959	87	354	646	0
Confl. Peds. (#/hr)			10						10	5		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	479	0	0	0	0	1042	95	385	702	0
Lane Group Flow (vph)	0	0	479	0	0	0	0	1042	95	385	702	0
Turn Type			custom						Perm	Prot		
Protected Phases								2		1	6	
Permitted Phases			4						2			
Detector Phases			4					2	2	1	6	
Minimum Initial (s)			4.0					4.0	4.0	4.0	4.0	
Minimum Split (s)			31.5					31.5	31.5	12.0	31.5	
Total Split (s)	0.0	0.0	31.5	0.0	0.0	0.0	0.0	83.5	83.5	35.0	118.5	0.0
Total Split (%)	0.0%	0.0%	21.0%	0.0%	0.0%	0.0%	0.0%	55.7%	55.7%	23.3%	79.0%	0.0%
Maximum Green (s)			27.0					79.0	79.0	31.0	114.0	
Yellow Time (s)			3.5					3.5	3.5	3.0	3.5	
All-Red Time (s)			1.0					1.0	1.0	1.0	1.0	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)			3.0					3.0	3.0	3.0	3.0	
Recall Mode			None					Min	Min	None	Min	
Walk Time (s)			7.0					7.0	7.0		5.0	
Flash Dont Walk (s)			20.0					20.0	20.0		10.0	
Pedestrian Calls (#/hr)			10					10	10		10	
Act Effct Green (s)			13.9					80.0	80.0	31.2	115.2	
Actuated g/C Ratio			0.10					0.58	0.58	0.23	0.84	
v/c Ratio			0.60					0.96	0.11	0.96	0.24	
Control Delay			4.1					47.5	8.0	87.6	3.2	
Queue Delay			0.0					0.0	0.0	0.0	0.0	
Total Delay			4.1					47.5	8.0	87.6	3.2	
LOS			A					D	A	F	A	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay								44.2			33.1	
Approach LOS								D			C	
Queue Length 50th (ft)			0					707	14	313	25	
Queue Length 95th (ft)			3					#1376	51	#621	115	
Internal Link Dist (ft)		563			367			23			350	
Turn Bay Length (ft)												
Base Capacity (vph)			963					1087	901	403	2972	
Starvation Cap Reductn			0					0	0	0	0	
Spillback Cap Reductn			0					0	0	0	0	
Storage Cap Reductn			0					0	0	0	0	
Reduced v/c Ratio			0.50					0.96	0.11	0.96	0.24	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 137.1
Natural Cycle: 150
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.96
Intersection Signal Delay: 32.6 Intersection LOS: C
Intersection Capacity Utilization 76.8% ICU Level of Service D
Analysis Period (min) 15
* User Entered Value
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

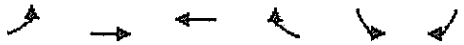
Splits and Phases: 11: SB-SR-99 Off Ramp & Highland



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	4	123	7	10	89	38	3	4	21	50	11	4
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.89	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	5	140	8	11	101	43	3	5	24	57	12	5
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)					1101							
pX, platoon unblocked												
vC, conflicting volume	144			148			309	320	144	324	302	123
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	144			148			309	320	144	324	302	123
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			99			99	99	97	91	98	100
cM capacity (veh/h)	1438			1434			625	590	904	603	604	928

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	152	156	32	74
Volume Left	5	11	3	57
Volume Right	8	43	24	5
cSH	1438	1434	805	617
Volume to Capacity	0.00	0.01	0.04	0.12
Queue Length 95th (ft)	0	1	3	10
Control Delay (s)	0.2	0.6	9.7	11.6
Lane LOS	A	A	A	B
Approach Delay (s)	0.2	0.6	9.7	11.6
Approach LOS			A	B

Intersection Summary			
Average Delay	3.1		
Intersection Capacity Utilization	28.6%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	38	146	106	217	134	24
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	41	159	115	236	146	26
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)			656			
pX, platoon unblocked	0.93				0.93	0.93
vC, conflicting volume	351				474	233
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	299				432	172
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	96				72	97
cM capacity (veh/h)	1168				518	807

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	200	351	172
Volume Left	41	0	146
Volume Right	0	236	26
cSH	1168	1700	548
Volume to Capacity	0.04	0.21	0.31
Queue Length 95th (ft)	3	0	33
Control Delay (s)	1.9	0.0	14.5
Lane LOS	A		B
Approach Delay (s)	1.9	0.0	14.5
Approach LOS			B

Intersection Summary			
Average Delay	4.0		
Intersection Capacity Utilization	47.6%	ICU Level of Service	A
Analysis Period (min)	15		

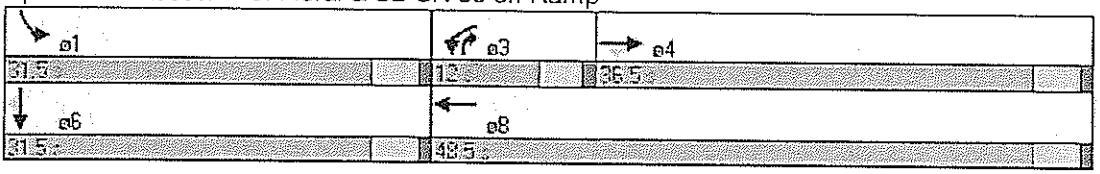
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)		50	50	50	50				50	50	50	50
Trailing Detector (ft)		0	0	0	0				0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	*0.75	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Ped Bike Factor			0.97							0.99		0.98
Frt			0.850						0.865			0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	2794	1583	1770	3539	0	0	0	1611	3433	1863	1583
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	0	2794	1529	1770	3539	0	0	0	1611	3383	1863	1551
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			29						235			82
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		337			399			379			851	
Travel Time (s)		5.7			6.8			8.6			19.3	
Volume (vph)	0	998	27	45	995	0	0	0	40	182	31	264
Confl. Peds. (#/hr)			10							10		10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1085	29	49	1082	0	0	0	43	198	34	287
Lane Group Flow (vph)	0	1085	29	49	1082	0	0	0	43	198	34	287
Turn Type			Perm	Prot					Over	Prot		Perm
Protected Phases		4		3	8				3	1	6	
Permitted Phases			4									6
Detector Phases		4	4	3	8				3	1	6	6
Minimum Initial (s)		4.0	4.0	4.0	4.0				4.0	4.0	4.0	4.0
Minimum Split (s)		31.5	31.5	12.0	31.5				12.0	12.0	31.5	31.5
Total Split (s)	0.0	36.5	36.5	12.0	48.5	0.0	0.0	0.0	12.0	31.5	31.5	31.5
Total Split (%)	0.0%	45.6%	45.6%	15.0%	60.6%	0.0%	0.0%	0.0%	15.0%	39.4%	39.4%	39.4%
Maximum Green (s)		32.0	32.0	8.0	44.0				8.0	27.0	27.0	27.0
Yellow Time (s)		3.5	3.5	3.0	3.5				3.0	3.5	3.5	3.5
All-Red Time (s)		1.0	1.0	1.0	1.0				1.0	1.0	1.0	1.0
Lead/Lag		Lag	Lag	Lead					Lead			
Lead-Lag Optimize?		Yes	Yes	Yes					Yes			
Vehicle Extension (s)		3.0	3.0	3.0	3.0				3.0	3.0	3.0	3.0
Recall Mode		None	None	None	None				None	None	Min	Min
Walk Time (s)		7.0	7.0		7.0						7.0	7.0
Flash Dont Walk (s)		20.0	20.0		20.0						20.0	20.0
Pedestrian Calls (#/hr)		10	10		10						10	10
Act Effct Green (s)		28.7	28.7	7.0	34.3				7.0	14.4	14.4	14.4
Actuated g/C Ratio		0.50	0.50	0.11	0.59				0.11	0.24	0.25	0.25
v/c Ratio		0.78	0.04	0.24	0.51				0.11	0.24	0.07	0.64
Control Delay		20.9	5.8	33.2	8.5				0.6	19.7	19.3	22.2
Queue Delay		0.6	0.0	0.0	0.0				0.0	0.0	0.0	0.0
Total Delay		21.5	5.8	33.2	8.5				0.6	19.7	19.3	22.2
LOS		C	A	C	A				A	B	B	C

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		21.1			9.5						21.0	
Approach LOS		C			A						C	
Queue Length 50th (ft)		230	0	19	96				0	34	11	76
Queue Length 95th (ft)		#518	15	55	222				0	58	30	149
Internal Link Dist (ft)		257			319			299			771	
Turn Bay Length (ft)												
Base Capacity (vph)		1513	841	237	2356				419	1333	754	677
Starvation Cap Reductn		154	0	0	0				0	0	0	0
Spillback Cap Reductn		0	0	0	81				0	0	0	20
Storage Cap Reductn		0	0	0	0				0	0	0	0
Reduced v/c Ratio		0.80	0.03	0.21	0.48				0.10	0.15	0.05	0.44

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 57.8
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.78
Intersection Signal Delay: 16.1 Intersection LOS: B
Intersection Capacity Utilization 53.0% ICU Level of Service A
Analysis Period (min) 15
* User Entered Value
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 5: Floral & SB-SR-99 off Ramp



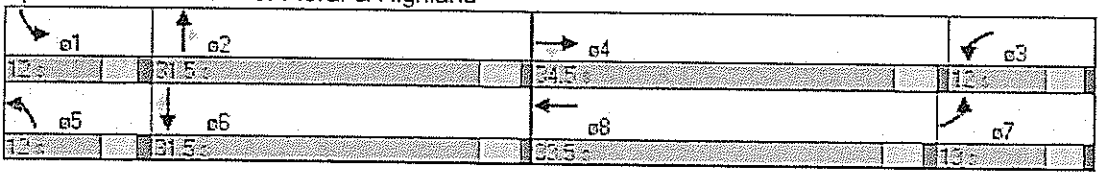
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	200		0	200		0	200		0
Storage Lanes	1		1	2		0	2		1	1		2
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50		50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	*0.90	1.00	0.97	0.95	0.95	0.97	0.95	1.00	1.00	0.95	0.88
Ped Bike Factor	1.00		0.98		1.00					0.99		0.98
Frt			0.850		0.985				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3353	1583	3433	3479	0	3433	3539	1583	1770	3539	2787
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1766	3353	1549	3433	3479	0	3433	3539	1583	1755	3539	2726
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			282		13				101			276
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		115			542			256			500	
Travel Time (s)		2.0			9.2			4.4			8.5	
Volume (vph)	178	795	259	160	1008	109	149	123	93	23	282	254
Confl. Peds. (#/hr)	10		10			10				10		10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	193	864	282	174	1096	118	162	134	101	25	307	276
Lane Group Flow (vph)	193	864	282	174	1214	0	162	134	101	25	307	276
Turn Type	Prot		Perm	Prot			Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4						2			6
Detector Phases	7	4	4	3	8		5	2	2	1	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	12.0	31.5	31.5	12.0	31.5		12.0	31.5	31.5	12.0	31.5	31.5
Total Split (s)	13.0	34.5	34.5	12.0	33.5	0.0	12.0	31.5	31.5	12.0	31.5	31.5
Total Split (%)	14.4%	38.3%	38.3%	13.3%	37.2%	0.0%	13.3%	35.0%	35.0%	13.3%	35.0%	35.0%
Maximum Green (s)	9.0	30.0	30.0	8.0	29.0		8.0	27.0	27.0	8.0	27.0	27.0
Yellow Time (s)	3.0	3.5	3.5	3.0	3.5		3.0	3.5	3.5	3.0	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lead	Lead	Lag	Lead		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	Min	Min	None	Min	Min
Walk Time (s)		7.0	7.0		7.0			7.0	7.0		7.0	7.0
Flash Dont Walk (s)		20.0	20.0		20.0			20.0	20.0		20.0	20.0
Pedestrian Calls (#/hr)		10	10		10			10	10		10	10
Act Effct Green (s)	9.1	25.3	25.3	13.5	29.7		7.6	21.7	21.7	6.6	14.3	14.3
Actuated g/C Ratio	0.12	0.33	0.33	0.18	0.39		0.10	0.28	0.28	0.08	0.19	0.19
v/c Ratio	0.92	0.78	0.40	0.29	0.90		0.48	0.13	0.19	0.18	0.47	0.38
Control Delay	83.7	29.3	4.5	33.0	33.8		39.2	22.2	6.5	39.1	29.6	4.9
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	83.7	29.3	4.5	33.0	33.8		39.2	22.2	6.5	39.1	29.6	4.9
LOS	F	C	A	C	C		D	C	A	D	C	A
Approach Delay		31.9			33.7			25.1			18.8	
Approach LOS		C			C			C			B	
Queue Length 50th (ft)	90	195	0	36	263		37	22	0	11	69	0
Queue Length 95th (ft)	#258	317	52	82	#531		78	50	35	38	103	30
Internal Link Dist (ft)		35			462			176			420	
Turn Bay Length (ft)				200			200			200		
Base Capacity (vph)	209	1251	755	604	1353		358	1183	597	168	1086	1028
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.92	0.69	0.37	0.29	0.90		0.45	0.11	0.17	0.15	0.28	0.27

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 76.9
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.92
Intersection Signal Delay: 29.7 Intersection LOS: C
Intersection Capacity Utilization 70.8% ICU Level of Service C
Analysis Period (min) 15
* User Entered Value
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 6: Floral & Highland



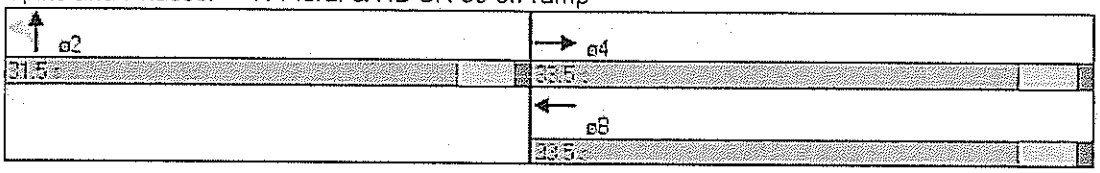
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑			✣				
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)		50			50		50	50				
Trailing Detector (ft)		0			0		0	0				
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt								0.978				
Flt Protected								0.960				
Satd. Flow (prot)	0	3539	0	0	3539	0	0	1749	0	0	0	0
Flt Permitted								0.960				
Satd. Flow (perm)	0	3539	0	0	3539	0	0	1749	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)								18				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		542			211			348			181	
Travel Time (s)		9.2			3.6			7.9			4.1	
Volume (vph)	0	785	0	0	998	0	262	0	50	0	0	0
Confl. Peds. (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	853	0	0	1085	0	285	0	54	0	0	0
Lane Group Flow (vph)	0	853	0	0	1085	0	0	339	0	0	0	0
Turn Type							Perm					
Protected Phases		4			8			2				
Permitted Phases							2					
Detector Phases		4			8		2	2				
Minimum Initial (s)		4.0			4.0		4.0	4.0				
Minimum Split (s)		31.5			31.5		31.5	31.5				
Total Split (s)	0.0	33.5	0.0	0.0	33.5	0.0	31.5	31.5	0.0	0.0	0.0	0.0
Total Split (%)	0.0%	51.5%	0.0%	0.0%	51.5%	0.0%	48.5%	48.5%	0.0%	0.0%	0.0%	0.0%
Maximum Green (s)		29.0			29.0		27.0	27.0				
Yellow Time (s)		3.5			3.5		3.5	3.5				
All-Red Time (s)		1.0			1.0		1.0	1.0				
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0			3.0		3.0	3.0				
Recall Mode		None			None		Min	Min				
Walk Time (s)		7.0			7.0		7.0	7.0				
Flash Dont Walk (s)		20.0			20.0		20.0	20.0				
Pedestrian Calls (#/hr)		10			10		10	10				
Act Effct Green (s)		19.8			19.8			14.2				
Actuated g/C Ratio		0.46			0.46			0.33				
v/c Ratio		0.52			0.66			0.57				
Control Delay		10.2			12.0			15.9				
Queue Delay		0.0			0.0			0.0				
Total Delay		10.2			12.0			15.9				
LOS		B			B			B				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		10.2			12.0			15.9				
Approach LOS		B			B			B				
Queue Length 50th (ft)		62			86			59				
Queue Length 95th (ft)		170			232			150				
Internal Link Dist (ft)		462			131			268			101	
Turn Bay Length (ft)												
Base Capacity (vph)		2025			2025			888				
Starvation Cap Reductn		0			0			0				
Spillback Cap Reductn		0			0			0				
Storage Cap Reductn		0			0			0				
Reduced v/c Ratio		0.42			0.54			0.38				

Intersection Summary

Area Type: Other
Cycle Length: 65
Actuated Cycle Length: 42.8
Natural Cycle: 65
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.66
Intersection Signal Delay: 11.9 Intersection LOS: B
Intersection Capacity Utilization 51.8% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 7: Floral & NB SR-99 off ramp



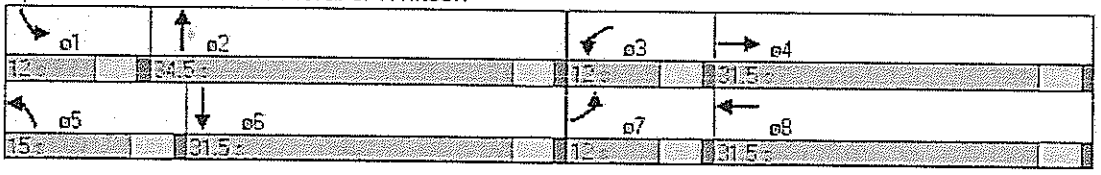
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50	50	50	50	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	0.97	0.95	1.00	1.00	0.95	0.95
Frt		0.958			0.997				0.850		0.988	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3391	0	1770	3529	0	3433	3539	1583	1770	3497	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	3391	0	1770	3529	0	3433	3539	1583	1770	3497	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		65			2				16		11	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1652			984			605			583	
Travel Time (s)		28.2			16.8			10.3			9.9	
Volume (vph)	35	572	223	39	715	15	308	106	15	43	214	19
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	38	622	242	42	777	16	335	115	16	47	233	21
Lane Group Flow (vph)	38	864	0	42	793	0	335	115	16	47	254	0
Turn Type	Prot			Prot			Prot		Perm	Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			
Detector Phases	7	4		3	8		5	2	2	1	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	12.0	31.5		12.0	31.5		12.0	31.5	31.5	12.0	31.5	
Total Split (s)	12.0	31.5	0.0	12.0	31.5	0.0	15.0	34.5	34.5	12.0	31.5	0.0
Total Split (%)	13.3%	35.0%	0.0%	13.3%	35.0%	0.0%	16.7%	38.3%	38.3%	13.3%	35.0%	0.0%
Maximum Green (s)	7.5	27.0		7.5	27.0		10.5	30.0	30.0	7.5	27.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	Min	Min	None	Min	
Walk Time (s)		7.0			7.0			7.0	7.0		7.0	
Flash Dont Walk (s)		20.0			20.0			20.0	20.0		20.0	
Pedestrian Calls (#/hr)		10			10			10	10		10	
Act Effct Green (s)	7.3	20.4		7.3	22.5		10.6	21.5	21.5	7.4	12.2	
Actuated g/C Ratio	0.11	0.33		0.11	0.36		0.17	0.34	0.34	0.11	0.20	
v/c Ratio	0.20	0.75		0.22	0.62		0.57	0.09	0.03	0.24	0.37	
Control Delay	36.7	23.7		35.8	20.6		33.4	20.6	10.6	36.0	24.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	36.7	23.7		35.8	20.6		33.4	20.6	10.6	36.0	24.3	
LOS	D	C		D	C		C	C	B	D	C	
Approach Delay		24.3			21.4			29.5			26.1	
Approach LOS		C			C			C			C	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	15	151		16	102		67	20	0	18	48	
Queue Length 95th (ft)	51	294		55	278		#162	42	14	60	84	
Internal Link Dist (ft)		1572			904			525			503	
Turn Bay Length (ft)												
Base Capacity (vph)	214	1430		220	1537		650	1579	715	220	1297	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.18	0.60		0.19	0.52		0.52	0.07	0.02	0.21	0.20	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 62.5
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.75
Intersection Signal Delay: 24.5 Intersection LOS: C
Intersection Capacity Utilization 54.9% ICU Level of Service A
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 8: Floral & Whitson



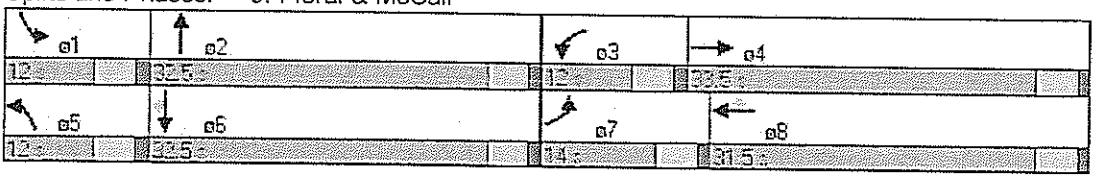
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50	50	50	50		50	50	50
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.983				0.850		0.984				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1831	0	1770	1863	1583	1770	1833	0	1770	1863	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	1831	0	1770	1863	1583	1770	1833	0	1770	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8				111		7				259
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		984			67			531			694	
Travel Time (s)		16.8			1.1			9.1			11.8	
Volume (vph)	162	398	52	78	431	102	97	290	35	84	467	238
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	176	433	57	85	468	111	105	315	38	91	508	259
Lane Group Flow (vph)	176	490	0	85	468	111	105	353	0	91	508	259
Turn Type	Prot			Prot		Perm	Prot			Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases						8						6
Detector Phases	7	4		3	8	8	5	2		1	6	6
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	12.0	31.5		12.0	31.5	31.5	12.0	31.5		12.0	31.5	31.5
Total Split (s)	14.0	33.5	0.0	12.0	31.5	31.5	12.0	32.5	0.0	12.0	32.5	32.5
Total Split (%)	15.6%	37.2%	0.0%	13.3%	35.0%	35.0%	13.3%	36.1%	0.0%	13.3%	36.1%	36.1%
Maximum Green (s)	9.5	29.0		7.5	27.0	27.0	7.5	28.0		7.5	28.0	28.0
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None	None	None	Min		None	Min	Min
Walk Time (s)		7.0			7.0	7.0		7.0			7.0	7.0
Flash Dont Walk (s)		20.0			20.0	20.0		20.0			20.0	20.0
Pedestrian Calls (#/hr)		10			10	10		10			10	10
Act Effct Green (s)	10.3	29.5		7.7	23.6	23.6	7.8	25.2		7.7	25.2	25.2
Actuated g/C Ratio	0.13	0.37		0.09	0.29	0.29	0.09	0.31		0.09	0.31	0.31
v/c Ratio	0.78	0.72		0.52	0.86	0.20	0.63	0.61		0.55	0.87	0.39
Control Delay	63.7	33.4		51.0	45.2	6.0	58.1	29.9		52.9	45.5	5.0
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	63.7	33.4		51.0	45.2	6.0	58.1	29.9		52.9	45.5	5.0
LOS	E	C		D	D	A	E	C		D	D	A
Approach Delay		41.4			39.4			36.3			34.1	
Approach LOS		D			D			D			C	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	100	249		47	245	0	59	165		51	269	0
Queue Length 95th (ft)	#221	#410		#101	#406	37	#134	256		#110	#446	52
Internal Link Dist (ft)		904			1			451			614	
Turn Bay Length (ft)												
Base Capacity (vph)	233	698		175	622	602	175	642		175	648	719
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.76	0.70		0.49	0.75	0.18	0.60	0.55		0.52	0.78	0.36

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 80.6
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.87
Intersection Signal Delay: 37.6 Intersection LOS: D
Intersection Capacity Utilization 74.9% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 9: Floral & McCall



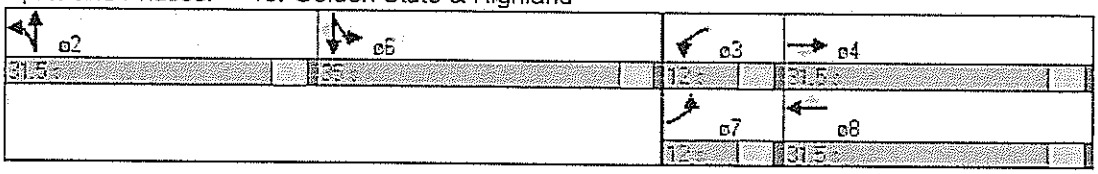
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50	50	50		50	50	50
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.979				0.850
Flt Protected	0.950			0.950			0.950				0.991	
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	1824	0	0	1846	1583
Flt Permitted	0.950			0.950			0.950				0.991	
Satd. Flow (perm)	1770	3539	1583	1770	3539	1583	1770	1824	0	0	1846	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			150			45		7				13
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1169			1352			1070			739	
Travel Time (s)		19.9			23.0			18.2			12.6	
Volume (vph)	5	184	138	10	168	41	149	177	29	79	344	12
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	5	200	150	11	183	45	162	192	32	86	374	13
Lane Group Flow (vph)	5	200	150	11	183	45	162	224	0	0	460	13
Turn Type	Prot		Perm	Prot		Perm	Split			Split		Perm
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases			4			8						6
Detector Phases	7	4	4	3	8	8	2	2		6	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	12.0	31.5	31.5	12.0	31.5	31.5	31.5	31.5		31.5	31.5	31.5
Total Split (s)	12.0	31.5	31.5	12.0	31.5	31.5	31.5	31.5	0.0	35.0	35.0	35.0
Total Split (%)	10.9%	28.6%	28.6%	10.9%	28.6%	28.6%	28.6%	28.6%	0.0%	31.8%	31.8%	31.8%
Maximum Green (s)	7.5	27.0	27.0	7.5	27.0	27.0	27.0	27.0		30.5	30.5	30.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	Min	Min		Min	Min	Min
Walk Time (s)		7.0	7.0		7.0	7.0	7.0	7.0		7.0	7.0	7.0
Flash Dont Walk (s)		20.0	20.0		20.0	20.0	20.0	20.0		20.0	20.0	20.0
Pedestrian Calls (#/hr)		10	10		10	10	10	10		10	10	10
Act Effct Green (s)	7.1	11.3	11.3	7.4	11.4	11.4	14.0	14.0			21.9	21.9
Actuated g/C Ratio	0.11	0.18	0.18	0.11	0.19	0.19	0.24	0.24			0.37	0.37
v/c Ratio	0.03	0.31	0.36	0.06	0.28	0.14	0.39	0.51			0.68	0.02
Control Delay	40.0	25.9	8.4	39.4	25.6	10.3	27.0	28.0			26.5	11.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0
Total Delay	40.0	25.9	8.4	39.4	25.6	10.3	27.0	28.0			26.5	11.6
LOS	D	C	A	D	C	B	C	C			C	B
Approach Delay		18.7			23.3			27.6			26.1	
Approach LOS		B			C			C			C	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	2	30	0	3	27	0	44	61			114	0
Queue Length 95th (ft)	16	91	50	26	83	28	158	208			#495	15
Internal Link Dist (ft)		1089			1272			990			659	
Turn Bay Length (ft)												
Base Capacity (vph)	234	1336	691	234	1341	628	726	752			894	773
Starvation Cap Reductn	0	0	0	0	0	0	0	0			0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0			0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0			0	0
Reduced v/c Ratio	0.02	0.15	0.22	0.05	0.14	0.07	0.22	0.30			0.51	0.02

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 59.2
Natural Cycle: 110
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.68
Intersection Signal Delay: 24.2 Intersection LOS: C
Intersection Capacity Utilization 51.9% ICU Level of Service A
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 10: Golden State & Highland



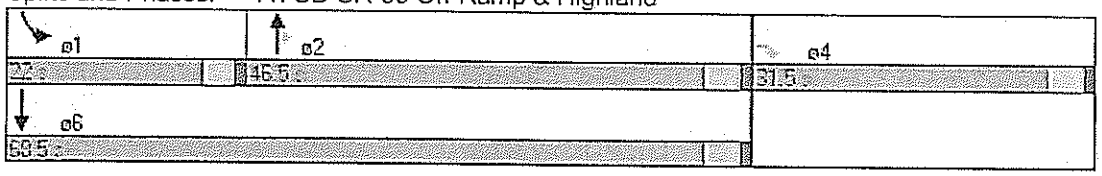
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)			50					50	50	50	50	
Trailing Detector (ft)			0					0	0	0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	1.00	0.88	1.00	1.00	1.00	1.00	*1.00	1.00	1.00	0.95	1.00
Ped Bike Factor			0.96						0.96	1.00		
Frt			0.850						0.850			
Flt Protected										0.950		
Satd. Flow (prot)	0	0	2787	0	0	0	0	1863	1583	1770	3539	0
Flt Permitted										0.950		
Satd. Flow (perm)	0	0	2680	0	0	0	0	1863	1523	1764	3539	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			871						41			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		643			447			103			430	
Travel Time (s)		14.6			10.2			1.8			7.3	
Volume (vph)	0	0	357	0	0	0	0	733	44	312	365	0
Confl. Peds. (#/hr)			10						10	5		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	388	0	0	0	0	797	48	339	397	0
Lane Group Flow (vph)	0	0	388	0	0	0	0	797	48	339	397	0
Turn Type			custom						Perm	Prot		
Protected Phases								2		1	6	
Permitted Phases			4						2			
Detector Phases			4					2	2	1	6	
Minimum Initial (s)			4.0					4.0	4.0	4.0	4.0	
Minimum Split (s)			31.5					31.5	31.5	12.0	31.5	
Total Split (s)	0.0	0.0	31.5	0.0	0.0	0.0	0.0	46.5	46.5	22.0	68.5	0.0
Total Split (%)	0.0%	0.0%	31.5%	0.0%	0.0%	0.0%	0.0%	46.5%	46.5%	22.0%	68.5%	0.0%
Maximum Green (s)			27.0					42.0	42.0	18.0	64.0	
Yellow Time (s)			3.5					3.5	3.5	3.0	3.5	
All-Red Time (s)			1.0					1.0	1.0	1.0	1.0	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)			3.0					3.0	3.0	3.0	3.0	
Recall Mode			None					Min	Min	None	Min	
Walk Time (s)			7.0					7.0	7.0		5.0	
Flash Dont Walk (s)			20.0					20.0	20.0		10.0	
Pedestrian Calls (#/hr)			10					10	10		10	
Act Effct Green (s)			9.6					42.5	42.5	18.2	64.7	
Actuated g/C Ratio			0.12					0.52	0.52	0.22	0.79	
v/c Ratio			0.36					0.83	0.06	0.87	0.14	
Control Delay			0.9					27.9	5.7	55.8	3.2	
Queue Delay			0.0					0.0	0.0	0.0	0.0	
Total Delay			0.9					27.9	5.7	55.8	3.2	
LOS			A					C	A	E	A	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay								26.6			27.4	
Approach LOS								C			C	
Queue Length 50th (ft)			0					291	2	159	13	
Queue Length 95th (ft)			0					#763	24	#413	67	
Internal Link Dist (ft)		563			367			23			350	
Turn Bay Length (ft)												
Base Capacity (vph)			1370					966	809	391	2783	
Starvation Cap Reductn			0					0	0	0	0	
Spillback Cap Reductn			0					0	0	0	0	
Storage Cap Reductn			0					0	0	0	0	
Reduced v/c Ratio			0.28					0.83	0.06	0.87	0.14	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 82.4
Natural Cycle: 100
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.87
Intersection Signal Delay: 21.9 Intersection LOS: C
Intersection Capacity Utilization 62.5% ICU Level of Service B
Analysis Period (min) 15
* User Entered Value
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

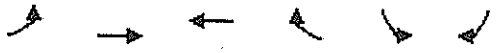
Splits and Phases: 11: SB-SR-99 Off Ramp & Highland



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	6	184	9	27	196	113	15	11	27	94	13	4
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.89	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	7	209	10	31	223	128	17	12	31	107	15	5
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)					1101							
pX, platoon unblocked												
vC, conflicting volume	351			219			588	640	214	613	581	287
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	351			219			588	640	214	613	581	287
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			98			96	97	96	71	96	99
cM capacity (veh/h)	1208			1350			398	382	826	372	413	752

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	226	382	60	126
Volume Left	7	31	17	107
Volume Right	10	128	31	5
cSH	1208	1350	535	383
Volume to Capacity	0.01	0.02	0.11	0.33
Queue Length 95th (ft)	0	2	9	35
Control Delay (s)	0.3	0.8	12.6	18.9
Lane LOS	A	A	B	C
Approach Delay (s)	0.3	0.8	12.6	18.9
Approach LOS			B	C

Intersection Summary			
Average Delay	4.4		
Intersection Capacity Utilization	49.4%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	72	220	241	409	465	82
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	78	239	262	445	505	89
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)			656			
pX, platoon unblocked	0.77				0.77	0.77
vC, conflicting volume	707				880	484
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	620				845	333
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	89				0	84
cM capacity (veh/h)	742				230	548

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	317	707	595
Volume Left	78	0	505
Volume Right	0	445	89
cSH	742	1700	252
Volume to Capacity	0.11	0.42	2.36
Queue Length 95th (ft)	9	0	1187
Control Delay (s)	3.5	0.0	653.5
Lane LOS	A		F
Approach Delay (s)	3.5	0.0	653.5
Approach LOS			F

Intersection Summary			
Average Delay	240.7		
Intersection Capacity Utilization	94.1%	ICU Level of Service	F
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)		50	50	50	50				50	50	50	50
Trailing Detector (ft)		0	0	0	0				0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	*0.75	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Ped Bike Factor			0.95							0.97		0.97
Frt			0.850						0.865			0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	2794	1583	1770	3539	0	0	0	1611	3433	1863	1583
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	0	2794	1509	1770	3539	0	0	0	1611	3347	1863	1538
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			44						39			57
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		337			399			379			851	
Travel Time (s)		5.7			6.8			8.6			19.3	
Volume (vph)	0	2033	77	117	1516	0	0	0	140	273	83	376
Confl. Peds. (#/hr)			10							10		10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	2210	84	127	1648	0	0	0	152	297	90	409
Lane Group Flow (vph)	0	2210	84	127	1648	0	0	0	152	297	90	409
Turn Type			Perm	Prot					Over	Prot		Perm
Protected Phases		4		3	8				3	1	6	
Permitted Phases			4									6
Detector Phases		4	4	3	8				3	1	6	6
Minimum Initial (s)		4.0	4.0	4.0	4.0				4.0	4.0	4.0	4.0
Minimum Split (s)		31.5	31.5	12.0	31.5				12.0	12.0	31.5	31.5
Total Split (s)	0.0	103.0	103.0	13.0	116.0	0.0	0.0	0.0	13.0	34.0	34.0	34.0
Total Split (%)	0.0%	68.7%	68.7%	8.7%	77.3%	0.0%	0.0%	0.0%	8.7%	22.7%	22.7%	22.7%
Maximum Green (s)		98.5	98.5	9.0	111.5				9.0	29.5	29.5	29.5
Yellow Time (s)		3.5	3.5	3.0	3.5				3.0	3.5	3.5	3.5
All-Red Time (s)		1.0	1.0	1.0	1.0				1.0	1.0	1.0	1.0
Lead/Lag		Lag	Lag	Lead					Lead			
Lead-Lag Optimize?		Yes	Yes	Yes					Yes			
Vehicle Extension (s)		3.0	3.0	3.0	3.0				3.0	3.0	3.0	3.0
Recall Mode		None	None	None	None				None	None	Min	Min
Walk Time (s)		7.0	7.0		7.0						7.0	7.0
Flash Dont Walk (s)		20.0	20.0		20.0						20.0	20.0
Pedestrian Calls (#/hr)		10	10		10						10	10
Act Effct Green (s)		99.0	99.0	9.0	112.0				9.0	30.0	30.0	30.0
Actuated g/C Ratio		0.66	0.66	0.06	0.75				0.06	0.20	0.20	0.20
v/c Ratio		1.20	0.08	1.20	0.62				1.14	0.43	0.24	1.16
Control Delay		120.9	4.9	206.5	10.3				165.2	54.8	52.5	142.6
Queue Delay		79.0	0.0	0.0	2.5				0.0	0.0	0.0	32.8
Total Delay		199.9	4.9	206.5	12.8				165.2	54.8	52.5	175.4
LOS		F	A	F	B				F	D	D	F

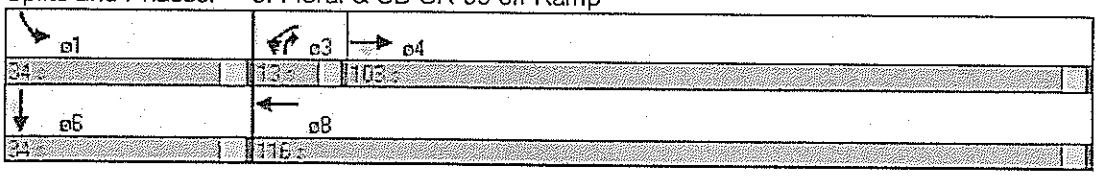
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		192.8			26.7						116.5	
Approach LOS		F			C						F	
Queue Length 50th (ft)		~1742	13	~150	361				~135	132	75	~425
Queue Length 95th (ft)		#1904	33	#290	418				#288	180	128	#643
Internal Link Dist (ft)		257			319			299			771	
Turn Bay Length (ft)												
Base Capacity (vph)		1844	1011	106	2642				133	687	373	353
Starvation Cap Reductn		237	0	0	834				0	0	0	0
Spillback Cap Reductn		0	0	0	298				0	0	0	22
Storage Cap Reductn		0	0	0	0				0	0	0	0
Reduced v/c Ratio		1.38	0.08	1.20	0.91				1.14	0.43	0.24	1.24

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Natural Cycle: 150
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.20
Intersection Signal Delay: 121.1 Intersection LOS: F
Intersection Capacity Utilization 82.7% ICU Level of Service E
Analysis Period (min) 15

* User Entered Value
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 5: Floral & SB-SR-99 off Ramp



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	200		0	200		0	200		0
Storage Lanes	1		1	2		0	2		1	1		2
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50		50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	*0.90	1.00	0.97	0.95	0.95	0.97	0.95	1.00	1.00	0.95	0.88
Ped Bike Factor	1.00		0.97		1.00					0.99		0.97
Frt			0.850		0.980				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3353	1583	3433	3455	0	3433	3539	1583	1770	3539	2787
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1767	3353	1538	3433	3455	0	3433	3539	1583	1748	3539	2708
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			301		14				173			382
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		115			542			256			500	
Travel Time (s)		2.0			9.2			4.4			8.5	
Volume (vph)	388	1579	505	307	1321	203	328	209	159	80	380	351
Confl. Peds. (#/hr)	10		10			10				10		10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	422	1716	549	334	1436	221	357	227	173	87	413	382
Lane Group Flow (vph)	422	1716	549	334	1657	0	357	227	173	87	413	382
Turn Type	Prot		Perm	Prot			Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4						2			6
Detector Phases	7	4	4	3	8		5	2	2	1	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	12.0	31.5	31.5	12.0	31.5		12.0	31.5	31.5	12.0	31.5	31.5
Total Split (s)	34.0	82.5	82.5	18.0	66.5	0.0	18.0	31.5	31.5	18.0	31.5	31.5
Total Split (%)	22.7%	55.0%	55.0%	12.0%	44.3%	0.0%	12.0%	21.0%	21.0%	12.0%	21.0%	21.0%
Maximum Green (s)	30.0	78.0	78.0	14.0	62.0		14.0	27.0	27.0	14.0	27.0	27.0
Yellow Time (s)	3.0	3.5	3.5	3.0	3.5		3.0	3.5	3.5	3.0	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lead	Lead	Lag	Lead		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	Min	Min	None	Min	Min
Walk Time (s)		7.0	7.0		7.0			7.0	7.0		7.0	7.0
Flash Dont Walk (s)		20.0	20.0		20.0			20.0	20.0		20.0	20.0
Pedestrian Calls (#/hr)		10	10		10			10	10		10	10
Act Effct Green (s)	30.0	77.5	77.5	15.1	62.5		14.0	25.6	25.6	11.6	23.2	23.2
Actuated g/C Ratio	0.21	0.53	0.53	0.10	0.43		0.10	0.18	0.18	0.08	0.16	0.16
v/c Ratio	1.16	0.96	0.57	0.94	1.11		1.08	0.37	0.41	0.62	0.73	0.51
Control Delay	147.3	47.3	12.2	98.7	99.0		133.4	55.1	10.1	84.1	66.5	7.2
Queue Delay	0.0	82.5	0.9	0.0	119.7		0.0	0.0	0.1	0.6	0.0	0.0

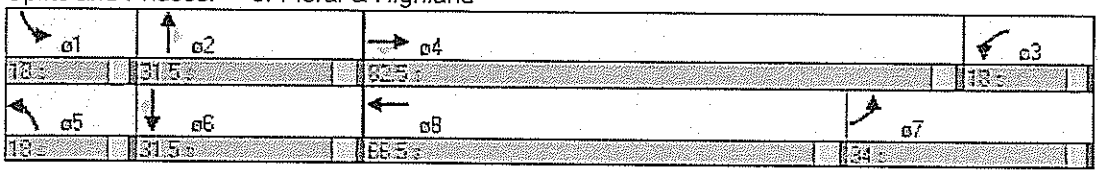
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	147.3	129.8	13.1	98.7	218.7		133.4	55.1	10.2	84.7	66.5	7.2
LOS	F	F	B	F	F		F	E	B	F	E	A
Approach Delay		108.7			198.6			81.8			42.6	
Approach LOS		F			F			F			D	
Queue Length 50th (ft)	~474	833	145	~172	~946		~195	102	0	81	198	0
Queue Length 95th (ft)	#714	#1090	269	#285	#1135		#311	146	67	144	258	50
Internal Link Dist (ft)		35			462			176			420	
Turn Bay Length (ft)				200			200			200		
Base Capacity (vph)	365	1793	962	356	1490		330	659	436	167	649	808
Starvation Cap Reductn	0	351	187	0	291		0	0	0	0	0	0
Spillback Cap Reductn	0	349	0	0	0		0	0	25	8	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	1.16	1.19	0.71	0.94	1.38		1.08	0.34	0.42	0.55	0.64	0.47

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 145.8
Natural Cycle: 150
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.16
Intersection Signal Delay: 124.6 Intersection LOS: F
Intersection Capacity Utilization 101.2% ICU Level of Service G
Analysis Period (min) 15

* User Entered Value
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 6: Floral & Highland



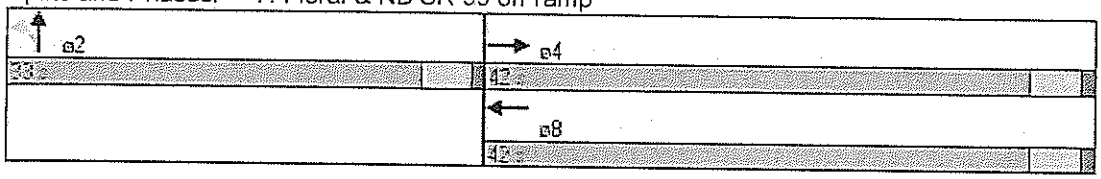
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑			↕				
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)		50			50		50	50				
Trailing Detector (ft)		0			0		0	0				
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt								0.969				
Flt Protected								0.963				
Satd. Flow (prot)	0	3539	0	0	3539	0	0	1738	0	0	0	0
Flt Permitted								0.963				
Satd. Flow (perm)	0	3539	0	0	3539	0	0	1738	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)								12				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		542			211			348			181	
Travel Time (s)		9.2			3.6			7.9			4.1	
Volume (vph)	0	1522	0	0	1386	0	435	0	131	0	0	0
Confl. Peds. (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1654	0	0	1507	0	473	0	142	0	0	0
Lane Group Flow (vph)	0	1654	0	0	1507	0	0	615	0	0	0	0
Turn Type							Perm					
Protected Phases		4			8			2				
Permitted Phases							2					
Detector Phases		4			8		2	2				
Minimum Initial (s)		4.0			4.0		4.0	4.0				
Minimum Split (s)		31.5			31.5		31.5	31.5				
Total Split (s)	0.0	42.0	0.0	0.0	42.0	0.0	33.0	33.0	0.0	0.0	0.0	0.0
Total Split (%)	0.0%	56.0%	0.0%	0.0%	56.0%	0.0%	44.0%	44.0%	0.0%	0.0%	0.0%	0.0%
Maximum Green (s)		37.5			37.5		28.5	28.5				
Yellow Time (s)		3.5			3.5		3.5	3.5				
All-Red Time (s)		1.0			1.0		1.0	1.0				
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0			3.0		3.0	3.0				
Recall Mode		None			None		Min	Min				
Walk Time (s)		7.0			7.0		7.0	7.0				
Flash Dont Walk (s)		20.0			20.0		20.0	20.0				
Pedestrian Calls (#/hr)		10			10		10	10				
Act Effct Green (s)		36.0			36.0			26.9				
Actuated g/C Ratio		0.51			0.51			0.38				
v/c Ratio		0.92			0.84			0.92				
Control Delay		27.1			21.0			43.5				
Queue Delay		0.5			87.8			128.7				
Total Delay		27.5			108.8			172.2				
LOS		C			F			F				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		27.5			108.8			172.2				
Approach LOS		C			F			F				
Queue Length 50th (ft)		351			297			259				
Queue Length 95th (ft)		#524			394			#462				
Internal Link Dist (ft)		462			131			268			101	
Turn Bay Length (ft)												
Base Capacity (vph)		1846			1846			699				
Starvation Cap Reductn		32			0			0				
Spillback Cap Reductn		0			582			221				
Storage Cap Reductn		0			0			0				
Reduced v/c Ratio		0.91			1.19			1.29				

Intersection Summary

Area Type: Other
Cycle Length: 75
Actuated Cycle Length: 71.1
Natural Cycle: 75
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.92
Intersection Signal Delay: 83.5 Intersection LOS: F
Intersection Capacity Utilization 80.8% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 7: Floral & NB SR-99 off ramp



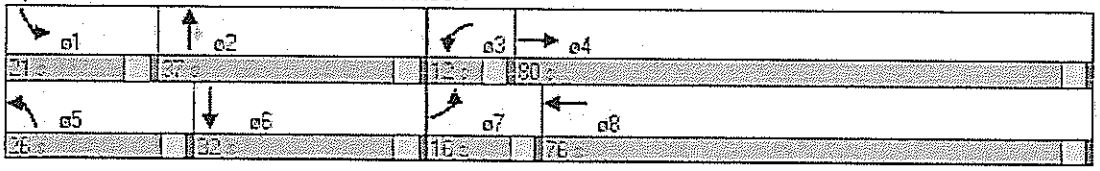
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50	50	50	50	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	0.97	0.95	1.00	1.00	0.95	0.95
Frt		0.952			0.997				0.850		0.991	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3369	0	1770	3529	0	3433	3539	1583	1770	3507	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	3369	0	1770	3529	0	3433	3539	1583	1770	3507	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		77			2				13		4	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1652			984			605			583	
Travel Time (s)		28.2			16.8			10.3			9.9	
Volume (vph)	69	1128	537	79	907	17	471	269	12	107	315	21
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	75	1226	584	86	986	18	512	292	13	116	342	23
Lane Group Flow (vph)	75	1810	0	86	1004	0	512	292	13	116	365	0
Turn Type	Prot			Prot			Prot		Perm	Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			
Detector Phases	7	4		3	8		5	2	2	1	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	12.0	31.5		12.0	31.5		12.0	31.5	31.5	12.0	31.5	
Total Split (s)	16.0	80.0	0.0	12.0	76.0	0.0	26.0	37.0	37.0	21.0	32.0	0.0
Total Split (%)	10.7%	53.3%	0.0%	8.0%	50.7%	0.0%	17.3%	24.7%	24.7%	14.0%	21.3%	0.0%
Maximum Green (s)	11.5	75.5		7.5	71.5		21.5	32.5	32.5	16.5	27.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	Min	Min	None	Min	
Walk Time (s)		7.0			7.0			7.0	7.0		7.0	
Flash Dont Walk (s)		20.0			20.0			20.0	20.0		20.0	
Pedestrian Calls (#/hr)		10			10			10	10		10	
Act Effct Green (s)	10.6	76.1		8.0	75.9		22.0	29.4	29.4	14.2	21.5	
Actuated g/C Ratio	0.07	0.53		0.06	0.53		0.15	0.20	0.20	0.10	0.15	
v/c Ratio	0.58	0.99		0.87	0.54		0.97	0.40	0.04	0.67	0.69	
Control Delay	83.6	52.0		127.1	25.2		93.2	51.7	20.2	81.5	64.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	83.6	52.0		127.1	25.2		93.2	51.7	20.2	81.5	64.2	
LOS	F	D		F	C		F	D	C	F	E	
Approach Delay		53.3			33.2			77.2			68.4	
Approach LOS		D			C			E			E	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	68	822		81	327		246	126	0	105	171	
Queue Length 95th (ft)	129	#1112		#197	436		#389	176	20	179	226	
Internal Link Dist (ft)		1572			904			525			503	
Turn Bay Length (ft)												
Base Capacity (vph)	144	1821		99	1865		526	794	365	205	658	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.52	0.99		0.87	0.54		0.97	0.37	0.04	0.57	0.55	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 143.7
Natural Cycle: 150
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.99
Intersection Signal Delay: 54.4 Intersection LOS: D
Intersection Capacity Utilization 88.9% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 8: Floral & Whitson



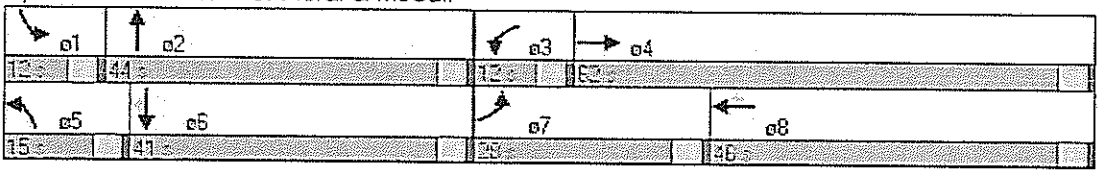
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50	50	50	50		50	50	50
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.982				0.850		0.982				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1829	0	1770	1863	1583	1770	1829	0	1770	1863	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	1829	0	1770	1863	1583	1770	1829	0	1770	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7				47		6				263
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		984			67			531			694	
Travel Time (s)		16.8			1.1			9.1			11.8	
Volume (vph)	294	659	92	37	516	54	101	442	62	40	314	242
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	320	716	100	40	561	59	110	480	67	43	341	263
Lane Group Flow (vph)	320	816	0	40	561	59	110	547	0	43	341	263
Turn Type	Prot			Prot		Perm	Prot			Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases						8						6
Detector Phases	7	4		3	8	8	5	2		1	6	6
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	12.0	31.5		12.0	31.5	31.5	12.0	31.5		12.0	31.5	31.5
Total Split (s)	28.0	62.0	0.0	12.0	46.0	46.0	15.0	44.0	0.0	12.0	41.0	41.0
Total Split (%)	21.5%	47.7%	0.0%	9.2%	35.4%	35.4%	11.5%	33.8%	0.0%	9.2%	31.5%	31.5%
Maximum Green (s)	23.5	57.5		7.5	41.5	41.5	10.5	39.5		7.5	36.5	36.5
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None	None	None	Min		None	Min	Min
Walk Time (s)		7.0			7.0	7.0		7.0			7.0	7.0
Flash Dont Walk (s)		20.0			20.0	20.0		20.0			20.0	20.0
Pedestrian Calls (#/hr)		10			10	10		10			10	10
Act Effct Green (s)	23.9	57.8		7.5	38.8	38.8	10.4	37.8		7.5	32.2	32.2
Actuated g/C Ratio	0.20	0.48		0.06	0.32	0.32	0.09	0.31		0.06	0.26	0.26
v/c Ratio	0.92	0.93		0.37	0.94	0.11	0.73	0.96		0.40	0.69	0.43
Control Delay	82.4	51.2		68.8	67.1	12.1	84.2	70.5		70.0	48.6	6.4
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	82.4	51.2		68.8	67.1	12.1	84.2	70.5		70.0	48.6	6.4
LOS	F	D		E	E	B	F	E		E	D	A
Approach Delay		60.0			62.3			72.8			32.9	
Approach LOS		E			E			E			C	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	271	669		33	458	7	92	450		36	252	0
Queue Length 95th (ft)	#463	#958		73	#679	39	#186	#683		76	360	65
Internal Link Dist (ft)		904			1			451			614	
Turn Bay Length (ft)												
Base Capacity (vph)	355	883		115	633	568	162	601		115	551	654
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.90	0.92		0.35	0.89	0.10	0.68	0.91		0.37	0.62	0.40

Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 121.6
Natural Cycle: 130
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.96
Intersection Signal Delay: 57.5 Intersection LOS: E
Intersection Capacity Utilization 87.3% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 9: Floral & McCall



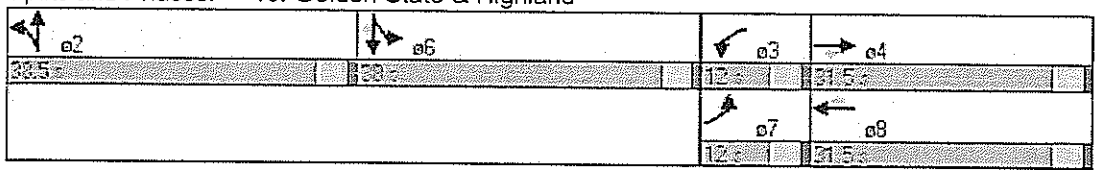
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50	50	50		50	50	50
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.992				0.850
Flt Protected	0.950			0.950			0.950				0.989	
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	1848	0	0	1842	1583
Flt Permitted	0.950			0.950			0.950				0.989	
Satd. Flow (perm)	1770	3539	1583	1770	3539	1583	1770	1848	0	0	1842	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			259			107		2				8
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1169			1352			1070			739	
Travel Time (s)		19.9			23.0			18.2			12.6	
Volume (vph)	16	287	238	30	238	98	200	466	27	106	377	8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	17	312	259	33	259	107	217	507	29	115	410	9
Lane Group Flow (vph)	17	312	259	33	259	107	217	536	0	0	525	9
Turn Type	Prot		Perm	Prot		Perm	Split			Split		Perm
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases			4			8						6
Detector Phases	7	4	4	3	8	8	2	2		6	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	12.0	31.5	31.5	12.0	31.5	31.5	31.5	31.5		31.5	31.5	31.5
Total Split (s)	12.0	31.5	31.5	12.0	31.5	31.5	38.5	38.5	0.0	38.0	38.0	38.0
Total Split (%)	10.0%	26.3%	26.3%	10.0%	26.3%	26.3%	32.1%	32.1%	0.0%	31.7%	31.7%	31.7%
Maximum Green (s)	7.5	27.0	27.0	7.5	27.0	27.0	34.0	34.0		33.5	33.5	33.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	Min	Min		Min	Min	Min
Walk Time (s)		7.0	7.0		7.0	7.0	7.0	7.0		7.0	7.0	7.0
Flash Dont Walk (s)		20.0	20.0		20.0	20.0	20.0	20.0		20.0	20.0	20.0
Pedestrian Calls (#/hr)		10	10		10	10	10	10		10	10	10
Act Effct Green (s)	7.0	16.2	16.2	7.3	18.5	18.5	34.7	34.7			34.2	34.2
Actuated g/C Ratio	0.06	0.16	0.16	0.07	0.18	0.18	0.33	0.33			0.33	0.33
v/c Ratio	0.15	0.57	0.56	0.28	0.41	0.29	0.37	0.87			0.87	0.02
Control Delay	54.5	45.0	9.7	56.3	40.0	9.6	31.1	50.3			50.9	17.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0
Total Delay	54.5	45.0	9.7	56.3	40.0	9.6	31.1	50.3			50.9	17.2
LOS	D	D	A	E	D	A	C	D			D	B
Approach Delay		29.7			33.2			44.8			50.3	
Approach LOS		C			C			D			D	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	11	107	0	22	76	0	115	351			345	1
Queue Length 95th (ft)	37	152	68	59	128	46	212	#655			#640	14
Internal Link Dist (ft)		1089			1272			990			659	
Turn Bay Length (ft)												
Base Capacity (vph)	128	851	577	131	869	470	594	622			609	529
Starvation Cap Reductn	0	0	0	0	0	0	0	0			0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0			0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0			0	0
Reduced v/c Ratio	0.13	0.37	0.45	0.25	0.30	0.23	0.37	0.86			0.86	0.02

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 103.8
Natural Cycle: 120
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.87
Intersection Signal Delay: 40.2 Intersection LOS: D
Intersection Capacity Utilization 76.5% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 10: Golden State & Highland



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)			50					50	50	50	50	
Trailing Detector (ft)			0					0	0	0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	1.00	0.88	1.00	1.00	1.00	1.00	*1.00	1.00	1.00	0.95	1.00
Ped Bike Factor			0.95						0.95	1.00		
Frt			0.850						0.850			
Flt Protected										0.950		
Satd. Flow (prot)	0	0	2787	0	0	0	0	1863	1583	1770	3539	0
Flt Permitted										0.950		
Satd. Flow (perm)	0	0	2655	0	0	0	0	1863	1509	1764	3539	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			525						47			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		643			447			103			430	
Travel Time (s)		14.6			10.2			1.8			7.3	
Volume (vph)	0	0	441	0	0	0	0	1006	87	444	701	0
Confl. Peds. (#/hr)			10						10	5		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	479	0	0	0	0	1093	95	483	762	0
Lane Group Flow (vph)	0	0	479	0	0	0	0	1093	95	483	762	0
Turn Type			custom						Perm	Prot		
Protected Phases								2		1	6	
Permitted Phases			4						2			
Detector Phases			4					2	2	1	6	
Minimum Initial (s)			4.0					4.0	4.0	4.0	4.0	
Minimum Split (s)			31.5					31.5	31.5	12.0	31.5	
Total Split (s)	0.0	0.0	31.5	0.0	0.0	0.0	0.0	80.5	80.5	38.0	118.5	0.0
Total Split (%)	0.0%	0.0%	21.0%	0.0%	0.0%	0.0%	0.0%	53.7%	53.7%	25.3%	79.0%	0.0%
Maximum Green (s)			27.0					76.0	76.0	34.0	114.0	
Yellow Time (s)			3.5					3.5	3.5	3.0	3.5	
All-Red Time (s)			1.0					1.0	1.0	1.0	1.0	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)			3.0					3.0	3.0	3.0	3.0	
Recall Mode			None					Min	Min	None	Min	
Walk Time (s)			7.0					7.0	7.0		5.0	
Flash Dont Walk (s)			20.0					20.0	20.0		10.0	
Pedestrian Calls (#/hr)			10					10	10		10	
Act Effct Green (s)			13.9					76.9	76.9	34.2	115.2	
Actuated g/C Ratio			0.10					0.56	0.56	0.25	0.84	
v/c Ratio			0.65					1.05	0.11	1.10	0.26	
Control Delay			6.5					70.8	9.3	118.4	3.3	
Queue Delay			0.0					0.0	0.0	0.0	0.0	
Total Delay			6.5					70.8	9.3	118.4	3.3	
LOS			A					E	A	F	A	

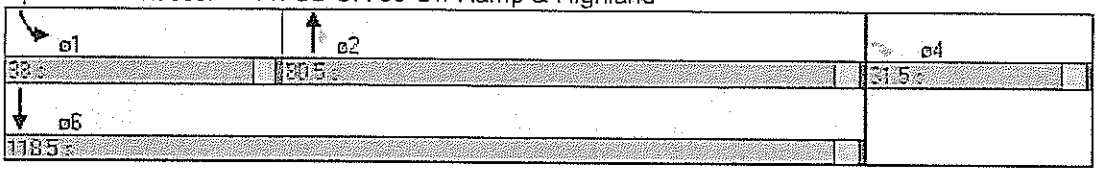
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay								65.8			48.0	
Approach LOS								E			D	
Queue Length 50th (ft)			0					846	16	~430	28	
Queue Length 95th (ft)			30					#1517	56	#798	127	
Internal Link Dist (ft)		563			367			23			350	
Turn Bay Length (ft)												
Base Capacity (vph)			916					1045	867	441	2972	
Starvation Cap Reductn			0					0	0	0	0	
Spillback Cap Reductn			0					0	0	0	0	
Storage Cap Reductn			0					0	0	0	0	
Reduced v/c Ratio			0.52					1.05	0.11	1.10	0.26	

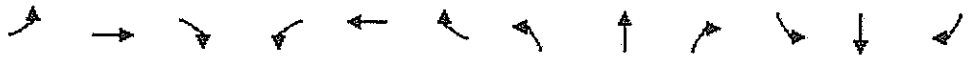
Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 137.1
Natural Cycle: 150
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.10
Intersection Signal Delay: 48.4 Intersection LOS: D
Intersection Capacity Utilization 84.2% ICU Level of Service E
Analysis Period (min) 15

* User Entered Value
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 11: SB-SR-99 Off Ramp & Highland





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	4	107	7	7	80	26	3	4	17	33	12	4
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.89	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	5	122	8	8	91	30	3	5	19	38	14	5
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)					1101							
pX, platoon unblocked												
vC, conflicting volume	120			130			268	271	126	278	260	106
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	120			130			268	271	126	278	260	106
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			99			99	99	98	94	98	100
cM capacity (veh/h)	1467			1456			666	630	925	653	639	949

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	134	128	27	56
Volume Left	5	8	3	38
Volume Right	8	30	19	5
cSH	1467	1456	821	666
Volume to Capacity	0.00	0.01	0.03	0.08
Queue Length 95th (ft)	0	0	3	7
Control Delay (s)	0.3	0.5	9.5	10.9
Lane LOS	A	A	A	B
Approach Delay (s)	0.3	0.5	9.5	10.9
Approach LOS			A	B

Intersection Summary			
Average Delay	2.8		
Intersection Capacity Utilization	24.9%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↱	↰	↑↑↑				↱	↰↰	↑	↱
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)		50	50	50	50				50	50	50	50
Trailing Detector (ft)		0	0	0	0				0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	*0.75	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Ped Bike Factor			0.97							0.99		0.98
Frt			0.850						0.865			0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	2794	1583	1770	3539	0	0	0	1611	3433	1863	1583
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	0	2794	1530	1770	3539	0	0	0	1611	3386	1863	1551
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			32						265			172
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		337			399			379			851	
Travel Time (s)		5.7			6.8			8.6			19.3	
Volume (vph)	0	766	29	48	683	0	0	0	43	195	33	185
Confl. Peds. (#/hr)			10							10		10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	833	32	52	742	0	0	0	47	212	36	201
Lane Group Flow (vph)	0	833	32	52	742	0	0	0	47	212	36	201
Turn Type			Perm	Prot					Over	Prot		Perm
Protected Phases		4		3	8				3	1	6	
Permitted Phases			4									6
Detector Phases		4	4	3	8				3	1	6	6
Minimum Initial (s)		4.0	4.0	4.0	4.0				4.0	4.0	4.0	4.0
Minimum Split (s)		31.5	31.5	12.0	31.5				12.0	12.0	31.5	31.5
Total Split (s)	0.0	31.5	31.5	12.0	43.5	0.0	0.0	0.0	12.0	31.5	31.5	31.5
Total Split (%)	0.0%	42.0%	42.0%	16.0%	58.0%	0.0%	0.0%	0.0%	16.0%	42.0%	42.0%	42.0%
Maximum Green (s)		27.0	27.0	8.0	39.0				8.0	27.0	27.0	27.0
Yellow Time (s)		3.5	3.5	3.0	3.5				3.0	3.5	3.5	3.5
All-Red Time (s)		1.0	1.0	1.0	1.0				1.0	1.0	1.0	1.0
Lead/Lag		Lag	Lag	Lead					Lead			
Lead-Lag Optimize?		Yes	Yes	Yes					Yes			
Vehicle Extension (s)		3.0	3.0	3.0	3.0				3.0	3.0	3.0	3.0
Recall Mode		None	None	None	None				None	None	Min	Min
Walk Time (s)		7.0	7.0		7.0						7.0	7.0
Flash Dont Walk (s)		20.0	20.0		20.0						20.0	20.0
Pedestrian Calls (#/hr)		10	10		10						10	10
Act Effct Green (s)		19.9	19.9	7.0	25.5				7.0	11.2	11.4	11.4
Actuated g/C Ratio		0.43	0.43	0.14	0.55				0.14	0.23	0.25	0.25
v/c Ratio		0.69	0.05	0.21	0.38				0.10	0.27	0.08	0.39
Control Delay		17.0	5.7	27.0	6.8				0.5	17.3	17.2	7.4
Queue Delay		0.0	0.0	0.0	0.0				0.0	0.0	0.0	0.0
Total Delay		17.0	5.7	27.0	6.8				0.5	17.3	17.2	7.4
LOS		B	A	C	A				A	B	B	A

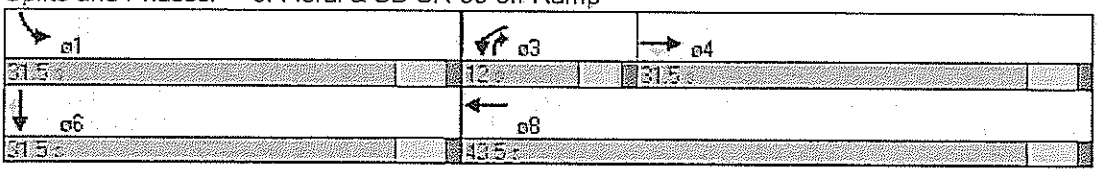
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		16.6			8.1						12.9	
Approach LOS		B			A						B	
Queue Length 50th (ft)		119	0	13	36				0	27	9	7
Queue Length 95th (ft)		#332	16	55	139				0	56	29	50
Internal Link Dist (ft)		257			319			299			771	
Turn Bay Length (ft)												
Base Capacity (vph)		1482	827	294	2390				489	1516	864	811
Starvation Cap Reductn		12	0	0	0				0	0	0	0
Spillback Cap Reductn		0	0	0	0				0	0	0	0
Storage Cap Reductn		0	0	0	0				0	0	0	0
Reduced v/c Ratio		0.57	0.04	0.18	0.31				0.10	0.14	0.04	0.25

Intersection Summary

Area Type: Other
Cycle Length: 75
Actuated Cycle Length: 46.4
Natural Cycle: 75
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.69
Intersection Signal Delay: 12.3 Intersection LOS: B
Intersection Capacity Utilization 43.6% ICU Level of Service A
Analysis Period (min) 15

* User Entered Value
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 5: Floral & SB-SR-99 off Ramp



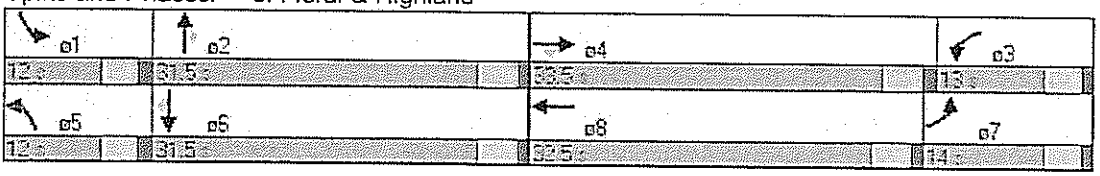
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	200		0	200		0	200		0
Storage Lanes	1		1	2		0	2		1	1		2
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50		50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	*0.90	1.00	0.97	0.95	0.95	0.97	0.95	1.00	1.00	0.95	0.88
Ped Bike Factor	1.00		0.98		1.00					0.99		0.98
Frt			0.850		0.981				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3353	1583	3433	3462	0	3433	3539	1583	1770	3539	2787
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1765	3353	1549	3433	3462	0	3433	3539	1583	1755	3539	2726
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			240		18				105			251
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		115			542			256			500	
Travel Time (s)		2.0			9.2			4.4			8.5	
Volume (vph)	165	650	221	167	795	114	126	130	97	24	295	231
Confl. Peds. (#/hr)	10		10			10				10		10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	179	707	240	182	864	124	137	141	105	26	321	251
Lane Group Flow (vph)	179	707	240	182	988	0	137	141	105	26	321	251
Turn Type	Prot		Perm	Prot			Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4						2			6
Detector Phases	7	4	4	3	8		5	2	2	1	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	12.0	31.5	31.5	12.0	31.5		12.0	31.5	31.5	12.0	31.5	31.5
Total Split (s)	14.0	33.5	33.5	13.0	32.5	0.0	12.0	31.5	31.5	12.0	31.5	31.5
Total Split (%)	15.6%	37.2%	37.2%	14.4%	36.1%	0.0%	13.3%	35.0%	35.0%	13.3%	35.0%	35.0%
Maximum Green (s)	10.0	29.0	29.0	9.0	28.0		8.0	27.0	27.0	8.0	27.0	27.0
Yellow Time (s)	3.0	3.5	3.5	3.0	3.5		3.0	3.5	3.5	3.0	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lead	Lead	Lag	Lead		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	Min	Min	None	Min	Min
Walk Time (s)		7.0	7.0		7.0			7.0	7.0		7.0	7.0
Flash Dont Walk (s)		20.0	20.0		20.0			20.0	20.0		20.0	20.0
Pedestrian Calls (#/hr)		10	10		10			10	10		10	10
Act Effct Green (s)	10.2	26.0	26.0	12.0	24.5		7.4	18.7	18.7	6.7	14.0	14.0
Actuated g/C Ratio	0.15	0.37	0.37	0.17	0.35		0.10	0.27	0.27	0.09	0.20	0.20
v/c Ratio	0.70	0.57	0.33	0.32	0.81		0.39	0.15	0.21	0.17	0.46	0.34
Control Delay	50.4	23.9	4.6	31.4	28.3		37.3	22.1	6.6	38.5	28.1	4.9
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	50.4	23.9	4.6	31.4	28.3		37.3	22.1	6.6	38.5	28.1	4.9
LOS	D	C	A	C	C		D	C	A	D	C	A
Approach Delay		24.0			28.8			23.3			18.8	
Approach LOS		C			C			C			B	
Queue Length 50th (ft)	82	162	0	36	200		30	23	0	12	73	0
Queue Length 95th (ft)	#224	253	50	85	#393		68	53	36	39	107	28
Internal Link Dist (ft)		35			462			176			420	
Turn Bay Length (ft)				200			200			200		
Base Capacity (vph)	268	1397	786	606	1374		389	1266	634	189	1195	1087
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.67	0.51	0.31	0.30	0.72		0.35	0.11	0.17	0.14	0.27	0.23

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 70.2
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.81
Intersection Signal Delay: 24.7 Intersection LOS: C
Intersection Capacity Utilization 64.0% ICU Level of Service C
Analysis Period (min) 15
* User Entered Value
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 6: Floral & Highland



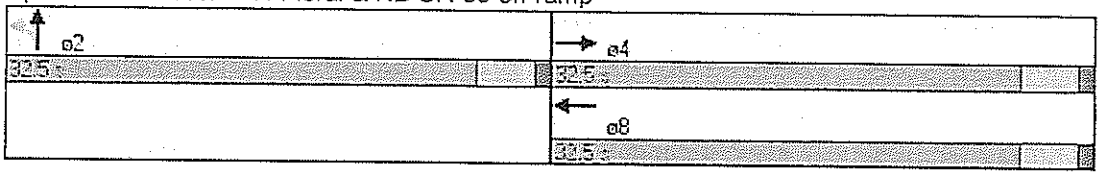
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑			↕				
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)		50			50		50	50				
Trailing Detector (ft)		0			0		0	0				
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt								0.975				
Flt Protected								0.961				
Satd. Flow (prot)	0	3539	0	0	3539	0	0	1745	0	0	0	0
Flt Permitted								0.961				
Satd. Flow (perm)	0	3539	0	0	3539	0	0	1745	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)								23				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		542			211			348			181	
Travel Time (s)		9.2			3.6			7.9			4.1	
Volume (vph)	0	717	0	0	833	0	225	0	52	0	0	0
Confl. Peds. (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	779	0	0	905	0	245	0	57	0	0	0
Lane Group Flow (vph)	0	779	0	0	905	0	0	302	0	0	0	0
Turn Type							Perm					
Protected Phases		4			8			2				
Permitted Phases							2					
Detector Phases		4			8		2	2				
Minimum Initial (s)		4.0			4.0		4.0	4.0				
Minimum Split (s)		31.5			31.5		31.5	31.5				
Total Split (s)	0.0	32.5	0.0	0.0	32.5	0.0	32.5	32.5	0.0	0.0	0.0	0.0
Total Split (%)	0.0%	50.0%	0.0%	0.0%	50.0%	0.0%	50.0%	50.0%	0.0%	0.0%	0.0%	0.0%
Maximum Green (s)		28.0			28.0		28.0	28.0				
Yellow Time (s)		3.5			3.5		3.5	3.5				
All-Red Time (s)		1.0			1.0		1.0	1.0				
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0			3.0		3.0	3.0				
Recall Mode		None			None		Min	Min				
Walk Time (s)		7.0			7.0		7.0	7.0				
Flash Dont Walk (s)		20.0			20.0		20.0	20.0				
Pedestrian Calls (#/hr)		10			10		10	10				
Act Effct Green (s)		16.6			16.6			13.0				
Actuated g/C Ratio		0.43			0.43			0.34				
v/c Ratio		0.51			0.59			0.50				
Control Delay		10.0			10.8			13.1				
Queue Delay		0.0			0.0			0.0				
Total Delay		10.0			10.8			13.1				
LOS		A			B			B				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		10.0			10.8			13.1				
Approach LOS		A			B			B				
Queue Length 50th (ft)		48			58			41				
Queue Length 95th (ft)		152			183			126				
Internal Link Dist (ft)		462			131			268			101	
Turn Bay Length (ft)												
Base Capacity (vph)		2048			2048			956				
Starvation Cap Reductn		0			0			0				
Spillback Cap Reductn		0			0			0				
Storage Cap Reductn		0			0			0				
Reduced v/c Ratio		0.38			0.44			0.32				

Intersection Summary

Area Type: Other
Cycle Length: 65
Actuated Cycle Length: 38.5
Natural Cycle: 65
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.59
Intersection Signal Delay: 10.8 Intersection LOS: B
Intersection Capacity Utilization 45.3% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 7: Floral & NB SR-99 off ramp



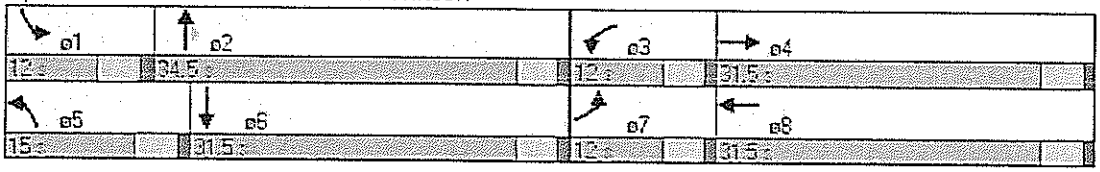
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50	50	50	50	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	0.97	0.95	1.00	1.00	0.95	0.95
Frt		0.956			0.996				0.850		0.987	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3383	0	1770	3525	0	3433	3539	1583	1770	3493	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	3383	0	1770	3525	0	3433	3539	1583	1770	3493	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		72			3				17		11	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1652			984			605			583	
Travel Time (s)		28.2			16.8			10.3			9.9	
Volume (vph)	38	497	206	41	582	16	278	112	16	46	221	20
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	41	540	224	45	633	17	302	122	17	50	240	22
Lane Group Flow (vph)	41	764	0	45	650	0	302	122	17	50	262	0
Turn Type	Prot			Prot			Prot		Perm	Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			
Detector Phases	7	4		3	8		5	2	2	1	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	12.0	31.5		12.0	31.5		12.0	31.5	31.5	12.0	31.5	
Total Split (s)	12.0	31.5	0.0	12.0	31.5	0.0	15.0	34.5	34.5	12.0	31.5	0.0
Total Split (%)	13.3%	35.0%	0.0%	13.3%	35.0%	0.0%	16.7%	38.3%	38.3%	13.3%	35.0%	0.0%
Maximum Green (s)	7.5	27.0		7.5	27.0		10.5	30.0	30.0	7.5	27.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	Min	Min	None	Min	
Walk Time (s)		7.0			7.0			7.0	7.0		7.0	
Flash Dont Walk (s)		20.0			20.0			20.0	20.0		20.0	
Pedestrian Calls (#/hr)		10			10			10	10		10	
Act Effct Green (s)	7.4	18.2		7.4	20.3		10.3	21.1	21.1	7.4	12.2	
Actuated g/C Ratio	0.11	0.30		0.12	0.34		0.17	0.35	0.35	0.12	0.20	
v/c Ratio	0.21	0.71		0.22	0.54		0.51	0.10	0.03	0.24	0.37	
Control Delay	35.7	22.4		34.7	19.6		31.0	19.7	10.2	34.9	23.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	35.7	22.4		34.7	19.6		31.0	19.7	10.2	34.9	23.2	
LOS	D	C		C	B		C	B	B	C	C	
Approach Delay		23.1			20.6			27.1			25.1	
Approach LOS		C			C			C			C	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	15	125		16	79		56	21	0	18	47	
Queue Length 95th (ft)	54	248		58	221		#138	44	14	63	87	
Internal Link Dist (ft)		1572			904			525			503	
Turn Bay Length (ft)												
Base Capacity (vph)	223	1442		230	1533		678	1632	739	230	1342	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.18	0.53		0.20	0.42		0.45	0.07	0.02	0.22	0.20	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 60
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.71
Intersection Signal Delay: 23.4 Intersection LOS: C
Intersection Capacity Utilization 51.7% ICU Level of Service A
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 8: Floral & Whitson



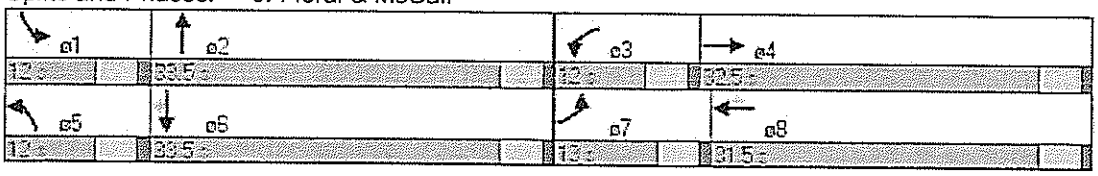
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50	50	50	50		50	50	50
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.982				0.850		0.984				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1829	0	1770	1863	1583	1770	1833	0	1770	1863	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	1829	0	1770	1863	1583	1770	1833	0	1770	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8				118		7				240
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		984			67			531			694	
Travel Time (s)		16.8			1.1			9.1			11.8	
Volume (vph)	153	346	47	82	337	109	89	307	37	90	489	221
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	166	376	51	89	366	118	97	334	40	98	532	240
Lane Group Flow (vph)	166	427	0	89	366	118	97	374	0	98	532	240
Turn Type	Prot			Prot		Perm	Prot			Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases						8						6
Detector Phases	7	4		3	8	8	5	2		1	6	6
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	12.0	31.5		12.0	31.5	31.5	12.0	31.5		12.0	31.5	31.5
Total Split (s)	13.0	32.5	0.0	12.0	31.5	31.5	12.0	33.5	0.0	12.0	33.5	33.5
Total Split (%)	14.4%	36.1%	0.0%	13.3%	35.0%	35.0%	13.3%	37.2%	0.0%	13.3%	37.2%	37.2%
Maximum Green (s)	8.5	28.0		7.5	27.0	27.0	7.5	29.0		7.5	29.0	29.0
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None	None	None	Min		None	Min	Min
Walk Time (s)		7.0			7.0	7.0		7.0			7.0	7.0
Flash Dont Walk (s)		20.0			20.0	20.0		20.0			20.0	20.0
Pedestrian Calls (#/hr)		10			10	10		10			10	10
Act Effct Green (s)	9.7	26.4		7.7	21.0	21.0	7.8	25.7		7.8	25.7	25.7
Actuated g/C Ratio	0.12	0.34		0.10	0.27	0.27	0.10	0.33		0.10	0.33	0.33
v/c Ratio	0.75	0.68		0.52	0.73	0.23	0.56	0.62		0.57	0.87	0.35
Control Delay	62.6	32.5		50.3	36.4	6.1	52.8	28.5		53.1	42.9	4.8
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	62.6	32.5		50.3	36.4	6.1	52.8	28.5		53.1	42.9	4.8
LOS	E	C		D	D	A	D	C		D	D	A
Approach Delay		40.9			32.3			33.5			33.6	
Approach LOS		D			C			C			C	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	92	210		47	179	0	52	164		53	266	0
Queue Length 95th (ft)	#217	321		#107	275	37	#120	270		#122	#466	50
Internal Link Dist (ft)		904			1			451			614	
Turn Bay Length (ft)												
Base Capacity (vph)	220	680		182	623	609	182	682		182	689	737
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.75	0.63		0.49	0.59	0.19	0.53	0.55		0.54	0.77	0.33

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 78.1
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.87
Intersection Signal Delay: 35.0 Intersection LOS: D
Intersection Capacity Utilization 70.2% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 9: Floral & McCall



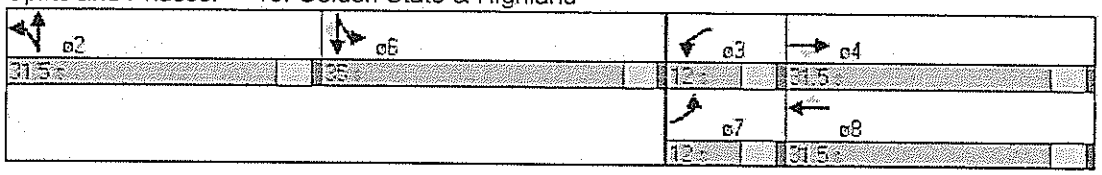
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50	50	50		50	50	50
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.977				0.850
Flt Protected	0.950			0.950			0.950				0.990	
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	1820	0	0	1844	1583
Flt Permitted	0.950			0.950			0.950				0.990	
Satd. Flow (perm)	1770	3539	1583	1770	3539	1583	1770	1820	0	0	1844	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			147			47		8				14
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1169			1352			1070			739	
Travel Time (s)		19.9			23.0			18.2			12.6	
Volume (vph)	5	192	135	11	179	43	152	170	31	82	335	13
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	5	209	147	12	195	47	165	185	34	89	364	14
Lane Group Flow (vph)	5	209	147	12	195	47	165	219	0	0	453	14
Turn Type	Prot		Perm	Prot		Perm	Split			Split		Perm
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases			4			8						6
Detector Phases	7	4	4	3	8	8	2	2		6	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	12.0	31.5	31.5	12.0	31.5	31.5	31.5	31.5		31.5	31.5	31.5
Total Split (s)	12.0	31.5	31.5	12.0	31.5	31.5	31.5	31.5	0.0	35.0	35.0	35.0
Total Split (%)	10.9%	28.6%	28.6%	10.9%	28.6%	28.6%	28.6%	28.6%	0.0%	31.8%	31.8%	31.8%
Maximum Green (s)	7.5	27.0	27.0	7.5	27.0	27.0	27.0	27.0		30.5	30.5	30.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	Min	Min		Min	Min	Min
Walk Time (s)		7.0	7.0		7.0	7.0	7.0	7.0		7.0	7.0	7.0
Flash Dont Walk (s)		20.0	20.0		20.0	20.0	20.0	20.0		20.0	20.0	20.0
Pedestrian Calls (#/hr)		10	10		10	10	10	10		10	10	10
Act Effct Green (s)	7.2	11.4	11.4	7.4	11.5	11.5	13.8	13.8			21.3	21.3
Actuated g/C Ratio	0.11	0.19	0.19	0.11	0.19	0.19	0.24	0.24			0.36	0.36
v/c Ratio	0.03	0.31	0.35	0.06	0.29	0.14	0.39	0.50			0.68	0.02
Control Delay	39.8	25.6	8.3	39.1	25.2	10.1	27.0	27.6			26.5	11.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0
Total Delay	39.8	25.6	8.3	39.1	25.2	10.1	27.0	27.6			26.5	11.4
LOS	D	C	A	D	C	B	C	C			C	B
Approach Delay		18.7			23.1			27.3			26.1	
Approach LOS		B			C			C			C	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	1	30	0	3	28	0	44	58			111	0
Queue Length 95th (ft)	16	95	49	28	88	29	160	202			#483	16
Internal Link Dist (ft)		1089			1272			990			659	
Turn Bay Length (ft)												
Base Capacity (vph)	236	1349	694	236	1354	635	731	757			895	775
Starvation Cap Reductn	0	0	0	0	0	0	0	0			0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0			0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0			0	0
Reduced v/c Ratio	0.02	0.15	0.21	0.05	0.14	0.07	0.23	0.29			0.51	0.02

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 58.6
Natural Cycle: 110
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.68
Intersection Signal Delay: 24.1 Intersection LOS: C
Intersection Capacity Utilization 52.1% ICU Level of Service A
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 10: Golden State & Highland



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)			50					50	50	50	50	
Trailing Detector (ft)			0					0	0	0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	1.00	0.88	1.00	1.00	1.00	1.00	*1.00	1.00	1.00	0.95	1.00
Ped Bike Factor			0.96						0.96	1.00		
Frt			0.850						0.850			
Flt Protected										0.950		
Satd. Flow (prot)	0	0	2787	0	0	0	0	1863	1583	1770	3539	0
Flt Permitted										0.950		
Satd. Flow (perm)	0	0	2680	0	0	0	0	1863	1523	1764	3539	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			825						42			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		643			447			103			430	
Travel Time (s)		14.6			10.2			1.8			7.3	
Volume (vph)	0	0	376	0	0	0	0	746	45	294	389	0
Confl. Peds. (#/hr)			10						10	5		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	409	0	0	0	0	811	49	320	423	0
Lane Group Flow (vph)	0	0	409	0	0	0	0	811	49	320	423	0
Turn Type			custom						Perm	Prot		
Protected Phases								2		1	6	
Permitted Phases			4						2			
Detector Phases			4					2	2	1	6	
Minimum Initial (s)			4.0					4.0	4.0	4.0	4.0	
Minimum Split (s)			31.5					31.5	31.5	12.0	31.5	
Total Split (s)	0.0	0.0	31.5	0.0	0.0	0.0	0.0	46.5	46.5	22.0	68.5	0.0
Total Split (%)	0.0%	0.0%	31.5%	0.0%	0.0%	0.0%	0.0%	46.5%	46.5%	22.0%	68.5%	0.0%
Maximum Green (s)			27.0					42.0	42.0	18.0	64.0	
Yellow Time (s)			3.5					3.5	3.5	3.0	3.5	
All-Red Time (s)			1.0					1.0	1.0	1.0	1.0	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)			3.0					3.0	3.0	3.0	3.0	
Recall Mode			None					Min	Min	None	Min	
Walk Time (s)			7.0					7.0	7.0		5.0	
Flash Dont Walk (s)			20.0					20.0	20.0		10.0	
Pedestrian Calls (#/hr)			10					10	10		10	
Act Effct Green (s)			9.6					42.9	42.9	18.2	65.1	
Actuated g/C Ratio			0.12					0.52	0.52	0.22	0.79	
v/c Ratio			0.39					0.84	0.06	0.82	0.15	
Control Delay			1.1					28.5	5.6	51.3	3.2	
Queue Delay			0.0					0.0	0.0	0.0	0.0	
Total Delay			1.1					28.5	5.6	51.3	3.2	
LOS			A					C	A	D	A	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay								27.2			23.9	
Approach LOS								C			C	
Queue Length 50th (ft)			0					299	2	148	14	
Queue Length 95th (ft)			0					#783	24	#384	72	
Internal Link Dist (ft)		563			367			23			350	
Turn Bay Length (ft)												
Base Capacity (vph)			1335					966	809	389	2783	
Starvation Cap Reductn			0					0	0	0	0	
Spillback Cap Reductn			0					0	0	0	0	
Storage Cap Reductn			0					0	0	0	0	
Reduced v/c Ratio			0.31					0.84	0.06	0.82	0.15	

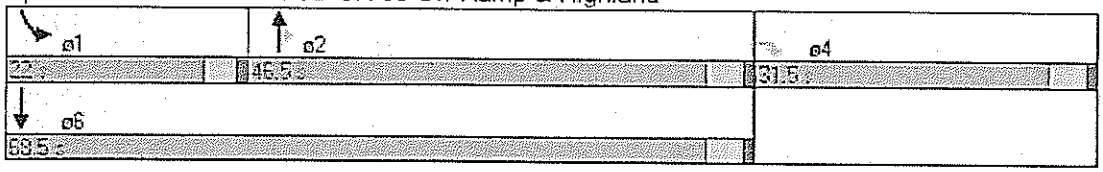
Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 82.8
Natural Cycle: 100
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.84
Intersection Signal Delay: 20.7 Intersection LOS: C
Intersection Capacity Utilization 62.2% ICU Level of Service B
Analysis Period (min) 15

* User Entered Value

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 11: SB-SR-99 Off Ramp & Highland



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	6	152	9	19	158	75	16	11	20	60	14	4
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.89	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	7	173	10	22	180	85	18	12	23	68	16	5
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)					1101							
pX, platoon unblocked												
vC, conflicting volume	265			183			469	499	178	486	462	222
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	265			183			469	499	178	486	462	222
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			98			96	97	97	85	97	99
cM capacity (veh/h)	1299			1392			481	463	865	462	486	817

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	190	286	53	89
Volume Left	7	22	18	68
Volume Right	10	85	23	5
cSH	1299	1392	587	477
Volume to Capacity	0.01	0.02	0.09	0.19
Queue Length 95th (ft)	0	1	7	17
Control Delay (s)	0.3	0.7	11.7	14.3
Lane LOS	A	A	B	B
Approach Delay (s)	0.3	0.7	11.7	14.3
Approach LOS			B	B

Intersection Summary			
Average Delay	3.5		
Intersection Capacity Utilization	36.5%	ICU Level of Service	A
Analysis Period (min)	15		

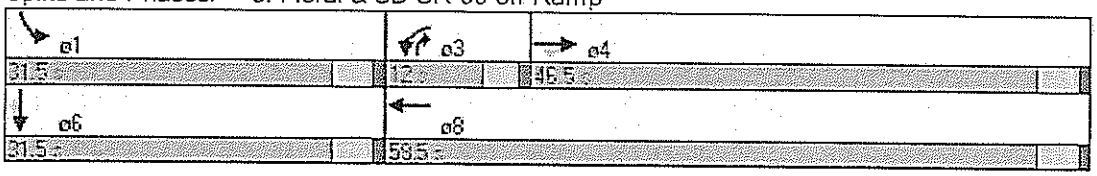
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↱	↰	↑↑↑				↱	↰↰↰	↑	↱
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)		50	50	50	50				50	50	50	50
Trailing Detector (ft)		0	0	0	0				0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	*0.75	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Ped Bike Factor			0.96							0.98		0.98
Frt			0.850						0.865			0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	2794	1583	1770	3539	0	0	0	1611	3433	1863	1583
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	0	2794	1526	1770	3539	0	0	0	1611	3377	1863	1549
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			86						117			115
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		337			399			379			851	
Travel Time (s)		5.7			6.8			8.6			19.3	
Volume (vph)	0	1200	83	125	947	0	0	0	150	291	89	228
Confl. Peds. (#/hr)			10							10		10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1304	90	136	1029	0	0	0	163	316	97	248
Lane Group Flow (vph)	0	1304	90	136	1029	0	0	0	163	316	97	248
Turn Type			Perm	Prot					Over	Prot		Perm
Protected Phases		4		3	8				3	1	6	
Permitted Phases			4									6
Detector Phases		4	4	3	8				3	1	6	6
Minimum Initial (s)		4.0	4.0	4.0	4.0				4.0	4.0	4.0	4.0
Minimum Split (s)		31.5	31.5	12.0	31.5				12.0	12.0	31.5	31.5
Total Split (s)	0.0	46.5	46.5	12.0	58.5	0.0	0.0	0.0	12.0	31.5	31.5	31.5
Total Split (%)	0.0%	51.7%	51.7%	13.3%	65.0%	0.0%	0.0%	0.0%	13.3%	35.0%	35.0%	35.0%
Maximum Green (s)		42.0	42.0	8.0	54.0				8.0	27.0	27.0	27.0
Yellow Time (s)		3.5	3.5	3.0	3.5				3.0	3.5	3.5	3.5
All-Red Time (s)		1.0	1.0	1.0	1.0				1.0	1.0	1.0	1.0
Lead/Lag		Lag	Lag	Lead					Lead			
Lead-Lag Optimize?		Yes	Yes	Yes					Yes			
Vehicle Extension (s)		3.0	3.0	3.0	3.0				3.0	3.0	3.0	3.0
Recall Mode		None	None	None	None				None	None	Min	Min
Walk Time (s)		7.0	7.0		7.0						7.0	7.0
Flash Dont Walk (s)		20.0	20.0		20.0						20.0	20.0
Pedestrian Calls (#/hr)		10	10		10						10	10
Act Effct Green (s)		41.4	41.4	8.1	53.6				8.1	14.7	14.7	14.7
Actuated g/C Ratio		0.54	0.54	0.11	0.70				0.11	0.19	0.19	0.19
v/c Ratio		0.86	0.10	0.72	0.41				0.59	0.48	0.27	0.64
Control Delay		23.9	3.5	59.2	6.3				22.8	29.6	27.8	22.7
Queue Delay		26.3	0.0	0.0	0.0				0.0	0.0	0.0	0.0
Total Delay		50.2	3.5	59.2	6.3				22.8	29.6	27.8	22.7
LOS		D	A	E	A				C	C	C	C

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		47.2			12.5						26.7	
Approach LOS		D			B						C	
Queue Length 50th (ft)		301	1	63	77				20	70	40	57
Queue Length 95th (ft)		#679	26	#182	202				#102	105	78	126
Internal Link Dist (ft)		257			319			299			771	
Turn Bay Length (ft)												
Base Capacity (vph)		1540	880	188	2501				275	1066	578	560
Starvation Cap Reductn		294	0	0	0				0	0	0	0
Spillback Cap Reductn		0	0	0	77				0	0	0	10
Storage Cap Reductn		0	0	0	0				0	0	0	0
Reduced v/c Ratio		1.05	0.10	0.72	0.42				0.59	0.30	0.17	0.45

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 76.3
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.86
Intersection Signal Delay: 30.1 Intersection LOS: C
Intersection Capacity Utilization 60.8% ICU Level of Service B
Analysis Period (min) 15
* User Entered Value
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 5: Floral & SB-SR-99 off Ramp



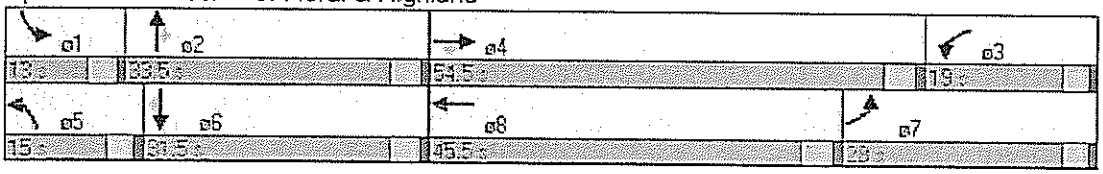
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	200		0	200		0	200		0
Storage Lanes	1		1	2		0	2		1	1		2
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50		50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	*0.90	1.00	0.97	0.95	0.95	0.97	0.95	1.00	1.00	0.95	0.88
Ped Bike Factor	1.00		0.97		1.00					0.99		0.97
Frt			0.850		0.971				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3353	1583	3433	3420	0	3433	3539	1583	1770	3539	2787
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1765	3353	1544	3433	3420	0	3433	3539	1583	1753	3539	2717
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			241		26				179			328
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		115			542			256			500	
Travel Time (s)		2.0			9.2			4.4			8.5	
Volume (vph)	331	1017	362	317	893	211	288	219	165	85	396	302
Confl. Peds. (#/hr)	10		10			10				10		10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	360	1105	393	345	971	229	313	238	179	92	430	328
Lane Group Flow (vph)	360	1105	393	345	1200	0	313	238	179	92	430	328
Turn Type	Prot		Perm	Prot			Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4						2			6
Detector Phases	7	4	4	3	8		5	2	2	1	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	12.0	31.5	31.5	12.0	31.5		12.0	31.5	31.5	12.0	31.5	31.5
Total Split (s)	28.0	54.5	54.5	19.0	45.5	0.0	15.0	33.5	33.5	13.0	31.5	31.5
Total Split (%)	23.3%	45.4%	45.4%	15.8%	37.9%	0.0%	12.5%	27.9%	27.9%	10.8%	26.3%	26.3%
Maximum Green (s)	24.0	50.0	50.0	15.0	41.0		11.0	29.0	29.0	9.0	27.0	27.0
Yellow Time (s)	3.0	3.5	3.5	3.0	3.5		3.0	3.5	3.5	3.0	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lead	Lead	Lag	Lead		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	Min	Min	None	Min	Min
Walk Time (s)		7.0	7.0		7.0			7.0	7.0		7.0	7.0
Flash Dont Walk (s)		20.0	20.0		20.0			20.0	20.0		20.0	20.0
Pedestrian Calls (#/hr)		10	10		10			10	10		10	10
Act Effct Green (s)	24.0	44.2	44.2	21.4	41.6		11.0	22.7	22.7	8.6	20.3	20.3
Actuated g/C Ratio	0.21	0.39	0.39	0.19	0.37		0.10	0.20	0.20	0.08	0.18	0.18
v/c Ratio	0.95	0.84	0.52	0.53	0.94		0.93	0.34	0.39	0.68	0.68	0.43
Control Delay	81.6	37.8	11.7	47.2	49.2		86.5	39.8	7.9	76.8	48.8	6.0
Queue Delay	0.0	0.2	0.0	0.0	7.0		0.0	0.0	0.0	0.0	0.0	0.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	81.6	37.9	11.7	47.2	56.2		86.5	39.8	7.9	76.8	48.8	6.0
LOS	F	D	B	D	E		F	D	A	E	D	A
Approach Delay		40.9			54.2			52.0			35.3	
Approach LOS		D			D			D			D	
Queue Length 50th (ft)	260	393	74	118	430		118	78	0	66	154	0
Queue Length 95th (ft)	#485	497	166	#204	#640		#222	115	57	#151	208	40
Internal Link Dist (ft)		35			462			176			420	
Turn Bay Length (ft)				200			200			200		
Base Capacity (vph)	377	1423	794	651	1276		335	873	525	141	811	875
Starvation Cap Reductn	0	30	0	0	67		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.95	0.79	0.49	0.53	0.99		0.93	0.27	0.34	0.65	0.53	0.37

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 112.9
Natural Cycle: 120
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.95
Intersection Signal Delay: 45.7 Intersection LOS: D
Intersection Capacity Utilization 85.7% ICU Level of Service E
Analysis Period (min) 15
* User Entered Value
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 6: Floral & Highland



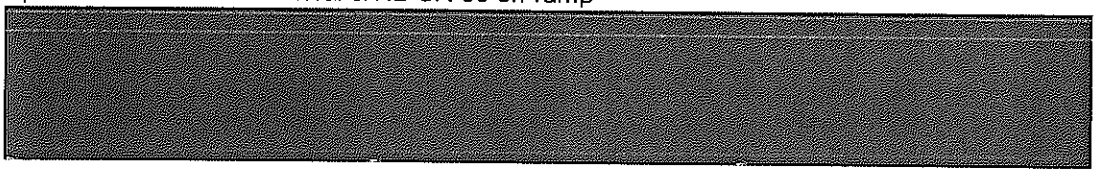
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑			↑↑↑			↕				
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)		50			50		50	50				
Trailing Detector (ft)		0			0		0	0				
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt								0.964				
Flt Protected								0.965				
Satd. Flow (prot)	0	3539	0	0	3539	0	0	1733	0	0	0	0
Flt Permitted								0.965				
Satd. Flow (perm)	0	3539	0	0	3539	0	0	1733	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)								19				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		542			211			348			181	
Travel Time (s)		9.2			3.6			7.9			4.1	
Volume (vph)	0	1214	0	0	1046	0	364	0	134	0	0	0
Confl. Peds. (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1320	0	0	1137	0	396	0	146	0	0	0
Lane Group Flow (vph)	0	1320	0	0	1137	0	0	542	0	0	0	0
Turn Type							Perm					
Protected Phases		4			8			2				
Permitted Phases							2					
Detector Phases		4			8		2	2				
Minimum Initial (s)		4.0			4.0		4.0	4.0				
Minimum Split (s)		31.5			31.5		31.5	31.5				
Total Split (s)	0.0	33.0	0.0	0.0	33.0	0.0	32.0	32.0	0.0	0.0	0.0	0.0
Total Split (%)	0.0%	50.8%	0.0%	0.0%	50.8%	0.0%	49.2%	49.2%	0.0%	0.0%	0.0%	0.0%
Maximum Green (s)		28.5			28.5		27.5	27.5				
Yellow Time (s)		3.5			3.5		3.5	3.5				
All-Red Time (s)		1.0			1.0		1.0	1.0				
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0			3.0		3.0	3.0				
Recall Mode		None			None		Min	Min				
Walk Time (s)		7.0			7.0		7.0	7.0				
Flash Dont Walk (s)		20.0			20.0		20.0	20.0				
Pedestrian Calls (#/hr)		10			10		10	10				
Act Effct Green (s)		25.3			25.3			20.9				
Actuated g/C Ratio		0.46			0.46			0.38				
v/c Ratio		0.81			0.70			0.80				
Control Delay		18.7			15.3			25.2				
Queue Delay		0.0			0.0			0.0				
Total Delay		18.7			15.4			25.2				
LOS		B			B			C				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		18.7			15.4			25.2				
Approach LOS		B			B			C				
Queue Length 50th (ft)		196			156			163				
Queue Length 95th (ft)		#320			252			272				
Internal Link Dist (ft)		462			131			268			101	
Turn Bay Length (ft)												
Base Capacity (vph)		1780			1780			809				
Starvation Cap Reductn		0			0			0				
Spillback Cap Reductn		0			9			0				
Storage Cap Reductn		0			0			0				
Reduced v/c Ratio		0.74			0.64			0.67				

Intersection Summary

Area Type: Other
Cycle Length: 65
Actuated Cycle Length: 54.7
Natural Cycle: 65
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.81
Intersection Signal Delay: 18.6 Intersection LOS: B
Intersection Capacity Utilization 68.6% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 7: Floral & NB SR-99 off ramp



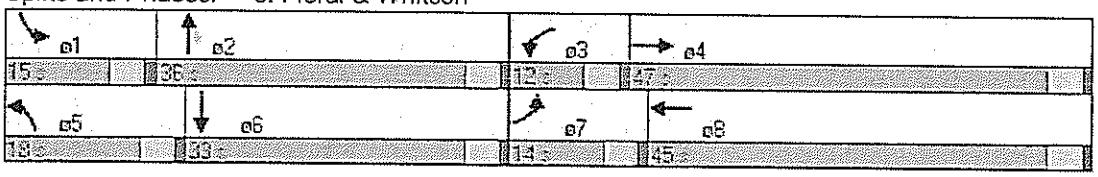
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50	50	50	50	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	0.97	0.95	1.00	1.00	0.95	0.95
Frt		0.946			0.996				0.850		0.990	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3348	0	1770	3525	0	3433	3539	1583	1770	3504	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	3348	0	1770	3525	0	3433	3539	1583	1770	3504	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		118			3				13		6	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1652			984			605			583	
Travel Time (s)		28.2			16.8			10.3			9.9	
Volume (vph)	74	819	465	84	625	18	412	278	12	115	329	23
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	80	890	505	91	679	20	448	302	13	125	358	25
Lane Group Flow (vph)	80	1395	0	91	699	0	448	302	13	125	383	0
Turn Type	Prot			Prot			Prot		Perm	Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			
Detector Phases	7	4		3	8		5	2	2	1	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	12.0	31.5		12.0	31.5		12.0	31.5	31.5	12.0	31.5	
Total Split (s)	14.0	47.0	0.0	12.0	45.0	0.0	18.0	36.0	36.0	15.0	33.0	0.0
Total Split (%)	12.7%	42.7%	0.0%	10.9%	40.9%	0.0%	16.4%	32.7%	32.7%	13.6%	30.0%	0.0%
Maximum Green (s)	9.5	42.5		7.5	40.5		13.5	31.5	31.5	10.5	28.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	Min	Min	None	Min	
Walk Time (s)		7.0			7.0			7.0	7.0		7.0	
Flash Dont Walk (s)		20.0			20.0			20.0	20.0		20.0	
Pedestrian Calls (#/hr)		10			10			10	10		10	
Act Effct Green (s)	8.9	42.9		7.8	41.7		14.2	20.7	20.7	10.3	16.9	
Actuated g/C Ratio	0.09	0.45		0.08	0.44		0.15	0.22	0.22	0.11	0.18	
v/c Ratio	0.50	0.89		0.65	0.45		0.88	0.39	0.04	0.65	0.61	
Control Delay	54.7	31.8		66.8	21.6		61.0	34.1	14.4	60.1	40.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	54.7	31.8		66.8	21.6		61.0	34.1	14.4	60.1	40.3	
LOS	D	C		E	C		E	C	B	E	D	
Approach Delay		33.1			26.8			49.5			45.1	
Approach LOS		C			C			D			D	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	47	380		55	158		142	86	0	75	115	
Queue Length 95th (ft)	105	#643		#142	252		#271	125	15	#172	162	
Internal Link Dist (ft)		1572			904			525			503	
Turn Bay Length (ft)												
Base Capacity (vph)	180	1583		146	1546		511	1070	488	205	956	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.44	0.88		0.62	0.45		0.88	0.28	0.03	0.61	0.40	

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 95.3
Natural Cycle: 110
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.89
Intersection Signal Delay: 37.0 Intersection LOS: D
Intersection Capacity Utilization 77.1% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 8: Floral & Whitson



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50	50	50	50		50	50	50
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.984				0.850		0.982				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1833	0	1770	1863	1583	1770	1829	0	1770	1863	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	1833	0	1770	1863	1583	1770	1829	0	1770	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7				63		7				208
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		984			67			531			694	
Travel Time (s)		16.8			1.1			9.1			11.8	
Volume (vph)	244	555	68	39	391	58	81	461	64	43	329	191
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	265	603	74	42	425	63	88	501	70	47	358	208
Lane Group Flow (vph)	265	677	0	42	425	63	88	571	0	47	358	208
Turn Type	Prot			Prot		Perm	Prot			Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases						8						6
Detector Phases	7	4		3	8	8	5	2		1	6	6
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	12.0	31.5		12.0	31.5	31.5	12.0	31.5		12.0	31.5	31.5
Total Split (s)	20.0	40.0	0.0	12.0	32.0	32.0	12.0	36.0	0.0	12.0	36.0	36.0
Total Split (%)	20.0%	40.0%	0.0%	12.0%	32.0%	32.0%	12.0%	36.0%	0.0%	12.0%	36.0%	36.0%
Maximum Green (s)	15.5	35.5		7.5	27.5	27.5	7.5	31.5		7.5	31.5	31.5
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None	None	None	Min		None	Min	Min
Walk Time (s)		7.0			7.0	7.0		7.0			7.0	7.0
Flash Dont Walk (s)		20.0			20.0	20.0		20.0			20.0	20.0
Pedestrian Calls (#/hr)		10			10	10		10			10	10
Act Effct Green (s)	15.8	37.9		7.4	24.5	24.5	7.7	30.7		7.4	28.1	28.1
Actuated g/C Ratio	0.18	0.42		0.08	0.27	0.27	0.08	0.34		0.08	0.31	0.31
v/c Ratio	0.85	0.87		0.30	0.84	0.13	0.59	0.91		0.34	0.61	0.33
Control Delay	64.6	41.2		49.2	47.8	8.0	60.6	50.1		50.2	33.0	5.2
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	64.6	41.2		49.2	47.8	8.0	60.6	50.1		50.2	33.0	5.2
LOS	E	D		D	D	A	E	D		D	C	A
Approach Delay		47.8			43.2			51.5			24.9	
Approach LOS		D			D			D			C	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	169	~442		26	253	0	55	353		29	191	0
Queue Length 95th (ft)	#322	#681		60	#406	31	#123	#575		66	287	49
Internal Link Dist (ft)		904			1			451			614	
Turn Bay Length (ft)												
Base Capacity (vph)	321	781		151	567	525	156	656		151	644	684
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.83	0.87		0.28	0.75	0.12	0.56	0.87		0.31	0.56	0.30

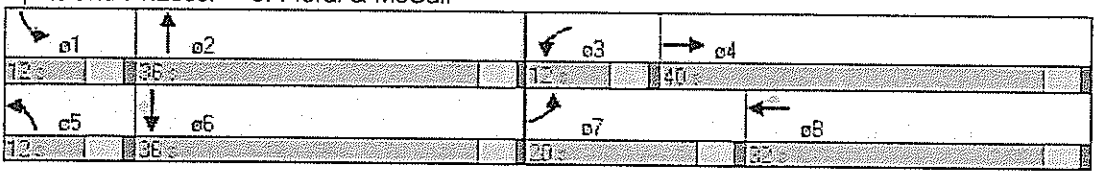
Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 89.7
Natural Cycle: 100
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.91
Intersection Signal Delay: 42.7 Intersection LOS: D
Intersection Capacity Utilization 81.5% ICU Level of Service D
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 9: Floral & McCall



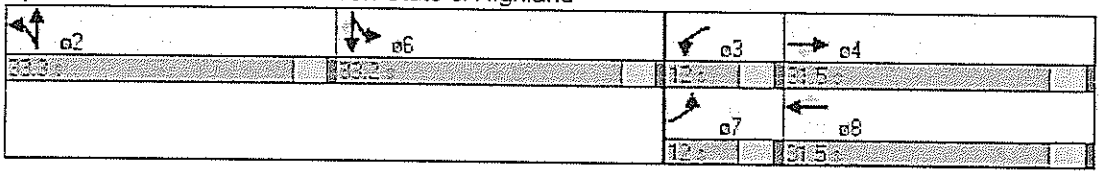
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50	50	50		50	50	50
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.990				0.850
Flt Protected	0.950			0.950			0.950				0.988	
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	1844	0	0	1840	1583
Flt Permitted	0.950			0.950			0.950				0.988	
Satd. Flow (perm)	1770	3539	1583	1770	3539	1583	1770	1844	0	0	1840	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			254			111		3				10
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1169			1352			1070			739	
Travel Time (s)		19.9			23.0			18.2			12.6	
Volume (vph)	17	302	234	32	248	102	190	431	29	111	345	9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	18	328	254	35	270	111	207	468	32	121	375	10
Lane Group Flow (vph)	18	328	254	35	270	111	207	500	0	0	496	10
Turn Type	Prot		Perm	Prot		Perm	Split			Split		Perm
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases			4			8						6
Detector Phases	7	4	4	3	8	8	2	2		6	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	12.0	31.5	31.5	12.0	31.5	31.5	31.5	31.5		31.5	31.5	31.5
Total Split (s)	12.0	31.5	31.5	12.0	31.5	31.5	33.3	33.3	0.0	33.2	33.2	33.2
Total Split (%)	10.9%	28.6%	28.6%	10.9%	28.6%	28.6%	30.3%	30.3%	0.0%	30.2%	30.2%	30.2%
Maximum Green (s)	7.5	27.0	27.0	7.5	27.0	27.0	28.8	28.8		28.7	28.7	28.7
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	Min	Min		Min	Min	Min
Walk Time (s)		7.0	7.0		7.0	7.0	7.0	7.0		7.0	7.0	7.0
Flash Dont Walk (s)		20.0	20.0		20.0	20.0	20.0	20.0		20.0	20.0	20.0
Pedestrian Calls (#/hr)		10	10		10	10	10	10		10	10	10
Act Effct Green (s)	6.9	15.8	15.8	7.3	18.2	18.2	29.7	29.7			29.6	29.6
Actuated g/C Ratio	0.07	0.17	0.17	0.07	0.19	0.19	0.32	0.32			0.32	0.32
v/c Ratio	0.15	0.55	0.53	0.27	0.39	0.28	0.37	0.85			0.86	0.02
Control Delay	49.1	39.6	8.8	50.4	34.9	8.5	30.0	47.9			48.4	15.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0
Total Delay	49.1	39.6	8.8	50.4	34.9	8.5	30.0	47.9			48.4	15.1
LOS	D	D	A	D	C	A	C	D			D	B
Approach Delay		26.9			29.2			42.7			47.7	
Approach LOS		C			C			D			D	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	11	101	0	21	68	0	100	292			292	0
Queue Length 95th (ft)	36	143	63	57	120	44	194	#580			#576	14
Internal Link Dist (ft)		1089			1272			990			659	
Turn Bay Length (ft)												
Base Capacity (vph)	141	928	603	144	950	506	560	586			580	506
Starvation Cap Reductn	0	0	0	0	0	0	0	0			0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0			0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0			0	0
Reduced v/c Ratio	0.13	0.35	0.42	0.24	0.28	0.22	0.37	0.85			0.86	0.02

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 93.9
Natural Cycle: 110
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.86
Intersection Signal Delay: 37.0 Intersection LOS: D
Intersection Capacity Utilization 73.8% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 10: Golden State & Highland



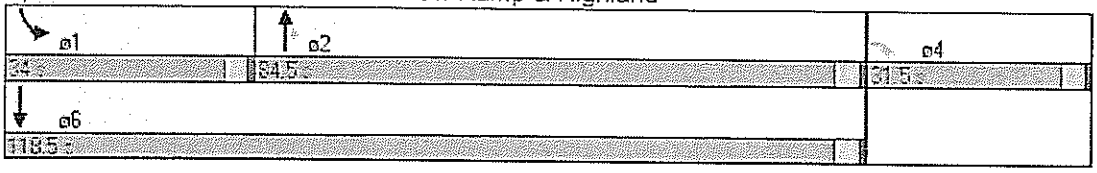
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)			50					50	50	50	50	
Trailing Detector (ft)			0					0	0	0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	1.00	0.88	1.00	1.00	1.00	1.00	*1.00	1.00	1.00	0.95	1.00
Ped Bike Factor			0.95						0.95	1.00		
Frt			0.850						0.850			
Flt Protected										0.950		
Satd. Flow (prot)	0	0	2787	0	0	0	0	1863	1583	1770	3539	0
Flt Permitted										0.950		
Satd. Flow (perm)	0	0	2655	0	0	0	0	1863	1509	1764	3539	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			528						51			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		643			447			103			430	
Travel Time (s)		14.6			10.2			1.8			7.3	
Volume (vph)	0	0	463	0	0	0	0	1002	90	363	698	0
Confl. Peds. (#/hr)			10						10	5		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	503	0	0	0	0	1089	98	395	759	0
Lane Group Flow (vph)	0	0	503	0	0	0	0	1089	98	395	759	0
Turn Type			custom						Perm	Prot		
Protected Phases								2		1	6	
Permitted Phases			4						2			
Detector Phases			4					2	2	1	6	
Minimum Initial (s)			4.0					4.0	4.0	4.0	4.0	
Minimum Split (s)			31.5					31.5	31.5	12.0	31.5	
Total Split (s)	0.0	0.0	31.5	0.0	0.0	0.0	0.0	84.5	84.5	34.0	118.5	0.0
Total Split (%)	0.0%	0.0%	21.0%	0.0%	0.0%	0.0%	0.0%	56.3%	56.3%	22.7%	79.0%	0.0%
Maximum Green (s)			27.0					80.0	80.0	30.0	114.0	
Yellow Time (s)			3.5					3.5	3.5	3.0	3.5	
All-Red Time (s)			1.0					1.0	1.0	1.0	1.0	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)			3.0					3.0	3.0	3.0	3.0	
Recall Mode			None					Min	Min	None	Min	
Walk Time (s)			7.0					7.0	7.0		5.0	
Flash Dont Walk (s)			20.0					20.0	20.0		10.0	
Pedestrian Calls (#/hr)			10					10	10		10	
Act Effct Green (s)			13.9					81.0	81.0	30.2	115.2	
Actuated g/C Ratio			0.10					0.59	0.59	0.22	0.84	
v/c Ratio			0.68					0.99	0.11	1.02	0.26	
Control Delay			8.0					53.4	8.0	101.8	3.3	
Queue Delay			0.0					0.0	0.0	0.0	0.0	
Total Delay			8.0					53.4	8.0	101.8	3.3	
LOS			A					D	A	F	A	

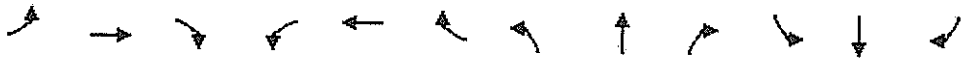
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay								49.6			37.0	
Approach LOS								D			D	
Queue Length 50th (ft)			0					765	14	327	28	
Queue Length 95th (ft)			42					#1461	52	#655	126	
Internal Link Dist (ft)		563			367			23			350	
Turn Bay Length (ft)												
Base Capacity (vph)			918					1100	912	389	2972	
Starvation Cap Reductn			0					0	0	0	0	
Spillback Cap Reductn			0					0	0	0	0	
Storage Cap Reductn			0					0	0	0	0	
Reduced v/c Ratio			0.55					0.99	0.11	1.02	0.26	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 137.1
Natural Cycle: 150
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.02
Intersection Signal Delay: 37.2 Intersection LOS: D
Intersection Capacity Utilization 79.5% ICU Level of Service D
Analysis Period (min) 15
* User Entered Value
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 11: SB-SR-99 Off Ramp & Highland

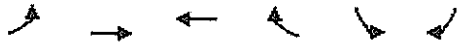




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	4	142	7	12	102	46	3	4	25	63	12	4
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.89	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	5	161	8	14	116	52	3	5	28	72	14	5
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)					1101							
pX, platoon unblocked												
vC, conflicting volume	168			169			355	370	165	374	348	142
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	168			169			355	370	165	374	348	142
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			99			99	99	97	87	98	99
cM capacity (veh/h)	1409			1408			580	552	879	555	568	906

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	174	182	36	90
Volume Left	5	14	3	72
Volume Right	8	52	28	5
cSH	1409	1408	784	568
Volume to Capacity	0.00	0.01	0.05	0.16
Queue Length 95th (ft)	0	1	4	14
Control Delay (s)	0.2	0.6	9.8	12.5
Lane LOS	A	A	A	B
Approach Delay (s)	0.2	0.6	9.8	12.5
Approach LOS			A	B

Intersection Summary			
Average Delay	3.4		
Intersection Capacity Utilization	31.8%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	48	274	286	305	195	31
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	52	298	311	332	212	34
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)			656			
pX, platoon unblocked	0.79				0.79	0.79
vC, conflicting volume	642				879	477
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	544				846	333
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	94				13	94
cM capacity (veh/h)	804				244	556

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	350	642	246
Volume Left	52	0	212
Volume Right	0	332	34
cSH	804	1700	265
Volume to Capacity	0.06	0.38	0.93
Queue Length 95th (ft)	5	0	212
Control Delay (s)	2.1	0.0	79.5
Lane LOS	A		F
Approach Delay (s)	2.1	0.0	79.5
Approach LOS			F

Intersection Summary			
Average Delay		16.4	
Intersection Capacity Utilization		73.5%	ICU Level of Service D
Analysis Period (min)		15	

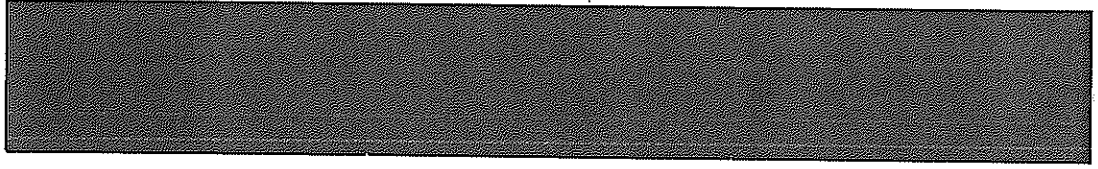
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)		50	50	50	50				50	50	50	50
Trailing Detector (ft)		0	0	0	0				0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	*0.75	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Ped Bike Factor			0.96							0.98		0.98
Frt			0.850						0.865			0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	2794	1583	1770	3539	0	0	0	1611	3433	1863	1583
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	0	2794	1526	1770	3539	0	0	0	1611	3377	1863	1549
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			31						175			59
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		337			399			379			851	
Travel Time (s)		5.7			6.8			8.6			19.3	
Volume (vph)	0	1191	29	48	1217	0	0	0	43	195	33	320
Confl. Peds. (#/hr)			10							10		10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1295	32	52	1323	0	0	0	47	212	36	348
Lane Group Flow (vph)	0	1295	32	52	1323	0	0	0	47	212	36	348
Turn Type			Perm	Prot					Over	Prot		Perm
Protected Phases		4		3	8				3	1	6	
Permitted Phases			4									6
Detector Phases		4	4	3	8				3	1	6	6
Minimum Initial (s)		4.0	4.0	4.0	4.0				4.0	4.0	4.0	4.0
Minimum Split (s)		31.5	31.5	12.0	31.5				12.0	12.0	31.5	31.5
Total Split (s)	0.0	46.5	46.5	12.0	58.5	0.0	0.0	0.0	12.0	31.5	31.5	31.5
Total Split (%)	0.0%	51.7%	51.7%	13.3%	65.0%	0.0%	0.0%	0.0%	13.3%	35.0%	35.0%	35.0%
Maximum Green (s)		42.0	42.0	8.0	54.0				8.0	27.0	27.0	27.0
Yellow Time (s)		3.5	3.5	3.0	3.5				3.0	3.5	3.5	3.5
All-Red Time (s)		1.0	1.0	1.0	1.0				1.0	1.0	1.0	1.0
Lead/Lag		Lag	Lag	Lead					Lead			
Lead-Lag Optimize?		Yes	Yes	Yes					Yes			
Vehicle Extension (s)		3.0	3.0	3.0	3.0				3.0	3.0	3.0	3.0
Recall Mode		None	None	None	None				None	None	Min	Min
Walk Time (s)		7.0	7.0		7.0						7.0	7.0
Flash Dont Walk (s)		20.0	20.0		20.0						20.0	20.0
Pedestrian Calls (#/hr)		10	10		10						10	10
Act Effct Green (s)		39.8	39.8	7.3	48.1				7.3	18.9	19.3	19.3
Actuated g/C Ratio		0.52	0.52	0.09	0.63				0.09	0.24	0.25	0.25
v/c Ratio		0.89	0.04	0.32	0.59				0.15	0.26	0.08	0.80
Control Delay		28.6	5.1	42.8	10.3				1.0	24.7	23.3	37.5
Queue Delay		21.7	0.0	0.0	0.2				0.0	0.0	0.0	0.2
Total Delay		50.2	5.1	42.8	10.4				1.0	24.7	23.3	37.7
LOS		D	A	D	B				A	C	C	D

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		49.1			11.7						32.2	
Approach LOS		D			B						C	
Queue Length 50th (ft)		397	0	26	183				0	45	14	143
Queue Length 95th (ft)		#671	15	64	291				0	73	36	242
Internal Link Dist (ft)		257			319			299			771	
Turn Bay Length (ft)												
Base Capacity (vph)		1526	848	187	2356				327	1107	628	561
Starvation Cap Reductn		273	0	0	288				0	0	0	0
Spillback Cap Reductn		0	0	0	182				0	0	0	20
Storage Cap Reductn		0	0	0	0				0	0	0	0
Reduced v/c Ratio		1.03	0.04	0.28	0.64				0.14	0.19	0.06	0.64

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 76.2
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.89
Intersection Signal Delay: 30.0 Intersection LOS: C
Intersection Capacity Utilization 61.6% ICU Level of Service B
Analysis Period (min) 15
* User Entered Value
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 5: Floral & SB-SR-99 off Ramp



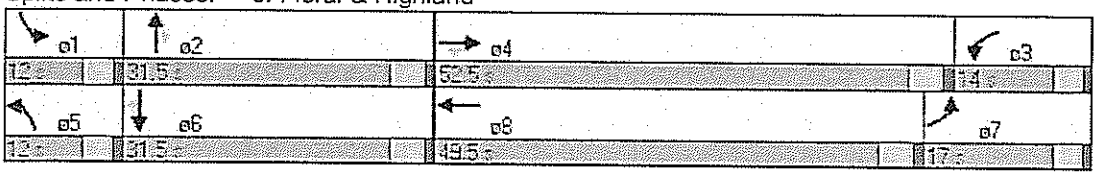
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	200		0	200		0	200		0
Storage Lanes	1		1	2		0	2		1	1		2
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50		50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	*0.90	1.00	0.97	0.95	0.95	0.97	0.95	1.00	1.00	0.95	0.88
Ped Bike Factor	1.00		0.98		1.00					0.99		0.98
Frt			0.850		0.987				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3353	1583	3433	3486	0	3433	3539	1583	1770	3539	2787
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1767	3353	1545	3433	3486	0	3433	3539	1583	1752	3539	2720
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			315		11				105			311
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		115			542			256			500	
Travel Time (s)		2.0			9.2			4.4			8.5	
Volume (vph)	200	949	294	167	1206	114	169	130	97	24	295	286
Confl. Peds. (#/hr)	10		10			10				10		10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	217	1032	320	182	1311	124	184	141	105	26	321	311
Lane Group Flow (vph)	217	1032	320	182	1435	0	184	141	105	26	321	311
Turn Type	Prot		Perm	Prot			Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4						2			6
Detector Phases	7	4	4	3	8		5	2	2	1	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	12.0	31.5	31.5	12.0	31.5		12.0	31.5	31.5	12.0	31.5	31.5
Total Split (s)	17.0	52.5	52.5	14.0	49.5	0.0	12.0	31.5	31.5	12.0	31.5	31.5
Total Split (%)	15.5%	47.7%	47.7%	12.7%	45.0%	0.0%	10.9%	28.6%	28.6%	10.9%	28.6%	28.6%
Maximum Green (s)	13.0	48.0	48.0	10.0	45.0		8.0	27.0	27.0	8.0	27.0	27.0
Yellow Time (s)	3.0	3.5	3.5	3.0	3.5		3.0	3.5	3.5	3.0	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lead	Lead	Lag	Lead		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	Min	Min	None	Min	Min
Walk Time (s)		7.0	7.0		7.0			7.0	7.0		7.0	7.0
Flash Dont Walk (s)		20.0	20.0		20.0			20.0	20.0		20.0	20.0
Pedestrian Calls (#/hr)		10	10		10			10	10		10	10
Act Effct Green (s)	13.1	37.3	37.3	21.0	45.2		7.9	23.7	23.7	6.8	16.1	16.1
Actuated g/C Ratio	0.13	0.38	0.38	0.21	0.46		0.08	0.24	0.24	0.07	0.16	0.16
v/c Ratio	0.92	0.81	0.41	0.25	0.89		0.66	0.17	0.23	0.23	0.55	0.44
Control Delay	86.9	32.9	4.0	37.6	33.7		57.7	31.5	8.0	51.5	41.2	6.0
Queue Delay	0.0	0.0	0.0	0.0	7.6		0.0	0.0	0.0	0.0	0.0	0.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	86.9	32.9	4.0	37.6	41.2		57.7	31.5	8.0	51.5	41.2	6.0
LOS	F	C	A	D	D		E	C	A	D	D	A
Approach Delay		34.5			40.8			37.0			25.0	
Approach LOS		C			D			D			C	
Queue Length 50th (ft)	134	309	2	47	402		57	34	0	15	98	0
Queue Length 95th (ft)	#317	401	52	102	#687		#118	67	42	46	141	37
Internal Link Dist (ft)		35			462			176			420	
Turn Bay Length (ft)				200			200			200		
Base Capacity (vph)	235	1487	860	731	1616		280	955	504	134	889	916
Starvation Cap Reductn	0	0	0	0	161		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.92	0.69	0.37	0.25	0.99		0.66	0.15	0.21	0.19	0.36	0.34

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 98.4
Natural Cycle: 110
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.92
Intersection Signal Delay: 35.7 Intersection LOS: D
Intersection Capacity Utilization 78.5% ICU Level of Service D
Analysis Period (min) 15
* User Entered Value
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 6: Floral & Highland



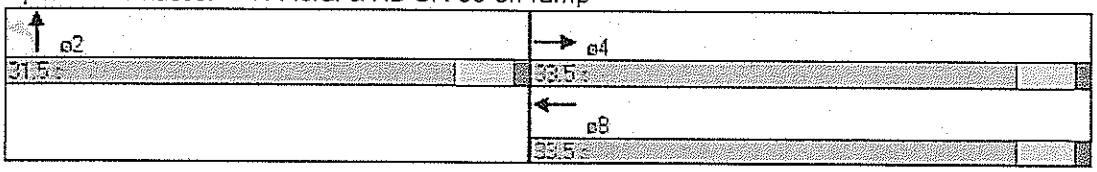
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)		50			50		50	50				
Trailing Detector (ft)		0			0		0	0				
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt								0.980				
Flt Protected								0.959				
Satd. Flow (prot)	0	3539	0	0	3539	0	0	1751	0	0	0	0
Flt Permitted								0.959				
Satd. Flow (perm)	0	3539	0	0	3539	0	0	1751	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)								17				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		542			211			348			181	
Travel Time (s)		9.2			3.6			7.9			4.1	
Volume (vph)	0	948	0	0	1173	0	296	0	52	0	0	0
Confl. Peds. (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1030	0	0	1275	0	322	0	57	0	0	0
Lane Group Flow (vph)	0	1030	0	0	1275	0	0	379	0	0	0	0
Turn Type							Perm					
Protected Phases		4			8			2				
Permitted Phases							2					
Detector Phases		4			8		2	2				
Minimum Initial (s)		4.0			4.0		4.0	4.0				
Minimum Split (s)		31.5			31.5		31.5	31.5				
Total Split (s)	0.0	33.5	0.0	0.0	33.5	0.0	31.5	31.5	0.0	0.0	0.0	0.0
Total Split (%)	0.0%	51.5%	0.0%	0.0%	51.5%	0.0%	48.5%	48.5%	0.0%	0.0%	0.0%	0.0%
Maximum Green (s)		29.0			29.0		27.0	27.0				
Yellow Time (s)		3.5			3.5		3.5	3.5				
All-Red Time (s)		1.0			1.0		1.0	1.0				
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0			3.0		3.0	3.0				
Recall Mode		None			None		Min	Min				
Walk Time (s)		7.0			7.0		7.0	7.0				
Flash Dont Walk (s)		20.0			20.0		20.0	20.0				
Pedestrian Calls (#/hr)		10			10		10	10				
Act Effct Green (s)		23.3			23.3			15.8				
Actuated g/C Ratio		0.49			0.49			0.33				
v/c Ratio		0.60			0.74			0.64				
Control Delay		11.4			13.9			19.1				
Queue Delay		0.0			0.2			0.1				
Total Delay		11.4			14.1			19.2				
LOS		B			B			B				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		11.4			14.1			19.2				
Approach LOS		B			B			B				
Queue Length 50th (ft)		93			128			88				
Queue Length 95th (ft)		216			294			171				
Internal Link Dist (ft)		462			131			268			101	
Turn Bay Length (ft)												
Base Capacity (vph)		1966			1966			838				
Starvation Cap Reductn		0			0			0				
Spillback Cap Reductn		0			166			65				
Storage Cap Reductn		0			0			0				
Reduced v/c Ratio		0.52			0.71			0.49				

Intersection Summary

Area Type: Other
Cycle Length: 65
Actuated Cycle Length: 47.8
Natural Cycle: 65
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.74
Intersection Signal Delay: 13.8 Intersection LOS: B
Intersection Capacity Utilization 58.7% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 7: Floral & NB SR-99 off ramp



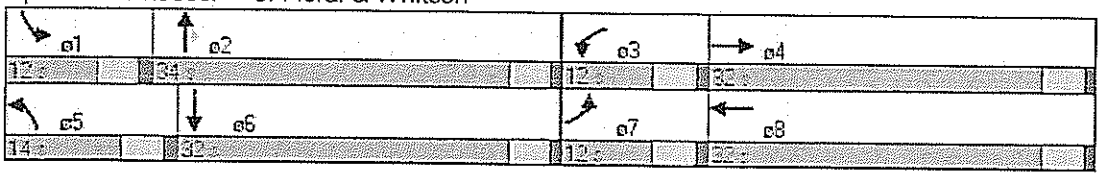
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50	50	50	50	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	0.97	0.95	1.00	1.00	0.95	0.95
Frt		0.960			0.997				0.850		0.987	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3398	0	1770	3529	0	3433	3539	1583	1770	3493	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	3398	0	1770	3529	0	3433	3539	1583	1770	3493	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		59			2				17		11	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1652			984			605			583	
Travel Time (s)		28.2			16.8			10.3			9.9	
Volume (vph)	38	686	248	41	855	16	346	112	16	46	221	20
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	41	746	270	45	929	17	376	122	17	50	240	22
Lane Group Flow (vph)	41	1016	0	45	946	0	376	122	17	50	262	0
Turn Type	Prot			Prot			Prot		Perm	Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			
Detector Phases	7	4		3	8		5	2	2	1	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	12.0	31.5		12.0	31.5		12.0	31.5	31.5	12.0	31.5	
Total Split (s)	12.0	32.0	0.0	12.0	32.0	0.0	14.0	34.0	34.0	12.0	32.0	0.0
Total Split (%)	13.3%	35.6%	0.0%	13.3%	35.6%	0.0%	15.6%	37.8%	37.8%	13.3%	35.6%	0.0%
Maximum Green (s)	7.5	27.5		7.5	27.5		9.5	29.5	29.5	7.5	27.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	Min	Min	None	Min	
Walk Time (s)		7.0			7.0			7.0	7.0		7.0	
Flash Dont Walk (s)		20.0			20.0			20.0	20.0		20.0	
Pedestrian Calls (#/hr)		10			10			10	10		10	
Act Effct Green (s)	7.3	24.6		7.3	24.6		10.7	21.3	21.3	7.3	12.5	
Actuated g/C Ratio	0.10	0.37		0.10	0.37		0.16	0.32	0.32	0.10	0.19	
v/c Ratio	0.23	0.79		0.25	0.73		0.68	0.11	0.03	0.27	0.39	
Control Delay	36.7	25.1		37.0	24.1		38.7	21.9	10.8	37.4	25.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	36.7	25.1		37.0	24.1		38.7	21.9	10.8	37.4	25.5	
LOS	D	C		D	C		D	C	B	D	C	
Approach Delay		25.6			24.7			33.8			27.4	
Approach LOS		C			C			C			C	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	17	191		19	181		85	24	0	21	54	
Queue Length 95th (ft)	54	#402		58	#367		#201	44	14	63	86	
Internal Link Dist (ft)		1572			904			525			503	
Turn Bay Length (ft)												
Base Capacity (vph)	203	1426		203	1447		550	1460	663	203	1230	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.20	0.71		0.22	0.65		0.68	0.08	0.03	0.25	0.21	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 66.6
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.79
Intersection Signal Delay: 26.9 Intersection LOS: C
Intersection Capacity Utilization 60.2% ICU Level of Service B
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 8: Floral & Whitson



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50	50	50	50		50	50	50
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.983				0.850		0.984				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1831	0	1770	1863	1583	1770	1833	0	1770	1863	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	1831	0	1770	1863	1583	1770	1833	0	1770	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8				118		7				287
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		984			67			531			694	
Travel Time (s)		16.8			1.1			9.1			11.8	
Volume (vph)	184	479	61	82	523	109	110	307	37	90	489	271
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	200	521	66	89	568	118	120	334	40	98	532	295
Lane Group Flow (vph)	200	587	0	89	568	118	120	374	0	98	532	295
Turn Type	Prot			Prot		Perm	Prot			Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases						8						6
Detector Phases	7	4		3	8	8	5	2		1	6	6
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	12.0	31.5		12.0	31.5	31.5	12.0	31.5		12.0	31.5	31.5
Total Split (s)	14.0	33.5	0.0	12.0	31.5	31.5	12.0	32.5	0.0	12.0	32.5	32.5
Total Split (%)	15.6%	37.2%	0.0%	13.3%	35.0%	35.0%	13.3%	36.1%	0.0%	13.3%	36.1%	36.1%
Maximum Green (s)	9.5	29.0		7.5	27.0	27.0	7.5	28.0		7.5	28.0	28.0
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None	None	None	Min		None	Min	Min
Walk Time (s)		7.0			7.0	7.0		7.0			7.0	7.0
Flash Dont Walk (s)		20.0			20.0	20.0		20.0			20.0	20.0
Pedestrian Calls (#/hr)		10			10	10		10			10	10
Act Effct Green (s)	10.0	32.0		7.7	27.5	27.5	8.0	30.0		7.8	27.4	27.4
Actuated g/C Ratio	0.11	0.36		0.08	0.31	0.31	0.09	0.34		0.09	0.31	0.31
v/c Ratio	1.01	0.88		0.59	0.99	0.21	0.75	0.60		0.65	0.93	0.43
Control Delay	107.2	45.4		56.6	67.0	5.6	69.7	30.0		60.6	54.3	5.4
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	107.2	45.4		56.6	67.0	5.6	69.7	30.0		60.6	54.3	5.4
LOS	F	D		E	E	A	E	C		E	D	A
Approach Delay		61.1			56.4			39.6			39.4	
Approach LOS		E			E			D			D	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	~118	322		50	321	0	68	177		55	287	3
Queue Length 95th (ft)	#255	#541		#107	#537	37	#158	274		#122	#478	59
Internal Link Dist (ft)		904			1			451			614	
Turn Bay Length (ft)												
Base Capacity (vph)	199	665		155	576	571	159	621		155	590	697
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	0
Reduced v/c Ratio	1.01	0.88		0.57	0.99	0.21	0.75	0.60		0.63	0.90	0.42

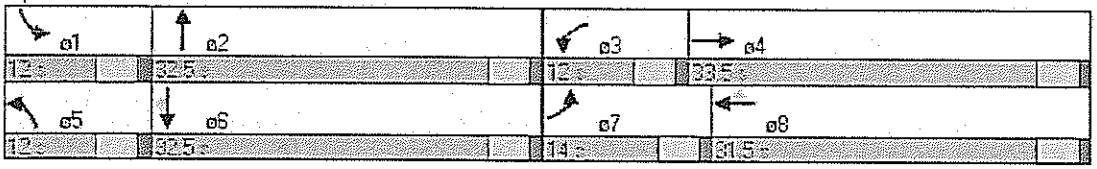
Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 89
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.01
Intersection Signal Delay: 49.6 Intersection LOS: D
Intersection Capacity Utilization 82.9% ICU Level of Service E
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 9: Floral & McCall



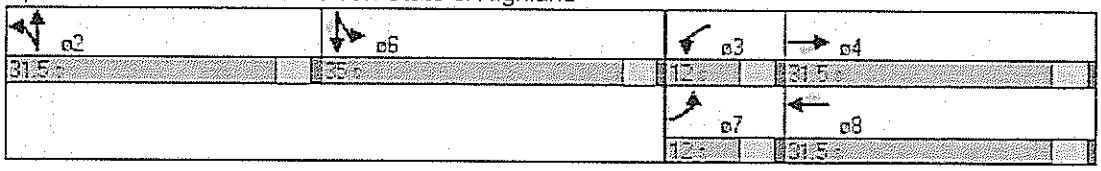
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50	50	50		50	50	50
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.979				0.850
Flt Protected	0.950			0.950			0.950				0.991	
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	1824	0	0	1846	1583
Flt Permitted	0.950			0.950			0.950				0.991	
Satd. Flow (perm)	1770	3539	1583	1770	3539	1583	1770	1824	0	0	1846	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			162			47		7				14
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1169			1352			1070			739	
Travel Time (s)		19.9			23.0			18.2			12.6	
Volume (vph)	5	192	149	11	179	43	161	196	31	82	376	13
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	5	209	162	12	195	47	175	213	34	89	409	14
Lane Group Flow (vph)	5	209	162	12	195	47	175	247	0	0	498	14
Turn Type	Prot		Perm	Prot		Perm	Split			Split		Perm
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases			4			8						6
Detector Phases	7	4	4	3	8	8	2	2		6	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	12.0	31.5	31.5	12.0	31.5	31.5	31.5	31.5		31.5	31.5	31.5
Total Split (s)	12.0	31.5	31.5	12.0	31.5	31.5	31.5	31.5	0.0	35.0	35.0	35.0
Total Split (%)	10.9%	28.6%	28.6%	10.9%	28.6%	28.6%	28.6%	28.6%	0.0%	31.8%	31.8%	31.8%
Maximum Green (s)	7.5	27.0	27.0	7.5	27.0	27.0	27.0	27.0		30.5	30.5	30.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	Min	Min		Min	Min	Min
Walk Time (s)		7.0	7.0		7.0	7.0	7.0	7.0		7.0	7.0	7.0
Flash Dont Walk (s)		20.0	20.0		20.0	20.0	20.0	20.0		20.0	20.0	20.0
Pedestrian Calls (#/hr)		10	10		10	10	10	10		10	10	10
Act Effct Green (s)	7.0	11.6	11.6	7.2	11.6	11.6	14.8	14.8			25.9	25.9
Actuated g/C Ratio	0.10	0.18	0.18	0.10	0.18	0.18	0.23	0.23			0.40	0.40
v/c Ratio	0.03	0.34	0.39	0.07	0.31	0.15	0.43	0.58			0.67	0.02
Control Delay	41.4	28.0	8.6	41.1	27.6	10.4	29.0	31.0			26.3	11.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0
Total Delay	41.4	28.0	8.6	41.1	27.6	10.4	29.0	31.0			26.3	11.4
LOS	D	C	A	D	C	B	C	C			C	B
Approach Delay		19.8			25.1			30.2			25.9	
Approach LOS		B			C			C			C	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	2	36	0	4	33	0	55	78			138	0
Queue Length 95th (ft)	16	95	52	28	88	29	168	230			#555	16
Internal Link Dist (ft)		1089			1272			990			659	
Turn Bay Length (ft)												
Base Capacity (vph)	214	1248	663	214	1253	591	680	704			875	758
Starvation Cap Reductn	0	0	0	0	0	0	0	0			0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0			0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0			0	0
Reduced v/c Ratio	0.02	0.17	0.24	0.06	0.16	0.08	0.26	0.35			0.57	0.02

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 64
Natural Cycle: 110
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.67
Intersection Signal Delay: 25.5 Intersection LOS: C
Intersection Capacity Utilization 55.7% ICU Level of Service B
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 10: Golden State & Highland



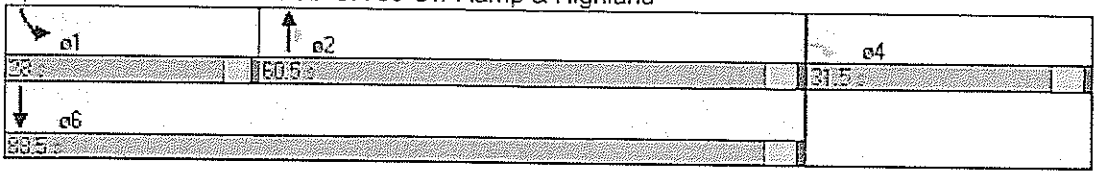
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)			50					50	50	50	50	
Trailing Detector (ft)			0					0	0	0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	1.00	0.88	1.00	1.00	1.00	1.00	*1.00	1.00	1.00	0.95	1.00
Ped Bike Factor			0.96						0.96	1.00		
Frt			0.850						0.850			
Flt Protected										0.950		
Satd. Flow (prot)	0	0	2787	0	0	0	0	1863	1583	1770	3539	0
Flt Permitted										0.950		
Satd. Flow (perm)	0	0	2670	0	0	0	0	1863	1517	1764	3539	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			841						36			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		643			447			103			430	
Travel Time (s)		14.6			10.2			1.8			7.3	
Volume (vph)	0	0	376	0	0	0	0	788	45	339	416	0
Confl. Peds. (#/hr)			10						10	5		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	409	0	0	0	0	857	49	368	452	0
Lane Group Flow (vph)	0	0	409	0	0	0	0	857	49	368	452	0
Turn Type			custom						Perm	Prot		
Protected Phases								2		1	6	
Permitted Phases			4						2			
Detector Phases			4					2	2	1	6	
Minimum Initial (s)			4.0					4.0	4.0	4.0	4.0	
Minimum Split (s)			31.5					31.5	31.5	12.0	31.5	
Total Split (s)	0.0	0.0	31.5	0.0	0.0	0.0	0.0	60.5	60.5	28.0	88.5	0.0
Total Split (%)	0.0%	0.0%	26.3%	0.0%	0.0%	0.0%	0.0%	50.4%	50.4%	23.3%	73.8%	0.0%
Maximum Green (s)			27.0					56.0	56.0	24.0	84.0	
Yellow Time (s)			3.5					3.5	3.5	3.0	3.5	
All-Red Time (s)			1.0					1.0	1.0	1.0	1.0	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)			3.0					3.0	3.0	3.0	3.0	
Recall Mode			None					Min	Min	None	Min	
Walk Time (s)			7.0					7.0	7.0		5.0	
Flash Dont Walk (s)			20.0					20.0	20.0		10.0	
Pedestrian Calls (#/hr)			10					10	10		10	
Act Effct Green (s)			9.6					52.0	52.0	24.4	80.5	
Actuated g/C Ratio			0.10					0.53	0.53	0.25	0.82	
v/c Ratio			0.40					0.87	0.06	0.84	0.16	
Control Delay			1.2					32.1	6.4	55.3	2.7	
Queue Delay			0.0					0.0	0.0	0.0	0.0	
Total Delay			1.2					32.1	6.4	55.3	2.7	
LOS			A					C	A	E	A	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay								30.7			26.3	
Approach LOS								C			C	
Queue Length 50th (ft)			0					397	3	220	15	
Queue Length 95th (ft)			0					#919	27	#500	74	
Internal Link Dist (ft)		563			367			23			350	
Turn Bay Length (ft)												
Base Capacity (vph)			1278					1031	855	439	2927	
Starvation Cap Reductn			0					0	0	0	0	
Spillback Cap Reductn			0					0	0	0	0	
Storage Cap Reductn			0					0	0	0	0	
Reduced v/c Ratio			0.32					0.83	0.06	0.84	0.15	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 98.2
Natural Cycle: 120
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.87
Intersection Signal Delay: 23.3 Intersection LOS: C
Intersection Capacity Utilization 66.9% ICU Level of Service C
Analysis Period (min) 15
* User Entered Value
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 11: SB-SR-99 Off Ramp & Highland



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	6	230	9	36	244	145	16	11	36	125	14	4
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.89	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	7	261	10	41	277	165	18	12	41	142	16	5
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)					1101							
pX, platoon unblocked												
vC, conflicting volume	442			272			734	804	266	769	727	360
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	442			272			734	804	266	769	727	360
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			97			94	96	95	50	95	99
cM capacity (veh/h)	1118			1292			312	305	772	284	338	685

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	278	483	71	162
Volume Left	7	41	18	142
Volume Right	10	165	41	5
cSH	1118	1292	471	293
Volume to Capacity	0.01	0.03	0.15	0.55
Queue Length 95th (ft)	0	2	13	78
Control Delay (s)	0.3	1.0	14.0	31.6
Lane LOS	A	A	B	D
Approach Delay (s)	0.3	1.0	14.0	31.6
Approach LOS			B	D

Intersection Summary			
Average Delay	6.7		
Intersection Capacity Utilization	61.2%	ICU Level of Service	B
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	97	705	707	636	702	108
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	105	766	768	691	763	117
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)			656			
pX, platoon unblocked	0.34				0.34	0.34
vC, conflicting volume	1460				2091	1114
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2355				4216	1336
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	0				0	0
cM capacity (veh/h)	71				0	64

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	872	1460	880
Volume Left	105	0	763
Volume Right	0	691	117
cSH	71	1700	0
Volume to Capacity	1.50	0.86	Err
Queue Length 95th (ft)	221	0	Err
Control Delay (s)	660.8	0.0	Err
Lane LOS	F		F
Approach Delay (s)	660.8	0.0	Err
Approach LOS			F

Intersection Summary			
Average Delay		Err	
Intersection Capacity Utilization	170.9%	ICU Level of Service	H
Analysis Period (min)		15	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↱	↰	↑↑↑				↱	↰↰	↑	↱
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)		50	50	50	50				50	50	50	50
Trailing Detector (ft)		0	0	0	0				0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	*0.75	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Ped Bike Factor			0.95							0.98		0.97
Frt			0.850						0.865			0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	2794	1583	1770	3539	0	0	0	1611	3433	1863	1583
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	0	2794	1509	1770	3539	0	0	0	1611	3365	1863	1538
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			30						57			12
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		337			399			379			851	
Travel Time (s)		5.7			6.8			8.6			19.3	
Volume (vph)	0	2776	83	125	2090	0	0	0	150	291	89	518
Confl. Peds. (#/hr)			10							10		10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	3017	90	136	2272	0	0	0	163	316	97	563
Lane Group Flow (vph)	0	3017	90	136	2272	0	0	0	163	316	97	563
Turn Type			Perm	Prot					Over	Prot		Perm
Protected Phases		4		3	8				3	1	6	
Permitted Phases			4									6
Detector Phases		4	4	3	8				3	1	6	6
Minimum Initial (s)		4.0	4.0	4.0	4.0				4.0	4.0	4.0	4.0
Minimum Split (s)		31.5	31.5	12.0	31.5				12.0	12.0	31.5	31.5
Total Split (s)	0.0	94.0	94.0	14.0	108.0	0.0	0.0	0.0	14.0	42.0	42.0	42.0
Total Split (%)	0.0%	62.7%	62.7%	9.3%	72.0%	0.0%	0.0%	0.0%	9.3%	28.0%	28.0%	28.0%
Maximum Green (s)		89.5	89.5	10.0	103.5				10.0	37.5	37.5	37.5
Yellow Time (s)		3.5	3.5	3.0	3.5				3.0	3.5	3.5	3.5
All-Red Time (s)		1.0	1.0	1.0	1.0				1.0	1.0	1.0	1.0
Lead/Lag		Lag	Lag	Lead					Lead			
Lead-Lag Optimize?		Yes	Yes	Yes					Yes			
Vehicle Extension (s)		3.0	3.0	3.0	3.0				3.0	3.0	3.0	3.0
Recall Mode		None	None	None	None				None	None	Min	Min
Walk Time (s)		7.0	7.0		7.0						7.0	7.0
Flash Dont Walk (s)		20.0	20.0		20.0						20.0	20.0
Pedestrian Calls (#/hr)		10	10		10						10	10
Act Effct Green (s)		90.0	90.0	10.0	104.0				10.0	38.0	38.0	38.0
Actuated g/C Ratio		0.60	0.60	0.07	0.69				0.07	0.25	0.25	0.25
v/c Ratio		1.80	0.10	1.15	0.93				1.01	0.36	0.21	1.41
Control Delay		386.5	8.7	188.1	27.8				117.5	47.5	45.6	239.0
Queue Delay		0.0	0.0	0.0	66.6				0.0	0.0	0.0	60.6
Total Delay		386.5	8.7	188.1	94.4				117.5	47.5	45.6	299.7
LOS		F	A	F	F				F	D	D	F

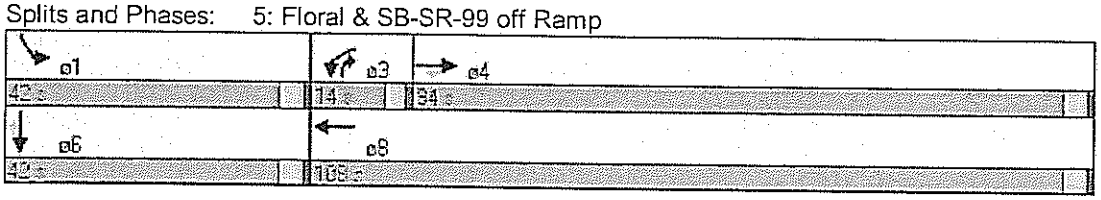
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		375.6			99.7						192.8	
Approach LOS		F			F						F	
Queue Length 50th (ft)		~2946	23	~156	927				~110	131	75	~733
Queue Length 95th (ft)		#3077	48	#300	1076				#269	178	127	#971
Internal Link Dist (ft)		257			319			299			771	
Turn Bay Length (ft)												
Base Capacity (vph)		1676	917	118	2454				161	870	472	399
Starvation Cap Reductn		0	0	0	477				0	0	0	0
Spillback Cap Reductn		0	0	0	314				0	0	0	35
Storage Cap Reductn		0	0	0	0				0	0	0	0
Reduced v/c Ratio		1.80	0.10	1.15	1.15				1.01	0.36	0.21	1.55

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Natural Cycle: 150
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.80
Intersection Signal Delay: 242.6 Intersection LOS: F
Intersection Capacity Utilization 104.3% ICU Level of Service G
Analysis Period (min) 15

* User Entered Value
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 5: Floral & SB-SR-99 off Ramp



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	200		0	200		0	200		0
Storage Lanes	1		1	2		0	2		1	1		2
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50		50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	*0.90	1.00	0.97	0.95	0.95	0.97	0.95	1.00	1.00	0.95	0.88
Ped Bike Factor	1.00		0.97		1.00					0.99		0.97
Frt			0.850		0.984				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3353	1583	3433	3472	0	3433	3539	1583	1770	3539	2787
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1768	3353	1538	3433	3472	0	3433	3539	1583	1748	3539	2708
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			267		11				139			437
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		115			542			256			500	
Travel Time (s)		2.0			9.2			4.4			8.5	
Volume (vph)	467	2142	639	317	1796	211	381	219	165	85	396	425
Confl. Peds. (#/hr)	10		10			10				10		10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	508	2328	695	345	1952	229	414	238	179	92	430	462
Lane Group Flow (vph)	508	2328	695	345	2181	0	414	238	179	92	430	462
Turn Type	Prot		Perm	Prot			Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4						2			6
Detector Phases	7	4	4	3	8		5	2	2	1	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	12.0	31.5	31.5	12.0	31.5		12.0	31.5	31.5	12.0	31.5	31.5
Total Split (s)	31.0	86.5	86.5	15.0	70.5	0.0	17.0	33.5	33.5	15.0	31.5	31.5
Total Split (%)	20.7%	57.7%	57.7%	10.0%	47.0%	0.0%	11.3%	22.3%	22.3%	10.0%	21.0%	21.0%
Maximum Green (s)	27.0	82.0	82.0	11.0	66.0		13.0	29.0	29.0	11.0	27.0	27.0
Yellow Time (s)	3.0	3.5	3.5	3.0	3.5		3.0	3.5	3.5	3.0	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lead	Lead	Lag	Lead		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	Min	Min	None	Min	Min
Walk Time (s)		7.0	7.0		7.0			7.0	7.0		7.0	7.0
Flash Dont Walk (s)		20.0	20.0		20.0			20.0	20.0		20.0	20.0
Pedestrian Calls (#/hr)		10	10		10			10	10		10	10
Act Effct Green (s)	27.0	82.5	82.5	11.0	66.5		13.0	26.4	26.4	10.4	23.8	23.8
Actuated g/C Ratio	0.18	0.56	0.56	0.08	0.45		0.09	0.18	0.18	0.07	0.16	0.16
v/c Ratio	1.55	1.23	0.71	1.34	1.38		1.36	0.37	0.45	0.73	0.75	0.57
Control Delay	302.6	139.1	18.4	223.8	206.5		228.1	54.5	17.8	97.8	66.9	9.0
Queue Delay	0.0	222.0	2.6	0.0	107.2		0.0	0.0	0.7	34.6	0.0	0.0

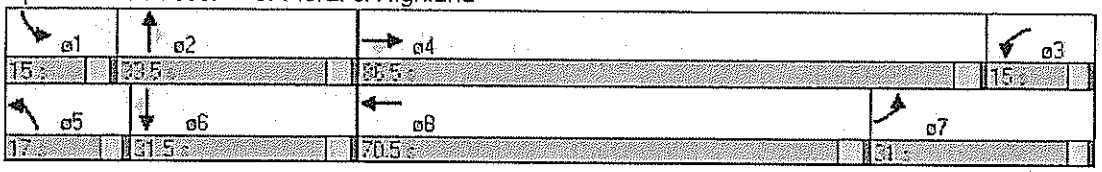
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	302.6	361.2	21.0	223.8	313.7		228.1	54.5	18.4	132.4	66.9	9.0
LOS	F	F	C	F	F		F	D	B	F	E	A
Approach Delay		285.8			301.5			133.2			45.9	
Approach LOS		F			F			F			D	
Queue Length 50th (ft)	~692	~1545	301	~223	~1474		~271	106	33	88	208	11
Queue Length 95th (ft)	#937	#1716	476	#334	#1639		#388	150	106	#177	269	65
Internal Link Dist (ft)		35			462			176			420	
Turn Bay Length (ft)				200			200			200		
Base Capacity (vph)	327	1891	984	258	1584		305	699	424	133	649	853
Starvation Cap Reductn	0	232	176	0	234		0	0	0	0	0	0
Spillback Cap Reductn	0	542	0	0	0		0	0	75	38	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	1.55	1.73	0.86	1.34	1.62		1.36	0.34	0.51	0.97	0.66	0.54

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 146.4
Natural Cycle: 150
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.55
Intersection Signal Delay: 244.7 Intersection LOS: F
Intersection Capacity Utilization 120.8% ICU Level of Service H
Analysis Period (min) 15

* User Entered Value
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 6: Floral & Highland



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑			↕				
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)		50			50		50	50				
Trailing Detector (ft)		0			0		0	0				
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt								0.972				
Flt Protected								0.962				
Satd. Flow (prot)	0	3539	0	0	3539	0	0	1742	0	0	0	0
Flt Permitted								0.962				
Satd. Flow (perm)	0	3539	0	0	3539	0	0	1742	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)								5				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		542			211			348			181	
Travel Time (s)		9.2			3.6			7.9			4.1	
Volume (vph)	0	2090	0	0	1793	0	520	0	134	0	0	0
Confl. Peds. (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	2272	0	0	1949	0	565	0	146	0	0	0
Lane Group Flow (vph)	0	2272	0	0	1949	0	0	711	0	0	0	0
Turn Type							Perm					
Protected Phases		4			8			2				
Permitted Phases							2					
Detector Phases		4			8		2	2				
Minimum Initial (s)		4.0			4.0		4.0	4.0				
Minimum Split (s)		31.5			31.5		31.5	31.5				
Total Split (s)	0.0	73.0	0.0	0.0	73.0	0.0	47.0	47.0	0.0	0.0	0.0	0.0
Total Split (%)	0.0%	60.8%	0.0%	0.0%	60.8%	0.0%	39.2%	39.2%	0.0%	0.0%	0.0%	0.0%
Maximum Green (s)		68.5			68.5		42.5	42.5				
Yellow Time (s)		3.5			3.5		3.5	3.5				
All-Red Time (s)		1.0			1.0		1.0	1.0				
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0			3.0		3.0	3.0				
Recall Mode		None			None		Min	Min				
Walk Time (s)		7.0			7.0		7.0	7.0				
Flash Dont Walk (s)		20.0			20.0		20.0	20.0				
Pedestrian Calls (#/hr)		10			10		10	10				
Act Effct Green (s)		69.0			69.0			43.0				
Actuated g/C Ratio		0.58			0.58			0.36				
v/c Ratio		1.12			0.96			1.13				
Control Delay		85.9			36.9			114.9				
Queue Delay		89.8			294.7			343.9				
Total Delay		175.8			331.6			458.9				
LOS		F			F			F				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		175.8			331.6			458.9				
Approach LOS		F			F			F				
Queue Length 50th (ft)		~1064			714			~640				
Queue Length 95th (ft)		#1198			#928			#878				
Internal Link Dist (ft)		462			131			268			101	
Turn Bay Length (ft)												
Base Capacity (vph)		2035			2035			627				
Starvation Cap Reductn		312			0			0				
Spillback Cap Reductn		0			863			254				
Storage Cap Reductn		0			0			0				
Reduced v/c Ratio		1.32			1.66			1.91				

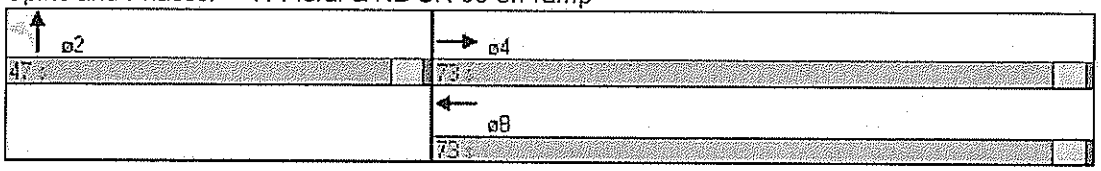
Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Natural Cycle: 120
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.13
Intersection Signal Delay: 278.1 Intersection LOS: F
Intersection Capacity Utilization 101.4% ICU Level of Service G
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 7: Floral & NB SR-99 off ramp



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50	50	50	50	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	0.97	0.95	1.00	1.00	0.95	0.95
Frt		0.956			0.998				0.850		0.990	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3383	0	1770	3532	0	3433	3539	1583	1770	3504	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	3383	0	1770	3532	0	3433	3539	1583	1770	3504	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		62			1				13		4	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1652			984			605			583	
Travel Time (s)		28.2			16.8			10.3			9.9	
Volume (vph)	74	1528	631	84	1219	18	565	278	12	115	329	23
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	80	1661	686	91	1325	20	614	302	13	125	358	25
Lane Group Flow (vph)	80	2347	0	91	1345	0	614	302	13	125	383	0
Turn Type	Prot			Prot			Prot		Perm	Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			
Detector Phases	7	4		3	8		5	2	2	1	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	12.0	31.5		12.0	31.5		12.0	31.5	31.5	12.0	31.5	
Total Split (s)	17.0	81.0	0.0	12.0	76.0	0.0	24.0	35.0	35.0	22.0	33.0	0.0
Total Split (%)	11.3%	54.0%	0.0%	8.0%	50.7%	0.0%	16.0%	23.3%	23.3%	14.7%	22.0%	0.0%
Maximum Green (s)	12.5	76.5		7.5	71.5		19.5	30.5	30.5	17.5	28.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	Min	Min	None	Min	
Walk Time (s)		7.0			7.0			7.0	7.0		7.0	
Flash Dont Walk (s)		20.0			20.0			20.0	20.0		20.0	
Pedestrian Calls (#/hr)		10			10			10	10		10	
Act Effct Green (s)	11.2	77.1		8.0	73.9		20.0	26.2	26.2	14.9	21.1	
Actuated g/C Ratio	0.08	0.54		0.06	0.52		0.14	0.18	0.18	0.10	0.15	
v/c Ratio	0.58	1.26		0.91	0.73		1.27	0.46	0.04	0.67	0.73	
Control Delay	80.3	151.4		134.9	30.4		185.1	54.7	21.3	79.6	65.9	
Queue Delay	0.0	53.4		0.0	0.0		0.0	0.0	0.0	8.7	0.0	
Total Delay	80.3	204.9		134.9	30.4		185.1	54.7	21.3	88.3	65.9	
LOS	F	F		F	C		F	D	C	F	E	
Approach Delay		200.8			37.0			140.4			71.4	
Approach LOS		F			D			F			E	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	72	~1420		85	502		~368	133	0	112	178	
Queue Length 95th (ft)	134	#1655		#207	654		#520	185	20	188	236	
Internal Link Dist (ft)		1572			904			525			503	
Turn Bay Length (ft)												
Base Capacity (vph)	160	1862		100	1836		483	747	344	220	681	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	161		0	0		0	0	71	63	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.50	1.38		0.91	0.73		1.27	0.40	0.05	0.80	0.56	

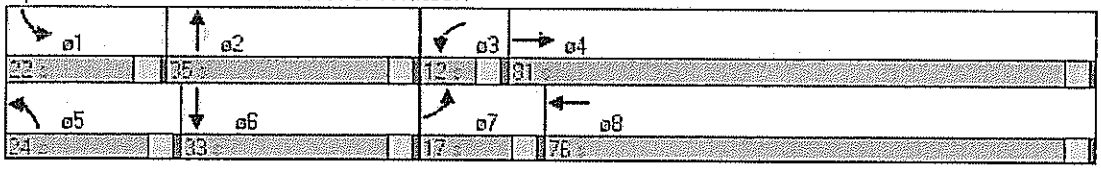
Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 142.2
Natural Cycle: 150
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.27
Intersection Signal Delay: 133.4 Intersection LOS: F
Intersection Capacity Utilization 105.8% ICU Level of Service G
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 8: Floral & Whitson



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50	50	50	50		50	50	50
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.985				0.850		0.982				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1835	0	1770	1863	1583	1770	1829	0	1770	1863	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	1835	0	1770	1863	1583	1770	1829	0	1770	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6				32		5				301
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		984			67			531			694	
Travel Time (s)		16.8			1.1			9.1			11.8	
Volume (vph)	363	1059	119	39	798	58	127	461	64	43	329	304
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	395	1151	129	42	867	63	138	501	70	47	358	330
Lane Group Flow (vph)	395	1280	0	42	867	63	138	571	0	47	358	330
Turn Type	Prot			Prot		Perm	Prot			Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases						8						6
Detector Phases	7	4		3	8	8	5	2		1	6	6
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	12.0	31.5		12.0	31.5	31.5	12.0	31.5		12.0	31.5	31.5
Total Split (s)	29.0	82.0	0.0	12.0	65.0	65.0	16.0	44.0	0.0	12.0	40.0	40.0
Total Split (%)	19.3%	54.7%	0.0%	8.0%	43.3%	43.3%	10.7%	29.3%	0.0%	8.0%	26.7%	26.7%
Maximum Green (s)	24.5	77.5		7.5	60.5	60.5	11.5	39.5		7.5	35.5	35.5
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None	None	None	Min		None	Min	Min
Walk Time (s)		7.0			7.0	7.0		7.0			7.0	7.0
Flash Dont Walk (s)		20.0			20.0	20.0		20.0			20.0	20.0
Pedestrian Calls (#/hr)		10			10	10		10			10	10
Act Effct Green (s)	25.0	80.7		7.6	61.1	61.1	12.0	40.0		7.6	33.5	33.5
Actuated g/C Ratio	0.17	0.55		0.05	0.41	0.41	0.08	0.27		0.05	0.23	0.23
v/c Ratio	1.32	1.27		0.47	1.12	0.09	0.96	1.14		0.52	0.85	0.56
Control Delay	209.9	161.2		86.2	112.3	15.5	130.6	133.0		89.9	73.3	10.9
Queue Delay	0.0	13.3		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	209.9	174.5		86.2	112.3	15.5	130.6	133.0		89.9	73.3	10.9
LOS	F	F		F	F	B	F	F		F	E	B
Approach Delay		182.9			104.9			132.5			46.4	
Approach LOS		F			F			F			D	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	~502	~1632		41	~990	18	137	~658		46	333	22
Queue Length 95th (ft)	#715	#1901		84	#1248	50	#282	#899		92	#478	114
Internal Link Dist (ft)		904			1			451			614	
Turn Bay Length (ft)												
Base Capacity (vph)	300	1005		94	771	674	144	500		94	447	609
Starvation Cap Reductn	0	23		0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	0
Reduced v/c Ratio	1.32	1.30		0.45	1.12	0.09	0.96	1.14		0.50	0.80	0.54

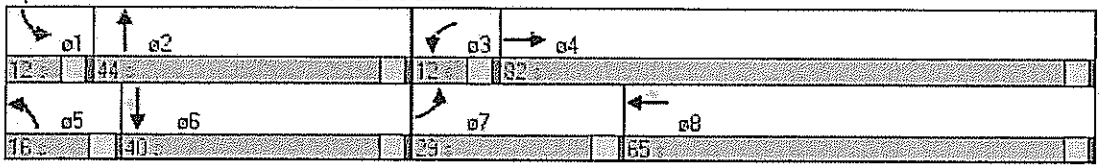
Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 147.6
Natural Cycle: 150
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.32
Intersection Signal Delay: 131.1 Intersection LOS: F
Intersection Capacity Utilization 111.1% ICU Level of Service H
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 9: Floral & McCall



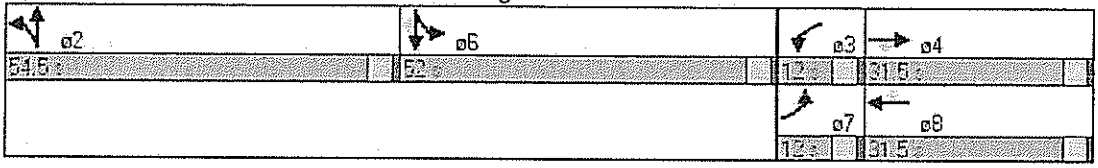
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50	50	50		50	50	50
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.992				0.850
Flt Protected	0.950			0.950			0.950				0.990	
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	1848	0	0	1844	1583
Flt Permitted	0.950			0.950			0.950				0.990	
Satd. Flow (perm)	1770	3539	1583	1770	3539	1583	1770	1848	0	0	1844	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			287			111		2				7
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1169			1352			1070			739	
Travel Time (s)		19.9			23.0			18.2			12.6	
Volume (vph)	17	302	264	32	248	102	223	533	29	111	438	9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	18	328	287	35	270	111	242	579	32	121	476	10
Lane Group Flow (vph)	18	328	287	35	270	111	242	611	0	0	597	10
Turn Type	Prot		Perm	Prot		Perm	Split			Split		Perm
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases			4			8						6
Detector Phases	7	4	4	3	8	8	2	2		6	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	12.0	31.5	31.5	12.0	31.5	31.5	31.5	31.5		31.5	31.5	31.5
Total Split (s)	12.0	31.5	31.5	12.0	31.5	31.5	54.5	54.5	0.0	52.0	52.0	52.0
Total Split (%)	8.0%	21.0%	21.0%	8.0%	21.0%	21.0%	36.3%	36.3%	0.0%	34.7%	34.7%	34.7%
Maximum Green (s)	7.5	27.0	27.0	7.5	27.0	27.0	50.0	50.0		47.5	47.5	47.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	Min	Min		Min	Min	Min
Walk Time (s)		7.0	7.0		7.0	7.0	7.0	7.0		7.0	7.0	7.0
Flash Dont Walk (s)		20.0	20.0		20.0	20.0	20.0	20.0		20.0	20.0	20.0
Pedestrian Calls (#/hr)		10	10		10	10	10	10		10	10	10
Act Effct Green (s)	7.2	20.0	20.0	7.5	24.6	24.6	48.3	48.3			47.8	47.8
Actuated g/C Ratio	0.05	0.15	0.15	0.05	0.18	0.18	0.35	0.35			0.35	0.35
v/c Ratio	0.20	0.63	0.60	0.37	0.43	0.30	0.39	0.94			0.93	0.02
Control Delay	74.0	61.7	11.3	78.5	53.1	10.9	37.4	67.2			67.0	21.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0
Total Delay	74.0	61.7	11.3	78.5	53.1	10.9	37.4	67.2			67.0	21.4
LOS	E	E	B	E	D	B	D	E			E	C
Approach Delay		39.2			44.0			58.7			66.2	
Approach LOS		D			D			E			E	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	16	154	0	32	111	0	165	536			535	2
Queue Length 95th (ft)	46	206	86	74	171	55	263	#848			#852	17
Internal Link Dist (ft)		1089			1272			990			659	
Turn Bay Length (ft)												
Base Capacity (vph)	99	679	536	102	716	409	645	674			649	562
Starvation Cap Reductn	0	0	0	0	0	0	0	0			0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0			0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0			0	0
Reduced v/c Ratio	0.18	0.48	0.54	0.34	0.38	0.27	0.38	0.91			0.92	0.02

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 137.3
Natural Cycle: 150
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.94
Intersection Signal Delay: 53.2 Intersection LOS: D
Intersection Capacity Utilization 84.0% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 10: Golden State & Highland



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)			50					50	50	50	50	
Trailing Detector (ft)			0					0	0	0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	1.00	0.88	1.00	1.00	1.00	1.00	*1.00	1.00	1.00	0.95	1.00
Ped Bike Factor			0.95						0.95	1.00		
Frt			0.850						0.850			
Flt Protected										0.950		
Satd. Flow (prot)	0	0	2787	0	0	0	0	1863	1583	1770	3539	0
Flt Permitted										0.950		
Satd. Flow (perm)	0	0	2655	0	0	0	0	1863	1509	1765	3539	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			434						43			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		643			447			103			430	
Travel Time (s)		14.6			10.2			1.8			7.3	
Volume (vph)	0	0	463	0	0	0	0	1096	90	533	800	0
Confl. Peds. (#/hr)			10						10	5		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	503	0	0	0	0	1191	98	579	870	0
Lane Group Flow (vph)	0	0	503	0	0	0	0	1191	98	579	870	0
Turn Type			custom						Perm	Prot		
Protected Phases								2		1	6	
Permitted Phases			4						2			
Detector Phases			4					2	2	1	6	
Minimum Initial (s)			4.0					4.0	4.0	4.0	4.0	
Minimum Split (s)			31.5					31.5	31.5	12.0	31.5	
Total Split (s)	0.0	0.0	31.5	0.0	0.0	0.0	0.0	78.5	78.5	40.0	118.5	0.0
Total Split (%)	0.0%	0.0%	21.0%	0.0%	0.0%	0.0%	0.0%	52.3%	52.3%	26.7%	79.0%	0.0%
Maximum Green (s)			27.0					74.0	74.0	36.0	114.0	
Yellow Time (s)			3.5					3.5	3.5	3.0	3.5	
All-Red Time (s)			1.0					1.0	1.0	1.0	1.0	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)			3.0					3.0	3.0	3.0	3.0	
Recall Mode			None					Min	Min	None	Min	
Walk Time (s)			7.0					7.0	7.0		5.0	
Flash Dont Walk (s)			20.0					20.0	20.0		10.0	
Pedestrian Calls (#/hr)			10					10	10		10	
Act Effct Green (s)			14.8					74.9	74.9	36.2	115.1	
Actuated g/C Ratio			0.11					0.54	0.54	0.26	0.83	
v/c Ratio			0.75					1.18	0.12	1.25	0.29	
Control Delay			16.5					120.8	10.8	170.1	3.6	
Queue Delay			0.0					0.0	0.0	0.0	0.0	
Total Delay			16.5					120.8	10.8	170.1	3.6	
LOS			B					F	B	F	A	

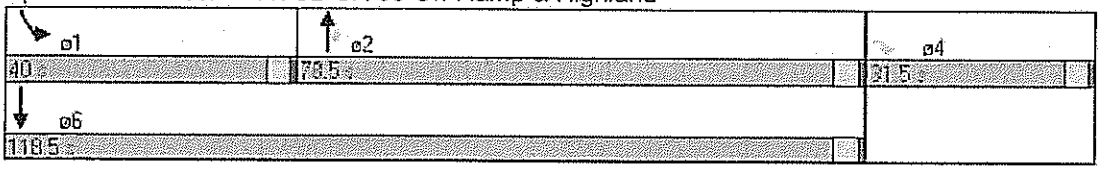
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay								112.5			70.1	
Approach LOS								F			E	
Queue Length 50th (ft)			32					~1191	21	~604	50	
Queue Length 95th (ft)			95					#1743	61	#981	150	
Internal Link Dist (ft)		563			367			23			350	
Turn Bay Length (ft)												
Base Capacity (vph)			841					1011	839	464	2952	
Starvation Cap Reductn			0					0	0	0	0	
Spillback Cap Reductn			0					0	0	0	0	
Storage Cap Reductn			0					0	0	0	0	
Reduced v/c Ratio			0.60					1.18	0.12	1.25	0.29	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 138
Natural Cycle: 150
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.25
Intersection Signal Delay: 78.7 Intersection LOS: E
Intersection Capacity Utilization 93.9% ICU Level of Service F
Analysis Period (min) 15

* User Entered Value
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 11: SB-SR-99 Off Ramp & Highland



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	4	155	7	19	112	26	7	11	54	33	29	4
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.89	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	5	176	8	22	127	30	8	12	61	38	33	5
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)					1101							
pX, platoon unblocked												
vC, conflicting volume	157			184			395	389	180	442	378	142
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	157			184			395	389	180	442	378	142
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			98			99	98	93	92	94	99
cM capacity (veh/h)	1423			1391			528	536	863	473	543	906

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	189	178	82	75
Volume Left	5	22	8	38
Volume Right	8	30	61	5
cSH	1423	1391	747	517
Volume to Capacity	0.00	0.02	0.11	0.14
Queue Length 95th (ft)	0	1	9	13
Control Delay (s)	0.2	1.0	10.4	13.1
Lane LOS	A	A	B	B
Approach Delay (s)	0.2	1.0	10.4	13.1
Approach LOS			B	B

Intersection Summary			
Average Delay	3.9		
Intersection Capacity Utilization	34.4%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↱	↰	↑↑				↱	↰↰	↑	↱
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)		50	50	50	50				50	50	50	50
Trailing Detector (ft)		0	0	0	0				0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	*0.75	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Ped Bike Factor			0.97							0.99		0.98
Frt			0.850						0.865			0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	2794	1583	1770	3539	0	0	0	1611	3433	1863	1583
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	0	2794	1530	1770	3539	0	0	0	1611	3386	1863	1551
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			36						242			148
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		337			399			379			851	
Travel Time (s)		5.7			6.8			8.6			19.3	
Volume (vph)	0	819	33	55	735	0	0	0	49	215	38	185
Confl. Peds. (#/hr)			10							10		10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	890	36	60	799	0	0	0	53	234	41	201
Lane Group Flow (vph)	0	890	36	60	799	0	0	0	53	234	41	201
Turn Type			Perm	Prot					Over	Prot		Perm
Protected Phases		4		3	8				3	1	6	
Permitted Phases			4									6
Detector Phases		4	4	3	8				3	1	6	6
Minimum Initial (s)		4.0	4.0	4.0	4.0				4.0	4.0	4.0	4.0
Minimum Split (s)		31.5	31.5	12.0	31.5				12.0	12.0	31.5	31.5
Total Split (s)	0.0	31.5	31.5	12.0	43.5	0.0	0.0	0.0	12.0	31.5	31.5	31.5
Total Split (%)	0.0%	42.0%	42.0%	16.0%	58.0%	0.0%	0.0%	0.0%	16.0%	42.0%	42.0%	42.0%
Maximum Green (s)		27.0	27.0	8.0	39.0				8.0	27.0	27.0	27.0
Yellow Time (s)		3.5	3.5	3.0	3.5				3.0	3.5	3.5	3.5
All-Red Time (s)		1.0	1.0	1.0	1.0				1.0	1.0	1.0	1.0
Lead/Lag		Lag	Lag	Lead					Lead			
Lead-Lag Optimize?		Yes	Yes	Yes					Yes			
Vehicle Extension (s)		3.0	3.0	3.0	3.0				3.0	3.0	3.0	3.0
Recall Mode		None	None	None	None				None	None	Min	Min
Walk Time (s)		7.0	7.0		7.0						7.0	7.0
Flash Dont Walk (s)		20.0	20.0		20.0						20.0	20.0
Pedestrian Calls (#/hr)		10	10		10						10	10
Act Effct Green (s)		21.6	21.6	7.1	27.2				7.1	11.5	11.7	11.7
Actuated g/C Ratio		0.45	0.45	0.14	0.56				0.14	0.23	0.24	0.24
v/c Ratio		0.71	0.05	0.25	0.40				0.12	0.30	0.09	0.41
Control Delay		17.7	5.5	28.2	6.9				0.6	18.2	17.7	9.4
Queue Delay		0.0	0.0	0.0	0.0				0.0	0.0	0.0	0.0
Total Delay		17.7	5.5	28.2	6.9				0.6	18.2	17.7	9.4
LOS		B	A	C	A				A	B	B	A

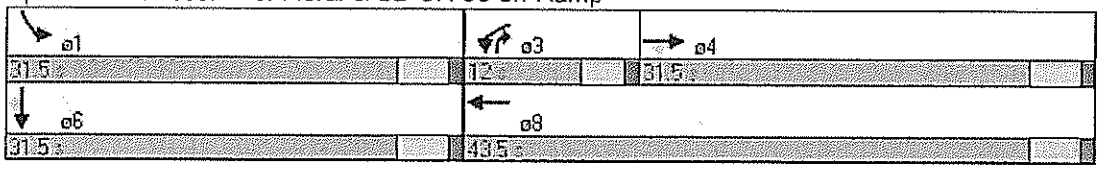
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		17.2			8.4						14.4	
Approach LOS		B			A						B	
Queue Length 50th (ft)		137	0	17	43				0	33	11	14
Queue Length 95th (ft)		#391	17	61	152				0	60	31	58
Internal Link Dist (ft)		257			319			299			771	
Turn Bay Length (ft)												
Base Capacity (vph)		1473	824	283	2378				461	1478	841	781
Starvation Cap Reductn		12	0	0	0				0	0	0	0
Spillback Cap Reductn		0	0	0	0				0	0	0	0
Storage Cap Reductn		0	0	0	0				0	0	0	0
Reduced v/c Ratio		0.61	0.04	0.21	0.34				0.11	0.16	0.05	0.26

Intersection Summary

Area Type: Other
Cycle Length: 75
Actuated Cycle Length: 48.3
Natural Cycle: 75
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.71
Intersection Signal Delay: 13.0 Intersection LOS: B
Intersection Capacity Utilization 44.7% ICU Level of Service A
Analysis Period (min) 15

* User Entered Value
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 5: Floral & SB-SR-99 off Ramp



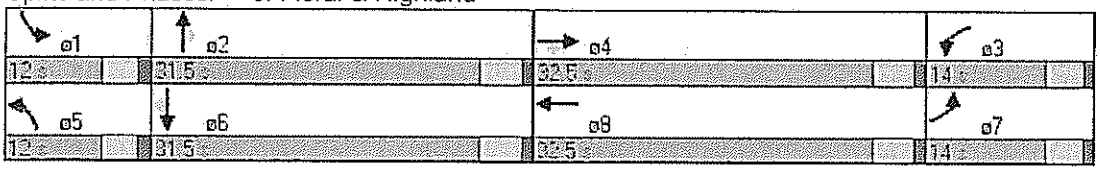
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	200		0	200		0	200		0
Storage Lanes	1		1	2		0	2		1	1		2
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50		50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	*0.90	1.00	0.97	0.95	0.95	0.97	0.95	1.00	1.00	0.95	0.88
Ped Bike Factor	1.00		0.98		1.00					0.99		0.98
Frt			0.850		0.981				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3353	1583	3433	3462	0	3433	3539	1583	1770	3539	2787
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1765	3353	1549	3433	3462	0	3433	3539	1583	1758	3539	2726
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			240		18				113			330
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		115			542			256			500	
Travel Time (s)		2.0			9.2			4.4			8.5	
Volume (vph)	168	650	221	267	795	114	135	287	104	80	399	304
Confl. Peds. (#/hr)	10		10			10				10		10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	183	707	240	290	864	124	147	312	113	87	434	330
Lane Group Flow (vph)	183	707	240	290	988	0	147	312	113	87	434	330
Turn Type	Prot		Perm	Prot			Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4						2			6
Detector Phases	7	4	4	3	8		5	2	2	1	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	12.0	31.5	31.5	12.0	31.5		12.0	31.5	31.5	12.0	31.5	31.5
Total Split (s)	14.0	32.5	32.5	14.0	32.5	0.0	12.0	31.5	31.5	12.0	31.5	31.5
Total Split (%)	15.6%	36.1%	36.1%	15.6%	36.1%	0.0%	13.3%	35.0%	35.0%	13.3%	35.0%	35.0%
Maximum Green (s)	10.0	28.0	28.0	10.0	28.0		8.0	27.0	27.0	8.0	27.0	27.0
Yellow Time (s)	3.0	3.5	3.5	3.0	3.5		3.0	3.5	3.5	3.0	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lead	Lead	Lag	Lead		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	Min	Min	None	Min	Min
Walk Time (s)		7.0	7.0		7.0			7.0	7.0		7.0	7.0
Flash Dont Walk (s)		20.0	20.0		20.0			20.0	20.0		20.0	20.0
Pedestrian Calls (#/hr)		10	10		10			10	10		10	10
Act Effct Green (s)	10.3	21.2	21.2	14.0	24.8		7.5	16.2	16.2	7.5	16.2	16.2
Actuated g/C Ratio	0.14	0.29	0.29	0.19	0.34		0.10	0.22	0.22	0.10	0.22	0.22
v/c Ratio	0.73	0.73	0.39	0.44	0.83		0.43	0.40	0.26	0.49	0.55	0.38
Control Delay	54.5	29.0	5.3	33.8	30.5		39.1	26.7	6.8	46.2	28.8	4.4
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	54.5	29.0	5.3	33.8	30.5		39.1	26.7	6.8	46.2	28.8	4.4
LOS	D	C	A	C	C		D	C	A	D	C	A
Approach Delay		28.1			31.2			26.0			21.1	
Approach LOS		C			C			C			C	
Queue Length 50th (ft)	89	171	0	64	218		35	70	0	41	102	0
Queue Length 95th (ft)	#232	257	51	#141	#393		72	105	37	#104	145	32
Internal Link Dist (ft)		35			462			176			420	
Turn Bay Length (ft)				200			200			200		
Base Capacity (vph)	258	1220	717	657	1330		375	1187	606	193	1187	1134
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.71	0.58	0.33	0.44	0.74		0.39	0.26	0.19	0.45	0.37	0.29

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 72.9
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.83
Intersection Signal Delay: 27.3 Intersection LOS: C
Intersection Capacity Utilization 66.5% ICU Level of Service C
Analysis Period (min) 15
* User Entered Value
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 6: Floral & Highland



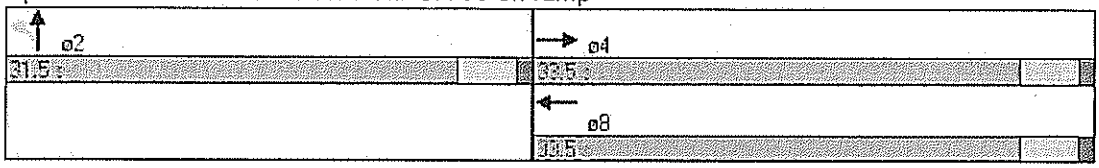
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑			↕				
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)		50			50		50	50				
Trailing Detector (ft)		0			0		0	0				
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt								0.962				
Flt Protected								0.965				
Satd. Flow (prot)	0	3539	0	0	3539	0	0	1729	0	0	0	0
Flt Permitted								0.965				
Satd. Flow (perm)	0	3539	0	0	3539	0	0	1729	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)								38				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		542			211			348			181	
Travel Time (s)		9.2			3.6			7.9			4.1	
Volume (vph)	0	806	0	0	1058	0	225	0	88	0	0	0
Confl. Peds. (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	876	0	0	1150	0	245	0	96	0	0	0
Lane Group Flow (vph)	0	876	0	0	1150	0	0	341	0	0	0	0
Turn Type							Perm					
Protected Phases		4			8			2				
Permitted Phases							2					
Detector Phases		4			8		2	2				
Minimum Initial (s)		4.0			4.0		4.0	4.0				
Minimum Split (s)		31.5			31.5		31.5	31.5				
Total Split (s)	0.0	33.5	0.0	0.0	33.5	0.0	31.5	31.5	0.0	0.0	0.0	0.0
Total Split (%)	0.0%	51.5%	0.0%	0.0%	51.5%	0.0%	48.5%	48.5%	0.0%	0.0%	0.0%	0.0%
Maximum Green (s)		29.0			29.0		27.0	27.0				
Yellow Time (s)		3.5			3.5		3.5	3.5				
All-Red Time (s)		1.0			1.0		1.0	1.0				
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0			3.0		3.0	3.0				
Recall Mode		None			None		Min	Min				
Walk Time (s)		7.0			7.0		7.0	7.0				
Flash Dont Walk (s)		20.0			20.0		20.0	20.0				
Pedestrian Calls (#/hr)		10			10		10	10				
Act Effct Green (s)		20.8			20.8			14.2				
Actuated g/C Ratio		0.47			0.47			0.32				
v/c Ratio		0.52			0.68			0.58				
Control Delay		10.1			12.2			15.9				
Queue Delay		0.0			0.0			0.0				
Total Delay		10.1			12.2			15.9				
LOS		B			B			B				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		10.1			12.2			15.9				
Approach LOS		B			B			B				
Queue Length 50th (ft)		64			93			58				
Queue Length 95th (ft)		175			252			144				
Internal Link Dist (ft)		462			131			268			101	
Turn Bay Length (ft)												
Base Capacity (vph)		2027			2027			874				
Starvation Cap Reductn		0			0			0				
Spillback Cap Reductn		0			0			0				
Storage Cap Reductn		0			0			0				
Reduced v/c Ratio		0.43			0.57			0.39				

Intersection Summary

Area Type: Other
Cycle Length: 65
Actuated Cycle Length: 43.8
Natural Cycle: 65
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.68
Intersection Signal Delay: 12.0 Intersection LOS: B
Intersection Capacity Utilization 53.8% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 7: Floral & NB SR-99 off ramp



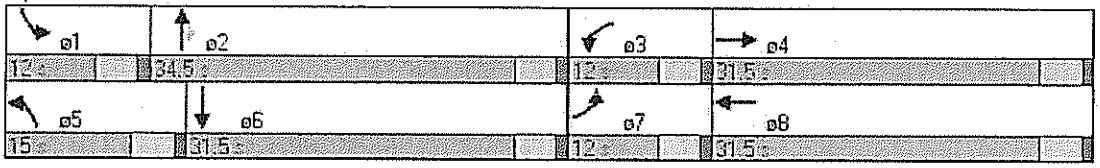
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50	50	50	50	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	0.97	0.95	1.00	1.00	0.95	0.95
Frt		0.957			0.993				0.850		0.986	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3387	0	1770	3514	0	3433	3539	1583	1770	3490	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	3387	0	1770	3514	0	3433	3539	1583	1770	3490	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		69			6				17		12	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1652			984			605			583	
Travel Time (s)		28.2			16.8			10.3			9.9	
Volume (vph)	67	574	231	43	731	36	291	158	16	55	221	22
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	73	624	251	47	795	39	316	172	17	60	240	24
Lane Group Flow (vph)	73	875	0	47	834	0	316	172	17	60	264	0
Turn Type	Prot			Prot			Prot		Perm	Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			
Detector Phases	7	4		3	8		5	2	2	1	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	12.0	31.5		12.0	31.5		12.0	31.5	31.5	12.0	31.5	
Total Split (s)	12.0	31.5	0.0	12.0	31.5	0.0	15.0	34.5	34.5	12.0	31.5	0.0
Total Split (%)	13.3%	35.0%	0.0%	13.3%	35.0%	0.0%	16.7%	38.3%	38.3%	13.3%	35.0%	0.0%
Maximum Green (s)	7.5	27.0		7.5	27.0		10.5	30.0	30.0	7.5	27.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	Min	Min	None	Min	
Walk Time (s)		7.0			7.0			7.0	7.0		7.0	
Flash Dont Walk (s)		20.0			20.0			20.0	20.0		20.0	
Pedestrian Calls (#/hr)		10			10			10	10		10	
Act Effct Green (s)	7.5	20.7		7.4	20.6		10.4	21.4	21.4	7.5	12.4	
Actuated g/C Ratio	0.11	0.33		0.11	0.33		0.17	0.34	0.34	0.11	0.20	
v/c Ratio	0.37	0.75		0.24	0.72		0.55	0.14	0.03	0.30	0.38	
Control Delay	38.5	23.8		36.3	24.2		33.2	20.6	10.4	37.3	24.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	38.5	23.8		36.3	24.2		33.2	20.6	10.4	37.3	24.4	
LOS	D	C		D	C		C	C	B	D	C	
Approach Delay		24.9			24.9			28.2			26.8	
Approach LOS		C			C			C			C	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	29	154		18	157		63	32	0	24	51	
Queue Length 95th (ft)	84	298		60	295		#148	58	14	72	87	
Internal Link Dist (ft)		1572			904			525			503	
Turn Bay Length (ft)												
Base Capacity (vph)	219	1431		219	1444		645	1572	713	219	1294	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.33	0.61		0.21	0.58		0.49	0.11	0.02	0.27	0.20	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 62.8
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.75
Intersection Signal Delay: 25.7 Intersection LOS: C
Intersection Capacity Utilization 55.0% ICU Level of Service B
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 8: Floral & Whitson



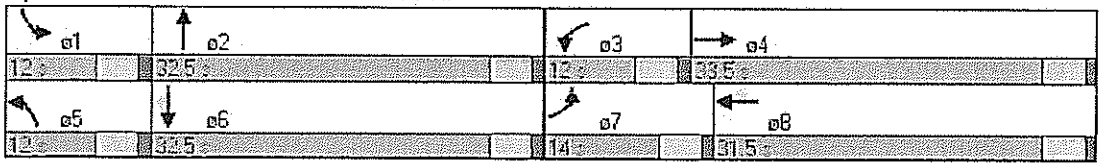
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50	50	50	50		50	50	50
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.974				0.850		0.984				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1814	0	1770	1863	1583	1770	1833	0	1770	1863	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	1814	0	1770	1863	1583	1770	1833	0	1770	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12				138		7				271
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		984			67			531			694	
Travel Time (s)		16.8			1.1			9.1			11.8	
Volume (vph)	166	346	72	82	408	127	100	307	37	93	489	249
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	180	376	78	89	443	138	109	334	40	101	532	271
Lane Group Flow (vph)	180	454	0	89	443	138	109	374	0	101	532	271
Turn Type	Prot			Prot		Perm	Prot			Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases						8						6
Detector Phases	7	4		3	8	8	5	2		1	6	6
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	12.0	31.5		12.0	31.5	31.5	12.0	31.5		12.0	31.5	31.5
Total Split (s)	14.0	33.5	0.0	12.0	31.5	31.5	12.0	32.5	0.0	12.0	32.5	32.5
Total Split (%)	15.6%	37.2%	0.0%	13.3%	35.0%	35.0%	13.3%	36.1%	0.0%	13.3%	36.1%	36.1%
Maximum Green (s)	9.5	29.0		7.5	27.0	27.0	7.5	28.0		7.5	28.0	28.0
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None	None	None	Min		None	Min	Min
Walk Time (s)		7.0			7.0	7.0		7.0			7.0	7.0
Flash Dont Walk (s)		20.0			20.0	20.0		20.0			20.0	20.0
Pedestrian Calls (#/hr)		10			10	10		10			10	10
Act Effct Green (s)	10.4	28.9		7.7	23.0	23.0	7.8	25.8		7.7	25.8	25.8
Actuated g/C Ratio	0.13	0.36		0.09	0.29	0.29	0.09	0.32		0.09	0.32	0.32
v/c Ratio	0.79	0.69		0.54	0.84	0.25	0.66	0.63		0.61	0.89	0.39
Control Delay	64.6	31.7		52.2	43.4	5.8	59.6	30.2		56.4	47.4	5.0
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	64.6	31.7		52.2	43.4	5.8	59.6	30.2		56.4	47.4	5.0
LOS	E	C		D	D	A	E	C		E	D	A
Approach Delay		41.1			36.8			36.9			35.7	
Approach LOS		D			D			D			D	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	102	222		49	228	0	61	176		56	285	0
Queue Length 95th (ft)	#227	#344		#107	#372	40	#140	274		#127	#478	53
Internal Link Dist (ft)		904			1			451			614	
Turn Bay Length (ft)												
Base Capacity (vph)	232	687		175	615	616	175	645		175	651	729
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.78	0.66		0.51	0.72	0.22	0.62	0.58		0.58	0.82	0.37

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 80.7
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.89
Intersection Signal Delay: 37.5 Intersection LOS: D
Intersection Capacity Utilization 75.3% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 9: Floral & McCall



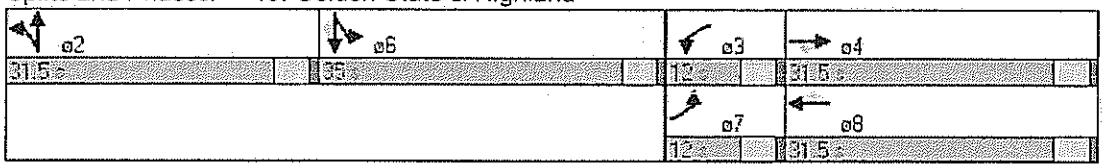
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50	50	50		50	50	50
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.969				0.850
Flt Protected	0.950			0.950			0.950				0.990	
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	1805	0	0	1844	1583
Flt Permitted	0.950			0.950			0.950				0.990	
Satd. Flow (perm)	1770	3539	1583	1770	3539	1583	1770	1805	0	0	1844	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			166			50		12				89
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1169			1352			1070			739	
Travel Time (s)		19.9			23.0			18.2			12.6	
Volume (vph)	65	207	153	15	293	46	188	170	45	82	335	82
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	71	225	166	16	318	50	204	185	49	89	364	89
Lane Group Flow (vph)	71	225	166	16	318	50	204	234	0	0	453	89
Turn Type	Prot		Perm	Prot		Perm	Split			Split		Perm
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases			4			8						6
Detector Phases	7	4	4	3	8	8	2	2		6	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	12.0	31.5	31.5	12.0	31.5	31.5	31.5	31.5		31.5	31.5	31.5
Total Split (s)	12.0	31.5	31.5	12.0	31.5	31.5	31.5	31.5	0.0	35.0	35.0	35.0
Total Split (%)	10.9%	28.6%	28.6%	10.9%	28.6%	28.6%	28.6%	28.6%	0.0%	31.8%	31.8%	31.8%
Maximum Green (s)	7.5	27.0	27.0	7.5	27.0	27.0	27.0	27.0		30.5	30.5	30.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	Min	Min		Min	Min	Min
Walk Time (s)		7.0	7.0		7.0	7.0	7.0	7.0		7.0	7.0	7.0
Flash Dont Walk (s)		20.0	20.0		20.0	20.0	20.0	20.0		20.0	20.0	20.0
Pedestrian Calls (#/hr)		10	10		10	10	10	10		10	10	10
Act Effct Green (s)	7.9	18.4	18.4	7.3	14.2	14.2	15.6	15.6			24.3	24.3
Actuated g/C Ratio	0.10	0.25	0.25	0.09	0.19	0.19	0.21	0.21			0.33	0.33
v/c Ratio	0.40	0.25	0.32	0.10	0.47	0.14	0.55	0.60			0.75	0.15
Control Delay	47.7	25.6	7.0	46.5	32.1	10.7	36.1	35.6			34.7	6.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0
Total Delay	47.7	25.6	7.0	46.5	32.1	10.7	36.1	35.6			34.7	6.9
LOS	D	C	A	D	C	B	D	D			C	A
Approach Delay		22.3			29.9			35.8			30.2	
Approach LOS		C			C			D			C	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	33	42	0	7	76	0	91	101			193	0
Queue Length 95th (ft)	#104	101	52	34	139	30	195	214			#483	38
Internal Link Dist (ft)		1089			1272			990			659	
Turn Bay Length (ft)												
Base Capacity (vph)	194	1245	664	186	1188	565	603	623			747	695
Starvation Cap Reductn	0	0	0	0	0	0	0	0			0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0			0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0			0	0
Reduced v/c Ratio	0.37	0.18	0.25	0.09	0.27	0.09	0.34	0.38			0.61	0.13

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 73.8
Natural Cycle: 110
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.75
Intersection Signal Delay: 29.5 Intersection LOS: C
Intersection Capacity Utilization 58.9% ICU Level of Service B
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 10: Golden State & Highland



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)			50					50	50	50	50	
Trailing Detector (ft)			0					0	0	0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	1.00	0.88	1.00	1.00	1.00	1.00	*1.00	1.00	1.00	0.95	1.00
Ped Bike Factor			0.96						0.96	1.00		
Frt			0.850						0.850			
Flt Protected										0.950		
Satd. Flow (prot)	0	0	2787	0	0	0	0	1863	1583	1770	3539	0
Flt Permitted										0.950		
Satd. Flow (perm)	0	0	2670	0	0	0	0	1863	1517	1764	3539	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			762						35			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		643			447			103			430	
Travel Time (s)		14.6			10.2			1.8			7.3	
Volume (vph)	0	0	418	0	0	0	0	810	45	322	465	0
Confl. Peds. (#/hr)			10						10	5		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	454	0	0	0	0	880	49	350	505	0
Lane Group Flow (vph)	0	0	454	0	0	0	0	880	49	350	505	0
Turn Type			custom						Perm	Prot		
Protected Phases								2		1	6	
Permitted Phases			4						2			
Detector Phases			4					2	2	1	6	
Minimum Initial (s)			4.0					4.0	4.0	4.0	4.0	
Minimum Split (s)			31.5					31.5	31.5	12.0	31.5	
Total Split (s)	0.0	0.0	31.5	0.0	0.0	0.0	0.0	61.5	61.5	27.0	88.5	0.0
Total Split (%)	0.0%	0.0%	26.3%	0.0%	0.0%	0.0%	0.0%	51.3%	51.3%	22.5%	73.8%	0.0%
Maximum Green (s)			27.0					57.0	57.0	23.0	84.0	
Yellow Time (s)			3.5					3.5	3.5	3.0	3.5	
All-Red Time (s)			1.0					1.0	1.0	1.0	1.0	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)			3.0					3.0	3.0	3.0	3.0	
Recall Mode			None					Min	Min	None	Min	
Walk Time (s)			7.0					7.0	7.0		5.0	
Flash Dont Walk (s)			20.0					20.0	20.0		10.0	
Pedestrian Calls (#/hr)			10					10	10		10	
Act Effct Green (s)			9.6					54.0	54.0	23.3	81.4	
Actuated g/C Ratio			0.10					0.54	0.54	0.24	0.82	
v/c Ratio			0.48					0.87	0.06	0.84	0.17	
Control Delay			1.7					31.2	6.3	57.3	2.7	
Queue Delay			0.0					0.0	0.0	0.0	0.0	
Total Delay			1.7					31.2	6.3	57.3	2.7	
LOS			A					C	A	E	A	

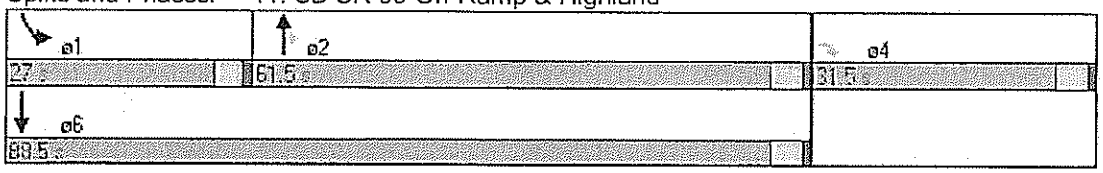
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay								29.8			25.0	
Approach LOS								C			C	
Queue Length 50th (ft)			0					406	3	211	17	
Queue Length 95th (ft)			0					#944	27	#479	83	
Internal Link Dist (ft)		563			367			23			350	
Turn Bay Length (ft)												
Base Capacity (vph)			1214					1049	869	416	2927	
Starvation Cap Reductn			0					0	0	0	0	
Spillback Cap Reductn			0					0	0	0	0	
Storage Cap Reductn			0					0	0	0	0	
Reduced v/c Ratio			0.37					0.84	0.06	0.84	0.17	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 99.1
Natural Cycle: 120
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.87
Intersection Signal Delay: 22.3 Intersection LOS: C
Intersection Capacity Utilization 67.1% ICU Level of Service C
Analysis Period (min) 15

* User Entered Value
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

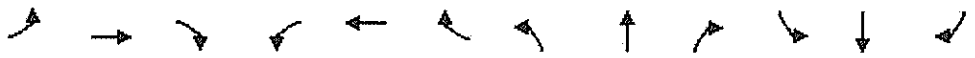
Splits and Phases: 11: SB-SR-99 Off Ramp & Highland



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	6	226	16	42	238	75	25	22	50	60	40	7
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.89	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	7	257	18	48	270	85	28	25	57	68	45	8
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)					1101							
pX, platoon unblocked	0.92						0.92	0.92		0.92	0.92	0.92
vC, conflicting volume	356			275			719	731	266	757	697	313
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	302			275			695	708	266	737	672	256
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			96			90	92	93	74	86	99
cM capacity (veh/h)	1162			1288			282	318	773	260	333	723

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	282	403	110	122
Volume Left	7	48	28	68
Volume Right	18	85	57	8
cSH	1162	1288	437	297
Volume to Capacity	0.01	0.04	0.25	0.41
Queue Length 95th (ft)	0	3	25	48
Control Delay (s)	0.3	1.3	16.0	25.3
Lane LOS	A	A	C	D
Approach Delay (s)	0.3	1.3	16.0	25.3
Approach LOS			C	D

Intersection Summary			
Average Delay	5.9		
Intersection Capacity Utilization	54.2%	ICU Level of Service	A
Analysis Period (min)	15		



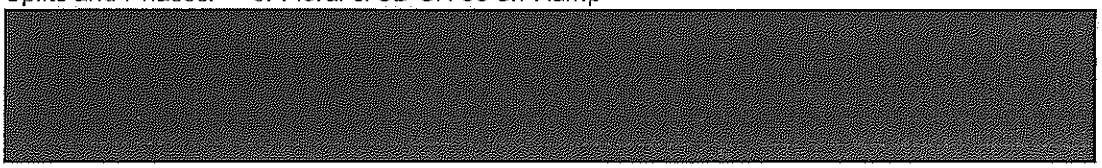
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↱	↰	↑↑				↱	↰↰	↑	↱
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)		50	50	50	50				50	50	50	50
Trailing Detector (ft)		0	0	0	0				0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	*0.75	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Ped Bike Factor			0.96							0.98		0.98
Frt			0.850						0.865			0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	2794	1583	1770	3539	0	0	0	1611	3433	1863	1583
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	0	2794	1526	1770	3539	0	0	0	1611	3377	1863	1549
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			98						80			115
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		337			399			379			851	
Travel Time (s)		5.7			6.8			8.6			19.3	
Volume (vph)	0	1200	94	143	947	0	0	0	171	385	101	228
Confl. Peds. (#/hr)			10							10		10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1304	102	155	1029	0	0	0	186	418	110	248
Lane Group Flow (vph)	0	1304	102	155	1029	0	0	0	186	418	110	248
Turn Type			Perm	Prot					Over	Prot		Perm
Protected Phases		4		3	8				3	1	6	
Permitted Phases			4									6
Detector Phases		4	4	3	8				3	1	6	6
Minimum Initial (s)		4.0	4.0	4.0	4.0				4.0	4.0	4.0	4.0
Minimum Split (s)		31.5	31.5	12.0	31.5				12.0	12.0	31.5	31.5
Total Split (s)	0.0	46.5	46.5	12.0	58.5	0.0	0.0	0.0	12.0	31.5	31.5	31.5
Total Split (%)	0.0%	51.7%	51.7%	13.3%	65.0%	0.0%	0.0%	0.0%	13.3%	35.0%	35.0%	35.0%
Maximum Green (s)		42.0	42.0	8.0	54.0				8.0	27.0	27.0	27.0
Yellow Time (s)		3.5	3.5	3.0	3.5				3.0	3.5	3.5	3.5
All-Red Time (s)		1.0	1.0	1.0	1.0				1.0	1.0	1.0	1.0
Lead/Lag		Lag	Lag	Lead					Lead			
Lead-Lag Optimize?		Yes	Yes	Yes					Yes			
Vehicle Extension (s)		3.0	3.0	3.0	3.0				3.0	3.0	3.0	3.0
Recall Mode		None	None	None	None				None	None	Min	Min
Walk Time (s)		7.0	7.0		7.0						7.0	7.0
Flash Dont Walk (s)		20.0	20.0		20.0						20.0	20.0
Pedestrian Calls (#/hr)		10	10		10						10	10
Act Effct Green (s)		41.7	41.7	8.1	53.8				8.1	16.2	16.2	16.2
Actuated g/C Ratio		0.53	0.53	0.10	0.69				0.10	0.21	0.21	0.21
v/c Ratio		0.87	0.12	0.85	0.42				0.78	0.59	0.28	0.60
Control Delay		25.5	3.4	75.3	6.7				45.3	31.2	27.6	21.1
Queue Delay		34.2	0.0	0.0	0.0				0.0	0.0	0.0	0.0
Total Delay		59.7	3.4	75.3	6.7				45.3	31.2	27.6	21.2
LOS		E	A	E	A				D	C	C	C

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		55.6			15.7						27.5	
Approach LOS		E			B						C	
Queue Length 50th (ft)		328	1	75	90				50	96	46	57
Queue Length 95th (ft)		#679	27	#213	202				#180	137	86	126
Internal Link Dist (ft)		257			319			299			771	
Turn Bay Length (ft)												
Base Capacity (vph)		1509	869	183	2452				238	1062	576	558
Starvation Cap Reductn		288	0	0	0				0	0	0	0
Spillback Cap Reductn		0	0	0	77				0	0	0	10
Storage Cap Reductn		0	0	0	0				0	0	0	0
Reduced v/c Ratio		1.07	0.12	0.85	0.43				0.78	0.39	0.19	0.45

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 78.1
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.87
Intersection Signal Delay: 35.6 Intersection LOS: D
Intersection Capacity Utilization 64.7% ICU Level of Service C
Analysis Period (min) 15
* User Entered Value
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 5: Floral & SB-SR-99 off Ramp



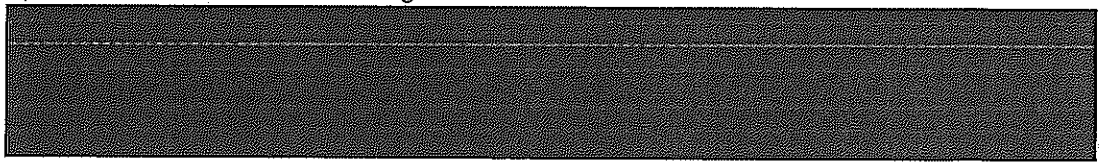
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	200		0	200		0	200		0
Storage Lanes	1		1	2		0	2		1	1		2
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50		50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	*0.90	1.00	0.97	0.95	0.95	0.97	0.95	1.00	1.00	0.95	0.88
Ped Bike Factor	1.00		0.97		0.99					0.99		0.97
Frt			0.850		0.971				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3353	1583	3433	3419	0	3433	3539	1583	1770	3539	2787
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1765	3353	1542	3433	3419	0	3433	3539	1583	1756	3539	2714
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			225		25				179			434
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		115			542			256			500	
Travel Time (s)		2.0			9.2			4.4			8.5	
Volume (vph)	405	1017	362	363	893	215	288	424	165	145	658	399
Confl. Peds. (#/hr)	10		10			10				10		10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	440	1105	393	395	971	234	313	461	179	158	715	434
Lane Group Flow (vph)	440	1105	393	395	1205	0	313	461	179	158	715	434
Turn Type	Prot		Perm	Prot			Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4						2			6
Detector Phases	7	4	4	3	8		5	2	2	1	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	12.0	31.5	31.5	12.0	31.5		12.0	31.5	31.5	12.0	31.5	31.5
Total Split (s)	34.0	61.5	61.5	22.0	49.5	0.0	15.0	31.5	31.5	15.0	31.5	31.5
Total Split (%)	26.2%	47.3%	47.3%	16.9%	38.1%	0.0%	11.5%	24.2%	24.2%	11.5%	24.2%	24.2%
Maximum Green (s)	30.0	57.0	57.0	18.0	45.0		11.0	27.0	27.0	11.0	27.0	27.0
Yellow Time (s)	3.0	3.5	3.5	3.0	3.5		3.0	3.5	3.5	3.0	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lead	Lead	Lag	Lead		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	Min	Min	None	Min	Min
Walk Time (s)		7.0	7.0		7.0			7.0	7.0		7.0	7.0
Flash Dont Walk (s)		20.0	20.0		20.0			20.0	20.0		20.0	20.0
Pedestrian Calls (#/hr)		10	10		10			10	10		10	10
Act Effct Green (s)	30.0	47.8	47.8	27.7	45.5		11.0	27.5	27.5	11.0	27.5	27.5
Actuated g/C Ratio	0.23	0.37	0.37	0.21	0.35		0.08	0.21	0.21	0.08	0.21	0.21
v/c Ratio	1.08	0.90	0.55	0.54	0.99		1.08	0.62	0.38	1.05	0.95	0.47
Control Delay	114.1	48.5	15.1	50.6	65.6		130.5	50.6	8.3	144.6	74.2	5.7
Queue Delay	0.0	0.9	0.0	0.0	39.9		0.0	0.0	0.0	0.0	0.0	0.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	114.1	49.4	15.1	50.6	105.5		130.5	50.6	8.3	144.6	74.2	5.7
LOS	F	D	B	D	F		F	D	A	F	E	A
Approach Delay		57.1			91.9			68.9			59.9	
Approach LOS		E			F			E			E	
Queue Length 50th (ft)	~413	482	106	154	522		~151	186	0	~146	316	0
Queue Length 95th (ft)	#623	514	182	#245	#684		#246	245	62	#289	#439	47
Internal Link Dist (ft)		35			462			176			420	
Turn Bay Length (ft)				200			200			200		
Base Capacity (vph)	408	1385	769	732	1213		290	749	476	150	749	916
Starvation Cap Reductn	0	98	0	0	124		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	1.08	0.86	0.51	0.54	1.11		1.08	0.62	0.38	1.05	0.95	0.47

Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 130
Natural Cycle: 130
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.08
Intersection Signal Delay: 69.3 Intersection LOS: E
Intersection Capacity Utilization 95.1% ICU Level of Service F
Analysis Period (min) 15
* User Entered Value
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 6: Floral & Highland



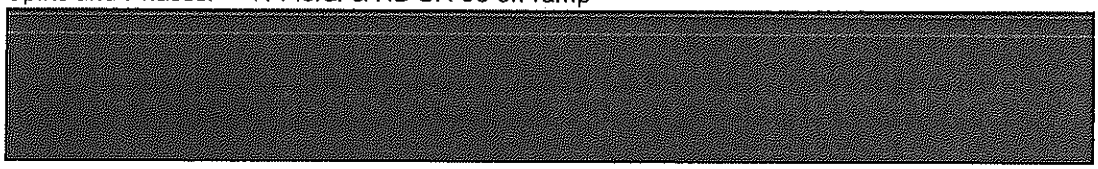
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑			↕				
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)		50			50		50	50				
Trailing Detector (ft)		0			0		0	0				
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt								0.964				
Flt Protected								0.965				
Satd. Flow (prot)	0	3539	0	0	3539	0	0	1733	0	0	0	0
Flt Permitted								0.965				
Satd. Flow (perm)	0	3539	0	0	3539	0	0	1733	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)								13				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		542			211			348			181	
Travel Time (s)		9.2			3.6			7.9			4.1	
Volume (vph)	0	1343	0	0	1105	0	364	0	134	0	0	0
Confl. Peds. (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1460	0	0	1201	0	396	0	146	0	0	0
Lane Group Flow (vph)	0	1460	0	0	1201	0	0	542	0	0	0	0
Turn Type							Perm					
Protected Phases		4			8			2				
Permitted Phases							2					
Detector Phases		4			8		2	2				
Minimum Initial (s)		4.0			4.0		4.0	4.0				
Minimum Split (s)		31.5			31.5		31.5	31.5				
Total Split (s)	0.0	33.5	0.0	0.0	33.5	0.0	31.5	31.5	0.0	0.0	0.0	0.0
Total Split (%)	0.0%	51.5%	0.0%	0.0%	51.5%	0.0%	48.5%	48.5%	0.0%	0.0%	0.0%	0.0%
Maximum Green (s)		29.0			29.0		27.0	27.0				
Yellow Time (s)		3.5			3.5		3.5	3.5				
All-Red Time (s)		1.0			1.0		1.0	1.0				
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0			3.0		3.0	3.0				
Recall Mode		None			None		Min	Min				
Walk Time (s)		7.0			7.0		7.0	7.0				
Flash Dont Walk (s)		20.0			20.0		20.0	20.0				
Pedestrian Calls (#/hr)		10			10		10	10				
Act Effct Green (s)		27.5			27.5			21.6				
Actuated g/C Ratio		0.48			0.48			0.38				
v/c Ratio		0.86			0.71			0.82				
Control Delay		21.6			15.6			27.6				
Queue Delay		0.0			0.1			0.0				
Total Delay		21.6			15.7			27.6				
LOS		C			B			C				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		21.6			15.7			27.6				
Approach LOS		C			B			C				
Queue Length 50th (ft)		238			174			168				
Queue Length 95th (ft)		#415			269			#282				
Internal Link Dist (ft)		462			131			268			101	
Turn Bay Length (ft)												
Base Capacity (vph)		1773			1773			770				
Starvation Cap Reductn		0			0			0				
Spillback Cap Reductn		0			60			1				
Storage Cap Reductn		0			0			0				
Reduced v/c Ratio		0.82			0.70			0.70				

Intersection Summary

Area Type: Other
Cycle Length: 65
Actuated Cycle Length: 57.4
Natural Cycle: 65
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.86
Intersection Signal Delay: 20.4 Intersection LOS: C
Intersection Capacity Utilization 72.1% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 7: Floral & NB SR-99 off ramp



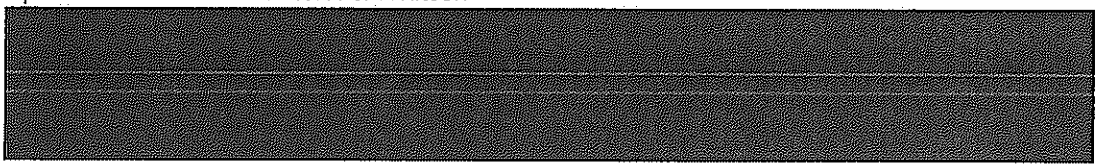
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50	50	50	50	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	0.97	0.95	1.00	1.00	0.95	0.95
Frt		0.950			0.994				0.850		0.982	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3362	0	1770	3518	0	3433	3539	1583	1770	3476	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	3362	0	1770	3518	0	3433	3539	1583	1770	3476	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		90			3				13		11	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1652			984			605			583	
Travel Time (s)		28.2			16.8			10.3			9.9	
Volume (vph)	151	939	465	85	625	24	412	278	12	142	329	44
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	164	1021	505	92	679	26	448	302	13	154	358	48
Lane Group Flow (vph)	164	1526	0	92	705	0	448	302	13	154	406	0
Turn Type	Prot			Prot			Prot		Perm	Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			
Detector Phases	7	4		3	8		5	2	2	1	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	12.0	31.5		12.0	31.5		12.0	31.5	31.5	12.0	31.5	
Total Split (s)	23.0	56.0	0.0	12.0	45.0	0.0	19.0	34.0	34.0	18.0	33.0	0.0
Total Split (%)	19.2%	46.7%	0.0%	10.0%	37.5%	0.0%	15.8%	28.3%	28.3%	15.0%	27.5%	0.0%
Maximum Green (s)	18.5	51.5		7.5	40.5		14.5	29.5	29.5	13.5	28.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	Min	Min	None	Min	
Walk Time (s)		7.0			7.0			7.0	7.0		7.0	
Flash Dont Walk (s)		20.0			20.0			20.0	20.0		20.0	
Pedestrian Calls (#/hr)		10			10			10	10		10	
Act Effct Green (s)	15.1	52.1		8.0	45.0		15.0	20.7	20.7	13.0	18.8	
Actuated g/C Ratio	0.14	0.47		0.07	0.41		0.14	0.19	0.19	0.12	0.17	
v/c Ratio	0.67	0.93		0.71	0.49		0.96	0.45	0.04	0.73	0.67	
Control Delay	59.5	37.5		80.5	26.7		79.9	41.8	16.8	68.3	47.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	59.5	37.5		80.5	26.7		79.9	41.8	16.8	68.3	47.2	
LOS	E	D		F	C		E	D	B	E	D	
Approach Delay		39.7			32.9			63.7			53.0	
Approach LOS		D			C			E			D	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	110	486		64	188		162	101	0	104	138	
Queue Length 95th (ft)	191	#758		#161	292		#294	144	17	#215	190	
Internal Link Dist (ft)		1572			904			525			503	
Turn Bay Length (ft)												
Base Capacity (vph)	296	1641		129	1442		469	892	409	224	848	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.55	0.93		0.71	0.49		0.96	0.34	0.03	0.69	0.48	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 109.9
Natural Cycle: 120
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.96
Intersection Signal Delay: 45.0 Intersection LOS: D
Intersection Capacity Utilization 81.1% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 8: Floral & Whitson



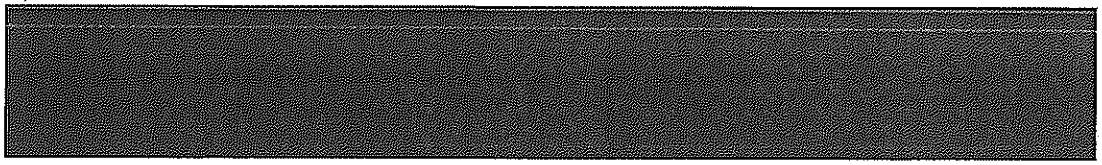
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50	50	50	50		50	50	50
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.979				0.850		0.985				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1824	0	1770	1863	1583	1770	1835	0	1770	1863	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	1824	0	1770	1863	1583	1770	1835	0	1770	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10				90		7				208
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		984			67			531			694	
Travel Time (s)		16.8			1.1			9.1			11.8	
Volume (vph)	270	538	89	39	417	83	91	362	41	45	329	191
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	293	585	97	42	453	90	99	393	45	49	358	208
Lane Group Flow (vph)	293	682	0	42	453	90	99	438	0	49	358	208
Turn Type	Prot			Prot		Perm	Prot			Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases						8						6
Detector Phases	7	4		3	8	8	5	2		1	6	6
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	12.0	31.5		12.0	31.5	31.5	12.0	31.5		12.0	31.5	31.5
Total Split (s)	15.0	34.5	0.0	12.0	31.5	31.5	12.0	31.5	0.0	12.0	31.5	31.5
Total Split (%)	16.7%	38.3%	0.0%	13.3%	35.0%	35.0%	13.3%	35.0%	0.0%	13.3%	35.0%	35.0%
Maximum Green (s)	10.5	30.0		7.5	27.0	27.0	7.5	27.0		7.5	27.0	27.0
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None	None	None	Min		None	Min	Min
Walk Time (s)		7.0			7.0	7.0		7.0			7.0	7.0
Flash Dont Walk (s)		20.0			20.0	20.0		20.0			20.0	20.0
Pedestrian Calls (#/hr)		10			10	10		10			10	10
Act Effct Green (s)	11.6	33.2		7.4	23.7	23.7	7.7	24.2		7.4	21.6	21.6
Actuated g/C Ratio	0.15	0.42		0.09	0.30	0.30	0.10	0.31		0.09	0.28	0.28
v/c Ratio	1.12	0.88		0.27	0.80	0.17	0.58	0.77		0.31	0.70	0.35
Control Delay	130.1	41.0		42.6	39.5	6.3	53.6	36.0		43.7	34.5	5.5
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	130.1	41.0		42.6	39.5	6.3	53.6	36.0		43.7	34.5	5.5
LOS	F	D		D	D	A	D	D		D	C	A
Approach Delay		67.8			34.6			39.3			25.4	
Approach LOS		E			C			D			C	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	~218	~433		23	232	0	55	222		26	174	0
Queue Length 95th (ft)	#378	#656		55	#385	33	#125	#365		62	268	48
Internal Link Dist (ft)		904			1			451			614	
Turn Bay Length (ft)												
Base Capacity (vph)	261	779		174	636	600	179	640		174	620	665
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	0
Reduced v/c Ratio	1.12	0.88		0.24	0.71	0.15	0.55	0.68		0.28	0.58	0.31

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 78.4
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.12
Intersection Signal Delay: 45.4 Intersection LOS: D
Intersection Capacity Utilization 75.3% ICU Level of Service D
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 9: Floral & McCall



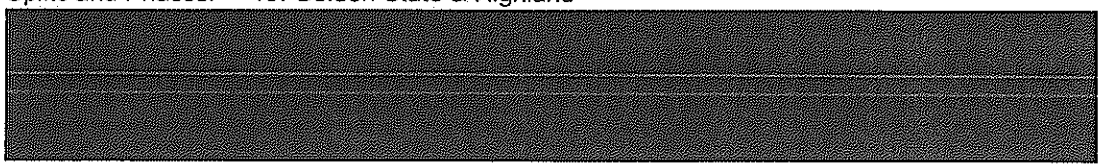
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50	50	50		50	50	50
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.987				0.850
Flt Protected	0.950			0.950			0.950				0.988	
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	1839	0	0	1840	1583
Flt Permitted	0.950			0.950			0.950				0.988	
Satd. Flow (perm)	1770	3539	1583	1770	3539	1583	1770	1839	0	0	1840	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			353			111		4				56
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1169			1352			1070			739	
Travel Time (s)		19.9			23.0			18.2			12.6	
Volume (vph)	108	391	325	57	268	102	190	431	42	111	345	53
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	117	425	353	62	291	111	207	468	46	121	375	58
Lane Group Flow (vph)	117	425	353	62	291	111	207	514	0	0	496	58
Turn Type	Prot		Perm	Prot		Perm	Split			Split		Perm
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases			4			8						6
Detector Phases	7	4	4	3	8	8	2	2		6	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	12.0	31.5	31.5	12.0	31.5	31.5	31.5	31.5		31.5	31.5	31.5
Total Split (s)	12.0	31.5	31.5	12.0	31.5	31.5	34.5	34.5	0.0	32.0	32.0	32.0
Total Split (%)	10.9%	28.6%	28.6%	10.9%	28.6%	28.6%	31.4%	31.4%	0.0%	29.1%	29.1%	29.1%
Maximum Green (s)	7.5	27.0	27.0	7.5	27.0	27.0	30.0	30.0		27.5	27.5	27.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	Min	Min		Min	Min	Min
Walk Time (s)		7.0	7.0		7.0	7.0	7.0	7.0		7.0	7.0	7.0
Flash Dont Walk (s)		20.0	20.0		20.0	20.0	20.0	20.0		20.0	20.0	20.0
Pedestrian Calls (#/hr)		10	10		10	10	10	10		10	10	10
Act Effct Green (s)	8.0	21.2	21.2	7.6	18.6	18.6	30.6	30.6			28.1	28.1
Actuated g/C Ratio	0.08	0.21	0.21	0.07	0.18	0.18	0.30	0.30			0.28	0.28
v/c Ratio	0.84	0.57	0.58	0.48	0.45	0.29	0.39	0.92			0.97	0.12
Control Delay	90.5	39.9	7.8	59.2	38.5	8.5	31.9	58.9			71.9	9.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0
Total Delay	90.5	39.9	7.8	59.2	38.5	8.5	31.9	58.9			71.9	9.7
LOS	F	D	A	E	D	A	C	E			E	A
Approach Delay		33.8			34.1			51.1			65.4	
Approach LOS		C			C			D			E	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	76	135	0	39	88	0	105	317			316	1
Queue Length 95th (ft)	#195	184	74	87	128	44	190	#587			#590	34
Internal Link Dist (ft)		1089			1272			990			659	
Turn Bay Length (ft)												
Base Capacity (vph)	140	907	668	137	885	479	534	558			510	479
Starvation Cap Reductn	0	0	0	0	0	0	0	0			0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0			0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0			0	0
Reduced v/c Ratio	0.84	0.47	0.53	0.45	0.33	0.23	0.39	0.92			0.97	0.12

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 101.4
Natural Cycle: 110
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.97
Intersection Signal Delay: 45.3 Intersection LOS: D
Intersection Capacity Utilization 77.0% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 10: Golden State & Highland



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)			50					50	50	50	50	
Trailing Detector (ft)			0					0	0	0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	1.00	0.88	1.00	1.00	1.00	1.00	*1.00	1.00	1.00	0.95	1.00
Ped Bike Factor			0.95						0.95	1.00		
Frt			0.850						0.850			
Flt Protected										0.950		
Satd. Flow (prot)	0	0	2787	0	0	0	0	1863	1583	1770	3539	0
Flt Permitted										0.950		
Satd. Flow (perm)	0	0	2655	0	0	0	0	1863	1509	1764	3539	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			465						45			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		643			447			103			430	
Travel Time (s)		14.6			10.2			1.8			7.3	
Volume (vph)	0	0	489	0	0	0	0	1002	90	572	765	0
Confl. Peds. (#/hr)			10						10	5		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	532	0	0	0	0	1089	98	622	832	0
Lane Group Flow (vph)	0	0	532	0	0	0	0	1089	98	622	832	0
Turn Type			custom						Perm	Prot		
Protected Phases								2		1	6	
Permitted Phases			4						2			
Detector Phases			4					2	2	1	6	
Minimum Initial (s)			4.0					4.0	4.0	4.0	4.0	
Minimum Split (s)			31.5					31.5	31.5	12.0	31.5	
Total Split (s)	0.0	0.0	31.5	0.0	0.0	0.0	0.0	74.5	74.5	44.0	118.5	0.0
Total Split (%)	0.0%	0.0%	21.0%	0.0%	0.0%	0.0%	0.0%	49.7%	49.7%	29.3%	79.0%	0.0%
Maximum Green (s)			27.0					70.0	70.0	40.0	114.0	
Yellow Time (s)			3.5					3.5	3.5	3.0	3.5	
All-Red Time (s)			1.0					1.0	1.0	1.0	1.0	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)			3.0					3.0	3.0	3.0	3.0	
Recall Mode			None					Min	Min	None	Min	
Walk Time (s)			7.0					7.0	7.0		5.0	
Flash Dont Walk (s)			20.0					20.0	20.0		10.0	
Pedestrian Calls (#/hr)			10					10	10		10	
Act Effct Green (s)			14.8					70.9	70.9	40.2	115.1	
Actuated g/C Ratio			0.11					0.51	0.51	0.29	0.83	
v/c Ratio			0.76					1.14	0.12	1.21	0.28	
Control Delay			16.1					106.9	11.7	151.4	3.6	
Queue Delay			0.0					0.0	0.0	0.0	0.0	
Total Delay			16.1					106.9	11.7	151.4	3.6	
LOS			B					F	B	F	A	

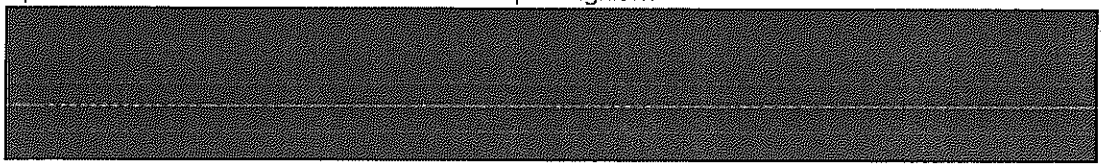
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay								99.1			66.8	
Approach LOS								F			E	
Queue Length 50th (ft)			31					~1058	21	~633	47	
Queue Length 95th (ft)			95					#1587	64	#1024	141	
Internal Link Dist (ft)		563			367			23			350	
Turn Bay Length (ft)												
Base Capacity (vph)			867					957	797	516	2953	
Starvation Cap Reductn			0					0	0	0	0	
Spillback Cap Reductn			0					0	0	0	0	
Storage Cap Reductn			0					0	0	0	0	
Reduced v/c Ratio			0.61					1.14	0.12	1.21	0.28	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 137.9
Natural Cycle: 150
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.21
Intersection Signal Delay: 70.4 Intersection LOS: E
Intersection Capacity Utilization 91.1% ICU Level of Service F
Analysis Period (min) 15

* User Entered Value
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 11: SB-SR-99 Off Ramp & Highland

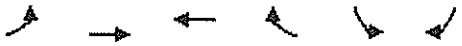




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	4	190	7	24	135	46	7	11	62	63	29	4
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.89	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	5	216	8	27	153	52	8	12	70	72	33	5
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)					1101							
pX, platoon unblocked												
vC, conflicting volume	206			224			484	489	220	540	467	180
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	206			224			484	489	220	540	467	180
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			98			98	97	91	82	93	99
cM capacity (veh/h)	1366			1345			457	468	820	398	482	863

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	228	233	91	109
Volume Left	5	27	8	72
Volume Right	8	52	70	5
cSH	1366	1345	699	430
Volume to Capacity	0.00	0.02	0.13	0.25
Queue Length 95th (ft)	0	2	11	25
Control Delay (s)	0.2	1.1	10.9	16.2
Lane LOS	A	A	B	C
Approach Delay (s)	0.2	1.1	10.9	16.2
Approach LOS			B	C

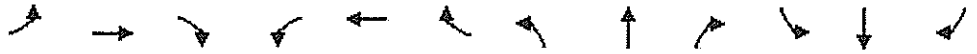
Intersection Summary			
Average Delay	4.6		
Intersection Capacity Utilization	42.1%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	48	353	330	305	195	31
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	52	384	359	332	212	34
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)			656			
pX, platoon unblocked	0.78				0.78	0.78
vC, conflicting volume	690				1012	524
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	603				1016	390
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	93				0	93
cM capacity (veh/h)	760				192	513

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	436	690	246
Volume Left	52	0	212
Volume Right	0	332	34
cSH	760	1700	210
Volume to Capacity	0.07	0.41	1.17
Queue Length 95th (ft)	6	0	303
Control Delay (s)	2.0	0.0	163.6
Lane LOS	A		F
Approach Delay (s)	2.0	0.0	163.6
Approach LOS			F

Intersection Summary			
Average Delay	29.9		
Intersection Capacity Utilization	78.3%	ICU Level of Service	D
Analysis Period (min)	15		



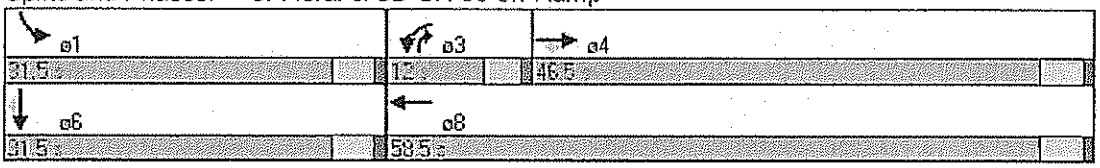
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↱	↰	↑↑				↱	↰↰	↑	↱
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)		50	50	50	50				50	50	50	50
Trailing Detector (ft)		0	0	0	0				0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	*0.75	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Ped Bike Factor			0.96							0.98		0.98
Frt			0.850						0.865			0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	2794	1583	1770	3539	0	0	0	1611	3433	1863	1583
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	0	2794	1526	1770	3539	0	0	0	1611	3377	1863	1549
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			33						158			51
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		337			399			379			851	
Travel Time (s)		5.7			6.8			8.6			19.3	
Volume (vph)	0	1245	33	55	1269	0	0	0	49	215	38	320
Confl. Peds. (#/hr)			10							10		10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1353	36	60	1379	0	0	0	53	234	41	348
Lane Group Flow (vph)	0	1353	36	60	1379	0	0	0	53	234	41	348
Turn Type			Perm	Prot					Over	Prot		Perm
Protected Phases		4		3	8				3	1	6	
Permitted Phases			4									6
Detector Phases		4	4	3	8				3	1	6	6
Minimum Initial (s)		4.0	4.0	4.0	4.0				4.0	4.0	4.0	4.0
Minimum Split (s)		31.5	31.5	12.0	31.5				12.0	12.0	31.5	31.5
Total Split (s)	0.0	46.5	46.5	12.0	58.5	0.0	0.0	0.0	12.0	31.5	31.5	31.5
Total Split (%)	0.0%	51.7%	51.7%	13.3%	65.0%	0.0%	0.0%	0.0%	13.3%	35.0%	35.0%	35.0%
Maximum Green (s)		42.0	42.0	8.0	54.0				8.0	27.0	27.0	27.0
Yellow Time (s)		3.5	3.5	3.0	3.5				3.0	3.5	3.5	3.5
All-Red Time (s)		1.0	1.0	1.0	1.0				1.0	1.0	1.0	1.0
Lead/Lag		Lag	Lag	Lead					Lead			
Lead-Lag Optimize?		Yes	Yes	Yes					Yes			
Vehicle Extension (s)		3.0	3.0	3.0	3.0				3.0	3.0	3.0	3.0
Recall Mode		None	None	None	None				None	None	Min	Min
Walk Time (s)		7.0	7.0		7.0						7.0	7.0
Flash Dont Walk (s)		20.0	20.0		20.0						20.0	20.0
Pedestrian Calls (#/hr)		10	10		10						10	10
Act Effct Green (s)		43.2	43.2	7.2	52.0				7.2	20.3	20.3	20.3
Actuated g/C Ratio		0.54	0.54	0.09	0.65				0.09	0.25	0.25	0.25
v/c Ratio		0.90	0.04	0.38	0.60				0.19	0.27	0.09	0.81
Control Delay		30.2	5.2	45.3	10.6				1.4	24.9	23.4	39.9
Queue Delay		41.6	0.0	0.0	0.2				0.0	0.0	0.0	0.3
Total Delay		71.8	5.2	45.3	10.8				1.4	24.9	23.4	40.3
LOS		E	A	D	B				A	C	C	D

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		70.1			12.2						33.4	
Approach LOS		E			B						C	
Queue Length 50th (ft)		438	1	30	199				0	51	17	148
Queue Length 95th (ft)		#718	16	72	311				0	79	40	247
Internal Link Dist (ft)		257			319			299			771	
Turn Bay Length (ft)												
Base Capacity (vph)		1503	836	172	2330				299	1088	590	526
Starvation Cap Reductn		260	0	0	282				0	0	0	0
Spillback Cap Reductn		0	0	0	210				0	0	0	21
Storage Cap Reductn		0	0	0	0				0	0	0	0
Reduced v/c Ratio		1.09	0.04	0.35	0.67				0.18	0.22	0.07	0.69

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 80.4
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.90
Intersection Signal Delay: 38.7 Intersection LOS: D
Intersection Capacity Utilization 63.1% ICU Level of Service B
Analysis Period (min) 15
* User Entered Value
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 5: Floral & SB-SR-99 off Ramp



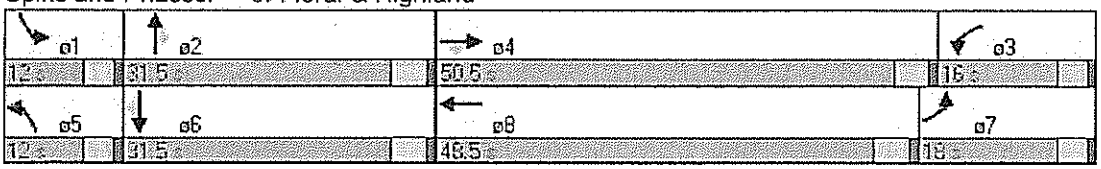
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	200		0	200		0	200		0
Storage Lanes	1		1	2		0	2		1	1		2
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50		50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	*0.90	1.00	0.97	0.95	0.95	0.97	0.95	1.00	1.00	0.95	0.88
Ped Bike Factor	1.00		0.98		1.00					0.99		0.98
Frt			0.850		0.987				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3353	1583	3433	3486	0	3433	3539	1583	1770	3539	2787
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1767	3353	1545	3433	3486	0	3433	3539	1583	1756	3539	2720
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			248		11				113			379
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		115			542			256			500	
Travel Time (s)		2.0			9.2			4.4			8.5	
Volume (vph)	203	949	294	267	1206	114	178	287	104	80	399	359
Confl. Peds. (#/hr)	10		10			10				10		10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	221	1032	320	290	1311	124	193	312	113	87	434	390
Lane Group Flow (vph)	221	1032	320	290	1435	0	193	312	113	87	434	390
Turn Type	Prot		Perm	Prot			Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4						2			6
Detector Phases	7	4	4	3	8		5	2	2	1	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	12.0	31.5	31.5	12.0	31.5		12.0	31.5	31.5	12.0	31.5	31.5
Total Split (s)	18.0	50.5	50.5	16.0	48.5	0.0	12.0	31.5	31.5	12.0	31.5	31.5
Total Split (%)	16.4%	45.9%	45.9%	14.5%	44.1%	0.0%	10.9%	28.6%	28.6%	10.9%	28.6%	28.6%
Maximum Green (s)	14.0	46.0	46.0	12.0	44.0		8.0	27.0	27.0	8.0	27.0	27.0
Yellow Time (s)	3.0	3.5	3.5	3.0	3.5		3.0	3.5	3.5	3.0	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lead	Lead	Lag	Lead		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	Min	Min	None	Min	Min
Walk Time (s)		7.0	7.0		7.0			7.0	7.0		7.0	7.0
Flash Dont Walk (s)		20.0	20.0		20.0			20.0	20.0		20.0	20.0
Pedestrian Calls (#/hr)		10	10		10			10	10		10	10
Act Effct Green (s)	14.0	38.3	38.3	20.4	44.6		8.0	22.0	22.0	7.7	19.5	19.5
Actuated g/C Ratio	0.14	0.37	0.37	0.20	0.44		0.08	0.22	0.22	0.07	0.19	0.19
v/c Ratio	0.91	0.82	0.44	0.42	0.94		0.71	0.41	0.26	0.66	0.64	0.47
Control Delay	84.1	34.8	7.4	41.3	41.1		62.6	36.8	8.0	71.6	42.5	6.0
Queue Delay	0.0	0.0	0.0	0.0	17.9		0.0	0.0	0.0	0.0	0.0	0.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	84.1	34.8	7.4	41.3	59.0		62.6	36.8	8.0	71.6	42.5	6.0
LOS	F	C	A	D	E		E	D	A	E	D	A
Approach Delay		36.1			56.0			39.6			29.7	
Approach LOS		D			E			D			C	
Queue Length 50th (ft)	143	326	30	86	450		63	95	0	56	138	3
Queue Length 95th (ft)	#313	415	92	#165	#700		#126	136	44	#138	188	44
Internal Link Dist (ft)		35			462			176			420	
Turn Bay Length (ft)				200			200			200		
Base Capacity (vph)	243	1415	796	684	1528		270	907	490	136	885	964
Starvation Cap Reductn	0	0	0	0	138		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.91	0.73	0.40	0.42	1.03		0.71	0.34	0.23	0.64	0.49	0.40

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 102.2
Natural Cycle: 110
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.94
Intersection Signal Delay: 42.5 Intersection LOS: D
Intersection Capacity Utilization 81.0% ICU Level of Service D
Analysis Period (min) 15
* User Entered Value
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 6: Floral & Highland



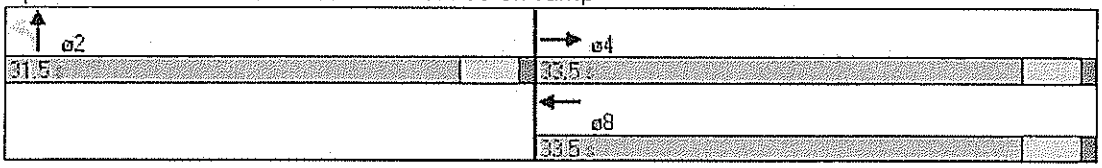
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑			↕				
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)		50			50		50	50				
Trailing Detector (ft)		0			0		0	0				
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt								0.969				
Flt Protected								0.963				
Satd. Flow (prot)	0	3539	0	0	3539	0	0	1738	0	0	0	0
Flt Permitted								0.963				
Satd. Flow (perm)	0	3539	0	0	3539	0	0	1738	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)								29				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		542			211			348			181	
Travel Time (s)		9.2			3.6			7.9			4.1	
Volume (vph)	0	1037	0	0	1399	0	296	0	88	0	0	0
Confl. Peds. (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1127	0	0	1521	0	322	0	96	0	0	0
Lane Group Flow (vph)	0	1127	0	0	1521	0	0	418	0	0	0	0
Turn Type							Perm					
Protected Phases		4			8			2				
Permitted Phases							2					
Detector Phases		4			8		2	2				
Minimum Initial (s)		4.0			4.0		4.0	4.0				
Minimum Split (s)		31.5			31.5		31.5	31.5				
Total Split (s)	0.0	33.5	0.0	0.0	33.5	0.0	31.5	31.5	0.0	0.0	0.0	0.0
Total Split (%)	0.0%	51.5%	0.0%	0.0%	51.5%	0.0%	48.5%	48.5%	0.0%	0.0%	0.0%	0.0%
Maximum Green (s)		29.0			29.0		27.0	27.0				
Yellow Time (s)		3.5			3.5		3.5	3.5				
All-Red Time (s)		1.0			1.0		1.0	1.0				
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0			3.0		3.0	3.0				
Recall Mode		None			None		Min	Min				
Walk Time (s)		7.0			7.0		7.0	7.0				
Flash Dont Walk (s)		20.0			20.0		20.0	20.0				
Pedestrian Calls (#/hr)		10			10		10	10				
Act Effct Green (s)		27.8			27.8			17.5				
Actuated g/C Ratio		0.52			0.52			0.33				
v/c Ratio		0.61			0.83			0.71				
Control Delay		12.1			18.0			22.1				
Queue Delay		0.0			2.4			0.3				
Total Delay		12.1			20.4			22.4				
LOS		B			C			C				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		12.1			20.4			22.4				
Approach LOS		B			C			C				
Queue Length 50th (ft)		120			194			110				
Queue Length 95th (ft)		245			#444			190				
Internal Link Dist (ft)		462			131			268			101	
Turn Bay Length (ft)												
Base Capacity (vph)		1904			1904			777				
Starvation Cap Reductn		0			0			0				
Spillback Cap Reductn		0			254			70				
Storage Cap Reductn		0			0			0				
Reduced v/c Ratio		0.59			0.92			0.59				

Intersection Summary

Area Type: Other
Cycle Length: 65
Actuated Cycle Length: 53.6
Natural Cycle: 65
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.83
Intersection Signal Delay: 17.6 Intersection LOS: B
Intersection Capacity Utilization 67.1% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 7: Floral & NB SR-99 off ramp



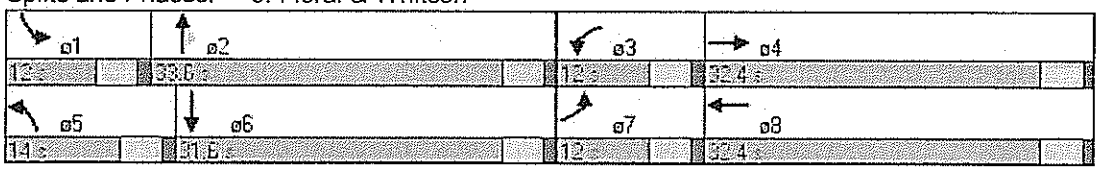
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50	50	50	50	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	0.97	0.95	1.00	1.00	0.95	0.95
Frt		0.960			0.995				0.850		0.986	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3398	0	1770	3522	0	3433	3539	1583	1770	3490	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	3398	0	1770	3522	0	3433	3539	1583	1770	3490	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		59			4				17		12	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1652			984			605			583	
Travel Time (s)		28.2			16.8			10.3			9.9	
Volume (vph)	67	763	273	43	1004	36	359	158	16	55	221	22
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	73	829	297	47	1091	39	390	172	17	60	240	24
Lane Group Flow (vph)	73	1126	0	47	1130	0	390	172	17	60	264	0
Turn Type	Prot			Prot			Prot		Perm	Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			
Detector Phases	7	4		3	8		5	2	2	1	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	12.0	31.5		12.0	31.5		12.0	31.5	31.5	12.0	31.5	
Total Split (s)	12.0	32.4	0.0	12.0	32.4	0.0	14.0	33.6	33.6	12.0	31.6	0.0
Total Split (%)	13.3%	36.0%	0.0%	13.3%	36.0%	0.0%	15.6%	37.3%	37.3%	13.3%	35.1%	0.0%
Maximum Green (s)	7.5	27.9		7.5	27.9		9.5	29.1	29.1	7.5	27.1	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	Min	Min	None	Min	
Walk Time (s)		7.0			7.0			7.0	7.0		7.0	
Flash Dont Walk (s)		20.0			20.0			20.0	20.0		20.0	
Pedestrian Calls (#/hr)		10			10			10	10		10	
Act Effct Green (s)	7.5	31.1		7.4	28.7		10.2	20.6	20.6	7.5	13.0	
Actuated g/C Ratio	0.10	0.42		0.10	0.39		0.14	0.28	0.28	0.10	0.18	
v/c Ratio	0.41	0.76		0.28	0.82		0.81	0.17	0.04	0.35	0.42	
Control Delay	41.6	24.2		39.0	28.4		48.5	23.0	10.6	40.7	27.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	41.6	24.2		39.0	28.4		48.5	23.0	10.6	40.7	27.5	
LOS	D	C		D	C		D	C	B	D	C	
Approach Delay		25.3			28.8			39.8			30.0	
Approach LOS		C			C			D			C	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	31	225		20	236		90	35	0	26	55	
Queue Length 95th (ft)	84	#474		59	#488		#212	60	14	72	87	
Internal Link Dist (ft)		1572			904			525			503	
Turn Bay Length (ft)												
Base Capacity (vph)	188	1484		183	1390		479	1292	588	183	1116	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.39	0.76		0.26	0.81		0.81	0.13	0.03	0.33	0.24	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 73.3
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.82
Intersection Signal Delay: 29.6 Intersection LOS: C
Intersection Capacity Utilization 63.5% ICU Level of Service B
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 8: Floral & Whitson



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50	50	50	50		50	50	50
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.977				0.850		0.984				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1820	0	1770	1863	1583	1770	1833	0	1770	1863	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	1820	0	1770	1863	1583	1770	1833	0	1770	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10				128		6				248
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		984			67			531			694	
Travel Time (s)		16.8			1.1			9.1			11.8	
Volume (vph)	198	479	86	82	594	127	122	307	37	93	489	299
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	215	521	93	89	646	138	133	334	40	101	532	325
Lane Group Flow (vph)	215	614	0	89	646	138	133	374	0	101	532	325
Turn Type	Prot			Prot		Perm	Prot			Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases						8						6
Detector Phases	7	4		3	8	8	5	2		1	6	6
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	12.0	31.5		12.0	31.5	31.5	12.0	31.5		12.0	31.5	31.5
Total Split (s)	16.0	42.0	0.0	12.0	38.0	38.0	12.0	34.0	0.0	12.0	34.0	34.0
Total Split (%)	16.0%	42.0%	0.0%	12.0%	38.0%	38.0%	12.0%	34.0%	0.0%	12.0%	34.0%	34.0%
Maximum Green (s)	11.5	37.5		7.5	33.5	33.5	7.5	29.5		7.5	29.5	29.5
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None	None	None	Min		None	Min	Min
Walk Time (s)		7.0			7.0	7.0		7.0			7.0	7.0
Flash Dont Walk (s)		20.0			20.0	20.0		20.0			20.0	20.0
Pedestrian Calls (#/hr)		10			10	10		10			10	10
Act Effct Green (s)	12.0	40.4		7.8	34.0	34.0	8.0	29.8		7.9	29.7	29.7
Actuated g/C Ratio	0.12	0.41		0.08	0.34	0.34	0.08	0.30		0.08	0.30	0.30
v/c Ratio	1.01	0.83		0.65	1.02	0.22	0.94	0.68		0.72	0.96	0.50
Control Delay	110.1	38.4		67.6	74.2	6.1	107.3	37.5		72.8	64.8	10.5
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	110.1	38.4		67.6	74.2	6.1	107.3	37.5		72.8	64.8	10.5
LOS	F	D		E	E	A	F	D		E	E	B
Approach Delay		57.0			62.8			55.8			47.2	
Approach LOS		E			E			E			D	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	~141	354		56	~425	4	86	205		64	331	36
Queue Length 95th (ft)	#291	#564		#124	#654	45	#202	309		#146	#540	113
Internal Link Dist (ft)		904			1			451			614	
Turn Bay Length (ft)												
Base Capacity (vph)	213	744		139	635	624	142	554		142	559	649
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	0
Reduced v/c Ratio	1.01	0.83		0.64	1.02	0.22	0.94	0.68		0.71	0.95	0.50

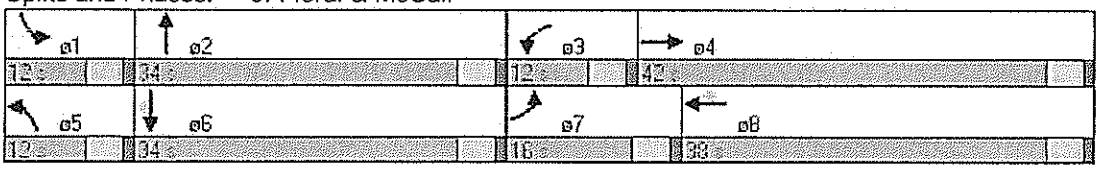
Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 99.7
Natural Cycle: 100
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.02
Intersection Signal Delay: 55.4 Intersection LOS: E
Intersection Capacity Utilization 88.1% ICU Level of Service E
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 9: Floral & McCall



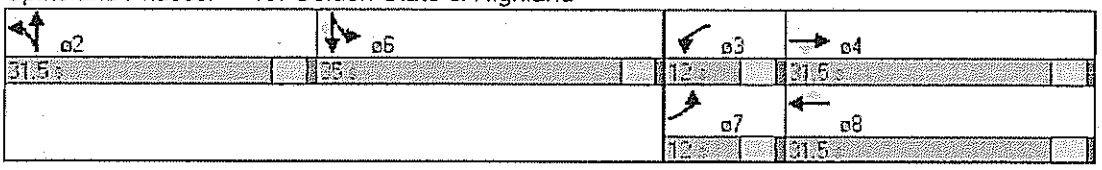
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50	50	50		50	50	50
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.972				0.850
Flt Protected	0.950			0.950			0.950				0.991	
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	1811	0	0	1846	1583
Flt Permitted	0.950			0.950			0.950				0.991	
Satd. Flow (perm)	1770	3539	1583	1770	3539	1583	1770	1811	0	0	1846	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			182			50		10				89
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1169			1352			1070			739	
Travel Time (s)		19.9			23.0			18.2			12.6	
Volume (vph)	65	207	167	15	293	46	197	196	45	82	377	82
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	71	225	182	16	318	50	214	213	49	89	410	89
Lane Group Flow (vph)	71	225	182	16	318	50	214	262	0	0	499	89
Turn Type	Prot		Perm	Prot		Perm	Split			Split		Perm
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases			4			8						6
Detector Phases	7	4	4	3	8	8	2	2		6	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	12.0	31.5	31.5	12.0	31.5	31.5	31.5	31.5		31.5	31.5	31.5
Total Split (s)	12.0	31.5	31.5	12.0	31.5	31.5	31.5	31.5	0.0	35.0	35.0	35.0
Total Split (%)	10.9%	28.6%	28.6%	10.9%	28.6%	28.6%	28.6%	28.6%	0.0%	31.8%	31.8%	31.8%
Maximum Green (s)	7.5	27.0	27.0	7.5	27.0	27.0	27.0	27.0		30.5	30.5	30.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	Min	Min		Min	Min	Min
Walk Time (s)		7.0	7.0		7.0	7.0	7.0	7.0		7.0	7.0	7.0
Flash Dont Walk (s)		20.0	20.0		20.0	20.0	20.0	20.0		20.0	20.0	20.0
Pedestrian Calls (#/hr)		10	10		10	10	10	10		10	10	10
Act Effct Green (s)	7.8	21.4	21.4	7.1	14.5	14.5	16.9	16.9			28.0	28.0
Actuated g/C Ratio	0.09	0.26	0.26	0.08	0.18	0.18	0.21	0.21			0.34	0.34
v/c Ratio	0.43	0.24	0.33	0.11	0.50	0.15	0.58	0.68			0.79	0.15
Control Delay	50.7	26.6	6.7	47.7	35.5	10.6	38.8	41.0			38.0	6.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0
Total Delay	50.7	26.6	6.7	47.7	35.5	10.6	38.8	41.0			38.0	6.9
LOS	D	C	A	D	D	B	D	D			D	A
Approach Delay		22.6			32.8			40.0			33.3	
Approach LOS		C			C			D			C	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	37	47	0	8	85	0	106	127			233	0
Queue Length 95th (ft)	#104	101	54	34	139	30	205	243			#557	38
Internal Link Dist (ft)		1089			1272			990			659	
Turn Bay Length (ft)												
Base Capacity (vph)	178	1160	641	166	1078	517	552	572			704	659
Starvation Cap Reductn	0	0	0	0	0	0	0	0			0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0			0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0			0	0
Reduced v/c Ratio	0.40	0.19	0.28	0.10	0.29	0.10	0.39	0.46			0.71	0.14

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 81.4
Natural Cycle: 110
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.79
Intersection Signal Delay: 32.2 Intersection LOS: C
Intersection Capacity Utilization 62.5% ICU Level of Service B
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 10: Golden State & Highland



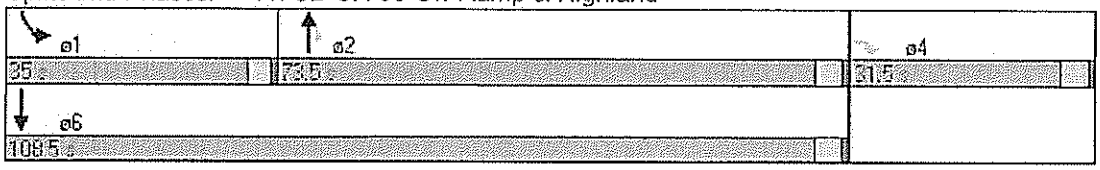
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)			50					50	50	50	50	
Trailing Detector (ft)			0					0	0	0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	1.00	0.88	1.00	1.00	1.00	1.00	*1.00	1.00	1.00	0.95	1.00
Ped Bike Factor			0.95						0.95	1.00		
Frt			0.850						0.850			
Flt Protected										0.950		
Satd. Flow (prot)	0	0	2787	0	0	0	0	1863	1583	1770	3539	0
Flt Permitted										0.950		
Satd. Flow (perm)	0	0	2660	0	0	0	0	1863	1511	1763	3539	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			762						30			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		643			447			103			430	
Travel Time (s)		14.6			10.2			1.8			7.3	
Volume (vph)	0	0	418	0	0	0	0	853	45	366	492	0
Confl. Peds. (#/hr)			10						10	5		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	454	0	0	0	0	927	49	398	535	0
Lane Group Flow (vph)	0	0	454	0	0	0	0	927	49	398	535	0
Turn Type			custom						Perm	Prot		
Protected Phases								2		1	6	
Permitted Phases			4						2			
Detector Phases			4					2	2	1	6	
Minimum Initial (s)			4.0					4.0	4.0	4.0	4.0	
Minimum Split (s)			31.5					31.5	31.5	12.0	31.5	
Total Split (s)	0.0	0.0	31.5	0.0	0.0	0.0	0.0	73.5	73.5	35.0	108.5	0.0
Total Split (%)	0.0%	0.0%	22.5%	0.0%	0.0%	0.0%	0.0%	52.5%	52.5%	25.0%	77.5%	0.0%
Maximum Green (s)			27.0					69.0	69.0	31.0	104.0	
Yellow Time (s)			3.5					3.5	3.5	3.0	3.5	
All-Red Time (s)			1.0					1.0	1.0	1.0	1.0	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)			3.0					3.0	3.0	3.0	3.0	
Recall Mode			None					Min	Min	None	Min	
Walk Time (s)			7.0					7.0	7.0		5.0	
Flash Dont Walk (s)			20.0					20.0	20.0		10.0	
Pedestrian Calls (#/hr)			10					10	10		10	
Act Effct Green (s)			9.8					68.5	68.5	31.2	103.7	
Actuated g/C Ratio			0.08					0.56	0.56	0.26	0.85	
v/c Ratio			0.50					0.88	0.06	0.88	0.18	
Control Delay			1.9					35.3	7.6	65.2	2.3	
Queue Delay			0.0					0.0	0.0	0.0	0.0	
Total Delay			1.9					35.3	7.6	65.2	2.3	
LOS			A					D	A	E	A	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay								33.9			29.1	
Approach LOS								C			C	
Queue Length 50th (ft)			0					552	6	291	18	
Queue Length 95th (ft)			0					#1135	31	#590	86	
Internal Link Dist (ft)		563			367			23			350	
Turn Bay Length (ft)												
Base Capacity (vph)			1138					1059	872	454	3025	
Starvation Cap Reductn			0					0	0	0	0	
Spillback Cap Reductn			0					0	0	0	0	
Storage Cap Reductn			0					0	0	0	0	
Reduced v/c Ratio			0.40					0.88	0.06	0.88	0.18	

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 121.5
Natural Cycle: 140
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.88
Intersection Signal Delay: 25.9 Intersection LOS: C
Intersection Capacity Utilization 71.8% ICU Level of Service C
Analysis Period (min) 15
* User Entered Value
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

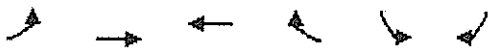
Splits and Phases: 11: SB-SR-99 Off Ramp & Highland



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	6	304	16	59	323	145	25	22	66	125	40	7
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.89	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	7	345	18	67	367	165	28	25	75	142	45	8
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)					1101							
pX, platoon unblocked												
vC, conflicting volume	532			364			982	1034	355	1039	961	449
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	532			364			982	1034	355	1039	961	449
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			94			85	89	89	12	81	99
cM capacity (veh/h)	1036			1195			184	218	689	162	240	610

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	370	599	128	195
Volume Left	7	67	28	142
Volume Right	18	165	75	8
cSH	1036	1195	340	181
Volume to Capacity	0.01	0.06	0.38	1.08
Queue Length 95th (ft)	0	4	43	238
Control Delay (s)	0.2	1.5	21.8	143.2
Lane LOS	A	A	C	F
Approach Delay (s)	0.2	1.5	21.8	143.2
Approach LOS			C	F

Intersection Summary			
Average Delay	24.6		
Intersection Capacity Utilization	72.5%	ICU Level of Service	C
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	97	804	809	636	702	108
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	105	874	879	691	763	117
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)			656			
pX, platoon unblocked	0.34				0.34	0.34
vC, conflicting volume	1571				2310	1225
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2695				4891	1668
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	0				0	0
cM capacity (veh/h)	51				0	40

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	979	1571	880
Volume Left	105	0	763
Volume Right	0	691	117
cSH	51	1700	0
Volume to Capacity	2.06	0.92	Err
Queue Length 95th (ft)	263	0	Err
Control Delay (s)	1286.8	0.0	Err
Lane LOS	F		F
Approach Delay (s)	1286.8	0.0	Err
Approach LOS			F

Intersection Summary			
Average Delay	Err		
Intersection Capacity Utilization	175.7%	ICU Level of Service	H
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)		50	50	50	50				50	50	50	50
Trailing Detector (ft)		0	0	0	0				0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	*0.75	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Ped Bike Factor			0.95							0.98		0.97
Frt			0.850						0.865			0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	2794	1583	1770	3539	0	0	0	1611	3433	1863	1583
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	0	2794	1509	1770	3539	0	0	0	1611	3363	1863	1538
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			33						31			13
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		337			399			379			851	
Travel Time (s)		5.7			6.8			8.6			19.3	
Volume (vph)	0	2776	94	143	2090	0	0	0	171	385	101	518
Confl. Peds. (#/hr)			10							10		10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	3017	102	155	2272	0	0	0	186	418	110	563
Lane Group Flow (vph)	0	3017	102	155	2272	0	0	0	186	418	110	563
Turn Type			Perm	Prot					Over	Prot		Perm
Protected Phases		4		3	8				3	1	6	
Permitted Phases			4									6
Detector Phases		4	4	3	8				3	1	6	6
Minimum Initial (s)		4.0	4.0	4.0	4.0				4.0	4.0	4.0	4.0
Minimum Split (s)		31.5	31.5	12.0	31.5				12.0	12.0	31.5	31.5
Total Split (s)	0.0	94.0	94.0	15.0	109.0	0.0	0.0	0.0	15.0	41.0	41.0	41.0
Total Split (%)	0.0%	62.7%	62.7%	10.0%	72.7%	0.0%	0.0%	0.0%	10.0%	27.3%	27.3%	27.3%
Maximum Green (s)		89.5	89.5	11.0	104.5				11.0	36.5	36.5	36.5
Yellow Time (s)		3.5	3.5	3.0	3.5				3.0	3.5	3.5	3.5
All-Red Time (s)		1.0	1.0	1.0	1.0				1.0	1.0	1.0	1.0
Lead/Lag		Lag	Lag	Lead					Lead			
Lead-Lag Optimize?		Yes	Yes	Yes					Yes			
Vehicle Extension (s)		3.0	3.0	3.0	3.0				3.0	3.0	3.0	3.0
Recall Mode		None	None	None	None				None	None	Min	Min
Walk Time (s)		7.0	7.0		7.0						7.0	7.0
Flash Dont Walk (s)		20.0	20.0		20.0						20.0	20.0
Pedestrian Calls (#/hr)		10	10		10						10	10
Act Effct Green (s)		90.0	90.0	11.0	105.0				11.0	37.0	37.0	37.0
Actuated g/C Ratio		0.60	0.60	0.07	0.70				0.07	0.25	0.25	0.25
v/c Ratio		1.80	0.11	1.19	0.92				1.27	0.49	0.24	1.45
Control Delay		386.5	8.9	195.9	26.3				206.0	50.8	46.9	254.2
Queue Delay		0.0	0.0	0.0	62.9				0.0	0.0	0.0	64.0
Total Delay		386.5	8.9	195.9	89.1				206.0	50.8	46.9	318.2
LOS		F	A	F	F				F	D	D	F

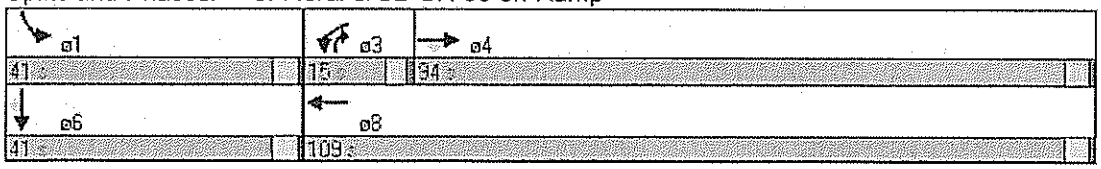
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		374.2			95.9						188.4	
Approach LOS		F			F						F	
Queue Length 50th (ft)		~2946	27	~183	904				~200	182	87	~742
Queue Length 95th (ft)		#3077	54	#335	1050				#364	237	144	#980
Internal Link Dist (ft)		257			319			299			771	
Turn Bay Length (ft)												
Base Capacity (vph)		1676	919	130	2477				147	847	460	389
Starvation Cap Reductn		0	0	0	484				0	0	0	0
Spillback Cap Reductn		0	0	0	316				0	0	0	35
Storage Cap Reductn		0	0	0	0				0	0	0	0
Reduced v/c Ratio		1.80	0.11	1.19	1.14				1.27	0.49	0.24	1.59

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Natural Cycle: 150
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.80
Intersection Signal Delay: 240.9 Intersection LOS: F
Intersection Capacity Utilization 108.3% ICU Level of Service G
Analysis Period (min) 15

* User Entered Value
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 5: Floral & SB-SR-99 off Ramp



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	200		0	200		0	200		0
Storage Lanes	1		1	2		0	2		1	1		2
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50		50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	*0.90	1.00	0.97	0.95	0.95	0.97	0.95	1.00	1.00	0.95	0.88
Ped Bike Factor	1.00		0.97		1.00					0.99		0.97
Frt			0.850		0.984				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3353	1583	3433	3472	0	3433	3539	1583	1770	3539	2787
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1768	3353	1538	3433	3472	0	3433	3539	1583	1754	3539	2708
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			275		11				140			484
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		115			542			256			500	
Travel Time (s)		2.0			9.2			4.4			8.5	
Volume (vph)	541	2141	639	363	1796	215	381	424	165	145	658	522
Confl. Peds. (#/hr)	10		10			10				10		10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	588	2327	695	395	1952	234	414	461	179	158	715	567
Lane Group Flow (vph)	588	2327	695	395	2186	0	414	461	179	158	715	567
Turn Type	Prot		Perm	Prot			Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4						2			6
Detector Phases	7	4	4	3	8		5	2	2	1	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	12.0	31.5	31.5	12.0	31.5		12.0	31.5	31.5	12.0	31.5	31.5
Total Split (s)	34.0	85.5	85.5	16.0	67.5	0.0	17.0	31.5	31.5	17.0	31.5	31.5
Total Split (%)	22.7%	57.0%	57.0%	10.7%	45.0%	0.0%	11.3%	21.0%	21.0%	11.3%	21.0%	21.0%
Maximum Green (s)	30.0	81.0	81.0	12.0	63.0		13.0	27.0	27.0	13.0	27.0	27.0
Yellow Time (s)	3.0	3.5	3.5	3.0	3.5		3.0	3.5	3.5	3.0	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lead	Lead	Lag	Lead		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	Min	Min	None	Min	Min
Walk Time (s)		7.0	7.0		7.0			7.0	7.0		7.0	7.0
Flash Dont Walk (s)		20.0	20.0		20.0			20.0	20.0		20.0	20.0
Pedestrian Calls (#/hr)		10	10		10			10	10		10	10
Act Effct Green (s)	30.0	81.5	81.5	12.0	63.5		13.0	27.5	27.5	13.0	27.5	27.5
Actuated g/C Ratio	0.20	0.54	0.54	0.08	0.42		0.09	0.18	0.18	0.09	0.18	0.18
v/c Ratio	1.66	1.28	0.72	1.44	1.48		1.39	0.71	0.44	1.03	1.10	0.64
Control Delay	345.9	160.3	19.7	262.1	252.9		242.1	64.4	17.8	146.2	121.6	12.7
Queue Delay	0.0	261.2	3.1	0.0	108.6		0.0	0.0	1.5	226.4	0.0	0.0

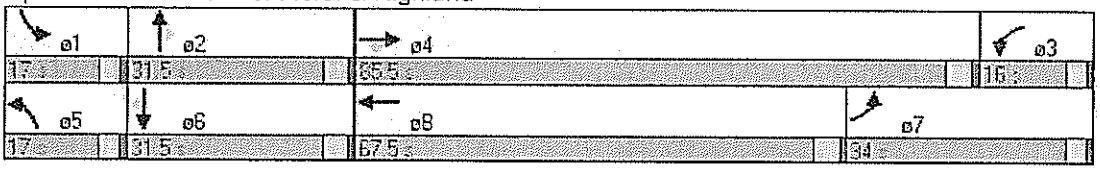
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	345.9	421.6	22.8	262.1	361.5		242.1	64.4	19.3	372.6	121.6	12.7
LOS	F	F	C	F	F		F	E	B	F	F	B
Approach Delay		332.5			346.3			126.5			106.3	
Approach LOS		F			F			F			F	
Queue Length 50th (ft)	~834	~1596	312	~269	~1552		~277	225	32	~165	~416	39
Queue Length 95th (ft)	#1071	#1727	476	#379	#1683		#388	290	107	#317	#547	107
Internal Link Dist (ft)		35			462			176			420	
Turn Bay Length (ft)				200			200			200		
Base Capacity (vph)	354	1822	961	275	1476		298	649	405	153	649	892
Starvation Cap Reductn	0	224	170	0	207		0	0	0	0	0	0
Spillback Cap Reductn	0	570	0	0	0		0	0	104	53	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	1.66	1.86	0.88	1.44	1.72		1.39	0.71	0.59	1.58	1.10	0.64

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Natural Cycle: 150
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.66
Intersection Signal Delay: 274.1 Intersection LOS: F
Intersection Capacity Utilization 130.2% ICU Level of Service H
Analysis Period (min) 15

* User Entered Value
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 6: Floral & Highland



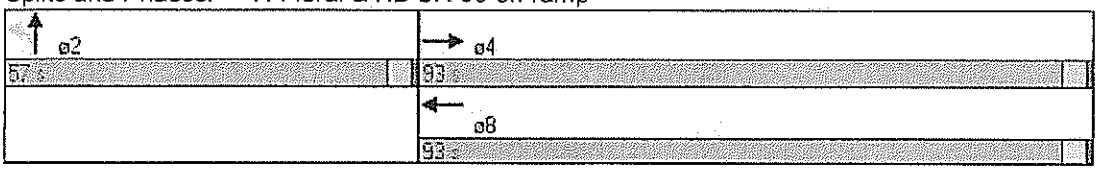
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑			↕				
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)		50			50		50	50				
Trailing Detector (ft)		0			0		0	0				
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt								0.972				
Flt Protected								0.962				
Satd. Flow (prot)	0	3539	0	0	3539	0	0	1742	0	0	0	0
Flt Permitted								0.962				
Satd. Flow (perm)	0	3539	0	0	3539	0	0	1742	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)								4				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		542			211			348			181	
Travel Time (s)		9.2			3.6			7.9			4.1	
Volume (vph)	0	2219	0	0	1852	0	520	0	134	0	0	0
Confl. Peds. (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	2412	0	0	2013	0	565	0	146	0	0	0
Lane Group Flow (vph)	0	2412	0	0	2013	0	0	711	0	0	0	0
Turn Type							Perm					
Protected Phases		4			8			2				
Permitted Phases							2					
Detector Phases		4			8		2	2				
Minimum Initial (s)		4.0			4.0		4.0	4.0				
Minimum Split (s)		31.5			31.5		31.5	31.5				
Total Split (s)	0.0	93.0	0.0	0.0	93.0	0.0	57.0	57.0	0.0	0.0	0.0	0.0
Total Split (%)	0.0%	62.0%	0.0%	0.0%	62.0%	0.0%	38.0%	38.0%	0.0%	0.0%	0.0%	0.0%
Maximum Green (s)		88.5			88.5		52.5	52.5				
Yellow Time (s)		3.5			3.5		3.5	3.5				
All-Red Time (s)		1.0			1.0		1.0	1.0				
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0			3.0		3.0	3.0				
Recall Mode		None			None		Min	Min				
Walk Time (s)		7.0			7.0		7.0	7.0				
Flash Dont Walk (s)		20.0			20.0		20.0	20.0				
Pedestrian Calls (#/hr)		10			10		10	10				
Act Effct Green (s)		89.0			89.0			53.0				
Actuated g/C Ratio		0.59			0.59			0.35				
v/c Ratio		1.15			0.96			1.15				
Control Delay		102.8			41.1			128.4				
Queue Delay		105.0			163.7			66.3				
Total Delay		207.9			204.7			194.7				
LOS		F			F			F				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		207.9			204.7			194.7				
Approach LOS		F			F			F				
Queue Length 50th (ft)		~1454			938			~815				
Queue Length 95th (ft)		#1576			#1161			#1066				
Internal Link Dist (ft)		462			131			268			101	
Turn Bay Length (ft)												
Base Capacity (vph)		2100			2100			618				
Starvation Cap Reductn		357			0			0				
Spillback Cap Reductn		0			632			72				
Storage Cap Reductn		0			0			0				
Reduced v/c Ratio		1.38			1.37			1.30				

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Natural Cycle: 150
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.15
Intersection Signal Delay: 204.8 Intersection LOS: F
Intersection Capacity Utilization 105.0% ICU Level of Service G
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 7: Floral & NB SR-99 off ramp



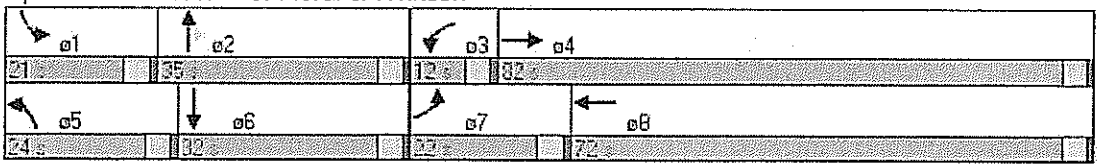
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50	50	50	50	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	0.97	0.95	1.00	1.00	0.95	0.95
Frt		0.958			0.997				0.850		0.982	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3391	0	1770	3529	0	3433	3539	1583	1770	3476	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	3391	0	1770	3529	0	3433	3539	1583	1770	3476	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		56			2				13		9	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1652			984			605			583	
Travel Time (s)		28.2			16.8			10.3			9.9	
Volume (vph)	151	1648	632	85	1219	24	565	278	12	142	329	44
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	164	1791	687	92	1325	26	614	302	13	154	358	48
Lane Group Flow (vph)	164	2478	0	92	1351	0	614	302	13	154	406	0
Turn Type	Prot			Prot			Prot		Perm	Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			
Detector Phases	7	4		3	8		5	2	2	1	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	12.0	31.5		12.0	31.5		12.0	31.5	31.5	12.0	31.5	
Total Split (s)	22.0	82.0	0.0	12.0	72.0	0.0	24.0	35.0	35.0	21.0	32.0	0.0
Total Split (%)	14.7%	54.7%	0.0%	8.0%	48.0%	0.0%	16.0%	23.3%	23.3%	14.0%	21.3%	0.0%
Maximum Green (s)	17.5	77.5		7.5	67.5		19.5	30.5	30.5	16.5	27.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	Min	Min	None	Min	
Walk Time (s)		7.0			7.0			7.0	7.0		7.0	
Flash Dont Walk (s)		20.0			20.0			20.0	20.0		20.0	
Pedestrian Calls (#/hr)		10			10			10	10		10	
Act Effct Green (s)	16.7	78.1		8.0	69.4		20.0	26.8	26.8	15.8	22.6	
Actuated g/C Ratio	0.12	0.54		0.06	0.48		0.14	0.19	0.19	0.11	0.16	
v/c Ratio	0.80	1.34		0.94	0.80		1.29	0.46	0.04	0.79	0.74	
Control Delay	90.5	184.2		142.9	37.1		194.6	55.1	20.9	91.1	65.3	
Queue Delay	0.0	51.6		0.0	0.0		0.0	0.0	0.0	36.0	0.0	
Total Delay	90.5	235.8		142.9	37.1		194.6	55.1	20.9	127.1	65.3	
LOS	F	F		F	D		F	E	C	F	E	
Approach Delay		226.8			43.8			146.8			82.3	
Approach LOS		F			D			F			F	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	151	~1580		88	560		~376	136	0	142	190	
Queue Length 95th (ft)	#271	#1807		#213	708		#527	185	20	#261	249	
Internal Link Dist (ft)		1572			904			525			503	
Turn Bay Length (ft)												
Base Capacity (vph)	218	1855		98	1694		475	737	340	206	656	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	147		0	0		0	0	62	54	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.75	1.45		0.94	0.80		1.29	0.41	0.05	1.01	0.62	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 144.7
Natural Cycle: 150
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.34
Intersection Signal Delay: 151.6 Intersection LOS: F
Intersection Capacity Utilization 110.4% ICU Level of Service H
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 8: Floral & Whitson



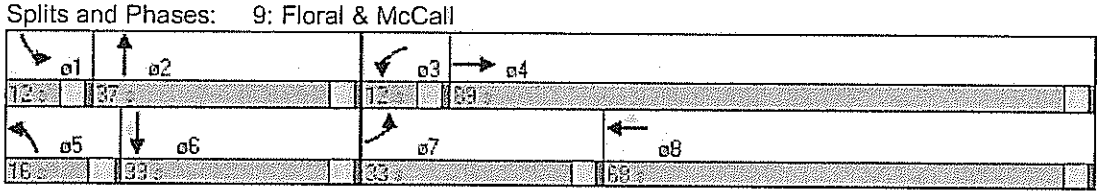
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50	50	50	50		50	50	50
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.982				0.850		0.985				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1829	0	1770	1863	1583	1770	1835	0	1770	1863	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	1829	0	1770	1863	1583	1770	1835	0	1770	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7				46		4				302
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		984			67			531			694	
Travel Time (s)		16.8			1.1			9.1			11.8	
Volume (vph)	389	1042	140	39	824	83	137	362	41	45	329	304
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	423	1133	152	42	896	90	149	393	45	49	358	330
Lane Group Flow (vph)	423	1285	0	42	896	90	149	438	0	49	358	330
Turn Type	Prot			Prot		Perm	Prot			Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases						8						6
Detector Phases	7	4		3	8	8	5	2		1	6	6
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	12.0	31.5		12.0	31.5	31.5	12.0	31.5		12.0	31.5	31.5
Total Split (s)	33.0	89.0	0.0	12.0	68.0	68.0	16.0	37.0	0.0	12.0	33.0	33.0
Total Split (%)	22.0%	59.3%	0.0%	8.0%	45.3%	45.3%	10.7%	24.7%	0.0%	8.0%	22.0%	22.0%
Maximum Green (s)	28.5	84.5		7.5	63.5	63.5	11.5	32.5		7.5	28.5	28.5
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None	None	None	Min		None	Min	Min
Walk Time (s)		7.0			7.0	7.0		7.0			7.0	7.0
Flash Dont Walk (s)		20.0			20.0	20.0		20.0			20.0	20.0
Pedestrian Calls (#/hr)		10			10	10		10			10	10
Act Effct Green (s)	29.0	87.4		7.6	64.0	64.0	12.0	35.4		7.7	29.0	29.0
Actuated g/C Ratio	0.19	0.58		0.05	0.43	0.43	0.08	0.24		0.05	0.19	0.19
v/c Ratio	1.24	1.20		0.48	1.13	0.13	1.05	1.00		0.55	0.99	0.60
Control Delay	177.8	130.2		86.8	112.6	14.0	153.1	99.9		92.0	105.5	12.7
Queue Delay	0.0	22.9		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	177.8	153.1		86.8	112.6	14.0	153.1	99.9		92.0	105.5	12.7
LOS	F	F		F	F	B	F	F		F	F	B
Approach Delay		159.2			102.9			113.4			63.1	
Approach LOS		F			F			F			E	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	~511	~1556		41	~1011	25	~159	~473		48	354	23
Queue Length 95th (ft)	#728	#1827		84	#1269	61	#307	#696		#96	#566	121
Internal Link Dist (ft)		904			1			451			614	
Turn Bay Length (ft)												
Base Capacity (vph)	342	1068		93	795	702	142	436		93	360	550
Starvation Cap Reductn	0	44		0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	0
Reduced v/c Ratio	1.24	1.25		0.45	1.13	0.13	1.05	1.00		0.53	0.99	0.60

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Natural Cycle: 150
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.24
Intersection Signal Delay: 120.9 Intersection LOS: F
Intersection Capacity Utilization 104.9% ICU Level of Service G
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 9: Floral & McCall



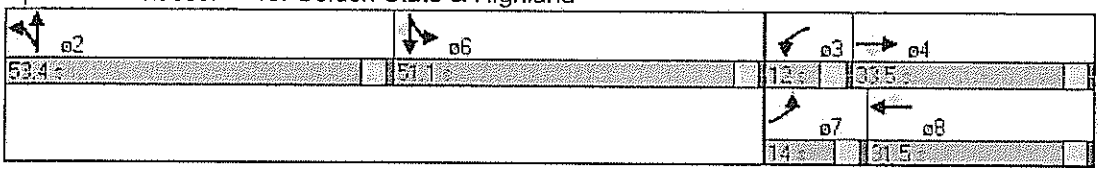
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50	50	50		50	50	50
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.989				0.850
Flt Protected	0.950			0.950			0.950				0.990	
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	1842	0	0	1844	1583
Flt Permitted	0.950			0.950			0.950				0.990	
Satd. Flow (perm)	1770	3539	1583	1770	3539	1583	1770	1842	0	0	1844	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			386			111		3				37
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1169			1352			1070			739	
Travel Time (s)		19.9			23.0			18.2			12.6	
Volume (vph)	108	391	355	57	268	102	224	533	42	111	438	53
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	117	425	386	62	291	111	243	579	46	121	476	58
Lane Group Flow (vph)	117	425	386	62	291	111	243	625	0	0	597	58
Turn Type	Prot		Perm	Prot		Perm	Split			Split		Perm
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases			4			8						6
Detector Phases	7	4	4	3	8	8	2	2		6	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	12.0	31.5	31.5	12.0	31.5	31.5	31.5	31.5		31.5	31.5	31.5
Total Split (s)	14.0	33.5	33.5	12.0	31.5	31.5	53.4	53.4	0.0	51.1	51.1	51.1
Total Split (%)	9.3%	22.3%	22.3%	8.0%	21.0%	21.0%	35.6%	35.6%	0.0%	34.1%	34.1%	34.1%
Maximum Green (s)	9.5	29.0	29.0	7.5	27.0	27.0	48.9	48.9		46.6	46.6	46.6
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	Min	Min		Min	Min	Min
Walk Time (s)		7.0	7.0		7.0	7.0	7.0	7.0		7.0	7.0	7.0
Flash Dont Walk (s)		20.0	20.0		20.0	20.0	20.0	20.0		20.0	20.0	20.0
Pedestrian Calls (#/hr)		10	10		10	10	10	10		10	10	10
Act Effct Green (s)	10.0	26.1	26.1	7.8	21.6	21.6	49.5	49.5			47.2	47.2
Actuated g/C Ratio	0.07	0.18	0.18	0.05	0.15	0.15	0.34	0.34			0.33	0.33
v/c Ratio	0.95	0.66	0.64	0.66	0.55	0.34	0.40	0.99			0.99	0.11
Control Delay	135.0	60.9	9.9	98.8	60.6	11.5	39.5	79.4			82.6	16.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0
Total Delay	135.0	60.9	9.9	98.8	60.6	11.5	39.5	79.4			82.6	16.9
LOS	F	E	A	F	E	B	D	E			F	B
Approach Delay		49.1			53.9			68.2			76.8	
Approach LOS		D			D			E			E	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	112	202	0	58	135	0	174	582			560	14
Queue Length 95th (ft)	#254	262	97	#134	184	55	268	#891			#863	49
Internal Link Dist (ft)		1089			1272			990			659	
Turn Bay Length (ft)												
Base Capacity (vph)	123	708	625	96	649	381	607	634			603	542
Starvation Cap Reductn	0	0	0	0	0	0	0	0			0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0			0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0			0	0
Reduced v/c Ratio	0.95	0.60	0.62	0.65	0.45	0.29	0.40	0.99			0.99	0.11

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 144.3
Natural Cycle: 150
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.99
Intersection Signal Delay: 61.8 Intersection LOS: E
Intersection Capacity Utilization 87.3% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 10: Golden State & Highland



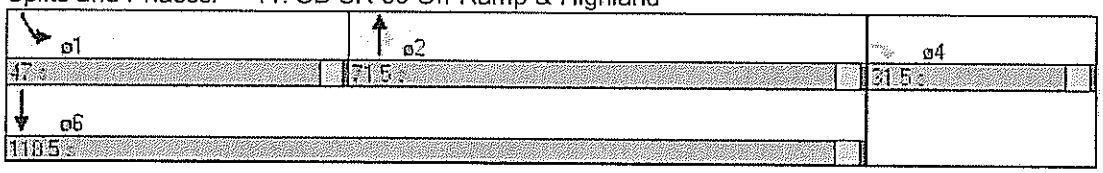
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)			50					50	50	50	50	
Trailing Detector (ft)			0					0	0	0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	1.00	0.88	1.00	1.00	1.00	1.00	*1.00	1.00	1.00	0.95	1.00
Ped Bike Factor			0.95						0.95	1.00		
Frt			0.850						0.850			
Flt Protected										0.950		
Satd. Flow (prot)	0	0	2787	0	0	0	0	1863	1583	1770	3539	0
Flt Permitted										0.950		
Satd. Flow (perm)	0	0	2655	0	0	0	0	1863	1509	1765	3539	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			383						40			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		643			447			103			430	
Travel Time (s)		14.6			10.2			1.8			7.3	
Volume (vph)	0	0	489	0	0	0	0	1095	90	742	867	0
Confl. Peds. (#/hr)			10						10	5		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	532	0	0	0	0	1190	98	807	942	0
Lane Group Flow (vph)	0	0	532	0	0	0	0	1190	98	807	942	0
Turn Type			custom						Perm	Prot		
Protected Phases								2		1	6	
Permitted Phases			4						2			
Detector Phases			4					2	2	1	6	
Minimum Initial (s)			4.0					4.0	4.0	4.0	4.0	
Minimum Split (s)			31.5					31.5	31.5	12.0	31.5	
Total Split (s)	0.0	0.0	31.5	0.0	0.0	0.0	0.0	71.5	71.5	47.0	118.5	0.0
Total Split (%)	0.0%	0.0%	21.0%	0.0%	0.0%	0.0%	0.0%	47.7%	47.7%	31.3%	79.0%	0.0%
Maximum Green (s)			27.0					67.0	67.0	43.0	114.0	
Yellow Time (s)			3.5					3.5	3.5	3.0	3.5	
All-Red Time (s)			1.0					1.0	1.0	1.0	1.0	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)			3.0					3.0	3.0	3.0	3.0	
Recall Mode			None					Min	Min	None	Min	
Walk Time (s)			7.0					7.0	7.0		5.0	
Flash Dont Walk (s)			20.0					20.0	20.0		10.0	
Pedestrian Calls (#/hr)			10					10	10		10	
Act Effct Green (s)			16.9					67.7	67.7	43.2	114.9	
Actuated g/C Ratio			0.12					0.48	0.48	0.31	0.82	
v/c Ratio			0.81					1.32	0.13	1.48	0.32	
Control Delay			26.3					182.6	13.9	259.8	4.1	
Queue Delay			0.0					0.0	0.0	0.0	0.3	
Total Delay			26.3					182.6	13.9	259.8	4.3	
LOS			C					F	B	F	A	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay								169.7			122.2	
Approach LOS								F			F	
Queue Length 50th (ft)			74					~1356	27	~981	78	
Queue Length 95th (ft)			147					#1829	70	#1376	165	
Internal Link Dist (ft)		563			367			23			350	
Turn Bay Length (ft)												
Base Capacity (vph)			800					903	752	546	2909	
Starvation Cap Reductn			0					0	0	0	1179	
Spillback Cap Reductn			0					0	0	0	0	
Storage Cap Reductn			0					0	0	0	0	
Reduced v/c Ratio			0.67					1.32	0.13	1.48	0.54	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 139.8
Natural Cycle: 150
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.48
Intersection Signal Delay: 125.1 Intersection LOS: F
Intersection Capacity Utilization 105.4% ICU Level of Service G
Analysis Period (min) 15
* User Entered Value
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 11: SB-SR-99 Off Ramp & Highland



Peak Hour Traffic Signal Warrants

Warrant 3: Peak Hour

2: RWP Main Access & Floral - Existing Plus Project

9/19/2008

	Major Street	Minor Street
Street Name	Floral	RWP Main Access
Direction	EB/WB	SB
Number of Lanes	1	1
Approach Speed	45	30

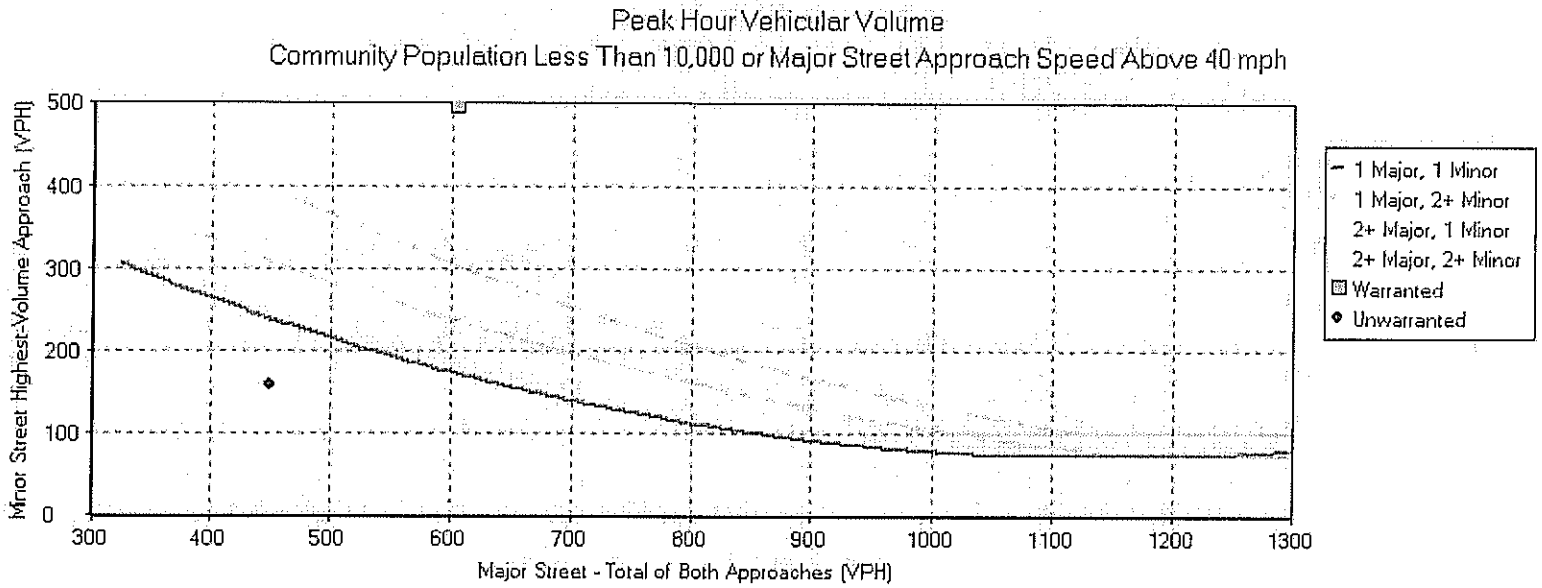
Low Population? No

Warrant 3 Met? Yes

Condition A Met? No 0 Hours met (1 required)

Minor Approach Time Delay Condition	**Not Met**
Minor Approach Volume Condition	**Met**
Total Entering Intersection Volume Condition	**Not Met**

Condition B Met? Yes 1 Hours met (1 required)



Warrant 3: Peak Hour

4: East Access & Floral - 2010 No Project

9/19/2008

	Major Street	Minor Street
Street Name	Floral	East Access
Direction	EB/WB	SB
Number of Lanes	2	1
Approach Speed	45	30

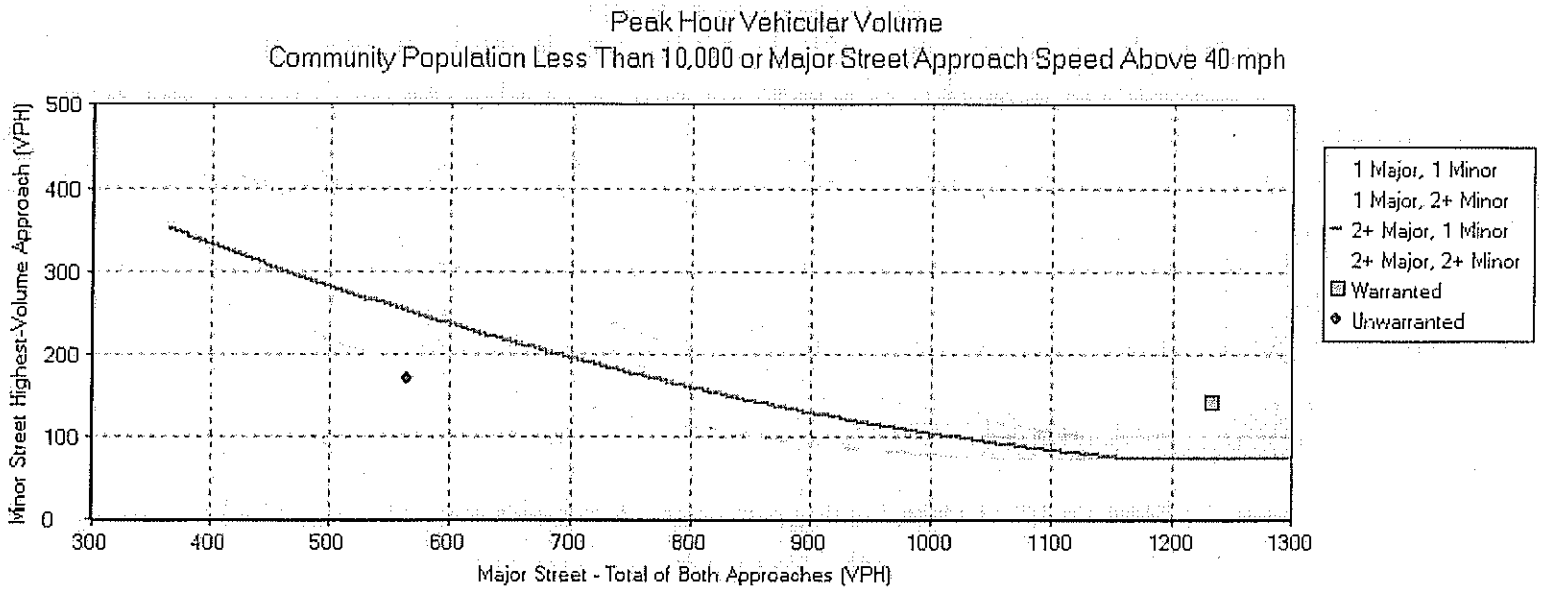
Low Population? No

Warrant 3 Met? Yes

Condition A Met? No 0 Hours met (1 required)

Minor Approach Time Delay Condition	**Not Met**
Minor Approach Volume Condition	**Met**
Total Entering Intersection Volume Condition	**Not Met**

Condition B Met? Yes 1 Hours met (1 required)



Warrant 3: Peak Hour

2: RWP Main Access & Floral - 2010 Plus Project

9/19/2008

	Major Street	Minor Street
Street Name	Floral	RWP Main Access
Direction	EB/WB	SB
Number of Lanes	1	1
Approach Speed	45	30

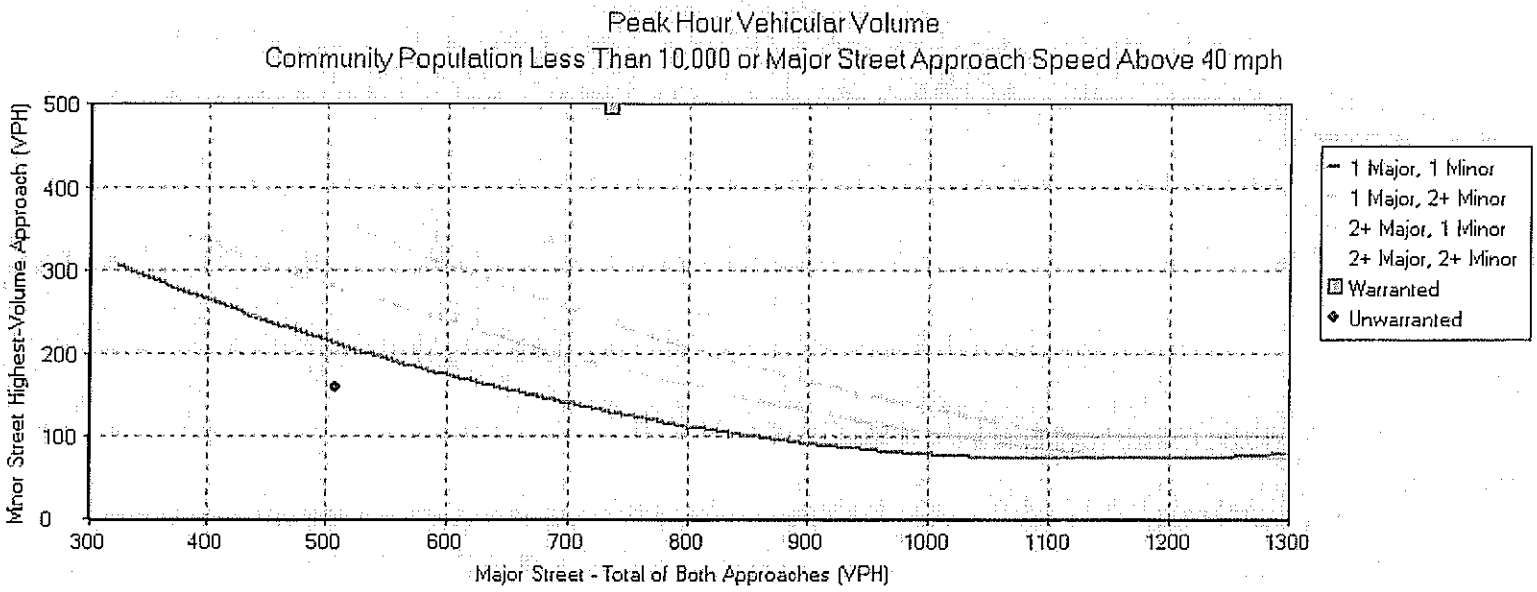
Low Population? No

Warrant 3 Met? Yes

Condition A Met? No 0 Hours met (1 required)

Minor Approach Time Delay Condition	**Not Met**
Minor Approach Volume Condition	**Met**
Total Entering Intersection Volume Condition	**Not Met**

Condition B Met? Yes 1 Hours met (1 required)



Warrant 3: Peak Hour

4: East Access & Floral - 2015 No Project

9/19/2008

	Major Street	Minor Street
Street Name	Floral	East Access
Direction	EB/WB	SB
Number of Lanes	2	1
Approach Speed	45	30

Low Population? No

Warrant 3 Met? Yes

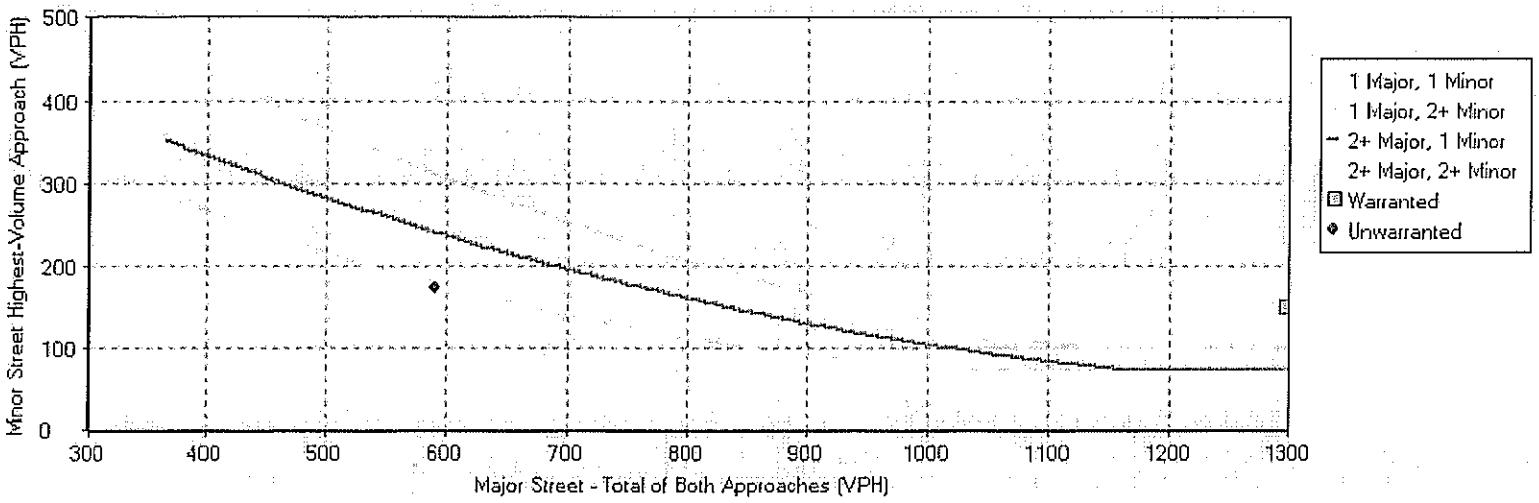
Condition A Met? No 0 Hours met (1 required)

Minor Approach Time Delay Condition	**Not Met**
Minor Approach Volume Condition	**Met**
Total Entering Intersection Volume Condition	**Not Met**

Condition B Met? Yes 1 Hours met (1 required)

Peak Hour Vehicular Volume

Community Population Less Than 10,000 or Major Street Approach Speed Above 40 mph



Warrant 3: Peak Hour

1: DeWolf & Floral 2015 Plus Project

9/19/2008

	Major Street	Minor Street
Street Name	Floral	DeWolf
Direction	EB/WB	NB/SB
Number of Lanes	1	1
Approach Speed	45	45

Low Population? No

Warrant 3 Met? No

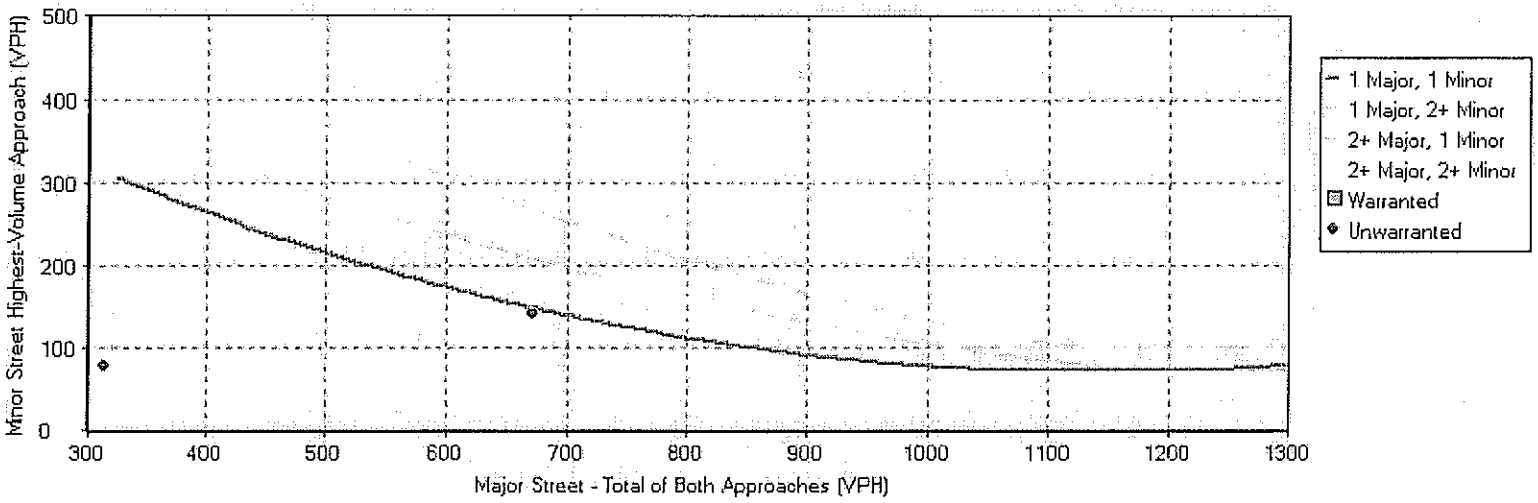
Condition A Met? No 0 Hours met (1 required)

Minor Approach Time Delay Condition	**Not Met**
Minor Approach Volume Condition	**Met**
Total Entering Intersection Volume Condition	**Not Met**

Condition B Met? No 0 Hours met (1 required)

Peak Hour Vehicular Volume

Community Population Less Than 10,000 or Major Street Approach Speed Above 40 mph



Warrant 3: Peak Hour

2: RWP Main Access & Floral - 2015 Plus Project

9/19/2008

	Major Street	Minor Street
Street Name	Floral	RWP Main Access
Direction	EB/WB	SB
Number of Lanes	1	1
Approach Speed	45	30

Low Population? No

Warrant 3 Met? Yes

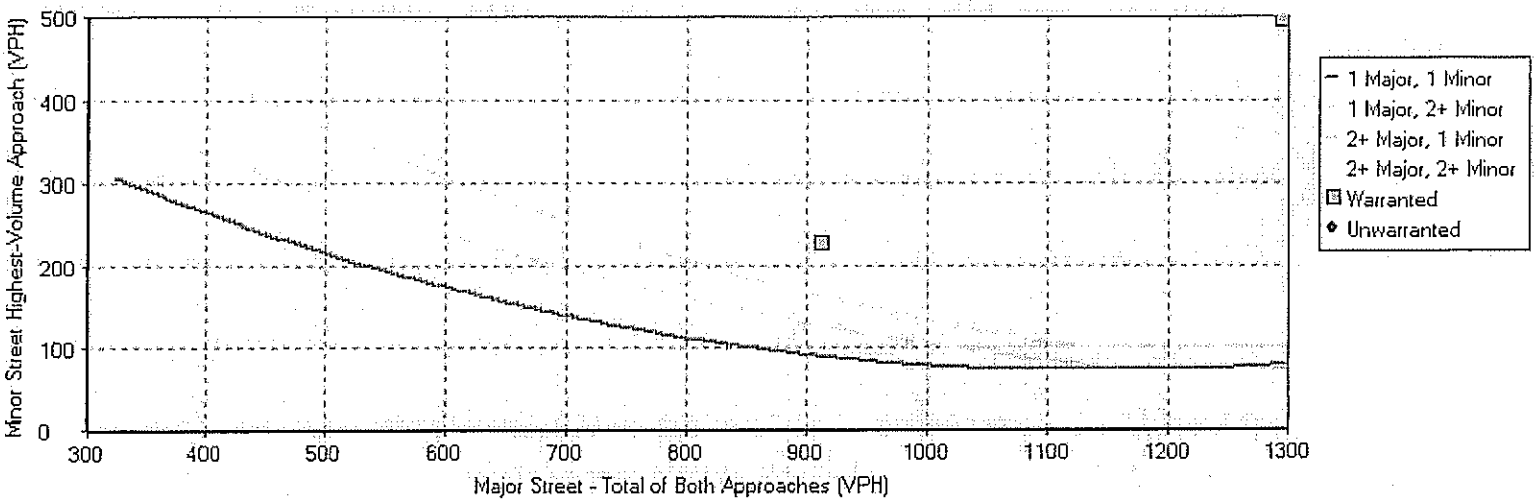
Condition A Met? No 0 Hours met (1 required)

Minor Approach Time Delay Condition	**Not Met**
Minor Approach Volume Condition	**Met**
Total Entering Intersection Volume Condition	**Not Met**

Condition B Met? Yes 2 Hours met (1 required)

Peak Hour Vehicular Volume

Community Population Less Than 10,000 or Major Street Approach Speed Above 40 mph



Warrant 3: Peak Hour

4: East Access & Floral 2030 No Project

9/19/2008

	Major Street	Minor Street
Street Name	Floral	East Access
Direction	EB/WB	SB
Number of Lanes	2	1
Approach Speed	45	30

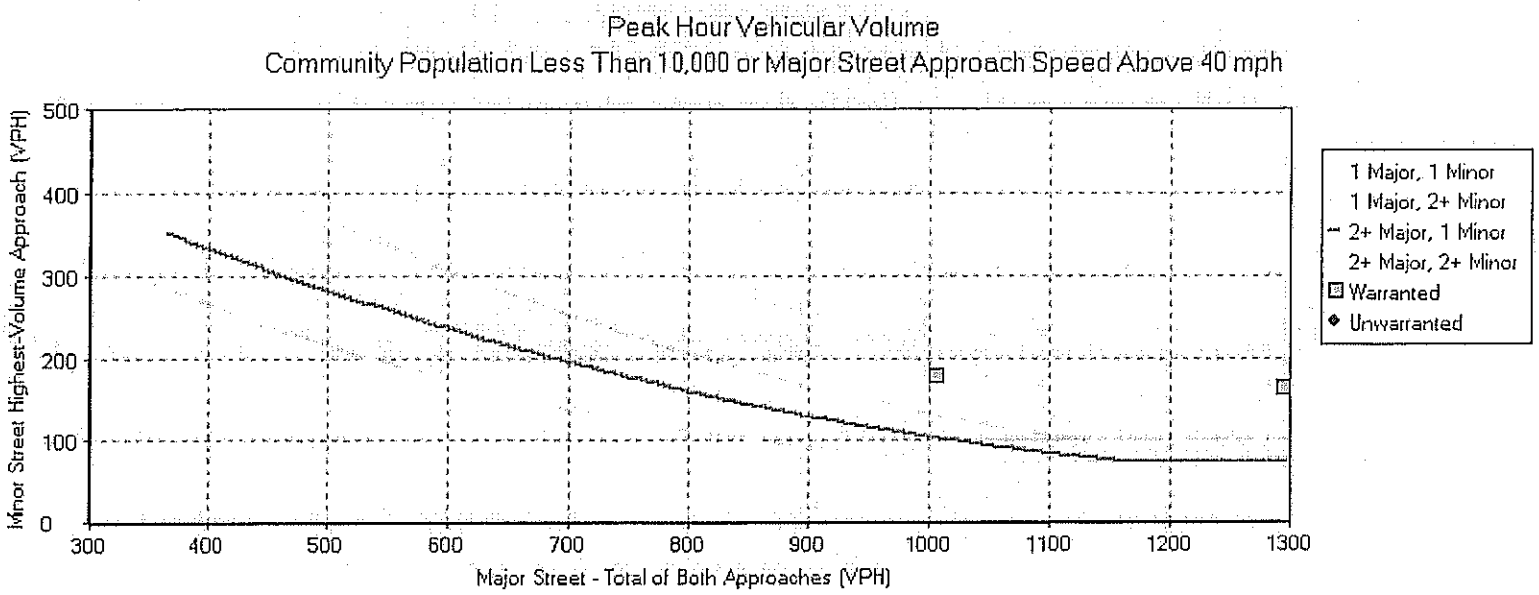
Low Population? No

Warrant 3 Met? Yes

Condition A Met? No 0 Hours met (1 required)

Minor Approach Time Delay Condition	**Not Met**
Minor Approach Volume Condition	**Met**
Total Entering Intersection Volume Condition	**Not Met**

Condition B Met? Yes 2 Hours met (1 required)



Warrant 3: Peak Hour

1: DeWolf & Floral 2030 Plus Project

9/19/2008

	Major Street	Minor Street
Street Name	Floral	DeWolf
Direction	EB/WB	NB/SB
Number of Lanes	1	1
Approach Speed	45	45

Low Population? No

Warrant 3 Met? Yes

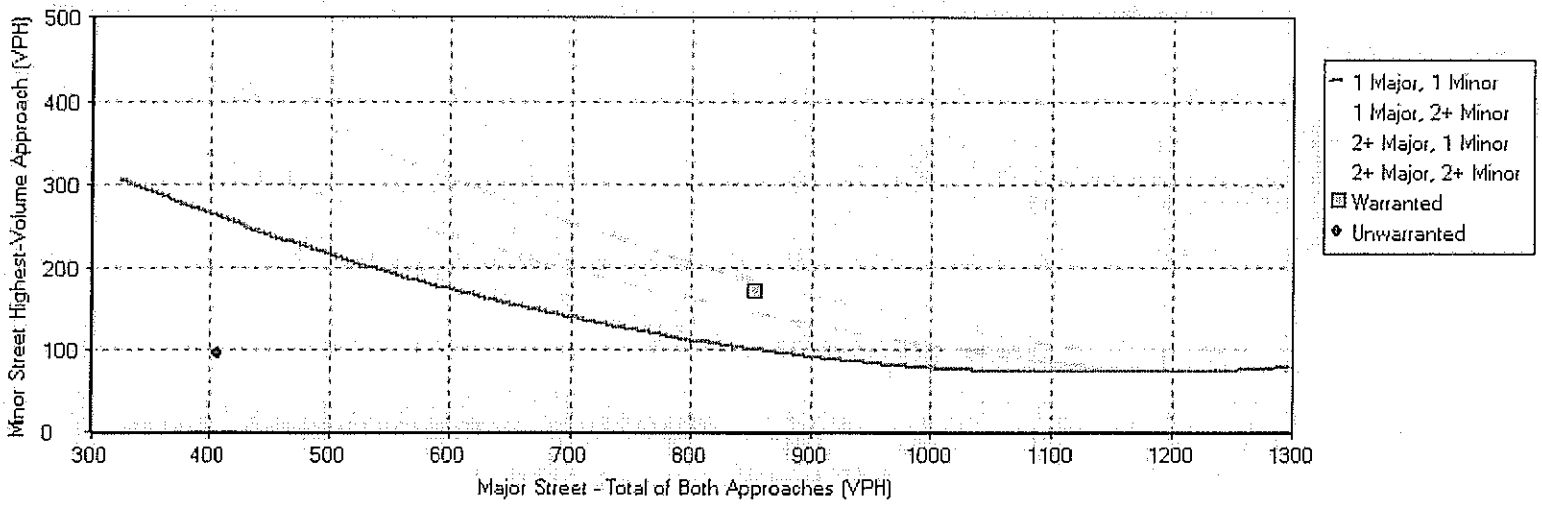
Condition A Met? No — 0 Hours met (1 required)

Minor Approach Time Delay Condition	**Not Met**
Minor Approach Volume Condition	**Met**
Total Entering Intersection Volume Condition	**Not Met**

Condition B Met? Yes — 1 Hours met (1 required)

Peak Hour Vehicular Volume

Community Population Less Than 10,000 or Major Street Approach Speed Above 40 mph



Warrant 3: Peak Hour

2: RWP Main Access & Floral - 2030 Plus Project

9/19/2008

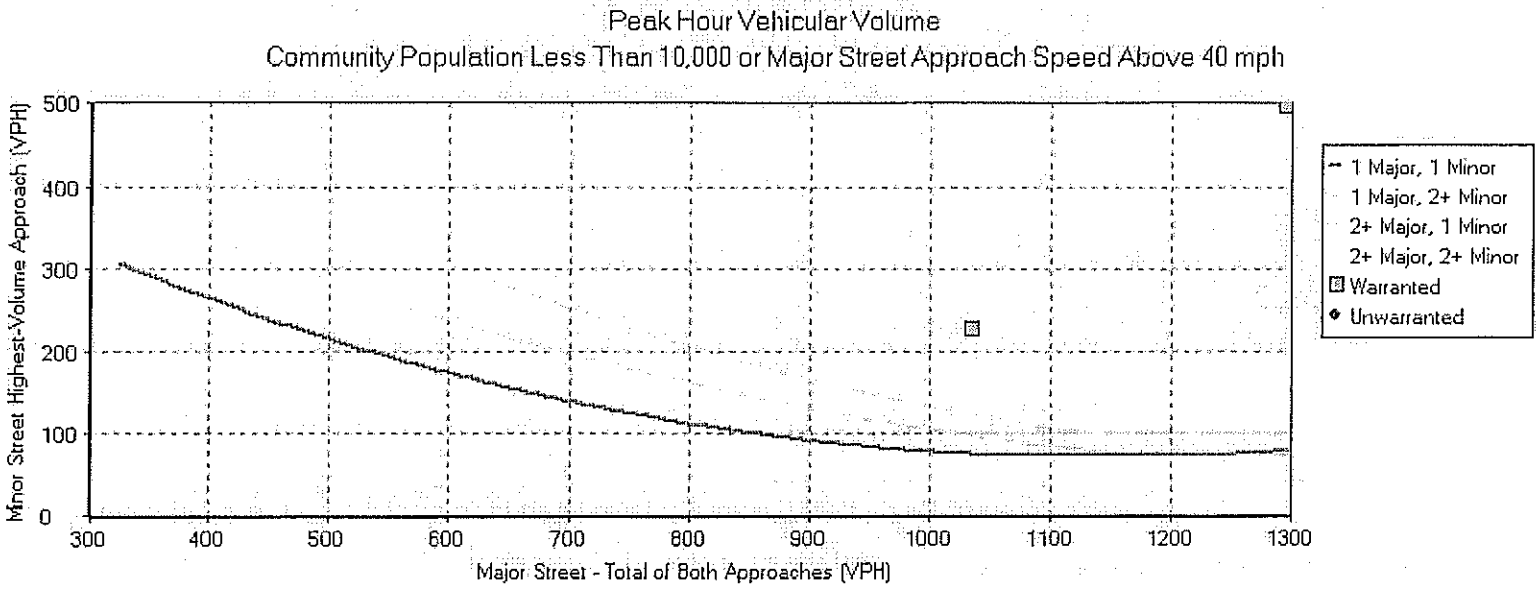
	Major Street	Minor Street
Street Name	Floral	RWP Main Access
Direction	EB/WB	SB
Number of Lanes	1	1
Approach Speed	45	30
Low Population?		No

Warrant 3 Met? Yes

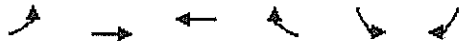
Condition A Met? No 0 Hours met (1 required)

Minor Approach Time Delay Condition	**Not Met**
Minor Approach Volume Condition	**Met**
Total Entering Intersection Volume Condition	**Not Met**

Condition B Met? Yes 2 Hours met (1 required)



Mitigated Intersection Analyses



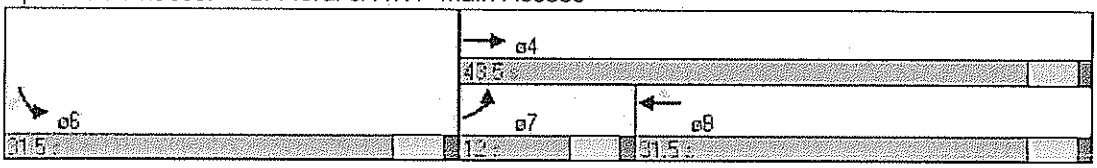
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)	15			9	15	9
Lane Util. Factor	1.00	1.00	1.00	1.00	0.97	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1863	1863	1583	3433	1583
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	1863	1863	1583	3433	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				332		34
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40	40		30	
Link Distance (ft)		445	656		235	
Travel Time (s)		7.6	11.2		5.3	
Volume (vph)	48	226	241	305	195	31
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	52	246	262	332	212	34
Lane Group Flow (vph)	52	246	262	332	212	34
Turn Type	Prot			Perm		Perm
Protected Phases	7	4	8		6	
Permitted Phases				8		6
Detector Phases	7	4	8	8	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	12.0	31.5	31.5	31.5	31.5	31.5
Total Split (s)	12.0	43.5	31.5	31.5	31.5	31.5
Total Split (%)	16.0%	58.0%	42.0%	42.0%	42.0%	42.0%
Maximum Green (s)	7.5	39.0	27.0	27.0	27.0	27.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	Min	Min
Walk Time (s)		7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)		20.0	20.0	20.0	20.0	20.0
Pedestrian Calls (#/hr)		10	10	10	10	10
Act Effct Green (s)	7.4	16.1	12.8	12.8	11.4	11.4
Actuated g/C Ratio	0.17	0.43	0.34	0.34	0.30	0.30
v/c Ratio	0.17	0.31	0.41	0.44	0.20	0.07
Control Delay	22.8	7.7	13.6	4.2	12.4	6.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.8	7.7	13.6	4.2	12.4	6.6
LOS	C	A	B	A	B	A
Approach Delay		10.4	8.3		11.6	
Approach LOS		B	A		B	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Queue Length 50th (ft)	4	18	20	0	8	0
Queue Length 95th (ft)	55	99	148	49	56	17
Internal Link Dist (ft)		365	576		155	
Turn Bay Length (ft)						
Base Capacity (vph)	346	1263	1037	1029	1866	876
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.15	0.19	0.25	0.32	0.11	0.04

Intersection Summary

Area Type: Other
Cycle Length: 75
Actuated Cycle Length: 37.5
Natural Cycle: 75
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.44
Intersection Signal Delay: 9.6 Intersection LOS: A
Intersection Capacity Utilization 31.6% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 2: Floral & RWP Main Access



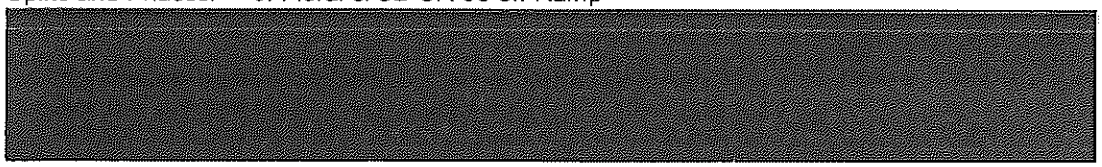
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↱	↰	↑↑				↱	↰	↕	↱↱
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)		50	50	50	50				50	50	50	50
Trailing Detector (ft)		0	0	0	0				0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	*0.75	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.95	0.95	0.88
Ped Bike Factor			0.96							0.99	0.99	0.98
Frt			0.850						0.865			0.850
Flt Protected				0.950						0.950	0.966	
Satd. Flow (prot)	0	4191	1583	1770	3539	0	0	0	1611	1681	1709	2787
Flt Permitted				0.950						0.950	0.966	
Satd. Flow (perm)	0	4191	1526	1770	3539	0	0	0	1611	1664	1697	2726
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			29						301			193
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		337			399			379			851	
Travel Time (s)		5.7			6.8			8.6			19.3	
Volume (vph)	0	614	27	45	710	0	0	0	40	176	31	178
Confl. Peds. (#/hr)			10							10		10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	667	29	49	772	0	0	0	43	191	34	193
Lane Group Flow (vph)	0	667	29	49	772	0	0	0	43	109	116	193
Turn Type			Perm	Prot					Over	Perm		Perm
Protected Phases		4		3	8				3		6	
Permitted Phases			4							6		6
Detector Phases		4	4	3	8				3	6	6	6
Minimum Initial (s)		4.0	4.0	4.0	4.0				4.0	4.0	4.0	4.0
Minimum Split (s)		31.5	31.5	12.0	31.5				12.0	31.5	31.5	31.5
Total Split (s)	0.0	36.5	36.5	17.0	53.5	0.0	0.0	0.0	17.0	36.5	36.5	36.5
Total Split (%)	0.0%	40.6%	40.6%	18.9%	59.4%	0.0%	0.0%	0.0%	18.9%	40.6%	40.6%	40.6%
Maximum Green (s)		32.0	32.0	13.0	49.0				13.0	32.0	32.0	32.0
Yellow Time (s)		3.5	3.5	3.0	3.5				3.0	3.5	3.5	3.5
All-Red Time (s)		1.0	1.0	1.0	1.0				1.0	1.0	1.0	1.0
Lead/Lag		Lag	Lag	Lead					Lead			
Lead-Lag Optimize?		Yes	Yes	Yes					Yes			
Vehicle Extension (s)		3.0	3.0	3.0	3.0				3.0	3.0	3.0	3.0
Recall Mode		C-Max	C-Max	None	C-Max				None	Min	Min	Min
Walk Time (s)		7.0	7.0		7.0					7.0	7.0	7.0
Flash Dont Walk (s)		20.0	20.0		20.0					20.0	20.0	20.0
Pedestrian Calls (#/hr)		10	10		10					10	10	10
Act Effct Green (s)		58.4	58.4	7.9	68.3				7.9	13.7	13.7	13.7
Actuated g/C Ratio		0.65	0.65	0.09	0.76				0.09	0.15	0.15	0.15
v/c Ratio		0.25	0.03	0.32	0.29				0.10	0.43	0.45	0.33
Control Delay		8.9	4.7	43.2	4.6				0.5	37.8	38.3	5.8
Queue Delay		0.0	0.0	0.0	0.0				0.0	0.0	0.0	0.0
Total Delay		8.9	4.7	43.2	4.6				0.5	37.8	38.3	5.8
LOS		A	A	D	A				A	D	D	A

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		8.8			6.9						23.2	
Approach LOS		A			A						C	
Queue Length 50th (ft)		61	0	27	47				0	62	66	0
Queue Length 95th (ft)		143	15	60	141				0	91	95	25
Internal Link Dist (ft)		257			319			299			771	
Turn Bay Length (ft)												
Base Capacity (vph)		2718	1000	256	2687				490	601	613	1108
Starvation Cap Reductn		0	0	0	0				0	0	0	0
Spillback Cap Reductn		0	0	0	0				0	0	0	0
Storage Cap Reductn		0	0	0	0				0	0	0	0
Reduced v/c Ratio		0.25	0.03	0.19	0.29				0.09	0.18	0.19	0.17

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBT, Start of Yellow, Master Intersection
Natural Cycle: 75
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.45
Intersection Signal Delay: 10.9 Intersection LOS: B
Intersection Capacity Utilization 46.3% ICU Level of Service A
Analysis Period (min) 15
* User Entered Value

Splits and Phases: 5: Floral & SB-SR-99 off Ramp



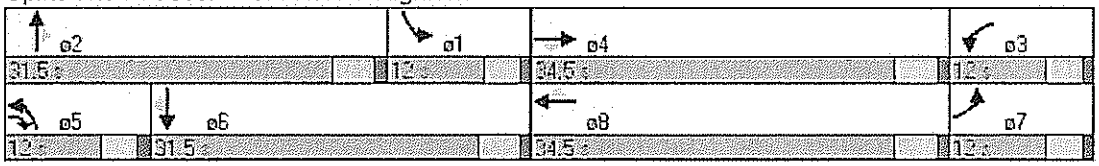
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	200		0	200		0	200		0
Storage Lanes	2		1	2		1	2		1	1		2
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	0.97	*0.90	1.00	0.97	0.95	1.00	0.97	0.95	1.00	1.00	0.95	0.88
Ped Bike Factor	1.00		0.98			0.98				0.99		0.98
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5029	1583	3433	3539	1583	3433	3539	1583	1770	3539	2787
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3423	5029	1549	3433	3539	1549	3433	3539	1583	1754	3539	2726
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			139			78			66			202
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		115			542			256			500	
Travel Time (s)		2.0			9.2			4.4			8.5	
Volume (vph)	122	611	128	101	833	72	78	98	61	18	183	186
Confl. Peds. (#/hr)	10		10			10				10		10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	133	664	139	110	905	78	85	107	66	20	199	202
Lane Group Flow (vph)	133	664	139	110	905	78	85	107	66	20	199	202
Turn Type	Prot		pm+ov	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4	5	3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	5	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	12.0	31.5	12.0	12.0	31.5	31.5	12.0	31.5	31.5	12.0	31.5	31.5
Total Split (s)	12.0	34.5	12.0	12.0	34.5	34.5	12.0	31.5	31.5	12.0	31.5	31.5
Total Split (%)	13.3%	38.3%	13.3%	13.3%	38.3%	38.3%	13.3%	35.0%	35.0%	13.3%	35.0%	35.0%
Maximum Green (s)	8.0	30.0	8.0	8.0	30.0	30.0	8.0	27.0	27.0	8.0	27.0	27.0
Yellow Time (s)	3.0	3.5	3.0	3.0	3.5	3.5	3.0	3.5	3.5	3.0	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max	None	None	C-Max	C-Max	None	Min	Min	None	Min	Min
Walk Time (s)		7.0			7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)		20.0			20.0	20.0		20.0	20.0		20.0	20.0
Pedestrian Calls (#/hr)		10			10	10		10	10		10	10
Act Effct Green (s)	7.7	47.9	55.1	7.6	45.8	45.8	7.2	19.2	19.2	7.1	13.3	13.3
Actuated g/C Ratio	0.09	0.53	0.61	0.08	0.51	0.51	0.08	0.21	0.21	0.08	0.15	0.15
v/c Ratio	0.46	0.25	0.14	0.38	0.50	0.09	0.31	0.14	0.17	0.14	0.38	0.35
Control Delay	44.4	13.8	1.7	39.3	13.6	2.9	41.8	28.9	8.5	40.1	35.2	5.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	44.4	13.8	1.7	39.3	13.6	2.9	41.8	28.9	8.5	40.1	35.2	5.9
LOS	D	B	A	D	B	A	D	C	A	D	D	A
Approach Delay		16.4			15.4			27.9			21.4	
Approach LOS		B			B			C			C	
Queue Length 50th (ft)	37	70	0	31	139	1	23	25	0	11	56	0
Queue Length 95th (ft)	66	138	21	57	175	m12	46	42	29	33	70	26
Internal Link Dist (ft)		35			462			176			420	
Turn Bay Length (ft)				200			200			200		
Base Capacity (vph)	305	2676	1018	305	1801	827	305	1081	530	167	1081	973
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.44	0.25	0.14	0.36	0.50	0.09	0.28	0.10	0.12	0.12	0.18	0.21

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 63 (70%), Referenced to phase 4:EBT and 8:WBT, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.50
Intersection Signal Delay: 17.8 Intersection LOS: B
Intersection Capacity Utilization 53.2% ICU Level of Service A
Analysis Period (min) 15
* User Entered Value
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: Floral & Highland



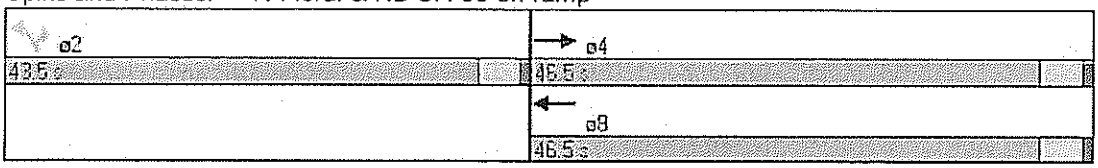
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)		50			50		50		50			
Trailing Detector (ft)		0			0		0		0			
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.91	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt									0.850			
Flt Protected							0.950					
Satd. Flow (prot)	0	5085	0	0	3539	0	1770	0	1583	0	0	0
Flt Permitted							0.950					
Satd. Flow (perm)	0	5085	0	0	3539	0	1770	0	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)									34			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		542			211			348			181	
Travel Time (s)		9.2			3.6			7.9			4.1	
Volume (vph)	0	591	0	0	855	0	134	0	31	0	0	0
Confl. Peds. (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	642	0	0	929	0	146	0	34	0	0	0
Lane Group Flow (vph)	0	642	0	0	929	0	146	0	34	0	0	0
Turn Type							custom		custom			
Protected Phases		4			8							
Permitted Phases							2		2			
Detector Phases		4			8		2		2			
Minimum Initial (s)		4.0			4.0		4.0		4.0			
Minimum Split (s)		31.5			31.5		31.5		31.5			
Total Split (s)	0.0	46.5	0.0	0.0	46.5	0.0	43.5	0.0	43.5	0.0	0.0	0.0
Total Split (%)	0.0%	51.7%	0.0%	0.0%	51.7%	0.0%	48.3%	0.0%	48.3%	0.0%	0.0%	0.0%
Maximum Green (s)		42.0			42.0		39.0		39.0			
Yellow Time (s)		3.5			3.5		3.5		3.5			
All-Red Time (s)		1.0			1.0		1.0		1.0			
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0			3.0		3.0		3.0			
Recall Mode		C-Max			C-Max		Min		Min			
Walk Time (s)		7.0			7.0		7.0		7.0			
Flash Dont Walk (s)		20.0			20.0		20.0		20.0			
Pedestrian Calls (#/hr)		10			10		10		10			
Act Effct Green (s)		67.7			67.7		14.3		14.3			
Actuated g/C Ratio		0.75			0.75		0.16		0.16			
v/c Ratio		0.17			0.35		0.52		0.12			
Control Delay		0.7			5.1		39.6		10.0			
Queue Delay		0.0			0.0		0.0		0.0			
Total Delay		0.7			5.1		39.6		10.0			
LOS		A			A		D		A			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		0.7			5.1							
Approach LOS		A			A							
Queue Length 50th (ft)		5			65		80		0			
Queue Length 95th (ft)		8			176		112		21			
Internal Link Dist (ft)		462			131			268			101	
Turn Bay Length (ft)												
Base Capacity (vph)		3824			2661		777		714			
Starvation Cap Reductn		0			0		0		0			
Spillback Cap Reductn		0			0		0		0			
Storage Cap Reductn		0			0		0		0			
Reduced v/c Ratio		0.17			0.35		0.19		0.05			

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBT, Start of Yellow
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.52
Intersection Signal Delay: 6.5 Intersection LOS: A
Intersection Capacity Utilization 37.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 7: Floral & NB SR-99 off ramp



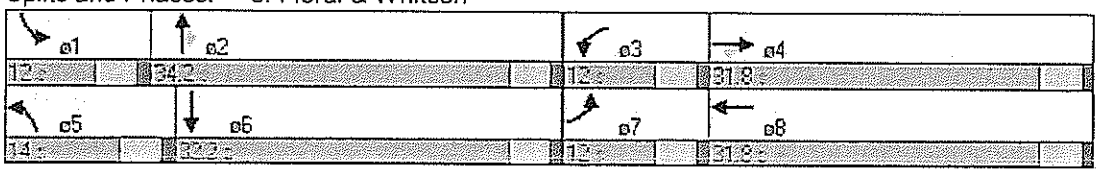
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50		50	50	50	50	50	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	0.97	0.95	1.00	1.00	0.95	0.95
Frt			0.850		0.997				0.850		0.976	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3529	0	3433	3539	1583	1770	3454	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	3539	1583	1770	3529	0	3433	3539	1583	1770	3454	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			127		2				8		21	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1652			984			605			583	
Travel Time (s)		28.2			16.8			10.3			9.9	
Volume (vph)	35	478	117	34	692	15	188	80	7	43	99	19
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	38	520	127	37	752	16	204	87	8	47	108	21
Lane Group Flow (vph)	38	520	127	37	768	0	204	87	8	47	129	0
Turn Type	Prot		Perm	Prot			Prot		Perm	Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4						2			
Detector Phases	7	4	4	3	8		5	2	2	1	6	
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	12.0	31.5	31.5	12.0	31.5		12.0	31.5	31.5	12.0	31.5	
Total Split (s)	12.0	31.8	31.8	12.0	31.8	0.0	14.0	34.2	34.2	12.0	32.2	0.0
Total Split (%)	13.3%	35.3%	35.3%	13.3%	35.3%	0.0%	15.6%	38.0%	38.0%	13.3%	35.8%	0.0%
Maximum Green (s)	7.5	27.3	27.3	7.5	27.3		9.5	29.7	29.7	7.5	27.7	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	None		None	Min	Min	None	Min	
Walk Time (s)		7.0	7.0		7.0			7.0	7.0		7.0	
Flash Dont Walk (s)		20.0	20.0		20.0			20.0	20.0		20.0	
Pedestrian Calls (#/hr)		10	10		10			10	10		10	
Act Effct Green (s)	7.5	17.8	17.8	7.5	17.8		9.0	17.4	17.4	7.6	10.8	
Actuated g/C Ratio	0.13	0.34	0.34	0.13	0.34		0.17	0.34	0.34	0.13	0.21	
v/c Ratio	0.17	0.43	0.20	0.16	0.63		0.35	0.07	0.01	0.20	0.17	
Control Delay	32.0	17.0	5.3	32.1	19.5		27.2	17.4	12.4	32.3	18.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	32.0	17.0	5.3	32.1	19.5		27.2	17.4	12.4	32.3	18.7	
LOS	C	B	A	C	B		C	B	B	C	B	
Approach Delay		15.6			20.1			23.9			22.3	
Approach LOS		B			C			C			C	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	8	48	0	8	77		22	5	0	10	12	
Queue Length 95th (ft)	51	171	39	50	263		91	34	10	60	43	
Internal Link Dist (ft)		1572			904			525			503	
Turn Bay Length (ft)												
Base Capacity (vph)	265	1693	823	265	1689		692	1769	796	265	1524	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.14	0.31	0.15	0.14	0.45		0.29	0.05	0.01	0.18	0.08	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 51.7
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.63
Intersection Signal Delay: 19.3 Intersection LOS: B
Intersection Capacity Utilization 45.0% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 8: Floral & Whitson



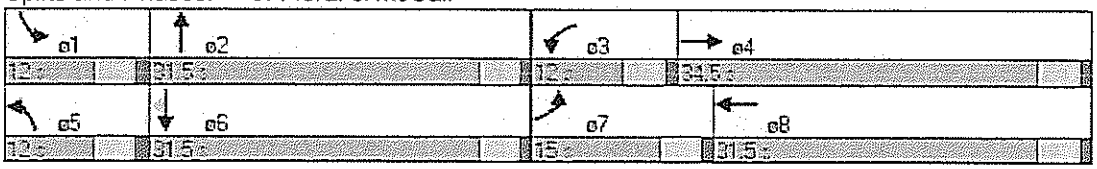
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	50
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00
Frt		0.981			0.971			0.986				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3472	0	1770	3437	0	1770	3490	0	1770	1863	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	3472	0	1770	3437	0	1770	3490	0	1770	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		19			33			13				239
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		984			67			531			694	
Travel Time (s)		16.8			1.1			9.1			11.8	
Volume (vph)	142	318	45	53	430	102	89	237	25	84	301	220
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	154	346	49	58	467	111	97	258	27	91	327	239
Lane Group Flow (vph)	154	395	0	58	578	0	97	285	0	91	327	239
Turn Type	Prot			Prot			Prot			Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												6
Detector Phases	7	4		3	8		5	2		1	6	6
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	12.0	31.5		12.0	31.5		12.0	31.5		12.0	31.5	31.5
Total Split (s)	15.0	34.5	0.0	12.0	31.5	0.0	12.0	31.5	0.0	12.0	31.5	31.5
Total Split (%)	16.7%	38.3%	0.0%	13.3%	35.0%	0.0%	13.3%	35.0%	0.0%	13.3%	35.0%	35.0%
Maximum Green (s)	10.5	30.0		7.5	27.0		7.5	27.0		7.5	27.0	27.0
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None		None	Min		None	Min	Min
Walk Time (s)		7.0			7.0			7.0			7.0	7.0
Flash Dont Walk (s)		20.0			20.0			20.0			20.0	20.0
Pedestrian Calls (#/hr)		10			10			10			10	10
Act Effct Green (s)	10.4	21.9		8.0	17.5		8.3	18.0		8.3	17.9	17.9
Actuated g/C Ratio	0.16	0.34		0.12	0.27		0.12	0.28		0.12	0.28	0.28
v/c Ratio	0.56	0.33		0.28	0.60		0.44	0.29		0.41	0.63	0.39
Control Delay	41.4	18.5		38.0	24.7		41.3	21.0		40.5	29.7	5.5
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	41.4	18.5		38.0	24.7		41.3	21.0		40.5	29.7	5.5
LOS	D	B		D	C		D	C		D	C	A
Approach Delay		24.9			25.9			26.2			22.4	
Approach LOS		C			C			C			C	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	61	67		23	111		39	48		37	125	0
Queue Length 95th (ft)	#176	120		70	186		#120	93		#110	243	51
Internal Link Dist (ft)		904			1			451			614	
Turn Bay Length (ft)												
Base Capacity (vph)	315	1552		229	1382		236	1398		236	742	774
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.49	0.25		0.25	0.42		0.41	0.20		0.39	0.44	0.31

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 64.4
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.63
Intersection Signal Delay: 24.7 Intersection LOS: C
Intersection Capacity Utilization 57.1% ICU Level of Service B
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 9: Floral & McCall



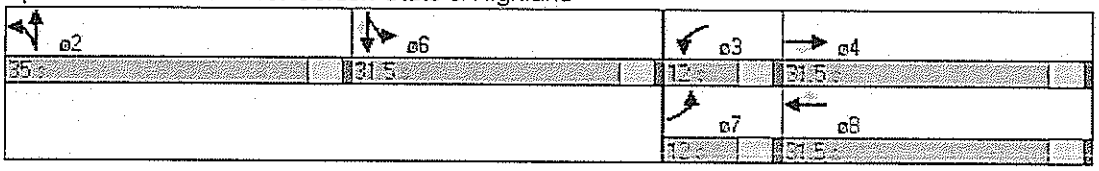
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50	50	50		50	50	50
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.95	0.95	0.95	1.00
Frt			0.850			0.850		0.971				0.850
Flt Protected	0.950			0.950			0.950				0.993	
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	3437	0	0	3514	1583
Flt Permitted	0.950			0.950			0.950				0.993	
Satd. Flow (perm)	1770	3539	1583	1770	3539	1583	1770	3437	0	0	3514	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			93			33		27				13
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1169			1352			1070			739	
Travel Time (s)		19.9			23.0			18.2			12.6	
Volume (vph)	5	108	86	10	153	30	121	122	29	43	251	12
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	5	117	93	11	166	33	132	133	32	47	273	13
Lane Group Flow (vph)	5	117	93	11	166	33	132	165	0	0	320	13
Turn Type	Prot		Perm	Prot		Perm	Split			Split		Perm
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases			4			8						6
Detector Phases	7	4	4	3	8	8	2	2		6	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	12.0	31.5	31.5	12.0	31.5	31.5	31.5	31.5		31.5	31.5	31.5
Total Split (s)	12.0	31.5	31.5	12.0	31.5	31.5	35.0	35.0	0.0	31.5	31.5	31.5
Total Split (%)	10.9%	28.6%	28.6%	10.9%	28.6%	28.6%	31.8%	31.8%	0.0%	28.6%	28.6%	28.6%
Maximum Green (s)	7.5	27.0	27.0	7.5	27.0	27.0	30.5	30.5		27.0	27.0	27.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	Min	Min		Min	Min	Min
Walk Time (s)		7.0	7.0		7.0	7.0	7.0	7.0		7.0	7.0	7.0
Flash Dont Walk (s)		20.0	20.0		20.0	20.0	20.0	20.0		20.0	20.0	20.0
Pedestrian Calls (#/hr)		10	10		10	10	10	10		10	10	10
Act Effct Green (s)	7.3	10.6	10.6	7.5	10.7	10.7	11.8	11.8			12.5	12.5
Actuated g/C Ratio	0.13	0.21	0.21	0.13	0.21	0.21	0.25	0.25			0.26	0.26
v/c Ratio	0.02	0.16	0.23	0.05	0.22	0.09	0.30	0.19			0.35	0.03
Control Delay	34.0	19.7	7.7	33.1	19.6	9.9	21.5	16.5			19.0	12.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0
Total Delay	34.0	19.7	7.7	33.1	19.6	9.9	21.5	16.5			19.0	12.2
LOS	C	B	A	C	B	A	C	B			B	B
Approach Delay		14.8			18.8			18.7			18.7	
Approach LOS		B			B			B			B	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	1	10	0	2	15	0	23	12			28	0
Queue Length 95th (ft)	15	55	39	26	74	24	126	66			134	15
Internal Link Dist (ft)		1089			1272			990			659	
Turn Bay Length (ft)												
Base Capacity (vph)	286	1578	758	286	1583	727	892	1746			1689	768
Starvation Cap Reductn	0	0	0	0	0	0	0	0			0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0			0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0			0	0
Reduced v/c Ratio	0.02	0.07	0.12	0.04	0.10	0.05	0.15	0.09			0.19	0.02

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 47.8
Natural Cycle: 110
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.35
Intersection Signal Delay: 17.9 Intersection LOS: B
Intersection Capacity Utilization 32.1% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 10: Golden State & Highland



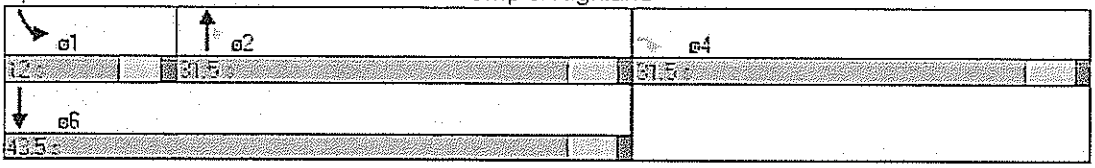
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)			50					50	50	50	50	
Trailing Detector (ft)			0					0	0	0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	1.00	0.88	1.00	1.00	1.00	1.00	*1.00	1.00	0.97	0.95	1.00
Ped Bike Factor			0.97						0.98	1.00		
Frt			0.850						0.850			
Flt Protected										0.950		
Satd. Flow (prot)	0	0	2787	0	0	0	0	3725	1583	3433	3539	0
Flt Permitted										0.950		
Satd. Flow (perm)	0	0	2693	0	0	0	0	3725	1551	3423	3539	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			1028						20			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		643			447			103			430	
Travel Time (s)		14.6			10.2			1.8			7.3	
Volume (vph)	0	0	264	0	0	0	0	571	18	153	236	0
Confl. Peds. (#/hr)			10						10	5		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	287	0	0	0	0	621	20	166	257	0
Lane Group Flow (vph)	0	0	287	0	0	0	0	621	20	166	257	0
Turn Type			custom						Perm	Prot		
Protected Phases								2		1	6	
Permitted Phases			4						2			
Detector Phases			4					2	2	1	6	
Minimum Initial (s)			4.0					4.0	4.0	4.0	4.0	
Minimum Split (s)			31.5					31.5	31.5	12.0	31.5	
Total Split (s)	0.0	0.0	31.5	0.0	0.0	0.0	0.0	31.5	31.5	12.0	43.5	0.0
Total Split (%)	0.0%	0.0%	42.0%	0.0%	0.0%	0.0%	0.0%	42.0%	42.0%	16.0%	58.0%	0.0%
Maximum Green (s)			27.0					27.0	27.0	8.0	39.0	
Yellow Time (s)			3.5					3.5	3.5	3.0	3.5	
All-Red Time (s)			1.0					1.0	1.0	1.0	1.0	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)			3.0					3.0	3.0	3.0	3.0	
Recall Mode			None					Min	Min	None	Min	
Walk Time (s)			7.0					7.0	7.0		5.0	
Flash Dont Walk (s)			20.0					20.0	20.0		10.0	
Pedestrian Calls (#/hr)			10					10	10		10	
Act Effct Green (s)			9.1					18.3	18.3	7.5	28.0	
Actuated g/C Ratio			0.20					0.40	0.40	0.16	0.61	
v/c Ratio			0.21					0.42	0.03	0.31	0.12	
Control Delay			0.4					12.8	6.7	21.3	5.0	
Queue Delay			0.0					0.0	0.0	0.0	0.0	
Total Delay			0.4					12.8	6.7	21.3	5.0	
LOS			A					B	A	C	A	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay								12.6			11.4	
Approach LOS								B			B	
Queue Length 50th (ft)			0					49	0	15	7	
Queue Length 95th (ft)			0					150	13	67	47	
Internal Link Dist (ft)		563			367			23			350	
Turn Bay Length (ft)												
Base Capacity (vph)			1763					1935	815	608	2463	
Starvation Cap Reductn			0					0	0	0	0	
Spillback Cap Reductn			0					0	0	0	0	
Storage Cap Reductn			0					0	0	0	0	
Reduced v/c Ratio			0.16					0.32	0.02	0.27	0.10	

Intersection Summary

Area Type: Other
Cycle Length: 75
Actuated Cycle Length: 45.7
Natural Cycle: 75
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.42
Intersection Signal Delay: 9.6 Intersection LOS: A
Intersection Capacity Utilization 28.7% ICU Level of Service A
Analysis Period (min) 15
* User Entered Value

Splits and Phases: 11: SB-SR-99 Off Ramp & Highland



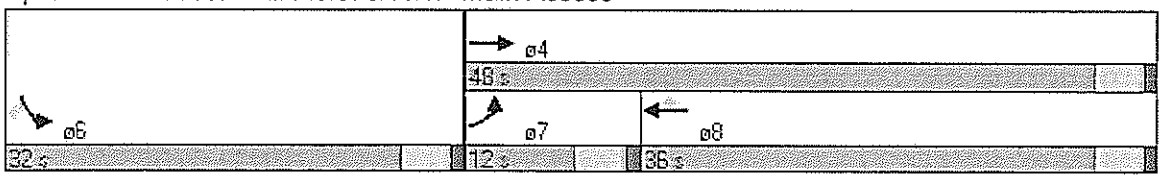
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)	15			9	15	9
Lane Util. Factor	1.00	1.00	1.00	1.00	0.97	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1863	1863	1583	3433	1583
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	1863	1863	1583	3433	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				691		117
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40	40		30	
Link Distance (ft)		445	656		235	
Travel Time (s)		7.6	11.2		5.3	
Volume (vph)	97	630	620	636	702	108
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	105	685	674	691	763	117
Lane Group Flow (vph)	105	685	674	691	763	117
Turn Type	Prot			Perm		Perm
Protected Phases	7	4	8		6	
Permitted Phases				8		6
Detector Phases	7	4	8	8	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	12.0	31.5	31.5	31.5	31.5	31.5
Total Split (s)	12.0	48.0	36.0	36.0	32.0	32.0
Total Split (%)	15.0%	60.0%	45.0%	45.0%	40.0%	40.0%
Maximum Green (s)	7.5	43.5	31.5	31.5	27.5	27.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	Min	Min
Walk Time (s)		7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)		20.0	20.0	20.0	20.0	20.0
Pedestrian Calls (#/hr)		10	10	10	10	10
Act Effct Green (s)	7.8	37.4	28.9	28.9	21.4	21.4
Actuated g/C Ratio	0.11	0.55	0.43	0.43	0.32	0.32
v/c Ratio	0.53	0.67	0.85	0.64	0.71	0.20
Control Delay	44.4	15.0	32.2	4.7	25.5	5.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.4	15.0	32.2	4.7	25.5	5.0
LOS	D	B	C	A	C	A
Approach Delay		18.9	18.3		22.8	
Approach LOS		B	B		C	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Queue Length 50th (ft)	48	193	277	0	161	0
Queue Length 95th (ft)	#114	346	#519	64	220	32
Internal Link Dist (ft)		365	576		155	
Turn Bay Length (ft)						
Base Capacity (vph)	212	1124	864	1105	1339	688
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.50	0.61	0.78	0.63	0.57	0.17

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 67.8
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.85
Intersection Signal Delay: 19.8 Intersection LOS: B
Intersection Capacity Utilization 68.0% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: Floral & RWP Main Access



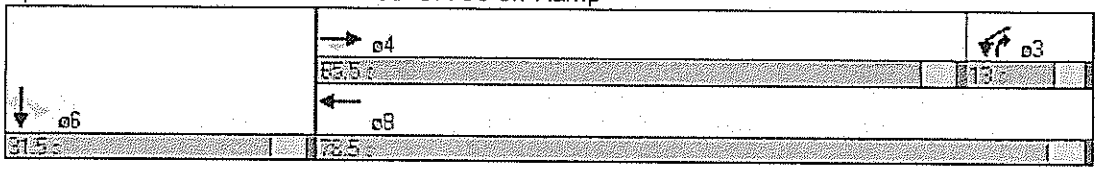
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↱	↰	↑↑				↱	↰	↕	↱↱
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)		50	50	50	50				50	50	50	50
Trailing Detector (ft)		0	0	0	0				0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	*0.75	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.95	0.95	0.88
Ped Bike Factor			0.96							0.99	0.99	0.98
Frt			0.850						0.865			0.850
Flt Protected				0.950						0.950	0.975	
Satd. Flow (prot)	0	4191	1583	1770	3539	0	0	0	1611	1681	1725	2787
Flt Permitted				0.950						0.950	0.975	
Satd. Flow (perm)	0	4191	1520	1770	3539	0	0	0	1611	1661	1714	2720
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			69						76			63
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		337			399			379			851	
Travel Time (s)		5.7			6.8			8.6			19.3	
Volume (vph)	0	2065	77	117	1580	0	0	0	140	249	83	368
Confl. Peds. (#/hr)			10							10		10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	2245	84	127	1717	0	0	0	152	271	90	400
Lane Group Flow (vph)	0	2245	84	127	1717	0	0	0	152	175	186	400
Turn Type			Perm	Prot					Over	Perm		Perm
Protected Phases		4		3	8				3		6	
Permitted Phases			4							6		6
Detector Phases		4	4	3	8				3	6	6	6
Minimum Initial (s)		4.0	4.0	4.0	4.0				4.0	4.0	4.0	4.0
Minimum Split (s)		31.5	31.5	12.0	31.5				12.0	31.5	31.5	31.5
Total Split (s)	0.0	65.5	65.5	13.0	78.5	0.0	0.0	0.0	13.0	31.5	31.5	31.5
Total Split (%)	0.0%	59.5%	59.5%	11.8%	71.4%	0.0%	0.0%	0.0%	11.8%	28.6%	28.6%	28.6%
Maximum Green (s)		61.0	61.0	9.0	74.0				9.0	27.0	27.0	27.0
Yellow Time (s)		3.5	3.5	3.0	3.5				3.0	3.5	3.5	3.5
All-Red Time (s)		1.0	1.0	1.0	1.0				1.0	1.0	1.0	1.0
Lead/Lag		Lead	Lead	Lag					Lag			
Lead-Lag Optimize?		Yes	Yes	Yes					Yes			
Vehicle Extension (s)		3.0	3.0	3.0	3.0				3.0	3.0	3.0	3.0
Recall Mode		C-Max	C-Max	None	C-Max				None	Min	Min	Min
Walk Time (s)		7.0	7.0		7.0					7.0	7.0	7.0
Flash Dont Walk (s)		20.0	20.0		20.0					20.0	20.0	20.0
Pedestrian Calls (#/hr)		10	10		10					10	10	10
Act Effct Green (s)		68.7	68.7	9.0	81.7				9.0	20.3	20.3	20.3
Actuated g/C Ratio		0.62	0.62	0.08	0.74				0.08	0.18	0.18	0.18
v/c Ratio		0.86	0.09	0.88	0.65				0.75	0.57	0.59	0.72
Control Delay		22.2	3.6	98.6	9.4				48.8	47.4	47.8	42.6
Queue Delay		0.0	0.0	0.0	1.0				0.0	0.0	0.0	0.0
Total Delay		22.2	3.6	98.6	10.3				48.8	47.4	47.8	42.6
LOS		C	A	F	B				D	D	D	D

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		21.5			16.4						45.0	
Approach LOS		C			B						D	
Queue Length 50th (ft)		522	4	90	268				53	120	128	128
Queue Length 95th (ft)		#818	26	#203	441				#154	180	189	172
Internal Link Dist (ft)		257			319			299			771	
Turn Bay Length (ft)												
Base Capacity (vph)		2617	975	145	2629				202	415	429	727
Starvation Cap Reductn		0	0	0	580				0	0	0	0
Spillback Cap Reductn		0	0	0	0				0	0	0	0
Storage Cap Reductn		0	0	0	0				0	0	0	0
Reduced v/c Ratio		0.86	0.09	0.88	0.84				0.75	0.42	0.43	0.55

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBT, Start of Yellow, Master Intersection
Natural Cycle: 100
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.88
Intersection Signal Delay: 24.0 Intersection LOS: C
Intersection Capacity Utilization 71.4% ICU Level of Service C
Analysis Period (min) 15
* User Entered Value
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 5: Floral & SB-SR-99 off Ramp



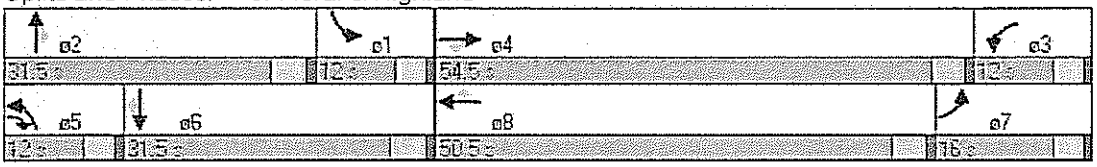
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	200		0	200		0	200		0
Storage Lanes	2		1	2		1	2		1	1		2
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	0.97	*0.90	1.00	0.97	0.95	1.00	0.97	0.95	1.00	1.00	0.95	0.88
Ped Bike Factor	1.00		0.98			0.98				0.99		0.98
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5029	1583	3433	3539	1583	3433	3539	1583	1770	3539	2787
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3428	5029	1545	3433	3539	1545	3433	3539	1583	1752	3539	2720
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			224			92			85			259
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		115			542			256			500	
Travel Time (s)		2.0			9.2			4.4			8.5	
Volume (vph)	359	1772	389	132	1440	112	192	144	78	72	219	330
Confl. Peds. (#/hr)	10		10			10				10		10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	390	1926	423	143	1565	122	209	157	85	78	238	359
Lane Group Flow (vph)	390	1926	423	143	1565	122	209	157	85	78	238	359
Turn Type	Prot		pm+ov	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4	5	3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	5	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	12.0	31.5	12.0	12.0	31.5	31.5	12.0	31.5	31.5	12.0	31.5	31.5
Total Split (s)	16.0	54.5	12.0	12.0	50.5	50.5	12.0	31.5	31.5	12.0	31.5	31.5
Total Split (%)	14.5%	49.5%	10.9%	10.9%	45.9%	45.9%	10.9%	28.6%	28.6%	10.9%	28.6%	28.6%
Maximum Green (s)	12.0	50.0	8.0	8.0	46.0	46.0	8.0	27.0	27.0	8.0	27.0	27.0
Yellow Time (s)	3.0	3.5	3.0	3.0	3.5	3.5	3.0	3.5	3.5	3.0	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max	None	None	C-Max	C-Max	None	Min	Min	None	Min	Min
Walk Time (s)		7.0			7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)		20.0			20.0	20.0		20.0	20.0		20.0	20.0
Pedestrian Calls (#/hr)		10			10	10		10	10		10	10
Act Effct Green (s)	12.0	62.7	70.7	8.0	58.7	58.7	8.0	16.0	16.0	9.4	15.3	15.3
Actuated g/C Ratio	0.11	0.57	0.64	0.07	0.53	0.53	0.07	0.15	0.15	0.09	0.14	0.14
v/c Ratio	1.04	0.67	0.39	0.57	0.83	0.14	0.84	0.31	0.28	0.51	0.48	0.60
Control Delay	105.4	19.1	3.8	53.1	21.4	2.9	77.9	43.4	10.5	60.5	45.7	16.2
Queue Delay	0.0	0.4	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	105.4	19.6	3.8	53.1	22.0	2.9	77.9	43.4	10.5	60.5	45.7	16.2
LOS	F	B	A	D	C	A	E	D	B	E	D	B
Approach Delay		29.3			23.1			53.2			31.7	
Approach LOS		C			C			D			C	
Queue Length 50th (ft)	~154	311	23	52	332	2	76	56	0	53	85	37
Queue Length 95th (ft)	#251	498	90	m81	#759	m16	#141	74	39	#119	106	75
Internal Link Dist (ft)		35			462			176			420	
Turn Bay Length (ft)				200			200			200		
Base Capacity (vph)	375	2865	1075	250	1887	867	250	885	460	158	885	874
Starvation Cap Reductn	0	423	0	0	90	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.04	0.79	0.39	0.57	0.87	0.14	0.84	0.18	0.18	0.49	0.27	0.41

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 90 (82%), Referenced to phase 4:EBT and 8:WBT, Start of Yellow
Natural Cycle: 110
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.04
Intersection Signal Delay: 29.5 Intersection LOS: C
Intersection Capacity Utilization 79.6% ICU Level of Service D
Analysis Period (min) 15
* User Entered Value
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: Floral & Highland



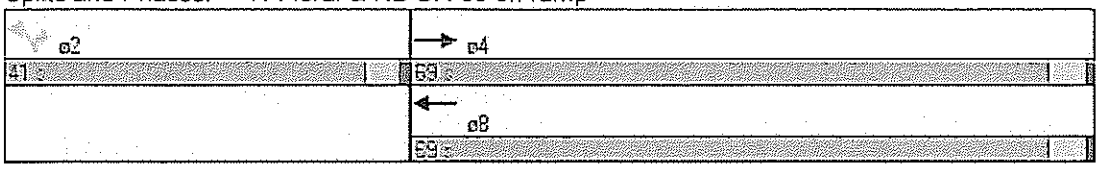
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑			↑↑		↰		↱			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)		50			50		50		50			
Trailing Detector (ft)		0			0		0		0			
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.91	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt									0.850			
Flt Protected							0.950					
Satd. Flow (prot)	0	5085	0	0	3539	0	1770	0	1583	0	0	0
Flt Permitted							0.950					
Satd. Flow (perm)	0	5085	0	0	3539	0	1770	0	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)									20			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		542			211			348			181	
Travel Time (s)		9.2			3.6			7.9			4.1	
Volume (vph)	0	1600	0	0	1390	0	284	0	43	0	0	0
Confl. Peds. (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1739	0	0	1511	0	309	0	47	0	0	0
Lane Group Flow (vph)	0	1739	0	0	1511	0	309	0	47	0	0	0
Turn Type							custom		custom			
Protected Phases		4			8							
Permitted Phases							2		2			
Detector Phases		4			8		2		2			
Minimum Initial (s)		4.0			4.0		4.0		4.0			
Minimum Split (s)		31.5			31.5		31.5		31.5			
Total Split (s)	0.0	69.0	0.0	0.0	69.0	0.0	41.0	0.0	41.0	0.0	0.0	0.0
Total Split (%)	0.0%	62.7%	0.0%	0.0%	62.7%	0.0%	37.3%	0.0%	37.3%	0.0%	0.0%	0.0%
Maximum Green (s)		64.5			64.5		36.5		36.5			
Yellow Time (s)		3.5			3.5		3.5		3.5			
All-Red Time (s)		1.0			1.0		1.0		1.0			
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0			3.0		3.0		3.0			
Recall Mode		C-Max			C-Max		Min		Min			
Walk Time (s)		7.0			7.0		7.0		7.0			
Flash Dont Walk (s)		20.0			20.0		20.0		20.0			
Pedestrian Calls (#/hr)		10			10		10		10			
Act Effct Green (s)		78.3			78.3		23.7		23.7			
Actuated g/C Ratio		0.71			0.71		0.22		0.22			
v/c Ratio		0.48			0.60		0.81		0.13			
Control Delay		0.8			10.1		56.9		21.5			
Queue Delay		0.1			0.1		0.0		0.0			
Total Delay		0.9			10.2		56.9		21.5			
LOS		A			B		E		C			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		0.9			10.2							
Approach LOS		A			B							
Queue Length 50th (ft)		18			247		209		15			
Queue Length 95th (ft)		13			402		281		43			
Internal Link Dist (ft)		462			131			268			101	
Turn Bay Length (ft)												
Base Capacity (vph)		3618			2518		595		546			
Starvation Cap Reductn		546			0		0		0			
Spillback Cap Reductn		0			163		0		0			
Storage Cap Reductn		0			0		0		0			
Reduced v/c Ratio		0.57			0.64		0.52		0.09			

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBT, Start of Yellow
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.81
Intersection Signal Delay: 9.9 Intersection LOS: A
Intersection Capacity Utilization 60.8% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 7: Floral & NB SR-99 off ramp



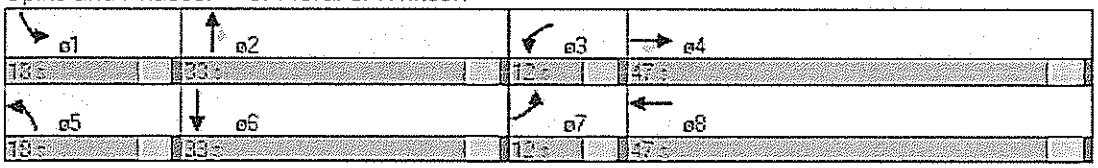
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50		50	50	50	50	50	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	0.97	0.95	1.00	1.00	0.95	0.95
Frt			0.850		0.998				0.850		0.985	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3532	0	3433	3539	1583	1770	3486	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	3539	1583	1770	3532	0	3433	3539	1583	1770	3486	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			342		2				7		10	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1652			984			605			583	
Travel Time (s)		28.2			16.8			10.3			9.9	
Volume (vph)	69	1270	386	71	978	17	404	125	6	107	193	21
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	75	1380	420	77	1063	18	439	136	7	116	210	23
Lane Group Flow (vph)	75	1380	420	77	1081	0	439	136	7	116	233	0
Turn Type	Prot		Perm	Prot			Prot		Perm	Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4						2			
Detector Phases	7	4	4	3	8		5	2	2	1	6	
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	12.0	31.5	31.5	12.0	31.5		12.0	31.5	31.5	12.0	31.5	
Total Split (s)	12.0	47.0	47.0	12.0	47.0	0.0	18.0	33.0	33.0	18.0	33.0	0.0
Total Split (%)	10.9%	42.7%	42.7%	10.9%	42.7%	0.0%	16.4%	30.0%	30.0%	16.4%	30.0%	0.0%
Maximum Green (s)	7.5	42.5	42.5	7.5	42.5		13.5	28.5	28.5	13.5	28.5	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	None		None	Min	Min	None	Min	
Walk Time (s)		7.0	7.0		7.0			7.0	7.0		7.0	
Flash Dont Walk (s)		20.0	20.0		20.0			20.0	20.0		20.0	
Pedestrian Calls (#/hr)		10	10		10			10	10		10	
Act Effct Green (s)	7.6	42.2	42.2	7.6	42.2		14.3	19.5	19.5	11.1	13.5	
Actuated g/C Ratio	0.08	0.46	0.46	0.08	0.46		0.16	0.21	0.21	0.12	0.15	
v/c Ratio	0.52	0.84	0.46	0.53	0.66		0.82	0.18	0.02	0.55	0.44	
Control Delay	57.3	29.5	6.1	58.0	23.1		53.2	33.8	18.7	50.6	36.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	57.3	29.5	6.1	58.0	23.1		53.2	33.8	18.7	50.6	36.9	
LOS	E	C	A	E	C		D	C	B	D	D	
Approach Delay		25.4			25.5			48.3			41.5	
Approach LOS		C			C			D			D	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	43	361	25	44	248		130	37	0	65	65	
Queue Length 95th (ft)	#110	#655	112	#114	422		#263	64	12	136	100	
Internal Link Dist (ft)		1572			904			525			503	
Turn Bay Length (ft)												
Base Capacity (vph)	152	1663	925	152	1661		536	1036	468	258	962	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.49	0.83	0.45	0.51	0.65		0.82	0.13	0.01	0.45	0.24	

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 91.4
Natural Cycle: 110
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.84
Intersection Signal Delay: 30.2 Intersection LOS: C
Intersection Capacity Utilization 69.9% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 8: Floral & Whitson



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	50
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00
Frt		0.983			0.987			0.983				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3479	0	1770	3493	0	1770	3479	0	1770	1863	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	3479	0	1770	3493	0	1770	3479	0	1770	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		17			11			16				278
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		984			67			531			694	
Travel Time (s)		16.8			1.1			9.1			11.8	
Volume (vph)	310	755	99	21	567	54	106	264	34	40	210	257
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	337	821	108	23	616	59	115	287	37	43	228	279
Lane Group Flow (vph)	337	929	0	23	675	0	115	324	0	43	228	279
Turn Type	Prot			Prot			Prot			Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												6
Detector Phases	7	4		3	8		5	2		1	6	6
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	12.0	31.5		12.0	31.5		12.0	31.5		12.0	31.5	31.5
Total Split (s)	15.0	34.5	0.0	12.0	31.5	0.0	12.0	31.5	0.0	12.0	31.5	31.5
Total Split (%)	16.7%	38.3%	0.0%	13.3%	35.0%	0.0%	13.3%	35.0%	0.0%	13.3%	35.0%	35.0%
Maximum Green (s)	10.5	30.0		7.5	27.0		7.5	27.0		7.5	27.0	27.0
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None		None	Min		None	Min	Min
Walk Time (s)		7.0			7.0			7.0			7.0	7.0
Flash Dont Walk (s)		20.0			20.0			20.0			20.0	20.0
Pedestrian Calls (#/hr)		10			10			10			10	10
Act Effct Green (s)	11.9	31.6		7.1	19.2		7.9	17.5		7.4	14.8	14.8
Actuated g/C Ratio	0.18	0.47		0.10	0.28		0.11	0.26		0.10	0.22	0.22
v/c Ratio	1.08	0.57		0.14	0.68		0.57	0.36		0.24	0.56	0.50
Control Delay	110.5	18.5		37.3	25.9		47.3	22.4		37.6	31.0	6.8
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	110.5	18.5		37.3	25.9		47.3	22.4		37.6	31.0	6.8
LOS	F	B		D	C		D	C		D	C	A
Approach Delay		43.0			26.3			28.9			19.2	
Approach LOS		D			C			C			B	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	~174	127		9	128		46	58		17	87	0
Queue Length 95th (ft)	#438	318		36	228		#150	105		56	167	56
Internal Link Dist (ft)		904			1			451			614	
Turn Bay Length (ft)												
Base Capacity (vph)	311	1671		196	1306		209	1281		202	656	738
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	1.08	0.56		0.12	0.52		0.55	0.25		0.21	0.35	0.38

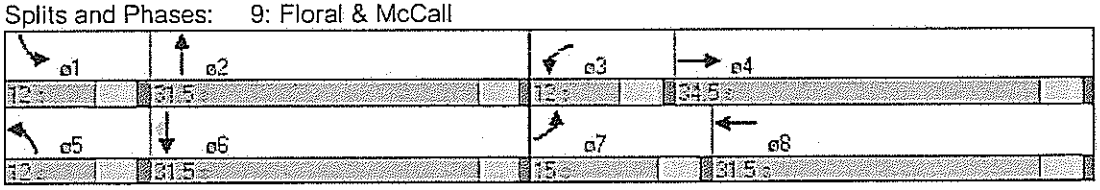
Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 67.7
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.08
Intersection Signal Delay: 32.5 Intersection LOS: C
Intersection Capacity Utilization 64.8% ICU Level of Service C
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 9: Floral & McCall



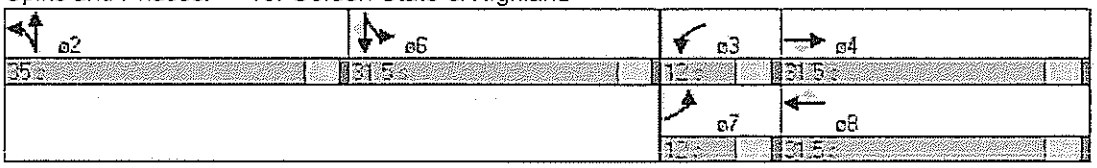
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50	50	50		50	50	50
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.95	0.95	0.95	1.00
Frt			0.850			0.850		0.990				0.850
Flt Protected	0.950			0.950			0.950				0.991	
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	3504	0	0	3507	1583
Flt Permitted	0.950			0.950			0.950				0.991	
Satd. Flow (perm)	1770	3539	1583	1770	3539	1583	1770	3504	0	0	3507	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			209			57		6				9
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1169			1352			1070			739	
Travel Time (s)		19.9			23.0			18.2			12.6	
Volume (vph)	16	204	192	30	140	52	142	380	27	66	306	8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	17	222	209	33	152	57	154	413	29	72	333	9
Lane Group Flow (vph)	17	222	209	33	152	57	154	442	0	0	405	9
Turn Type	Prot		Perm	Prot		Perm	Split			Split		Perm
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases			4			8						6
Detector Phases	7	4	4	3	8	8	2	2		6	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	12.0	31.5	31.5	12.0	31.5	31.5	31.5	31.5		31.5	31.5	31.5
Total Split (s)	12.0	31.5	31.5	12.0	31.5	31.5	35.0	35.0	0.0	31.5	31.5	31.5
Total Split (%)	10.9%	28.6%	28.6%	10.9%	28.6%	28.6%	31.8%	31.8%	0.0%	28.6%	28.6%	28.6%
Maximum Green (s)	7.5	27.0	27.0	7.5	27.0	27.0	30.5	30.5		27.0	27.0	27.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	Min	Min		Min	Min	Min
Walk Time (s)		7.0	7.0		7.0	7.0	7.0	7.0		7.0	7.0	7.0
Flash Dont Walk (s)		20.0	20.0		20.0	20.0	20.0	20.0		20.0	20.0	20.0
Pedestrian Calls (#/hr)		10	10		10	10	10	10		10	10	10
Act Effct Green (s)	7.6	11.5	11.5	7.8	13.5	13.5	14.5	14.5			14.0	14.0
Actuated g/C Ratio	0.12	0.20	0.20	0.13	0.24	0.24	0.27	0.27			0.26	0.26
v/c Ratio	0.08	0.31	0.43	0.15	0.18	0.14	0.33	0.47			0.45	0.02
Control Delay	38.0	23.7	7.7	35.6	20.6	8.3	24.2	22.2			22.7	14.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0
Total Delay	38.0	23.7	7.7	35.6	20.6	8.3	24.2	22.2			22.7	14.8
LOS	D	C	A	D	C	A	C	C			C	B
Approach Delay		16.8			19.8			22.7			22.5	
Approach LOS		B			B			C			C	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	4	23	0	7	15	0	29	45			42	0
Queue Length 95th (ft)	33	96	56	53	69	31	145	183			168	13
Internal Link Dist (ft)		1089			1272			990			659	
Turn Bay Length (ft)												
Base Capacity (vph)	257	1443	769	264	1483	697	838	1663			1554	706
Starvation Cap Reductn	0	0	0	0	0	0	0	0			0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0			0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0			0	0
Reduced v/c Ratio	0.07	0.15	0.27	0.13	0.10	0.08	0.18	0.27			0.26	0.01

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 54.6
Natural Cycle: 110
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.47
Intersection Signal Delay: 20.7 Intersection LOS: C
Intersection Capacity Utilization 44.0% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 10: Golden State & Highland



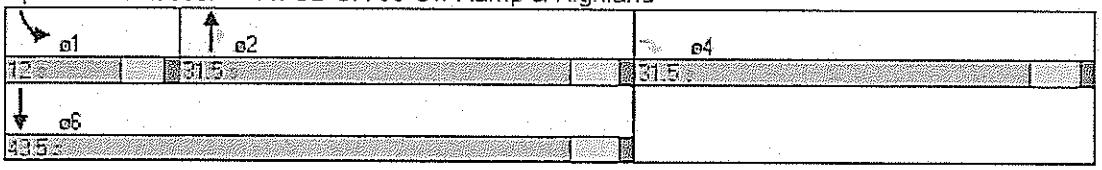
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)			50					50	50	50	50	
Trailing Detector (ft)			0					0	0	0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	1.00	0.88	1.00	1.00	1.00	1.00	*1.00	1.00	0.97	0.95	1.00
Ped Bike Factor			0.97						0.98	1.00		
Frt			0.850						0.850			
Flt Protected										0.950		
Satd. Flow (prot)	0	0	2787	0	0	0	0	3725	1583	3433	3539	0
Flt Permitted										0.950		
Satd. Flow (perm)	0	0	2693	0	0	0	0	3725	1551	3425	3539	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			686						51			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		643			447			103			430	
Travel Time (s)		14.6			10.2			1.8			7.3	
Volume (vph)	0	0	302	0	0	0	0	701	47	313	386	0
Confl. Peds. (#/hr)			10						10	5		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	328	0	0	0	0	762	51	340	420	0
Lane Group Flow (vph)	0	0	328	0	0	0	0	762	51	340	420	0
Turn Type			custom						Perm	Prot		
Protected Phases								2		1	6	
Permitted Phases			4						2			
Detector Phases			4					2	2	1	6	
Minimum Initial (s)			4.0					4.0	4.0	4.0	4.0	
Minimum Split (s)			31.5					31.5	31.5	12.0	31.5	
Total Split (s)	0.0	0.0	31.5	0.0	0.0	0.0	0.0	31.5	31.5	12.0	43.5	0.0
Total Split (%)	0.0%	0.0%	42.0%	0.0%	0.0%	0.0%	0.0%	42.0%	42.0%	16.0%	58.0%	0.0%
Maximum Green (s)			27.0					27.0	27.0	8.0	39.0	
Yellow Time (s)			3.5					3.5	3.5	3.0	3.5	
All-Red Time (s)			1.0					1.0	1.0	1.0	1.0	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)			3.0					3.0	3.0	3.0	3.0	
Recall Mode			None					Min	Min	None	Min	
Walk Time (s)			7.0					7.0	7.0		5.0	
Flash Dont Walk (s)			20.0					20.0	20.0		10.0	
Pedestrian Calls (#/hr)			10					10	10		10	
Act Effct Green (s)			9.1					16.0	16.0	8.6	28.9	
Actuated g/C Ratio			0.20					0.34	0.34	0.18	0.62	
v/c Ratio			0.30					0.59	0.09	0.54	0.19	
Control Delay			0.7					15.2	5.1	25.8	5.1	
Queue Delay			0.0					0.0	0.0	0.0	0.0	
Total Delay			0.7					15.2	5.1	25.8	5.1	
LOS			A					B	A	C	A	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay								14.6			14.4	
Approach LOS								B			B	
Queue Length 50th (ft)			0					66	0	35	13	
Queue Length 95th (ft)			0					189	21	#158	76	
Internal Link Dist (ft)		563			367			23			350	
Turn Bay Length (ft)												
Base Capacity (vph)			1558					1805	778	632	2463	
Starvation Cap Reductn			0					0	0	0	0	
Spillback Cap Reductn			0					0	0	0	0	
Storage Cap Reductn			0					0	0	0	0	
Reduced v/c Ratio			0.21					0.42	0.07	0.54	0.17	

Intersection Summary

Area Type: Other
Cycle Length: 75
Actuated Cycle Length: 46.6
Natural Cycle: 75
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.59
Intersection Signal Delay: 12.1 Intersection LOS: B
Intersection Capacity Utilization 35.9% ICU Level of Service A
Analysis Period (min) 15
* User Entered Value
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 11: SB-SR-99 Off Ramp & Highland



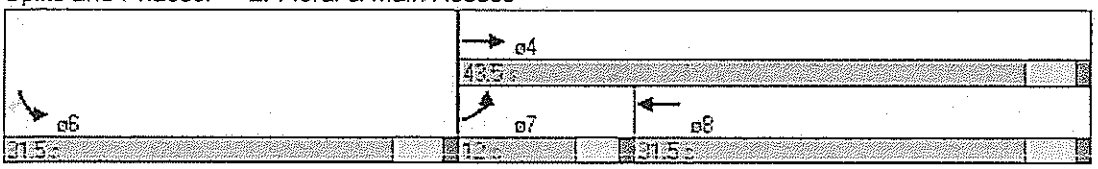
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50		50	50
Trailing Detector (ft)	0	0	0		0	0
Turning Speed (mph)	15			9	15	9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.896			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1863	1669	0	1770	1583
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	1863	1669	0	1770	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			236			26
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40	40		30	
Link Distance (ft)		445	656		123	
Travel Time (s)		7.6	11.2		2.8	
Volume (vph)	38	105	65	217	134	24
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	41	114	71	236	146	26
Lane Group Flow (vph)	41	114	307	0	146	26
Turn Type	Prot					Perm
Protected Phases	7	4	8		6	
Permitted Phases						6
Detector Phases	7	4	8		6	6
Minimum Initial (s)	4.0	4.0	4.0		4.0	4.0
Minimum Split (s)	12.0	31.5	31.5		31.5	31.5
Total Split (s)	12.0	43.5	31.5	0.0	31.5	31.5
Total Split (%)	16.0%	58.0%	42.0%	0.0%	42.0%	42.0%
Maximum Green (s)	8.0	39.0	27.0		27.0	27.0
Yellow Time (s)	3.0	3.5	3.5		3.5	3.5
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Recall Mode	None	None	None		Min	Min
Walk Time (s)		7.0	7.0		7.0	7.0
Flash Dont Walk (s)		20.0	20.0		20.0	20.0
Pedestrian Calls (#/hr)		10	10		10	10
Act Effct Green (s)	6.7	12.1	10.9		16.6	16.6
Actuated g/C Ratio	0.16	0.33	0.29		0.47	0.47
v/c Ratio	0.15	0.19	0.47		0.17	0.03
Control Delay	21.8	7.8	6.0		10.5	5.7
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	21.8	7.8	6.0		10.5	5.7
LOS	C	A	A		B	A
Approach Delay		11.5	6.0		9.8	
Approach LOS		B	A		A	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Queue Length 50th (ft)	3	8	5		10	0
Queue Length 95th (ft)	46	49	74		86	15
Internal Link Dist (ft)		365	576		43	
Turn Bay Length (ft)						
Base Capacity (vph)	346	1193	1015		1165	1051
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.12	0.10	0.30		0.13	0.02

Intersection Summary

Area Type: Other
Cycle Length: 75
Actuated Cycle Length: 35.1
Natural Cycle: 75
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.47
Intersection Signal Delay: 8.4 Intersection LOS: A
Intersection Capacity Utilization 37.5% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 2: Floral & Main Access



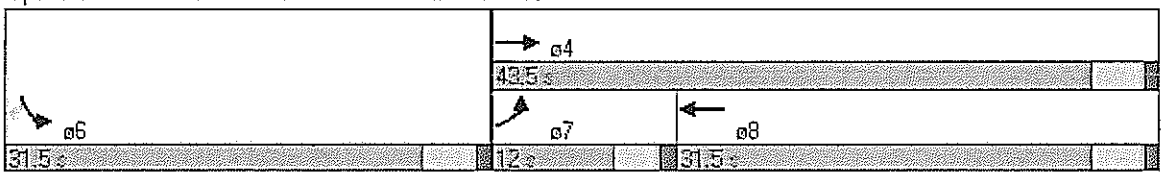
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50		50	50
Trailing Detector (ft)	0	0	0		0	0
Turning Speed (mph)	15			9	15	9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.904			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1863	1684	0	1770	1583
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	1863	1684	0	1770	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			189			89
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40	40		30	
Link Distance (ft)		445	656		185	
Travel Time (s)		7.6	11.2		4.2	
Volume (vph)	72	155	164	409	465	82
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	78	168	178	445	505	89
Lane Group Flow (vph)	78	168	623	0	505	89
Turn Type	Prot					Perm
Protected Phases	7	4	8		6	
Permitted Phases						6
Detector Phases	7	4	8		6	6
Minimum Initial (s)	4.0	4.0	4.0		4.0	4.0
Minimum Split (s)	12.0	31.5	31.5		31.5	31.5
Total Split (s)	12.0	43.5	31.5	0.0	31.5	31.5
Total Split (%)	16.0%	58.0%	42.0%	0.0%	42.0%	42.0%
Maximum Green (s)	8.0	39.0	27.0		27.0	27.0
Yellow Time (s)	3.0	3.5	3.5		3.5	3.5
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Recall Mode	None	None	None		Min	Min
Walk Time (s)		7.0	7.0		7.0	7.0
Flash Dont Walk (s)		20.0	20.0		20.0	20.0
Pedestrian Calls (#/hr)		10	10		10	10
Act Effct Green (s)	7.4	27.0	21.4		21.3	21.3
Actuated g/C Ratio	0.12	0.47	0.37		0.37	0.37
v/c Ratio	0.37	0.19	0.84		0.78	0.14
Control Delay	35.5	9.7	25.7		28.5	4.8
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	35.5	9.7	25.7		28.5	4.8
LOS	D	A	C		C	A
Approach Delay		17.9	25.7		25.0	
Approach LOS		B	C		C	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Queue Length 50th (ft)	34	37	183		204	0
Queue Length 95th (ft)	75	69	#381		#356	27
Internal Link Dist (ft)		365	576		105	
Turn Bay Length (ft)						
Base Capacity (vph)	243	1085	866		799	764
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.32	0.15	0.72		0.63	0.12

Intersection Summary

Area Type: Other
Cycle Length: 75
Actuated Cycle Length: 57.8
Natural Cycle: 75
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.84
Intersection Signal Delay: 24.1 Intersection LOS: C
Intersection Capacity Utilization 73.5% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: Floral & Main Access





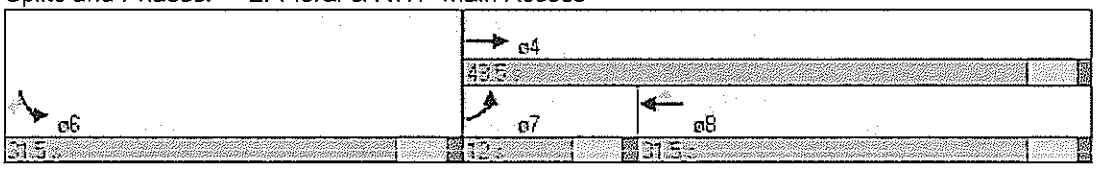
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)	15			9	15	9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1863	1863	1583	1770	1583
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	1863	1863	1583	1770	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				236		26
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40	40		30	
Link Distance (ft)		445	656		235	
Travel Time (s)		7.6	11.2		5.3	
Volume (vph)	38	146	106	217	134	24
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	41	159	115	236	146	26
Lane Group Flow (vph)	41	159	115	236	146	26
Turn Type	Prot			Perm		Perm
Protected Phases	7	4	8		6	
Permitted Phases				8		6
Detector Phases	7	4	8	8	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	12.0	31.5	31.5	31.5	31.5	31.5
Total Split (s)	12.0	43.5	31.5	31.5	31.5	31.5
Total Split (%)	16.0%	58.0%	42.0%	42.0%	42.0%	42.0%
Maximum Green (s)	7.5	39.0	27.0	27.0	27.0	27.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	Min	Min
Walk Time (s)		7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)		20.0	20.0	20.0	20.0	20.0
Pedestrian Calls (#/hr)		10	10	10	10	10
Act Effct Green (s)	7.4	13.3	12.0	12.0	18.4	18.4
Actuated g/C Ratio	0.16	0.32	0.29	0.29	0.47	0.47
v/c Ratio	0.15	0.26	0.21	0.38	0.18	0.03
Control Delay	21.8	8.3	10.8	4.1	10.4	5.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.8	8.3	10.8	4.1	10.4	5.7
LOS	C	A	B	A	B	A
Approach Delay		11.0	6.3		9.7	
Approach LOS		B	A		A	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Queue Length 50th (ft)	3	12	8	0	11	0
Queue Length 95th (ft)	46	66	69	42	86	15
Internal Link Dist (ft)		365	576		155	
Turn Bay Length (ft)						
Base Capacity (vph)	324	1153	974	940	1160	1046
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.14	0.12	0.25	0.13	0.02

Intersection Summary

Area Type: Other
Cycle Length: 75
Actuated Cycle Length: 39.1
Natural Cycle: 75
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.38
Intersection Signal Delay: 8.4 Intersection LOS: A
Intersection Capacity Utilization 23.4% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 2: Floral & RWP Main Access



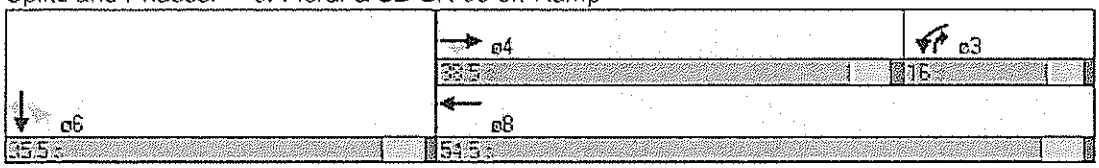
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↱	↰	↑↑				↱	↰	↰	↱↱
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)		50	50	50	50				50	50	50	50
Trailing Detector (ft)		0	0	0	0				0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	*0.75	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.95	0.95	0.88
Ped Bike Factor			0.96							0.99	0.99	0.98
Frt			0.850						0.865			0.850
Flt Protected				0.950						0.950	0.965	
Satd. Flow (prot)	0	4191	1583	1770	3539	0	0	0	1611	1681	1708	2787
Flt Permitted				0.950						0.950	0.965	
Satd. Flow (perm)	0	4191	1526	1770	3539	0	0	0	1611	1664	1695	2726
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			29						245			148
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		337			399			379			851	
Travel Time (s)		5.7			6.8			8.6			19.3	
Volume (vph)	0	998	27	45	995	0	0	0	40	182	31	264
Confl. Peds. (#/hr)			10							10		10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1085	29	49	1082	0	0	0	43	198	34	287
Lane Group Flow (vph)	0	1085	29	49	1082	0	0	0	43	112	120	287
Turn Type			Perm	Prot					Over	Perm		Perm
Protected Phases		4		3	8				3		6	
Permitted Phases			4							6		6
Detector Phases		4	4	3	8				3	6	6	6
Minimum Initial (s)		4.0	4.0	4.0	4.0				4.0	4.0	4.0	4.0
Minimum Split (s)		31.5	31.5	12.0	31.5				12.0	31.5	31.5	31.5
Total Split (s)	0.0	38.5	38.5	16.0	54.5	0.0	0.0	0.0	16.0	35.5	35.5	35.5
Total Split (%)	0.0%	42.8%	42.8%	17.8%	60.6%	0.0%	0.0%	0.0%	17.8%	39.4%	39.4%	39.4%
Maximum Green (s)		34.0	34.0	12.0	50.0				12.0	31.0	31.0	31.0
Yellow Time (s)		3.5	3.5	3.0	3.5				3.0	3.5	3.5	3.5
All-Red Time (s)		1.0	1.0	1.0	1.0				1.0	1.0	1.0	1.0
Lead/Lag		Lead	Lead	Lag					Lag			
Lead-Lag Optimize?		Yes	Yes	Yes					Yes			
Vehicle Extension (s)		3.0	3.0	3.0	3.0				3.0	3.0	3.0	3.0
Recall Mode		C-Max	C-Max	None	C-Max				None	Min	Min	Min
Walk Time (s)		7.0	7.0		7.0					7.0	7.0	7.0
Flash Dont Walk (s)		20.0	20.0		20.0					20.0	20.0	20.0
Pedestrian Calls (#/hr)		10	10		10					10	10	10
Act Effct Green (s)		55.2	55.2	10.7	68.0				10.7	14.0	14.0	14.0
Actuated g/C Ratio		0.61	0.61	0.12	0.76				0.12	0.16	0.16	0.16
v/c Ratio		0.42	0.03	0.23	0.40				0.11	0.43	0.45	0.52
Control Delay		4.7	1.4	37.9	5.5				0.5	37.4	38.0	18.6
Queue Delay		0.0	0.0	0.0	0.0				0.0	0.0	0.0	0.0
Total Delay		4.8	1.4	37.9	5.5				0.5	37.4	38.0	18.6
LOS		A	A	D	A				A	D	D	B

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		4.7			6.9						27.1	
Approach LOS		A			A						C	
Queue Length 50th (ft)		53	0	25	76				0	64	68	42
Queue Length 95th (ft)		109	m5	59	216				0	93	100	66
Internal Link Dist (ft)		257			319			299			771	
Turn Bay Length (ft)												
Base Capacity (vph)		2571	947	236	2674				427	582	593	1050
Starvation Cap Reductn		219	0	0	0				0	0	0	0
Spillback Cap Reductn		0	0	0	0				0	0	0	0
Storage Cap Reductn		0	0	0	0				0	0	0	0
Reduced v/c Ratio		0.46	0.03	0.21	0.40				0.10	0.19	0.20	0.27

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBT, Start of Yellow, Master Intersection
Natural Cycle: 75
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.52
Intersection Signal Delay: 9.6 Intersection LOS: A
Intersection Capacity Utilization 47.9% ICU Level of Service A
Analysis Period (min) 15
* User Entered Value
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: Floral & SB-SR-99 off Ramp



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	200		0	200		0	200		0
Storage Lanes	2		1	2		1	2		1	1		2
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	0.97	*0.90	1.00	0.97	0.95	1.00	0.97	0.95	1.00	1.00	0.95	0.88
Ped Bike Factor	1.00		0.98			0.98				0.99		0.98
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5029	1583	3433	3539	1583	3433	3539	1583	1770	3539	2787
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3426	5029	1549	3433	3539	1549	3433	3539	1583	1755	3539	2726
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			215			118			101			276
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		115			542			256			500	
Travel Time (s)		2.0			9.2			4.4			8.5	
Volume (vph)	178	795	259	160	1008	109	149	123	93	23	282	254
Confl. Peds. (#/hr)	10		10			10				10		10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	193	864	282	174	1096	118	162	134	101	25	307	276
Lane Group Flow (vph)	193	864	282	174	1096	118	162	134	101	25	307	276
Turn Type	Prot		pm+ov	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4	5	3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	5	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	12.0	31.5	12.0	12.0	31.5	31.5	12.0	31.5	31.5	12.0	31.5	31.5
Total Split (s)	12.0	34.5	12.0	12.0	34.5	34.5	12.0	31.5	31.5	12.0	31.5	31.5
Total Split (%)	13.3%	38.3%	13.3%	13.3%	38.3%	38.3%	13.3%	35.0%	35.0%	13.3%	35.0%	35.0%
Maximum Green (s)	8.0	30.0	8.0	8.0	30.0	30.0	8.0	27.0	27.0	8.0	27.0	27.0
Yellow Time (s)	3.0	3.5	3.0	3.0	3.5	3.5	3.0	3.5	3.5	3.0	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max	None	None	C-Max	C-Max	None	Min	Min	None	Min	Min
Walk Time (s)		7.0			7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)		20.0			20.0	20.0		20.0	20.0		20.0	20.0
Pedestrian Calls (#/hr)		10			10	10		10	10		10	10
Act Effct Green (s)	7.9	43.0	50.8	7.9	43.0	43.0	7.8	21.2	21.2	7.8	15.3	15.3
Actuated g/C Ratio	0.09	0.48	0.56	0.09	0.48	0.48	0.09	0.24	0.24	0.09	0.17	0.17
v/c Ratio	0.64	0.36	0.29	0.58	0.65	0.15	0.55	0.16	0.22	0.16	0.51	0.40
Control Delay	50.0	16.6	2.8	43.3	16.7	1.8	46.7	28.1	7.2	39.7	35.8	5.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

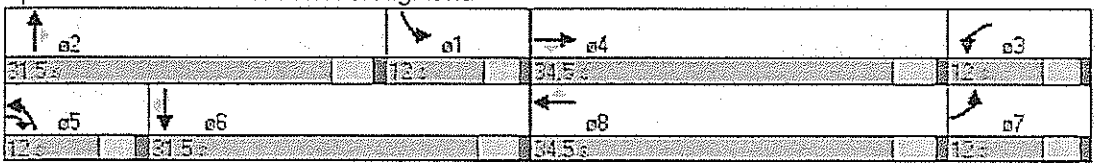
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	50.0	16.6	2.8	43.3	16.7	1.8	46.7	28.1	7.2	39.7	35.8	5.2
LOS	D	B	A	D	B	A	D	C	A	D	D	A
Approach Delay		18.5			18.7			30.4			22.1	
Approach LOS		B			B			C			C	
Queue Length 50th (ft)	55	104	7	51	175	1	46	30	0	14	87	0
Queue Length 95th (ft)	90	183	46	m81	#422	m10	78	50	35	38	103	30
Internal Link Dist (ft)		35			462			176			420	
Turn Bay Length (ft)				200			200			200		
Base Capacity (vph)	305	2402	974	305	1690	801	305	1081	554	178	1081	1025
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.63	0.36	0.29	0.57	0.65	0.15	0.53	0.12	0.18	0.14	0.28	0.27

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 68 (76%), Referenced to phase 4:EBT and 8:WBT, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.65
Intersection Signal Delay: 20.4 Intersection LOS: C
Intersection Capacity Utilization 62.5% ICU Level of Service B
Analysis Period (min) 15

* User Entered Value
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: Floral & Highland



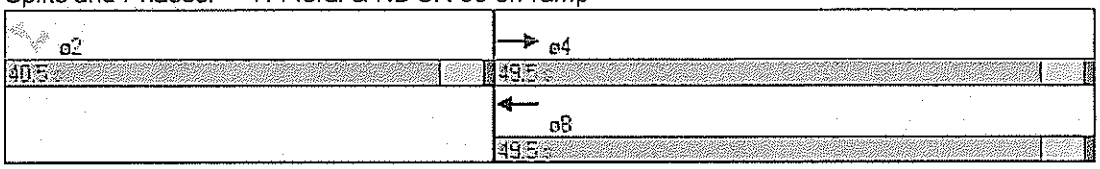
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑			↑↑		↰		↱			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)		50			50		50		50			
Trailing Detector (ft)		0			0		0		0			
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.91	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt									0.850			
Flt Protected							0.950					
Satd. Flow (prot)	0	5085	0	0	3539	0	1770	0	1583	0	0	0
Flt Permitted							0.950					
Satd. Flow (perm)	0	5085	0	0	3539	0	1770	0	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)									54			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		542			211			348			181	
Travel Time (s)		9.2			3.6			7.9			4.1	
Volume (vph)	0	785	0	0	998	0	262	0	50	0	0	0
Confl. Peds. (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	853	0	0	1085	0	285	0	54	0	0	0
Lane Group Flow (vph)	0	853	0	0	1085	0	285	0	54	0	0	0
Turn Type							custom		custom			
Protected Phases		4			8							
Permitted Phases							2		2			
Detector Phases		4			8		2		2			
Minimum Initial (s)		4.0			4.0		4.0		4.0			
Minimum Split (s)		31.5			31.5		31.5		31.5			
Total Split (s)	0.0	49.5	0.0	0.0	49.5	0.0	40.5	0.0	40.5	0.0	0.0	0.0
Total Split (%)	0.0%	55.0%	0.0%	0.0%	55.0%	0.0%	45.0%	0.0%	45.0%	0.0%	0.0%	0.0%
Maximum Green (s)		45.0			45.0		36.0		36.0			
Yellow Time (s)		3.5			3.5		3.5		3.5			
All-Red Time (s)		1.0			1.0		1.0		1.0			
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0			3.0		3.0		3.0			
Recall Mode		C-Max			C-Max		Min		Min			
Walk Time (s)		7.0			7.0		7.0		7.0			
Flash Dont Walk (s)		20.0			20.0		20.0		20.0			
Pedestrian Calls (#/hr)		10			10		10		10			
Act Effct Green (s)		62.8			62.8		19.2		19.2			
Actuated g/C Ratio		0.70			0.70		0.21		0.21			
v/c Ratio		0.24			0.44		0.75		0.14			
Control Delay		1.2			7.4		45.4		8.0			
Queue Delay		0.0			0.0		0.0		0.0			
Total Delay		1.2			7.4		45.4		8.0			
LOS		A			A		D		A			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		1.2			7.4							
Approach LOS		A			A							
Queue Length 50th (ft)		9			118		154		0			
Queue Length 95th (ft)		15			217		213		26			
Internal Link Dist (ft)		462			131			268			101	
Turn Bay Length (ft)												
Base Capacity (vph)		3548			2469		718		674			
Starvation Cap Reductn		0			0		0		0			
Spillback Cap Reductn		0			0		0		0			
Storage Cap Reductn		0			0		0		0			
Reduced v/c Ratio		0.24			0.44		0.40		0.08			

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 1 (1%), Referenced to phase 4:EBT and 8:WBT, Start of Yellow
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.75
Intersection Signal Delay: 9.8 Intersection LOS: A
Intersection Capacity Utilization 48.8% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 7: Floral & NB SR-99 off ramp



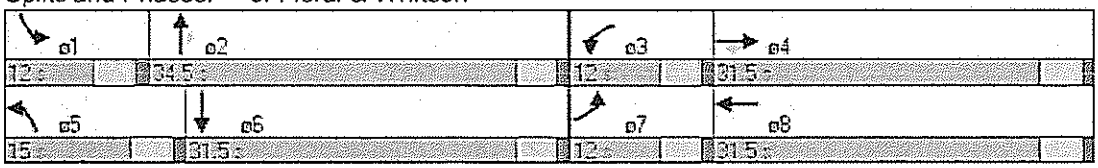
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50		50	50	50	50	50	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	0.97	0.95	1.00	1.00	0.95	0.95
Frt			0.850		0.997				0.850		0.988	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3529	0	3433	3539	1583	1770	3497	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	3539	1583	1770	3529	0	3433	3539	1583	1770	3497	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			242		2				16		11	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1652			984			605			583	
Travel Time (s)		28.2			16.8			10.3			9.9	
Volume (vph)	35	572	223	39	715	15	308	106	15	43	214	19
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	38	622	242	42	777	16	335	115	16	47	233	21
Lane Group Flow (vph)	38	622	242	42	793	0	335	115	16	47	254	0
Turn Type	Prot		Perm	Prot			Prot		Perm	Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4						2			
Detector Phases	7	4	4	3	8		5	2	2	1	6	
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	12.0	31.5	31.5	12.0	31.5		12.0	31.5	31.5	12.0	31.5	
Total Split (s)	12.0	31.5	31.5	12.0	31.5	0.0	15.0	34.5	34.5	12.0	31.5	0.0
Total Split (%)	13.3%	35.0%	35.0%	13.3%	35.0%	0.0%	16.7%	38.3%	38.3%	13.3%	35.0%	0.0%
Maximum Green (s)	7.5	27.0	27.0	7.5	27.0		10.5	30.0	30.0	7.5	27.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	None		None	Min	Min	None	Min	
Walk Time (s)		7.0	7.0		7.0			7.0	7.0		7.0	
Flash Dont Walk (s)		20.0	20.0		20.0			20.0	20.0		20.0	
Pedestrian Calls (#/hr)		10	10		10			10	10		10	
Act Effct Green (s)	7.2	18.8	18.8	7.3	18.8		10.6	23.4	23.4	7.3	11.8	
Actuated g/C Ratio	0.11	0.32	0.32	0.11	0.32		0.18	0.40	0.40	0.11	0.20	
v/c Ratio	0.19	0.54	0.36	0.21	0.70		0.53	0.08	0.02	0.23	0.35	
Control Delay	34.3	19.9	5.0	34.6	22.5		30.1	16.9	10.4	34.9	22.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	34.3	19.9	5.0	34.6	22.5		30.1	16.9	10.4	34.9	22.1	
LOS	C	B	A	C	C		C	B	B	C	C	
Approach Delay		16.5			23.1			26.2			24.1	
Approach LOS		B			C			C			C	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	10	72	0	11	97		42	8	0	12	32	
Queue Length 95th (ft)	51	211	52	55	278		#162	42	14	60	84	
Internal Link Dist (ft)		1572			904			525			503	
Turn Bay Length (ft)												
Base Capacity (vph)	227	1513	815	227	1510		700	1726	780	227	1366	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.17	0.41	0.30	0.19	0.53		0.48	0.07	0.02	0.21	0.19	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 58.1
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.70
Intersection Signal Delay: 21.4 Intersection LOS: C
Intersection Capacity Utilization 52.2% ICU Level of Service A
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 8: Floral & Whitson



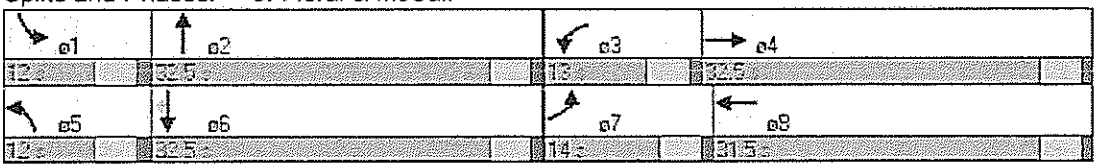
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	50
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00
Frt		0.983			0.971			0.984				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3479	0	1770	3437	0	1770	3483	0	1770	1863	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	3479	0	1770	3437	0	1770	3483	0	1770	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		17			33			15				259
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		984			67			531			694	
Travel Time (s)		16.8			1.1			9.1			11.8	
Volume (vph)	162	398	52	78	431	102	97	290	35	84	467	238
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	176	433	57	85	468	111	105	315	38	91	508	259
Lane Group Flow (vph)	176	490	0	85	579	0	105	353	0	91	508	259
Turn Type	Prot			Prot			Prot			Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												6
Detector Phases	7	4		3	8		5	2		1	6	6
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	12.0	31.5		12.0	31.5		12.0	31.5		12.0	31.5	31.5
Total Split (s)	14.0	32.5	0.0	13.0	31.5	0.0	12.0	32.5	0.0	12.0	32.5	32.5
Total Split (%)	15.6%	36.1%	0.0%	14.4%	35.0%	0.0%	13.3%	36.1%	0.0%	13.3%	36.1%	36.1%
Maximum Green (s)	9.5	28.0		8.5	27.0		7.5	28.0		7.5	28.0	28.0
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None		None	Min		None	Min	Min
Walk Time (s)		7.0			7.0			7.0			7.0	7.0
Flash Dont Walk (s)		20.0			20.0			20.0			20.0	20.0
Pedestrian Calls (#/hr)		10			10			10			10	10
Act Effct Green (s)	10.3	23.4		8.3	18.0		7.8	24.1		7.7	24.1	24.1
Actuated g/C Ratio	0.14	0.32		0.11	0.24		0.10	0.33		0.10	0.33	0.33
v/c Ratio	0.72	0.44		0.44	0.67		0.58	0.31		0.51	0.84	0.38
Control Delay	54.5	24.4		43.6	29.1		51.3	20.1		47.4	39.1	4.9
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	54.5	24.4		43.6	29.1		51.3	20.1		47.4	39.1	4.9
LOS	D	C		D	C		D	C		D	D	A
Approach Delay		32.4			30.9			27.3			29.6	
Approach LOS		C			C			C			C	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	88	111		41	134		52	63		45	226	0
Queue Length 95th (ft)	#221	156		94	187		#134	112		#110	#446	52
Internal Link Dist (ft)		904			1			451			614	
Turn Bay Length (ft)												
Base Capacity (vph)	255	1311		213	1185		191	1306		191	694	752
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.69	0.37		0.40	0.49		0.55	0.27		0.48	0.73	0.34

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 74.1
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.84
Intersection Signal Delay: 30.2 Intersection LOS: C
Intersection Capacity Utilization 67.4% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 9: Floral & McCall



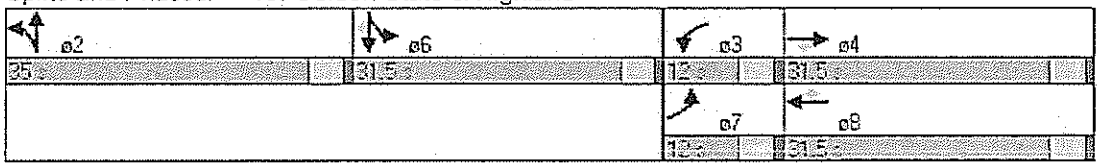
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50	50	50		50	50	50
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.95	0.95	0.95	1.00
Frt			0.850			0.850		0.979				0.850
Flt Protected	0.950			0.950			0.950				0.991	
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	3465	0	0	3507	1583
Flt Permitted	0.950			0.950			0.950				0.991	
Satd. Flow (perm)	1770	3539	1583	1770	3539	1583	1770	3465	0	0	3507	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			150			45		17				13
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1169			1352			1070			739	
Travel Time (s)		19.9			23.0			18.2			12.6	
Volume (vph)	5	184	138	10	168	41	149	177	29	79	344	12
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	5	200	150	11	183	45	162	192	32	86	374	13
Lane Group Flow (vph)	5	200	150	11	183	45	162	224	0	0	460	13
Turn Type	Prot		Perm	Prot		Perm	Split			Split		Perm
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases			4			8						6
Detector Phases	7	4	4	3	8	8	2	2		6	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	12.0	31.5	31.5	12.0	31.5	31.5	31.5	31.5		31.5	31.5	31.5
Total Split (s)	12.0	31.5	31.5	12.0	31.5	31.5	35.0	35.0	0.0	31.5	31.5	31.5
Total Split (%)	10.9%	28.6%	28.6%	10.9%	28.6%	28.6%	31.8%	31.8%	0.0%	28.6%	28.6%	28.6%
Maximum Green (s)	7.5	27.0	27.0	7.5	27.0	27.0	30.5	30.5		27.0	27.0	27.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	Min	Min		Min	Min	Min
Walk Time (s)		7.0	7.0		7.0	7.0	7.0	7.0		7.0	7.0	7.0
Flash Dont Walk (s)		20.0	20.0		20.0	20.0	20.0	20.0		20.0	20.0	20.0
Pedestrian Calls (#/hr)		10	10		10	10	10	10		10	10	10
Act Effct Green (s)	7.2	11.0	11.0	7.4	11.0	11.0	12.4	12.4			14.0	14.0
Actuated g/C Ratio	0.12	0.21	0.21	0.13	0.21	0.21	0.25	0.25			0.28	0.28
v/c Ratio	0.02	0.27	0.33	0.05	0.24	0.12	0.37	0.26			0.47	0.03
Control Delay	35.2	20.8	7.3	34.3	20.5	9.2	22.9	18.3			20.1	12.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0
Total Delay	35.2	20.8	7.3	34.3	20.5	9.2	22.9	18.3			20.1	12.2
LOS	D	C	A	C	C	A	C	B			C	B
Approach Delay		15.3			19.0			20.3			19.8	
Approach LOS		B			B			C			B	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	1	20	0	2	18	0	31	20			45	0
Queue Length 95th (ft)	15	88	48	26	80	27	152	92			192	15
Internal Link Dist (ft)		1089			1272			990			659	
Turn Bay Length (ft)												
Base Capacity (vph)	274	1528	769	274	1533	711	869	1709			1659	755
Starvation Cap Reductn	0	0	0	0	0	0	0	0			0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0			0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0			0	0
Reduced v/c Ratio	0.02	0.13	0.20	0.04	0.12	0.06	0.19	0.13			0.28	0.02

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 49.9
Natural Cycle: 110
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.47
Intersection Signal Delay: 18.7 Intersection LOS: B
Intersection Capacity Utilization 38.4% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 10: Golden State & Highland



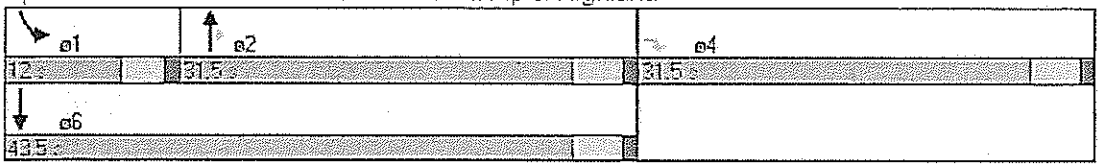
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)			50					50	50	50	50	
Trailing Detector (ft)			0					0	0	0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	1.00	0.88	1.00	1.00	1.00	1.00	*1.00	1.00	0.97	0.95	1.00
Ped Bike Factor			0.97						0.98	1.00		
Frt			0.850						0.850			
Flt Protected										0.950		
Satd. Flow (prot)	0	0	2787	0	0	0	0	3725	1583	3433	3539	0
Flt Permitted										0.950		
Satd. Flow (perm)	0	0	2693	0	0	0	0	3725	1551	3425	3539	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			726						48			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		643			447			103			430	
Travel Time (s)		14.6			10.2			1.8			7.3	
Volume (vph)	0	0	357	0	0	0	0	733	44	312	365	0
Confl. Peds. (#/hr)			10						10	5		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	388	0	0	0	0	797	48	339	397	0
Lane Group Flow (vph)	0	0	388	0	0	0	0	797	48	339	397	0
Turn Type			custom						Perm	Prot		
Protected Phases								2		1	6	
Permitted Phases			4						2			
Detector Phases			4					2	2	1	6	
Minimum Initial (s)			4.0					4.0	4.0	4.0	4.0	
Minimum Split (s)			31.5					31.5	31.5	12.0	31.5	
Total Split (s)	0.0	0.0	31.5	0.0	0.0	0.0	0.0	31.5	31.5	12.0	43.5	0.0
Total Split (%)	0.0%	0.0%	42.0%	0.0%	0.0%	0.0%	0.0%	42.0%	42.0%	16.0%	58.0%	0.0%
Maximum Green (s)			27.0					27.0	27.0	8.0	39.0	
Yellow Time (s)			3.5					3.5	3.5	3.0	3.5	
All-Red Time (s)			1.0					1.0	1.0	1.0	1.0	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)			3.0					3.0	3.0	3.0	3.0	
Recall Mode			None					Min	Min	None	Min	
Walk Time (s)			7.0					7.0	7.0		5.0	
Flash Dont Walk (s)			20.0					20.0	20.0		10.0	
Pedestrian Calls (#/hr)			10					10	10		10	
Act Effct Green (s)			9.1					16.4	16.4	8.6	29.2	
Actuated g/C Ratio			0.19					0.35	0.35	0.18	0.62	
v/c Ratio			0.35					0.61	0.08	0.54	0.18	
Control Delay			0.9					15.4	5.2	26.1	5.1	
Queue Delay			0.0					0.0	0.0	0.0	0.0	
Total Delay			0.9					15.4	5.2	26.1	5.1	
LOS			A					B	A	C	A	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay								14.9			14.7	
Approach LOS								B			B	
Queue Length 50th (ft)			0					70	0	36	13	
Queue Length 95th (ft)			0					199	20	#158	72	
Internal Link Dist (ft)		563			367			23			350	
Turn Bay Length (ft)												
Base Capacity (vph)			1577					1805	777	627	2463	
Starvation Cap Reductn			0					0	0	0	0	
Spillback Cap Reductn			0					0	0	0	0	
Storage Cap Reductn			0					0	0	0	0	
Reduced v/c Ratio			0.25					0.44	0.06	0.54	0.16	

Intersection Summary

Area Type: Other
Cycle Length: 75
Actuated Cycle Length: 46.9
Natural Cycle: 75
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.61
Intersection Signal Delay: 12.1 Intersection LOS: B
Intersection Capacity Utilization 36.5% ICU Level of Service A
Analysis Period (min) 15
* User Entered Value
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 11: SB-SR-99 Off Ramp & Highland





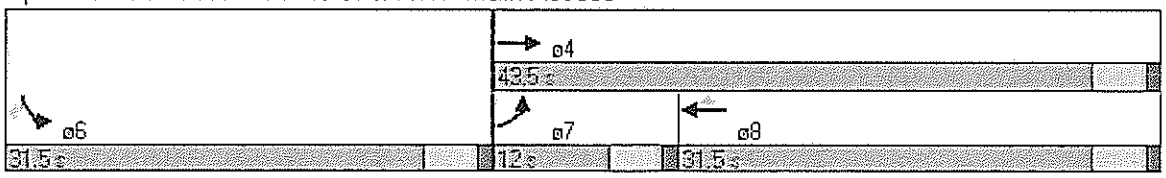
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)	15			9	15	9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1863	1863	1583	1770	1583
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	1863	1863	1583	1770	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				445		89
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40	40		30	
Link Distance (ft)		445	656		235	
Travel Time (s)		7.6	11.2		5.3	
Volume (vph)	72	220	241	409	465	82
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	78	239	262	445	505	89
Lane Group Flow (vph)	78	239	262	445	505	89
Turn Type	Prot			Perm		Perm
Protected Phases	7	4	8		6	
Permitted Phases				8		6
Detector Phases	7	4	8	8	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	12.0	31.5	31.5	31.5	31.5	31.5
Total Split (s)	12.0	43.5	31.5	31.5	31.5	31.5
Total Split (%)	16.0%	58.0%	42.0%	42.0%	42.0%	42.0%
Maximum Green (s)	7.5	39.0	27.0	27.0	27.0	27.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	Min	Min
Walk Time (s)		7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)		20.0	20.0	20.0	20.0	20.0
Pedestrian Calls (#/hr)		10	10	10	10	10
Act Effct Green (s)	7.7	20.1	14.6	14.6	19.9	19.9
Actuated g/C Ratio	0.14	0.40	0.29	0.29	0.40	0.40
v/c Ratio	0.31	0.32	0.48	0.57	0.72	0.13
Control Delay	30.2	11.0	20.1	5.3	22.3	4.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.2	11.0	20.1	5.3	22.3	4.5
LOS	C	B	C	A	C	A
Approach Delay		15.7	10.8		19.7	
Approach LOS		B	B		B	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Queue Length 50th (ft)	24	46	76	0	139	0
Queue Length 95th (ft)	75	96	148	56	#356	27
Internal Link Dist (ft)		365	576		155	
Turn Bay Length (ft)						
Base Capacity (vph)	280	1110	864	973	889	839
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.28	0.22	0.30	0.46	0.57	0.11

Intersection Summary

Area Type: Other
Cycle Length: 75
Actuated Cycle Length: 49.8
Natural Cycle: 75
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.72
Intersection Signal Delay: 15.0 Intersection LOS: B
Intersection Capacity Utilization 52.4% ICU Level of Service A
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: Floral & RWP Main Access



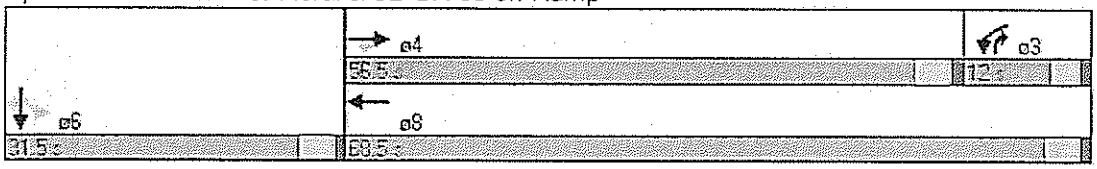
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)		50	50	50	50				50	50	50	50
Trailing Detector (ft)		0	0	0	0				0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	*0.75	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.95	0.95	0.88
Ped Bike Factor			0.96							0.99	0.99	0.98
Frt			0.850						0.865			0.850
Flt Protected				0.950						0.950	0.973	
Satd. Flow (prot)	0	4191	1583	1770	3539	0	0	0	1611	1681	1722	2787
Flt Permitted				0.950						0.950	0.973	
Satd. Flow (perm)	0	4191	1523	1770	3539	0	0	0	1611	1662	1711	2723
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			71						85			61
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		337			399			379			851	
Travel Time (s)		5.7			6.8			8.6			19.3	
Volume (vph)	0	2033	77	117	1516	0	0	0	140	273	83	376
Confl. Peds. (#/hr)			10							10		10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	2210	84	127	1648	0	0	0	152	297	90	409
Lane Group Flow (vph)	0	2210	84	127	1648	0	0	0	152	187	200	409
Turn Type			Perm	Prot					Over	Perm		Perm
Protected Phases		4		3	8				3		6	
Permitted Phases			4							6		6
Detector Phases		4	4	3	8				3	6	6	6
Minimum Initial (s)		4.0	4.0	4.0	4.0				4.0	4.0	4.0	4.0
Minimum Split (s)		31.5	31.5	12.0	31.5				12.0	31.5	31.5	31.5
Total Split (s)	0.0	56.5	56.5	12.0	68.5	0.0	0.0	0.0	12.0	31.5	31.5	31.5
Total Split (%)	0.0%	56.5%	56.5%	12.0%	68.5%	0.0%	0.0%	0.0%	12.0%	31.5%	31.5%	31.5%
Maximum Green (s)		52.0	52.0	8.0	64.0				8.0	27.0	27.0	27.0
Yellow Time (s)		3.5	3.5	3.0	3.5				3.0	3.5	3.5	3.5
All-Red Time (s)		1.0	1.0	1.0	1.0				1.0	1.0	1.0	1.0
Lead/Lag		Lead	Lead	Lag					Lag			
Lead-Lag Optimize?		Yes	Yes	Yes					Yes			
Vehicle Extension (s)		3.0	3.0	3.0	3.0				3.0	3.0	3.0	3.0
Recall Mode		C-Max	C-Max	None	C-Max				None	Min	Min	Min
Walk Time (s)		7.0	7.0		7.0					7.0	7.0	7.0
Flash Dont Walk (s)		20.0	20.0		20.0					20.0	20.0	20.0
Pedestrian Calls (#/hr)		10	10		10					10	10	10
Act Effct Green (s)		60.4	60.4	8.0	72.4				8.0	19.6	19.6	19.6
Actuated g/C Ratio		0.60	0.60	0.08	0.72				0.08	0.20	0.20	0.20
v/c Ratio		0.87	0.09	0.89	0.64				0.73	0.57	0.60	0.70
Control Delay		9.8	0.3	99.1	9.5				42.9	42.5	43.2	37.8
Queue Delay		0.0	0.0	0.0	0.6				0.0	0.0	0.0	0.0
Total Delay		9.8	0.3	99.1	10.1				42.9	42.5	43.2	37.8
LOS		A	A	F	B				D	D	D	D

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		9.4			16.5						40.3	
Approach LOS		A			B						D	
Queue Length 50th (ft)		84	0	82	236				42	115	124	119
Queue Length 95th (ft)		#764	m0	#191	416				#138	170	181	157
Internal Link Dist (ft)		257			319			299			771	
Turn Bay Length (ft)												
Base Capacity (vph)		2532	948	142	2563				207	457	471	793
Starvation Cap Reductn		0	0	0	497				0	0	0	0
Spillback Cap Reductn		0	0	0	80				0	0	0	1
Storage Cap Reductn		0	0	0	0				0	0	0	0
Reduced v/c Ratio		0.87	0.09	0.89	0.80				0.73	0.41	0.42	0.52

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBT, Start of Yellow, Master Intersection
Natural Cycle: 100
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.89
Intersection Signal Delay: 17.8 Intersection LOS: B
Intersection Capacity Utilization 71.3% ICU Level of Service C
Analysis Period (min) 15
* User Entered Value
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: Floral & SB-SR-99 off Ramp



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	200		0	200		0	200		0
Storage Lanes	2		1	2		1	2		1	1		2
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	0.97	*0.90	1.00	0.97	0.95	1.00	0.97	0.95	1.00	1.00	0.95	0.88
Ped Bike Factor	1.00		0.98			0.98				0.99		0.98
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5029	1583	3433	3539	1583	3433	3539	1583	1770	3539	2787
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3428	5029	1547	3433	3539	1547	3433	3539	1583	1755	3539	2723
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			97			182			173			355
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		115			542			256			500	
Travel Time (s)		2.0			9.2			4.4			8.5	
Volume (vph)	388	1579	505	307	1321	203	328	209	159	80	380	351
Confl. Peds. (#/hr)	10		10			10				10		10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	422	1716	549	334	1436	221	357	227	173	87	413	382
Lane Group Flow (vph)	422	1716	549	334	1436	221	357	227	173	87	413	382
Turn Type	Prot		pm+ov	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4	5	3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	5	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	12.0	31.5	12.0	12.0	31.5	31.5	12.0	31.5	31.5	12.0	31.5	31.5
Total Split (s)	15.0	41.5	13.0	14.0	40.5	40.5	13.0	32.5	32.5	12.0	31.5	31.5
Total Split (%)	15.0%	41.5%	13.0%	14.0%	40.5%	40.5%	13.0%	32.5%	32.5%	12.0%	31.5%	31.5%
Maximum Green (s)	11.0	37.0	9.0	10.0	36.0	36.0	9.0	28.0	28.0	8.0	27.0	27.0
Yellow Time (s)	3.0	3.5	3.0	3.0	3.5	3.5	3.0	3.5	3.5	3.0	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max	None	None	C-Max	C-Max	None	Min	Min	None	Min	Min
Walk Time (s)		7.0			7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)		20.0			20.0	20.0		20.0	20.0		20.0	20.0
Pedestrian Calls (#/hr)		10			10	10		10	10		10	10
Act Effct Green (s)	11.0	46.2	55.2	10.0	45.2	45.2	9.0	17.6	17.6	12.2	18.8	18.8
Actuated g/C Ratio	0.11	0.46	0.55	0.10	0.45	0.45	0.09	0.18	0.18	0.12	0.19	0.19
v/c Ratio	1.12	0.74	0.61	0.97	0.90	0.28	1.16	0.36	0.41	0.40	0.62	0.48
Control Delay	123.6	25.5	11.4	75.4	27.2	3.4	141.8	38.2	8.1	46.3	40.9	6.7
Queue Delay	0.0	0.0	0.0	0.0	1.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0

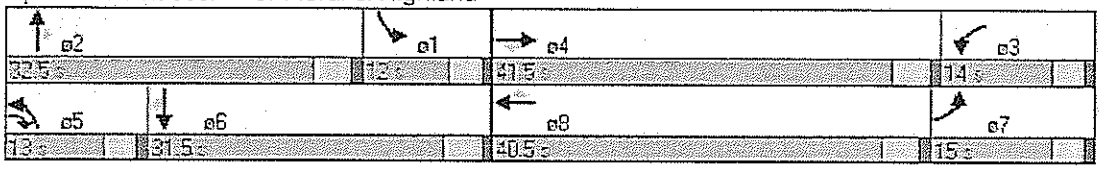
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	123.6	25.5	11.4	75.4	28.8	3.4	141.8	38.2	8.1	46.3	40.9	6.7
LOS	F	C	B	E	C	A	F	D	A	D	D	A
Approach Delay		38.0			33.8			80.2			26.6	
Approach LOS		D			C			F			C	
Queue Length 50th (ft)	~160	312	88	113	322	2	~139	73	0	50	130	7
Queue Length 95th (ft)	#257	#459	253	m#187	#683	m27	#229	91	49	#106	159	45
Internal Link Dist (ft)		35			462			176			420	
Turn Bay Length (ft)				200			200			200		
Base Capacity (vph)	378	2325	901	343	1601	800	309	1009	575	222	973	1006
Starvation Cap Reductn	0	0	0	0	64	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.12	0.74	0.61	0.97	0.93	0.28	1.16	0.22	0.30	0.39	0.42	0.38

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 89 (89%), Referenced to phase 4:EBT and 8:WBT, Start of Yellow
Natural Cycle: 120
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.16
Intersection Signal Delay: 40.1 Intersection LOS: D
Intersection Capacity Utilization 84.2% ICU Level of Service E
Analysis Period (min) 15

* User Entered Value
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: Floral & Highland



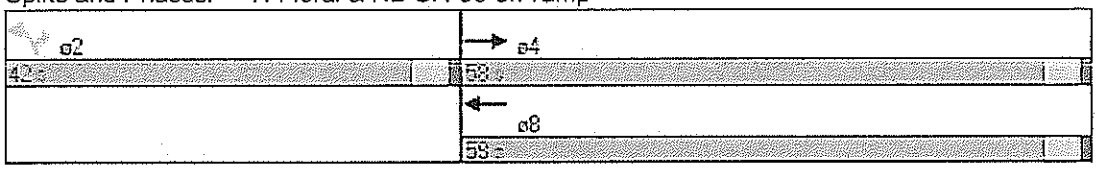
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑			↑↑		↰		↱			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)		50			50		50		50			
Trailing Detector (ft)		0			0		0		0			
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.91	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt									0.850			
Flt Protected							0.950					
Satd. Flow (prot)	0	5085	0	0	3539	0	1770	0	1583	0	0	0
Flt Permitted							0.950					
Satd. Flow (perm)	0	5085	0	0	3539	0	1770	0	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)									17			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		542			211			348			181	
Travel Time (s)		9.2			3.6			7.9			4.1	
Volume (vph)	0	1522	0	0	1386	0	435	0	131	0	0	0
Confl. Peds. (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1654	0	0	1507	0	473	0	142	0	0	0
Lane Group Flow (vph)	0	1654	0	0	1507	0	473	0	142	0	0	0
Turn Type							custom		custom			
Protected Phases		4			8							
Permitted Phases							2		2			
Detector Phases		4			8		2		2			
Minimum Initial (s)		4.0			4.0		4.0		4.0			
Minimum Split (s)		31.5			31.5		31.5		31.5			
Total Split (s)	0.0	58.0	0.0	0.0	58.0	0.0	42.0	0.0	42.0	0.0	0.0	0.0
Total Split (%)	0.0%	58.0%	0.0%	0.0%	58.0%	0.0%	42.0%	0.0%	42.0%	0.0%	0.0%	0.0%
Maximum Green (s)		53.5			53.5		37.5		37.5			
Yellow Time (s)		3.5			3.5		3.5		3.5			
All-Red Time (s)		1.0			1.0		1.0		1.0			
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0			3.0		3.0		3.0			
Recall Mode		C-Max			C-Max		Min		Min			
Walk Time (s)		7.0			7.0		7.0		7.0			
Flash Dont Walk (s)		20.0			20.0		20.0		20.0			
Pedestrian Calls (#/hr)		10			10		10		10			
Act Effct Green (s)		61.2			61.2		30.8		30.8			
Actuated g/C Ratio		0.61			0.61		0.31		0.31			
v/c Ratio		0.53			0.70		0.87		0.28			
Control Delay		1.5			16.6		48.7		22.9			
Queue Delay		0.0			0.3		0.0		0.0			
Total Delay		1.5			16.8		48.7		22.9			
LOS		A			B		D		C			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		1.5			16.8							
Approach LOS		A			B							
Queue Length 50th (ft)		24			326		278		58			
Queue Length 95th (ft)		25			478		370		98			
Internal Link Dist (ft)		462			131			268			101	
Turn Bay Length (ft)												
Base Capacity (vph)		3110			2164		673		612			
Starvation Cap Reductn		181			0		0		0			
Spillback Cap Reductn		0			170		0		0			
Storage Cap Reductn		0			0		0		0			
Reduced v/c Ratio		0.56			0.76		0.70		0.23			

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBT, Start of Yellow
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.87
Intersection Signal Delay: 14.4 Intersection LOS: B
Intersection Capacity Utilization 69.1% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 7: Floral & NB SR-99 off ramp



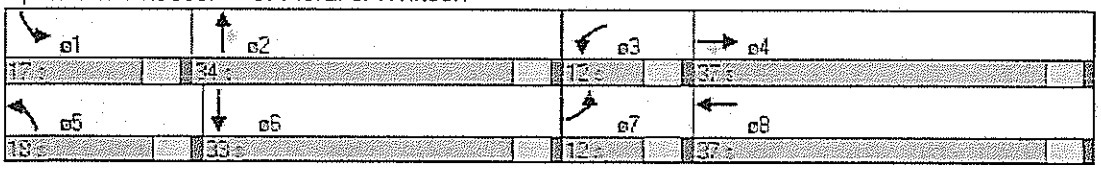
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50		50	50	50	50	50	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	0.97	0.95	1.00	1.00	0.95	0.95
Frt			0.850		0.997				0.850		0.991	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3529	0	3433	3539	1583	1770	3507	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	3539	1583	1770	3529	0	3433	3539	1583	1770	3507	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			461		2				13		7	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1652			984			605			583	
Travel Time (s)		28.2			16.8			10.3			9.9	
Volume (vph)	69	1128	537	79	907	17	471	269	12	107	315	21
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	75	1226	584	86	986	18	512	292	13	116	342	23
Lane Group Flow (vph)	75	1226	584	86	1004	0	512	292	13	116	365	0
Turn Type	Prot		Perm	Prot			Prot		Perm	Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4						2			
Detector Phases	7	4	4	3	8		5	2	2	1	6	
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	12.0	31.5	31.5	12.0	31.5		12.0	31.5	31.5	12.0	31.5	
Total Split (s)	12.0	37.0	37.0	12.0	37.0	0.0	18.0	34.0	34.0	17.0	33.0	0.0
Total Split (%)	12.0%	37.0%	37.0%	12.0%	37.0%	0.0%	18.0%	34.0%	34.0%	17.0%	33.0%	0.0%
Maximum Green (s)	7.5	32.5	32.5	7.5	32.5		13.5	29.5	29.5	12.5	28.5	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	None		None	Min	Min	None	Min	
Walk Time (s)		7.0	7.0		7.0			7.0	7.0		7.0	
Flash Dont Walk (s)		20.0	20.0		20.0			20.0	20.0		20.0	
Pedestrian Calls (#/hr)		10	10		10			10	10		10	
Act Effct Green (s)	7.6	33.5	33.5	7.6	33.5		14.2	21.8	21.8	10.6	15.6	
Actuated g/C Ratio	0.09	0.40	0.40	0.09	0.40		0.17	0.26	0.26	0.12	0.18	
v/c Ratio	0.48	0.88	0.65	0.55	0.72		0.89	0.32	0.03	0.54	0.56	
Control Delay	50.5	34.2	9.2	53.9	27.1		55.7	28.8	13.2	46.2	34.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	50.5	34.2	9.2	53.9	27.1		55.7	28.8	13.2	46.2	34.2	
LOS	D	C	A	D	C		E	C	B	D	C	
Approach Delay		27.1			29.2			45.4			37.1	
Approach LOS		C			C			D			D	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	39	317	43	45	237		141	72	0	59	94	
Queue Length 95th (ft)	#94	#569	183	#116	#390		#283	110	14	125	136	
Internal Link Dist (ft)		1572			904			525			503	
Turn Bay Length (ft)												
Base Capacity (vph)	164	1400	905	164	1397		576	1160	527	259	1050	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.46	0.88	0.65	0.52	0.72		0.89	0.25	0.02	0.45	0.35	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 84.6
Natural Cycle: 100
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.89
Intersection Signal Delay: 32.3 Intersection LOS: C
Intersection Capacity Utilization 71.7% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 8: Floral & Whitson



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	50
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00
Frt		0.982			0.986			0.982				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3476	0	1770	3490	0	1770	3476	0	1770	1863	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	3476	0	1770	3490	0	1770	3476	0	1770	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		18			13			17				263
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		984			67			531			694	
Travel Time (s)		16.8			1.1			9.1			11.8	
Volume (vph)	294	659	92	37	516	54	101	442	62	40	314	242
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	320	716	100	40	561	59	110	480	67	43	341	263
Lane Group Flow (vph)	320	816	0	40	620	0	110	547	0	43	341	263
Turn Type	Prot			Prot			Prot			Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												6
Detector Phases	7	4		3	8		5	2		1	6	6
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	12.0	31.5		12.0	31.5		12.0	31.5		12.0	31.5	31.5
Total Split (s)	15.0	34.5	0.0	12.0	31.5	0.0	12.0	31.5	0.0	12.0	31.5	31.5
Total Split (%)	16.7%	38.3%	0.0%	13.3%	35.0%	0.0%	13.3%	35.0%	0.0%	13.3%	35.0%	35.0%
Maximum Green (s)	10.5	30.0		7.5	27.0		7.5	27.0		7.5	27.0	27.0
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None		None	Min		None	Min	Min
Walk Time (s)		7.0			7.0			7.0			7.0	7.0
Flash Dont Walk (s)		20.0			20.0			20.0			20.0	20.0
Pedestrian Calls (#/hr)		10			10			10			10	10
Act Effct Green (s)	11.9	29.1		7.4	19.0		7.9	21.1		7.4	18.5	18.5
Actuated g/C Ratio	0.17	0.41		0.10	0.27		0.11	0.30		0.10	0.26	0.26
v/c Ratio	1.08	0.57		0.23	0.66		0.58	0.52		0.25	0.71	0.43
Control Delay	112.7	21.7		39.3	27.3		49.8	23.7		39.6	34.1	5.8
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	112.7	21.7		39.3	27.3		49.8	23.7		39.6	34.1	5.8
LOS	F	C		D	C		D	C		D	C	A
Approach Delay		47.3			28.0			28.0			23.0	
Approach LOS		D			C			C			C	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	~183	169		17	129		49	111		18	142	0
Queue Length 95th (ft)	#415	270		53	207		#141	180		56	254	54
Internal Link Dist (ft)		904			1			451			614	
Turn Bay Length (ft)												
Base Capacity (vph)	296	1522		192	1248		199	1283		192	657	729
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	1.08	0.54		0.21	0.50		0.55	0.43		0.22	0.52	0.36

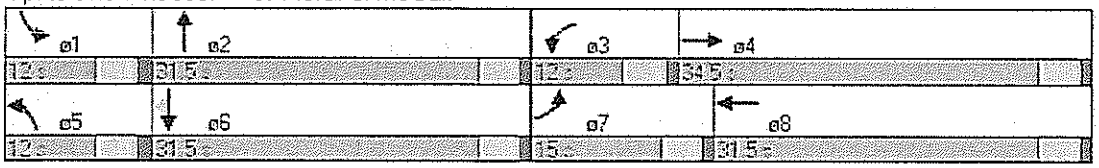
Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 71.2
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.08
Intersection Signal Delay: 34.1 Intersection LOS: C
Intersection Capacity Utilization 67.7% ICU Level of Service C
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 9: Floral & McCall



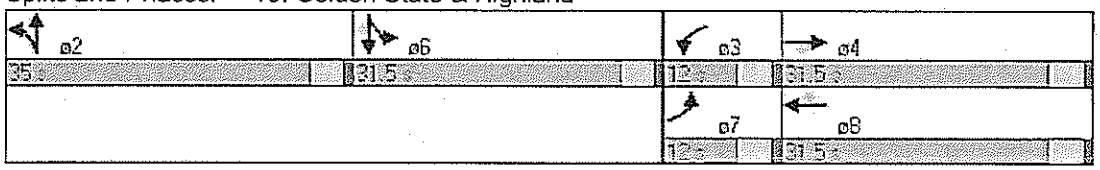
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50	50	50		50	50	50
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.95	0.95	0.95	1.00
Frt			0.850			0.850		0.992				0.850
Flt Protected	0.950			0.950			0.950				0.989	
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	3511	0	0	3500	1583
Flt Permitted	0.950			0.950			0.950				0.989	
Satd. Flow (perm)	1770	3539	1583	1770	3539	1583	1770	3511	0	0	3500	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			259			107		5				9
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1169			1352			1070			739	
Travel Time (s)		19.9			23.0			18.2			12.6	
Volume (vph)	16	287	238	30	238	98	200	466	27	106	377	8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	17	312	259	33	259	107	217	507	29	115	410	9
Lane Group Flow (vph)	17	312	259	33	259	107	217	536	0	0	525	9
Turn Type	Prot		Perm	Prot		Perm	Split			Split		Perm
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases			4			8						6
Detector Phases	7	4	4	3	8	8	2	2		6	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	12.0	31.5	31.5	12.0	31.5	31.5	31.5	31.5		31.5	31.5	31.5
Total Split (s)	12.0	31.5	31.5	12.0	31.5	31.5	35.0	35.0	0.0	31.5	31.5	31.5
Total Split (%)	10.9%	28.6%	28.6%	10.9%	28.6%	28.6%	31.8%	31.8%	0.0%	28.6%	28.6%	28.6%
Maximum Green (s)	7.5	27.0	27.0	7.5	27.0	27.0	30.5	30.5		27.0	27.0	27.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	Min	Min		Min	Min	Min
Walk Time (s)		7.0	7.0		7.0	7.0	7.0	7.0		7.0	7.0	7.0
Flash Dont Walk (s)		20.0	20.0		20.0	20.0	20.0	20.0		20.0	20.0	20.0
Pedestrian Calls (#/hr)		10	10		10	10	10	10		10	10	10
Act Effct Green (s)	7.3	13.0	13.0	7.4	14.9	14.9	16.3	16.3			15.6	15.6
Actuated g/C Ratio	0.10	0.21	0.21	0.11	0.24	0.24	0.26	0.26			0.25	0.25
v/c Ratio	0.09	0.42	0.48	0.17	0.31	0.23	0.47	0.58			0.60	0.02
Control Delay	41.4	26.3	7.7	39.3	22.7	7.4	27.2	25.3			26.7	15.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0
Total Delay	41.4	26.3	7.7	39.3	22.7	7.4	27.2	25.3			26.7	15.4
LOS	D	C	A	D	C	A	C	C			C	B
Approach Delay		18.5			20.0			25.8			26.5	
Approach LOS		B			C			C			C	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	4	41	0	8	33	0	50	66			67	0
Queue Length 95th (ft)	33	133	62	54	112	42	199	223			223	13
Internal Link Dist (ft)		1089			1272			990			659	
Turn Bay Length (ft)												
Base Capacity (vph)	217	1356	766	222	1388	686	756	1502			1385	632
Starvation Cap Reductn	0	0	0	0	0	0	0	0			0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0			0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0			0	0
Reduced v/c Ratio	0.08	0.23	0.34	0.15	0.19	0.16	0.29	0.36			0.38	0.01

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 62.4
Natural Cycle: 110
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.60
Intersection Signal Delay: 23.1 Intersection LOS: C
Intersection Capacity Utilization 51.8% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 10: Golden State & Highland



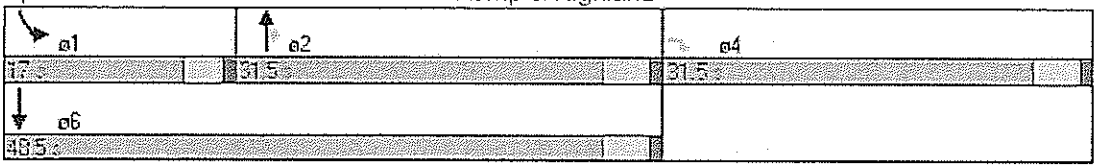
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)			50					50	50	50	50	
Trailing Detector (ft)			0					0	0	0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	1.00	0.88	1.00	1.00	1.00	1.00	*1.00	1.00	0.97	0.95	1.00
Ped Bike Factor			0.97						0.98	1.00		
Frt			0.850						0.850			
Flt Protected										0.950		
Satd. Flow (prot)	0	0	2787	0	0	0	0	3725	1583	3433	3539	0
Flt Permitted										0.950		
Satd. Flow (perm)	0	0	2690	0	0	0	0	3725	1551	3427	3539	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			319						95			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		643			447			103			430	
Travel Time (s)		14.6			10.2			1.8			7.3	
Volume (vph)	0	0	441	0	0	0	0	1006	87	444	701	0
Confl. Peds. (#/hr)			10						10	5		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	479	0	0	0	0	1093	95	483	762	0
Lane Group Flow (vph)	0	0	479	0	0	0	0	1093	95	483	762	0
Turn Type			custom						Perm	Prot		
Protected Phases								2		1	6	
Permitted Phases			4						2			
Detector Phases			4					2	2	1	6	
Minimum Initial (s)			4.0					4.0	4.0	4.0	4.0	
Minimum Split (s)			31.5					31.5	31.5	12.0	31.5	
Total Split (s)	0.0	0.0	31.5	0.0	0.0	0.0	0.0	31.5	31.5	17.0	48.5	0.0
Total Split (%)	0.0%	0.0%	39.4%	0.0%	0.0%	0.0%	0.0%	39.4%	39.4%	21.3%	60.6%	0.0%
Maximum Green (s)			27.0					27.0	27.0	13.0	44.0	
Yellow Time (s)			3.5					3.5	3.5	3.0	3.5	
All-Red Time (s)			1.0					1.0	1.0	1.0	1.0	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)			3.0					3.0	3.0	3.0	3.0	
Recall Mode			None					Min	Min	None	Min	
Walk Time (s)			7.0					7.0	7.0		5.0	
Flash Dont Walk (s)			20.0					20.0	20.0		10.0	
Pedestrian Calls (#/hr)			10					10	10		10	
Act Effct Green (s)			11.7					23.1	23.1	12.2	39.5	
Actuated g/C Ratio			0.20					0.39	0.39	0.20	0.66	
v/c Ratio			0.61					0.76	0.14	0.69	0.33	
Control Delay			11.2					21.4	4.7	31.0	5.8	
Queue Delay			0.0					0.0	0.0	0.0	0.0	
Total Delay			11.2					21.4	4.7	31.0	5.8	
LOS			B					C	A	C	A	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay								20.0			15.6	
Approach LOS								C			B	
Queue Length 50th (ft)			30					154	0	82	42	
Queue Length 95th (ft)			69					#340	30	#203	142	
Internal Link Dist (ft)		563			367			23			350	
Turn Bay Length (ft)												
Base Capacity (vph)			1201					1626	731	763	2450	
Starvation Cap Reductn			0					0	0	0	0	
Spillback Cap Reductn			0					0	0	0	0	
Storage Cap Reductn			0					0	0	0	0	
Reduced v/c Ratio			0.40					0.67	0.13	0.63	0.31	

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 59.6
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.76
Intersection Signal Delay: 16.7 Intersection LOS: B
Intersection Capacity Utilization 47.1% ICU Level of Service A
Analysis Period (min) 15
* User Entered Value
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 11: SB-SR-99 Off Ramp & Highland



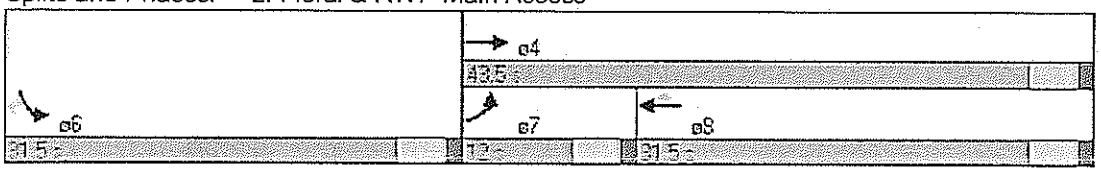
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)	15			9	15	9
Lane Util. Factor	1.00	0.95	0.95	1.00	0.97	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	3539	3539	1583	3433	1583
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	3539	3539	1583	3433	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				332		34
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40	40		30	
Link Distance (ft)		445	656		235	
Travel Time (s)		7.6	11.2		5.3	
Volume (vph)	48	274	286	305	195	31
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	52	298	311	332	212	34
Lane Group Flow (vph)	52	298	311	332	212	34
Turn Type	Prot			Perm		Perm
Protected Phases	7	4	8		6	
Permitted Phases				8		6
Detector Phases	7	4	8	8	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	12.0	31.5	31.5	31.5	31.5	31.5
Total Split (s)	12.0	43.5	31.5	31.5	31.5	31.5
Total Split (%)	16.0%	58.0%	42.0%	42.0%	42.0%	42.0%
Maximum Green (s)	7.5	39.0	27.0	27.0	27.0	27.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	Min	Min
Walk Time (s)		7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)		20.0	20.0	20.0	20.0	20.0
Pedestrian Calls (#/hr)		10	10	10	10	10
Act Effct Green (s)	7.5	15.2	11.9	11.9	10.9	10.9
Actuated g/C Ratio	0.18	0.42	0.33	0.33	0.30	0.30
v/c Ratio	0.17	0.20	0.27	0.45	0.21	0.07
Control Delay	22.0	6.6	11.3	4.3	11.9	6.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.0	6.6	11.3	4.3	11.9	6.4
LOS	C	A	B	A	B	A
Approach Delay		8.9	7.7		11.2	
Approach LOS		A	A		B	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Queue Length 50th (ft)	4	11	11	0	8	0
Queue Length 95th (ft)	55	55	80	49	56	17
Internal Link Dist (ft)		365	576		155	
Turn Bay Length (ft)						
Base Capacity (vph)	358	2415	1989	1035	1897	890
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.15	0.12	0.16	0.32	0.11	0.04

Intersection Summary

Area Type: Other
Cycle Length: 75
Actuated Cycle Length: 36.2
Natural Cycle: 75
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.45
Intersection Signal Delay: 8.7 Intersection LOS: A
Intersection Capacity Utilization 28.9% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 2: Floral & RWP Main Access



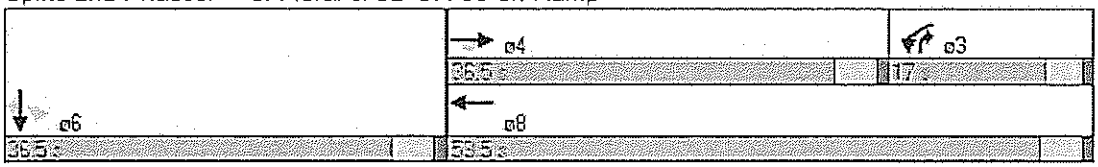
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑↑	↱	↰↰	↑↑↑				↱	↰	↓	↱↱
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)		50	50	50	50				50	50	50	50
Trailing Detector (ft)		0	0	0	0				0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	*0.75	1.00	0.97	0.91	1.00	1.00	1.00	1.00	0.95	0.95	0.88
Ped Bike Factor			0.98							0.99	0.99	0.98
Frt			0.850						0.865			0.850
Flt Protected				0.950						0.950	0.965	
Satd. Flow (prot)	0	5588	1583	3433	5085	0	0	0	1611	1681	1708	2787
Flt Permitted				0.950						0.950	0.965	
Satd. Flow (perm)	0	5588	1549	3433	5085	0	0	0	1611	1664	1695	2726
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			32						242			76
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		337			399			379			851	
Travel Time (s)		5.7			6.8			8.6			19.3	
Volume (vph)	0	1191	29	48	1217	0	0	0	43	195	33	320
Confl. Peds. (#/hr)			10							10		10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1295	32	52	1323	0	0	0	47	212	36	348
Lane Group Flow (vph)	0	1295	32	52	1323	0	0	0	47	120	128	348
Turn Type			Perm	Prot					Over	Perm		Perm
Protected Phases		4		3	8				3		6	
Permitted Phases			4							6		6
Detector Phases		4	4	3	8				3	6	6	6
Minimum Initial (s)		4.0	4.0	4.0	4.0				4.0	4.0	4.0	4.0
Minimum Split (s)		31.5	31.5	12.0	31.5				12.0	31.5	31.5	31.5
Total Split (s)	0.0	36.5	36.5	17.0	53.5	0.0	0.0	0.0	17.0	36.5	36.5	36.5
Total Split (%)	0.0%	40.6%	40.6%	18.9%	59.4%	0.0%	0.0%	0.0%	18.9%	40.6%	40.6%	40.6%
Maximum Green (s)		32.0	32.0	13.0	49.0				13.0	32.0	32.0	32.0
Yellow Time (s)		3.5	3.5	3.0	3.5				3.0	3.5	3.5	3.5
All-Red Time (s)		1.0	1.0	1.0	1.0				1.0	1.0	1.0	1.0
Lead/Lag		Lead	Lead	Lag					Lag			
Lead-Lag Optimize?		Yes	Yes	Yes					Yes			
Vehicle Extension (s)		3.0	3.0	3.0	3.0				3.0	3.0	3.0	3.0
Recall Mode		C-Max	C-Max	None	C-Max				None	Min	Min	Min
Walk Time (s)		7.0	7.0		7.0					7.0	7.0	7.0
Flash Dont Walk (s)		20.0	20.0		20.0					20.0	20.0	20.0
Pedestrian Calls (#/hr)		10	10		10					10	10	10
Act Effct Green (s)		52.4	52.4	11.5	66.0				11.5	16.0	16.0	16.0
Actuated g/C Ratio		0.58	0.58	0.13	0.73				0.13	0.18	0.18	0.18
v/c Ratio		0.40	0.03	0.12	0.35				0.11	0.41	0.43	0.64
Control Delay		4.5	1.6	34.2	5.4				0.6	35.0	35.5	31.0
Queue Delay		0.0	0.0	0.0	0.0				0.0	0.0	0.0	0.0
Total Delay		4.5	1.6	34.2	5.4				0.6	35.0	35.5	31.0
LOS		A	A	C	A				A	D	D	C

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		4.5			6.5						32.8	
Approach LOS		A			A						C	
Queue Length 50th (ft)		53	1	13	72				0	66	70	84
Queue Length 95th (ft)		81	m4	29	164				0	100	105	109
Internal Link Dist (ft)		257			319			299			771	
Turn Bay Length (ft)												
Base Capacity (vph)		3255	916	496	3730				440	601	612	1033
Starvation Cap Reductn		397	0	0	0				0	0	0	0
Spillback Cap Reductn		0	0	0	3				0	0	0	0
Storage Cap Reductn		0	0	0	0				0	0	0	0
Reduced v/c Ratio		0.45	0.03	0.10	0.35				0.11	0.20	0.21	0.34

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBT, Start of Yellow, Master Intersection
Natural Cycle: 75
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.64
Intersection Signal Delay: 10.3 Intersection LOS: B
Intersection Capacity Utilization 46.7% ICU Level of Service A
Analysis Period (min) 15
* User Entered Value
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: Floral & SB-SR-99 off Ramp



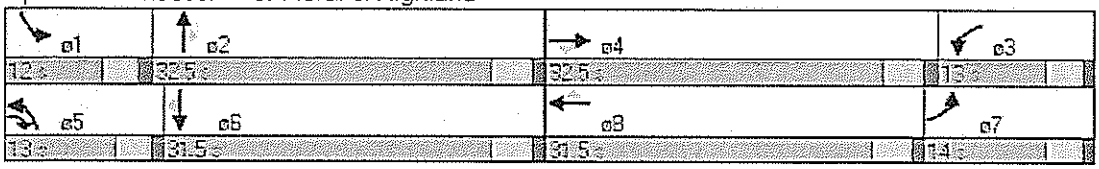
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	200		0	200		0	200		0
Storage Lanes	2		2	2		1	2		1	2		2
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	0.97	*0.90	0.88	0.97	0.86	1.00	0.97	0.95	1.00	0.97	0.95	0.88
Ped Bike Factor	1.00		0.96			0.98				0.99		0.98
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	6706	2787	3433	6408	1583	3433	3539	1583	3433	3539	2787
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3427	6706	2685	3433	6408	1549	3433	3539	1583	3405	3539	2726
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			320			124			105			311
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		115			542			256			500	
Travel Time (s)		2.0			9.2			4.4			8.5	
Volume (vph)	200	949	294	167	1206	114	169	130	97	24	295	286
Confl. Peds. (#/hr)	10		10			10				10		10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	217	1032	320	182	1311	124	184	141	105	26	321	311
Lane Group Flow (vph)	217	1032	320	182	1311	124	184	141	105	26	321	311
Turn Type	Prot		pm+ov	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4	5	3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	5	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	12.0	31.5	12.0	12.0	31.5	31.5	12.0	31.5	31.5	12.0	31.5	31.5
Total Split (s)	14.0	32.5	13.0	13.0	31.5	31.5	13.0	32.5	32.5	12.0	31.5	31.5
Total Split (%)	15.6%	36.1%	14.4%	14.4%	35.0%	35.0%	14.4%	36.1%	36.1%	13.3%	35.0%	35.0%
Maximum Green (s)	10.0	28.0	9.0	9.0	27.0	27.0	9.0	28.0	28.0	8.0	27.0	27.0
Yellow Time (s)	3.0	3.5	3.0	3.0	3.5	3.5	3.0	3.5	3.5	3.0	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max	None	None	C-Max	C-Max	None	Min	Min	None	Min	Min
Walk Time (s)		7.0			7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)		20.0			20.0	20.0		20.0	20.0		20.0	20.0
Pedestrian Calls (#/hr)		10			10	10		10	10		10	10
Act Effct Green (s)	9.7	41.1	49.7	8.7	40.1	40.1	8.7	23.9	23.9	6.1	15.6	15.6
Actuated g/C Ratio	0.11	0.46	0.55	0.10	0.45	0.45	0.10	0.27	0.27	0.07	0.17	0.17
v/c Ratio	0.59	0.34	0.20	0.55	0.46	0.16	0.56	0.15	0.21	0.11	0.52	0.43
Control Delay	45.2	17.3	1.3	43.1	14.9	2.4	45.6	25.3	6.3	40.1	35.9	5.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	45.2	17.3	1.3	43.1	14.9	2.4	45.6	25.3	6.3	40.1	35.9	5.1
LOS	D	B	A	D	B	A	D	C	A	D	D	A
Approach Delay		17.9			17.1			29.4			21.5	
Approach LOS		B			B			C			C	
Queue Length 50th (ft)	61	96	0	53	127	0	52	31	0	7	91	0
Queue Length 95th (ft)	97	161	16	87	149	12	86	51	34	20	107	31
Internal Link Dist (ft)		35			462			176			420	
Turn Bay Length (ft)				200			200			200		
Base Capacity (vph)	381	3061	1646	343	2854	759	343	1128	576	305	1081	1049
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.57	0.34	0.19	0.53	0.46	0.16	0.54	0.13	0.18	0.09	0.30	0.30

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 59 (66%), Referenced to phase 4:EBT and 8:WBT, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.59
Intersection Signal Delay: 19.3 Intersection LOS: B
Intersection Capacity Utilization 58.6% ICU Level of Service B
Analysis Period (min) 15
* User Entered Value

Splits and Phases: 6: Floral & Highland



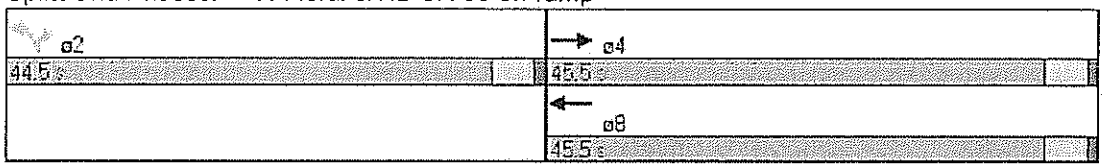
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑			↑↑↑		↰↰		↱			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)		50			50		50		50			
Trailing Detector (ft)		0			0		0		0			
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt									0.850			
Flt Protected							0.950					
Satd. Flow (prot)	0	5085	0	0	5085	0	3433	0	1583	0	0	0
Flt Permitted							0.950					
Satd. Flow (perm)	0	5085	0	0	5085	0	3433	0	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)									55			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		542			211			348			181	
Travel Time (s)		9.2			3.6			7.9			4.1	
Volume (vph)	0	948	0	0	1173	0	296	0	52	0	0	0
Confl. Peds. (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1030	0	0	1275	0	322	0	57	0	0	0
Lane Group Flow (vph)	0	1030	0	0	1275	0	322	0	57	0	0	0
Turn Type							custom		custom			
Protected Phases		4			8							
Permitted Phases							2		2			
Detector Phases		4			8		2		2			
Minimum Initial (s)		4.0			4.0		4.0		4.0			
Minimum Split (s)		31.5			31.5		31.5		31.5			
Total Split (s)	0.0	45.5	0.0	0.0	45.5	0.0	44.5	0.0	44.5	0.0	0.0	0.0
Total Split (%)	0.0%	50.6%	0.0%	0.0%	50.6%	0.0%	49.4%	0.0%	49.4%	0.0%	0.0%	0.0%
Maximum Green (s)		41.0			41.0		40.0		40.0			
Yellow Time (s)		3.5			3.5		3.5		3.5			
All-Red Time (s)		1.0			1.0		1.0		1.0			
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0			3.0		3.0		3.0			
Recall Mode		C-Max			C-Max		Min		Min			
Walk Time (s)		7.0			7.0		7.0		7.0			
Flash Dont Walk (s)		20.0			20.0		20.0		20.0			
Pedestrian Calls (#/hr)		10			10		10		10			
Act Effct Green (s)		66.8			66.8		15.2		15.2			
Actuated g/C Ratio		0.74			0.74		0.17		0.17			
v/c Ratio		0.27			0.34		0.56		0.18			
Control Delay		1.3			5.0		37.1		9.5			
Queue Delay		0.0			0.0		0.0		0.0			
Total Delay		1.3			5.0		37.1		9.5			
LOS		A			A		D		A			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		1.3			5.0							
Approach LOS		A			A							
Queue Length 50th (ft)		7			64		90		1			
Queue Length 95th (ft)		16			156		107		27			
Internal Link Dist (ft)		462			131			268			101	
Turn Bay Length (ft)												
Base Capacity (vph)		3775			3775		1545		743			
Starvation Cap Reductn		0			0		0		0			
Spillback Cap Reductn		0			0		0		0			
Storage Cap Reductn		0			0		0		0			
Reduced v/c Ratio		0.27			0.34		0.21		0.08			

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 88 (98%), Referenced to phase 4:EBT and 8:WBT, Start of Yellow
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.56
Intersection Signal Delay: 7.5 Intersection LOS: A
Intersection Capacity Utilization 37.8% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 7: Floral & NB SR-99 off ramp



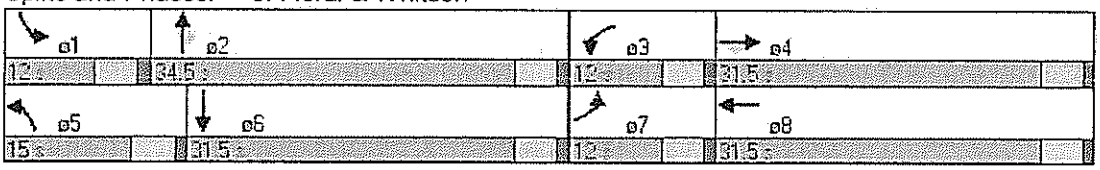
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50		50	50	50	50	50	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	0.91	0.97	0.95	1.00	0.97	0.95	0.95
Frt			0.850		0.997				0.850		0.987	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5085	1583	1770	5070	0	3433	3539	1583	3433	3493	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	5085	1583	1770	5070	0	3433	3539	1583	3433	3493	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			270		3				17		11	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1652			984			605			583	
Travel Time (s)		28.2			16.8			10.3			9.9	
Volume (vph)	38	686	248	41	855	16	346	112	16	46	221	20
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	41	746	270	45	929	17	376	122	17	50	240	22
Lane Group Flow (vph)	41	746	270	45	946	0	376	122	17	50	262	0
Turn Type	Prot		Perm	Prot			Prot		Perm	Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4						2			
Detector Phases	7	4	4	3	8		5	2	2	1	6	
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	12.0	31.5	31.5	12.0	31.5		12.0	31.5	31.5	12.0	31.5	
Total Split (s)	12.0	31.5	31.5	12.0	31.5	0.0	15.0	34.5	34.5	12.0	31.5	0.0
Total Split (%)	13.3%	35.0%	35.0%	13.3%	35.0%	0.0%	16.7%	38.3%	38.3%	13.3%	35.0%	0.0%
Maximum Green (s)	7.5	27.0	27.0	7.5	27.0		10.5	30.0	30.0	7.5	27.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	None		None	Min	Min	None	Min	
Walk Time (s)		7.0	7.0		7.0			7.0	7.0		7.0	
Flash Dont Walk (s)		20.0	20.0		20.0			20.0	20.0		20.0	
Pedestrian Calls (#/hr)		10	10		10			10	10		10	
Act Effct Green (s)	7.2	17.4	17.4	7.3	17.4		11.3	24.1	24.1	7.0	11.8	
Actuated g/C Ratio	0.11	0.30	0.30	0.11	0.30		0.20	0.42	0.42	0.11	0.21	
v/c Ratio	0.20	0.48	0.40	0.22	0.61		0.56	0.08	0.03	0.13	0.36	
Control Delay	33.8	18.8	5.2	34.0	20.2		29.8	16.1	10.0	31.6	21.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	33.8	18.8	5.2	34.0	20.2		29.8	16.1	10.0	31.6	21.7	
LOS	C	B	A	C	C		C	B	A	C	C	
Approach Delay		15.9			20.9			25.9			23.3	
Approach LOS		B			C			C			C	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	10	58	0	11	77		47	8	0	6	32	
Queue Length 95th (ft)	54	163	54	58	210		#191	44	14	31	87	
Internal Link Dist (ft)		1572			904			525			503	
Turn Bay Length (ft)												
Base Capacity (vph)	229	2151	826	229	2146		714	1760	796	443	1375	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.18	0.35	0.33	0.20	0.44		0.53	0.07	0.02	0.11	0.19	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 57.4
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.61
Intersection Signal Delay: 20.2 Intersection LOS: C
Intersection Capacity Utilization 50.2% ICU Level of Service A
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 8: Floral & Whitson



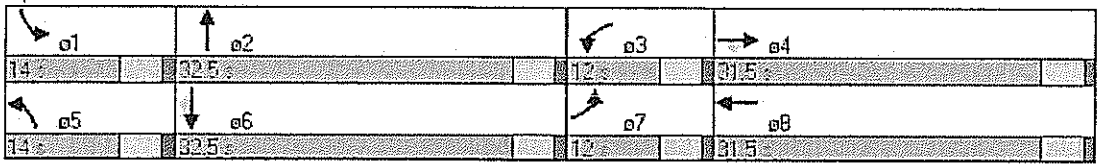
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50		50	50		50	50	50
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00
Frt			0.850		0.974			0.984				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3539	1583	1770	3447	0	1770	3483	0	1770	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	3539	1583	1770	3447	0	1770	3483	0	1770	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			66		28			15				295
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		984			67			531			694	
Travel Time (s)		16.8			1.1			9.1			11.8	
Volume (vph)	184	479	61	82	523	109	110	307	37	90	489	271
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	200	521	66	89	568	118	120	334	40	98	532	295
Lane Group Flow (vph)	200	521	66	89	686	0	120	374	0	98	532	295
Turn Type	Prot		Perm	Prot			Prot			Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4									6
Detector Phases	7	4	4	3	8		5	2		1	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	12.0	31.5	31.5	12.0	31.5		12.0	31.5		12.0	31.5	31.5
Total Split (s)	12.0	31.5	31.5	12.0	31.5	0.0	14.0	32.5	0.0	14.0	32.5	32.5
Total Split (%)	13.3%	35.0%	35.0%	13.3%	35.0%	0.0%	15.6%	36.1%	0.0%	15.6%	36.1%	36.1%
Maximum Green (s)	7.5	27.0	27.0	7.5	27.0		9.5	28.0		9.5	28.0	28.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	Min		None	Min	Min
Walk Time (s)		7.0	7.0		7.0			7.0			7.0	7.0
Flash Dont Walk (s)		20.0	20.0		20.0			20.0			20.0	20.0
Pedestrian Calls (#/hr)		10	10		10			10			10	10
Act Effct Green (s)	8.2	19.2	19.2	8.2	19.2		9.4	17.8		9.1	17.6	17.6
Actuated g/C Ratio	0.12	0.30	0.30	0.12	0.30		0.14	0.27		0.14	0.27	0.27
v/c Ratio	0.47	0.50	0.13	0.41	0.66		0.48	0.39		0.40	0.55	0.46
Control Delay	37.0	23.1	6.7	40.4	24.9		40.0	22.2		37.8	25.2	5.7
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	37.0	23.1	6.7	40.4	24.9		40.0	22.2		37.8	25.2	5.7
LOS	D	C	A	D	C		D	C		D	C	A
Approach Delay		25.3			26.7			26.5			20.3	
Approach LOS		C			C			C			C	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	43	101	0	37	134		49	69		40	110	0
Queue Length 95th (ft)	#93	172	28	#106	225		#133	119		103	175	56
Internal Link Dist (ft)		904			1			451			614	
Turn Bay Length (ft)												
Base Capacity (vph)	453	1419	674	233	1398		285	1409		284	1420	812
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	0
Reduced v/c Ratio	0.44	0.37	0.10	0.38	0.49		0.42	0.27		0.35	0.37	0.36

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 64.8
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.66
Intersection Signal Delay: 24.3 Intersection LOS: C
Intersection Capacity Utilization 56.1% ICU Level of Service B
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 9: Floral & McCall



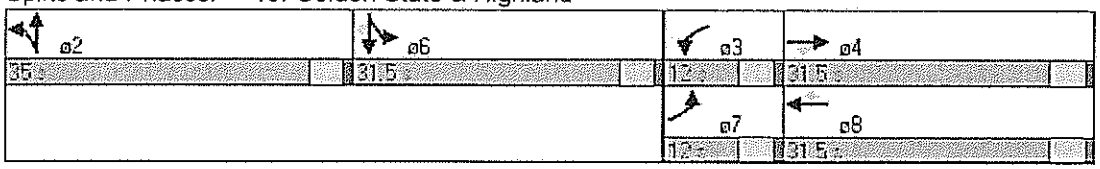
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50	50	50		50	50	50
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.95	0.95	0.95	1.00
Frt			0.850			0.850		0.979				0.850
Flt Protected	0.950			0.950			0.950				0.991	
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	3465	0	0	3507	1583
Flt Permitted	0.950			0.950			0.950				0.991	
Satd. Flow (perm)	1770	3539	1583	1770	3539	1583	1770	3465	0	0	3507	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			162			47		16				14
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1169			1352			1070			739	
Travel Time (s)		19.9			23.0			18.2			12.6	
Volume (vph)	5	192	149	11	179	43	161	196	31	82	376	13
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	5	209	162	12	195	47	175	213	34	89	409	14
Lane Group Flow (vph)	5	209	162	12	195	47	175	247	0	0	498	14
Turn Type	Prot		Perm	Prot		Perm	Split			Split		Perm
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases			4			8						6
Detector Phases	7	4	4	3	8	8	2	2		6	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	12.0	31.5	31.5	12.0	31.5	31.5	31.5	31.5		31.5	31.5	31.5
Total Split (s)	12.0	31.5	31.5	12.0	31.5	31.5	35.0	35.0	0.0	31.5	31.5	31.5
Total Split (%)	10.9%	28.6%	28.6%	10.9%	28.6%	28.6%	31.8%	31.8%	0.0%	28.6%	28.6%	28.6%
Maximum Green (s)	7.5	27.0	27.0	7.5	27.0	27.0	30.5	30.5		27.0	27.0	27.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	Min	Min		Min	Min	Min
Walk Time (s)		7.0	7.0		7.0	7.0	7.0	7.0		7.0	7.0	7.0
Flash Dont Walk (s)		20.0	20.0		20.0	20.0	20.0	20.0		20.0	20.0	20.0
Pedestrian Calls (#/hr)		10	10		10	10	10	10		10	10	10
Act Effct Green (s)	7.2	11.1	11.1	7.4	11.1	11.1	12.7	12.7			14.4	14.4
Actuated g/C Ratio	0.12	0.21	0.21	0.13	0.21	0.21	0.25	0.25			0.28	0.28
v/c Ratio	0.02	0.28	0.35	0.05	0.26	0.13	0.39	0.28			0.50	0.03
Control Delay	35.6	21.2	7.3	34.6	20.9	9.1	23.4	18.7			20.5	12.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0
Total Delay	35.6	21.2	7.3	34.6	20.9	9.1	23.4	18.7			20.5	12.1
LOS	D	C	A	C	C	A	C	B			C	B
Approach Delay		15.4			19.4			20.6			20.2	
Approach LOS		B			B			C			C	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	1	22	0	2	20	0	35	23			51	0
Queue Length 95th (ft)	15	91	51	27	85	29	163	101			208	16
Internal Link Dist (ft)		1089			1272			990			659	
Turn Bay Length (ft)												
Base Capacity (vph)	270	1512	769	270	1517	705	862	1696			1648	751
Starvation Cap Reductn	0	0	0	0	0	0	0	0			0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0			0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0			0	0
Reduced v/c Ratio	0.02	0.14	0.21	0.04	0.13	0.07	0.20	0.15			0.30	0.02

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 50.6
Natural Cycle: 110
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.50
Intersection Signal Delay: 19.0 Intersection LOS: B
Intersection Capacity Utilization 40.8% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 10: Golden State & Highland



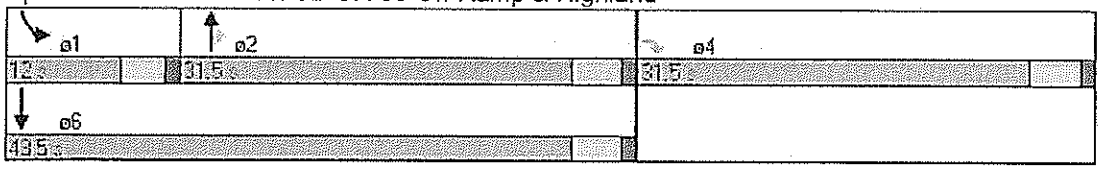
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)			50					50	50	50	50	
Trailing Detector (ft)			0					0	0	0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	1.00	0.88	1.00	1.00	1.00	1.00	*1.00	1.00	0.97	0.95	1.00
Ped Bike Factor			0.97						0.98	1.00		
Frt			0.850						0.850			
Flt Protected										0.950		
Satd. Flow (prot)	0	0	2787	0	0	0	0	3725	1583	3433	3539	0
Flt Permitted										0.950		
Satd. Flow (perm)	0	0	2693	0	0	0	0	3725	1551	3426	3539	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			633						49			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		643			447			103			430	
Travel Time (s)		14.6			10.2			1.8			7.3	
Volume (vph)	0	0	376	0	0	0	0	788	45	339	416	0
Confl. Peds. (#/hr)			10						10	5		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	409	0	0	0	0	857	49	368	452	0
Lane Group Flow (vph)	0	0	409	0	0	0	0	857	49	368	452	0
Turn Type			custom						Perm	Prot		
Protected Phases								2		1	6	
Permitted Phases			4						2			
Detector Phases			4					2	2	1	6	
Minimum Initial (s)			4.0					4.0	4.0	4.0	4.0	
Minimum Split (s)			31.5					31.5	31.5	12.0	31.5	
Total Split (s)	0.0	0.0	31.5	0.0	0.0	0.0	0.0	31.5	31.5	12.0	43.5	0.0
Total Split (%)	0.0%	0.0%	42.0%	0.0%	0.0%	0.0%	0.0%	42.0%	42.0%	16.0%	58.0%	0.0%
Maximum Green (s)			27.0					27.0	27.0	8.0	39.0	
Yellow Time (s)			3.5					3.5	3.5	3.0	3.5	
All-Red Time (s)			1.0					1.0	1.0	1.0	1.0	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)			3.0					3.0	3.0	3.0	3.0	
Recall Mode			None					Min	Min	None	Min	
Walk Time (s)			7.0					7.0	7.0		5.0	
Flash Dont Walk (s)			20.0					20.0	20.0		10.0	
Pedestrian Calls (#/hr)			10					10	10		10	
Act Effct Green (s)			9.1					17.2	17.2	8.5	30.0	
Actuated g/C Ratio			0.19					0.36	0.36	0.18	0.63	
v/c Ratio			0.40					0.64	0.08	0.60	0.20	
Control Delay			1.2					15.7	5.1	27.7	5.1	
Queue Delay			0.0					0.0	0.0	0.0	0.0	
Total Delay			1.2					15.7	5.1	27.7	5.1	
LOS			A					B	A	C	A	

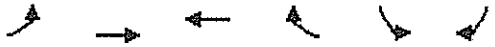
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay								15.1			15.3	
Approach LOS								B			B	
Queue Length 50th (ft)			0					77	0	42	15	
Queue Length 95th (ft)			0					217	20	#175	82	
Internal Link Dist (ft)		563			367			23			350	
Turn Bay Length (ft)												
Base Capacity (vph)			1513					1805	777	614	2463	
Starvation Cap Reductn			0					0	0	0	0	
Spillback Cap Reductn			0					0	0	0	0	
Storage Cap Reductn			0					0	0	0	0	
Reduced v/c Ratio			0.27					0.47	0.06	0.60	0.18	

Intersection Summary

Area Type: Other
Cycle Length: 75
Actuated Cycle Length: 47.7
Natural Cycle: 75
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.64
Intersection Signal Delay: 12.5 Intersection LOS: B
Intersection Capacity Utilization 38.3% ICU Level of Service A
Analysis Period (min) 15
* User Entered Value
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 11: SB-SR-99 Off Ramp & Highland





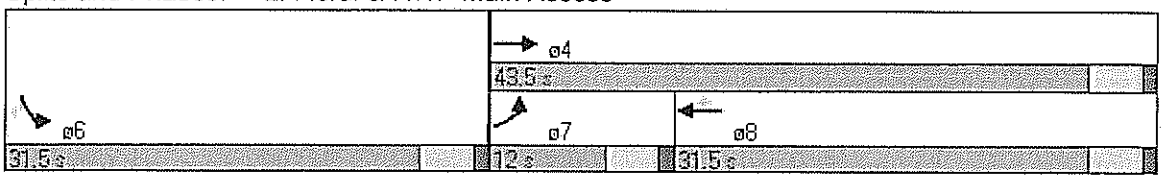
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)	15			9	15	9
Lane Util. Factor	1.00	0.95	0.95	1.00	0.97	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	3539	3539	1583	3433	1583
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	3539	3539	1583	3433	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				691		117
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40	40		30	
Link Distance (ft)		445	656		235	
Travel Time (s)		7.6	11.2		5.3	
Volume (vph)	97	705	707	636	702	108
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	105	766	768	691	763	117
Lane Group Flow (vph)	105	766	768	691	763	117
Turn Type	Prot			Perm		Perm
Protected Phases	7	4	8		6	
Permitted Phases				8		6
Detector Phases	7	4	8	8	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	12.0	31.5	31.5	31.5	31.5	31.5
Total Split (s)	12.0	43.5	31.5	31.5	31.5	31.5
Total Split (%)	16.0%	58.0%	42.0%	42.0%	42.0%	42.0%
Maximum Green (s)	7.5	39.0	27.0	27.0	27.0	27.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	Min	Min
Walk Time (s)		7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)		20.0	20.0	20.0	20.0	20.0
Pedestrian Calls (#/hr)		10	10	10	10	10
Act Effct Green (s)	7.9	29.6	21.1	21.1	19.8	19.8
Actuated g/C Ratio	0.13	0.50	0.36	0.36	0.34	0.34
v/c Ratio	0.46	0.43	0.60	0.68	0.66	0.19
Control Delay	36.7	10.0	19.0	5.6	20.9	4.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.7	10.0	19.0	5.6	20.9	4.6
LOS	D	A	B	A	C	A
Approach Delay		13.2	12.7		18.8	
Approach LOS		B	B		B	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Queue Length 50th (ft)	39	83	126	0	130	0
Queue Length 95th (ft)	#104	144	204	68	201	30
Internal Link Dist (ft)		365	576		155	
Turn Bay Length (ft)						
Base Capacity (vph)	246	2094	1552	1082	1478	748
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	21	0	0	15	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.43	0.37	0.49	0.64	0.52	0.16

Intersection Summary

Area Type: Other
Cycle Length: 75
Actuated Cycle Length: 58.7
Natural Cycle: 75
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.68
Intersection Signal Delay: 14.5 Intersection LOS: B
Intersection Capacity Utilization 54.9% ICU Level of Service A
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: Floral & RWP Main Access



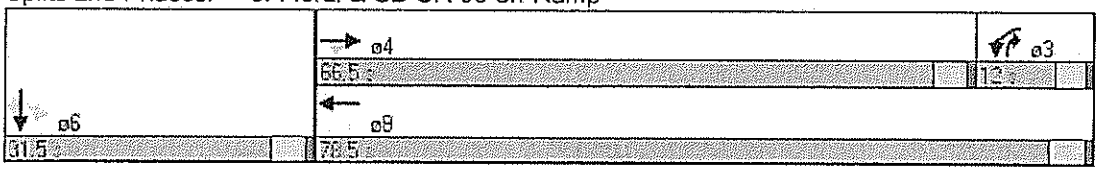
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑↑	↱	↰↰	↑↑↑				↱	↰	↕	↱↱
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)		50	50	50	50				50	50	50	50
Trailing Detector (ft)		0	0	0	0				0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	*0.75	1.00	0.97	0.91	1.00	1.00	1.00	1.00	0.95	0.95	0.88
Ped Bike Factor			0.98							0.99	0.99	0.98
Frt			0.850						0.865			0.850
Flt Protected				0.950						0.950	0.973	
Satd. Flow (prot)	0	5588	1583	3433	5085	0	0	0	1611	1681	1722	2787
Flt Permitted				0.950						0.950	0.973	
Satd. Flow (perm)	0	5588	1545	3433	5085	0	0	0	1611	1661	1710	2720
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			75						57			19
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		337			399			379			851	
Travel Time (s)		5.7			6.8			8.6			19.3	
Volume (vph)	0	2776	83	125	2090	0	0	0	150	291	89	518
Confl. Peds. (#/hr)			10							10		10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	3017	90	136	2272	0	0	0	163	316	97	563
Lane Group Flow (vph)	0	3017	90	136	2272	0	0	0	163	200	213	563
Turn Type			Perm	Prot					Over	Perm		Perm
Protected Phases		4		3	8				3		6	
Permitted Phases			4							6		6
Detector Phases		4	4	3	8				3	6	6	6
Minimum Initial (s)		4.0	4.0	4.0	4.0				4.0	4.0	4.0	4.0
Minimum Split (s)		31.5	31.5	12.0	31.5				12.0	31.5	31.5	31.5
Total Split (s)	0.0	66.5	66.5	12.0	78.5	0.0	0.0	0.0	12.0	31.5	31.5	31.5
Total Split (%)	0.0%	60.5%	60.5%	10.9%	71.4%	0.0%	0.0%	0.0%	10.9%	28.6%	28.6%	28.6%
Maximum Green (s)		62.0	62.0	8.0	74.0				8.0	27.0	27.0	27.0
Yellow Time (s)		3.5	3.5	3.0	3.5				3.0	3.5	3.5	3.5
All-Red Time (s)		1.0	1.0	1.0	1.0				1.0	1.0	1.0	1.0
Lead/Lag		Lead	Lead	Lag					Lag			
Lead-Lag Optimize?		Yes	Yes	Yes					Yes			
Vehicle Extension (s)		3.0	3.0	3.0	3.0				3.0	3.0	3.0	3.0
Recall Mode		C-Max	C-Max	None	C-Max				None	Min	Min	Min
Walk Time (s)		7.0	7.0		7.0					7.0	7.0	7.0
Flash Dont Walk (s)		20.0	20.0		20.0					20.0	20.0	20.0
Pedestrian Calls (#/hr)		10	10		10					10	10	10
Act Effct Green (s)		64.3	64.3	8.0	76.3				8.0	25.7	25.7	25.7
Actuated g/C Ratio		0.58	0.58	0.07	0.69				0.07	0.23	0.23	0.23
v/c Ratio		0.92	0.10	0.54	0.64				0.96	0.51	0.53	0.86
Control Delay		13.1	0.4	57.9	10.7				93.2	41.4	41.8	53.5
Queue Delay		3.6	0.0	0.0	0.6				0.0	0.0	0.0	0.0
Total Delay		16.6	0.4	57.9	11.3				93.2	41.4	41.8	53.5
LOS		B	A	E	B				F	D	D	D

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		16.2			13.9						48.5	
Approach LOS		B			B						D	
Queue Length 50th (ft)		674	1	48	308				76	127	135	206
Queue Length 95th (ft)		#192	m0	81	354				#212	205	215	#295
Internal Link Dist (ft)		257			319			299			771	
Turn Bay Length (ft)												
Base Capacity (vph)		3265	934	250	3525				170	415	428	694
Starvation Cap Reductn		189	0	0	732				0	0	0	0
Spillback Cap Reductn		0	0	0	88				0	0	0	1
Storage Cap Reductn		0	0	0	0				0	0	0	0
Reduced v/c Ratio		0.98	0.10	0.54	0.81				0.96	0.48	0.50	0.81

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBT, Start of Yellow, Master Intersection
Natural Cycle: 100
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.96
Intersection Signal Delay: 22.0 Intersection LOS: C
Intersection Capacity Utilization 73.3% ICU Level of Service D
Analysis Period (min) 15
* User Entered Value
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: Floral & SB-SR-99 off Ramp



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	200		0	200		0	200		0
Storage Lanes	2		2	2		1	2		1	2		2
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	0.97	*0.90	0.88	0.97	0.86	1.00	0.97	0.95	1.00	0.97	0.95	0.88
Ped Bike Factor	1.00		0.96			0.98				0.99		0.98
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	6706	2787	3433	6408	1583	3433	3539	1583	3433	3539	2787
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3430	6706	2675	3433	6408	1545	3433	3539	1583	3403	3539	2720
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			128			215			179			421
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		115			542			256			500	
Travel Time (s)		2.0			9.2			4.4			8.5	
Volume (vph)	467	2142	639	317	1796	211	381	219	165	85	396	425
Confl. Peds. (#/hr)	10		10			10				10		10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	508	2328	695	345	1952	229	414	238	179	92	430	462
Lane Group Flow (vph)	508	2328	695	345	1952	229	414	238	179	92	430	462
Turn Type	Prot		pm+ov	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4	5	3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	5	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	12.0	31.5	12.0	12.0	31.5	31.5	12.0	31.5	31.5	12.0	31.5	31.5
Total Split (s)	21.0	44.5	18.0	16.0	39.5	39.5	18.0	37.5	37.5	12.0	31.5	31.5
Total Split (%)	19.1%	40.5%	16.4%	14.5%	35.9%	35.9%	16.4%	34.1%	34.1%	10.9%	28.6%	28.6%
Maximum Green (s)	17.0	40.0	14.0	12.0	35.0	35.0	14.0	33.0	33.0	8.0	27.0	27.0
Yellow Time (s)	3.0	3.5	3.0	3.0	3.5	3.5	3.0	3.5	3.5	3.0	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max	None	None	C-Max	C-Max	None	Min	Min	None	Min	Min
Walk Time (s)		7.0			7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)		20.0			20.0	20.0		20.0	20.0		20.0	20.0
Pedestrian Calls (#/hr)		10			10	10		10	10		10	10
Act Effct Green (s)	17.0	47.7	61.7	12.0	42.7	42.7	14.0	28.8	28.8	7.5	20.3	20.3
Actuated g/C Ratio	0.15	0.43	0.56	0.11	0.39	0.39	0.13	0.26	0.26	0.07	0.18	0.18
v/c Ratio	0.96	0.80	0.44	0.92	0.78	0.31	0.95	0.26	0.33	0.39	0.66	0.55
Control Delay	76.5	30.5	7.2	73.9	26.7	2.5	80.0	32.8	6.1	54.1	46.1	7.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

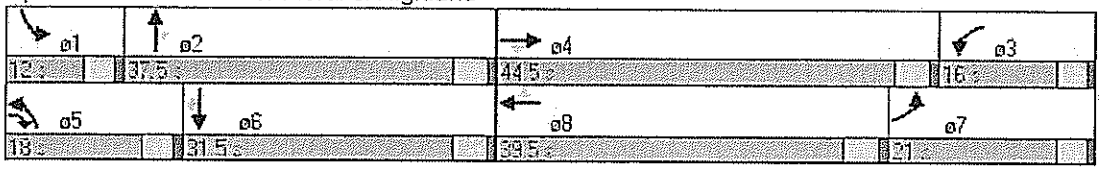
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	76.5	30.5	7.2	73.9	26.7	2.5	80.0	32.8	6.1	54.1	46.1	7.8
LOS	E	C	A	E	C	A	F	C	A	D	D	A
Approach Delay		32.5			31.0			50.6			28.9	
Approach LOS		C			C			D			C	
Queue Length 50th (ft)	185	387	62	128	345	8	151	72	0	32	150	13
Queue Length 95th (ft)	#290	#500	116	m#211	#420	m20	#247	98	50	59	187	57
Internal Link Dist (ft)		35			462			176			420	
Turn Bay Length (ft)				200			200			200		
Base Capacity (vph)	531	2909	1571	375	2489	731	437	1078	607	250	885	996
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.96	0.80	0.44	0.92	0.78	0.31	0.95	0.22	0.29	0.37	0.49	0.46

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 71 (65%), Referenced to phase 4:EBT and 8:WBT, Start of Yellow
Natural Cycle: 100
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.96
Intersection Signal Delay: 33.5 Intersection LOS: C
Intersection Capacity Utilization 78.5% ICU Level of Service D
Analysis Period (min) 15

* User Entered Value
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: Floral & Highland



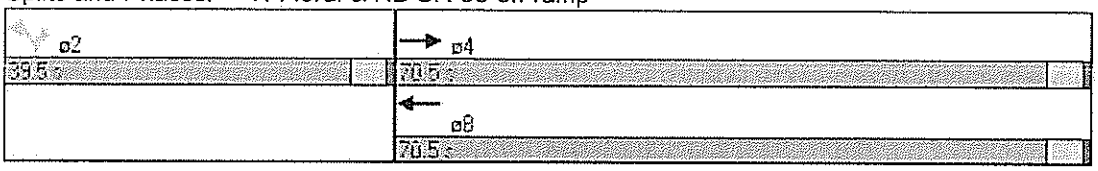
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)		50			50		50		50			
Trailing Detector (ft)		0			0		0		0			
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt									0.850			
Flt Protected							0.950					
Satd. Flow (prot)	0	5085	0	0	5085	0	3433	0	1583	0	0	0
Flt Permitted							0.950					
Satd. Flow (perm)	0	5085	0	0	5085	0	3433	0	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)									6			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		542			211			348			181	
Travel Time (s)		9.2			3.6			7.9			4.1	
Volume (vph)	0	2090	0	0	1793	0	520	0	134	0	0	0
Confl. Peds. (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	2272	0	0	1949	0	565	0	146	0	0	0
Lane Group Flow (vph)	0	2272	0	0	1949	0	565	0	146	0	0	0
Turn Type							custom		custom			
Protected Phases		4			8							
Permitted Phases							2		2			
Detector Phases		4			8		2		2			
Minimum Initial (s)		4.0			4.0		4.0		4.0			
Minimum Split (s)		31.5			31.5		31.5		31.5			
Total Split (s)	0.0	70.5	0.0	0.0	70.5	0.0	39.5	0.0	39.5	0.0	0.0	0.0
Total Split (%)	0.0%	64.1%	0.0%	0.0%	64.1%	0.0%	35.9%	0.0%	35.9%	0.0%	0.0%	0.0%
Maximum Green (s)		66.0			66.0		35.0		35.0			
Yellow Time (s)		3.5			3.5		3.5		3.5			
All-Red Time (s)		1.0			1.0		1.0		1.0			
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0			3.0		3.0		3.0			
Recall Mode		C-Max			C-Max		Min		Min			
Walk Time (s)		7.0			7.0		7.0		7.0			
Flash Dont Walk (s)		20.0			20.0		20.0		20.0			
Pedestrian Calls (#/hr)		10			10		10		10			
Act Effct Green (s)		78.6			78.6		23.4		23.4			
Actuated g/C Ratio		0.71			0.71		0.21		0.21			
v/c Ratio		0.63			0.54		0.77		0.43			
Control Delay		5.1			8.5		48.1		38.8			
Queue Delay		0.5			0.0		0.0		0.0			
Total Delay		5.6			8.5		48.1		38.8			
LOS		A			A		D		D			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		5.6			8.5							
Approach LOS		A			A							
Queue Length 50th (ft)		80			205		194		86			
Queue Length 95th (ft)		103			299		237		137			
Internal Link Dist (ft)		462			131			268			101	
Turn Bay Length (ft)												
Base Capacity (vph)		3634			3634		1108		515			
Starvation Cap Reductn		807			0		0		0			
Spillback Cap Reductn		0			0		0		0			
Storage Cap Reductn		0			0		0		0			
Reduced v/c Ratio		0.80			0.54		0.51		0.28			

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 103 (94%), Referenced to phase 4:EBT and 8:WBT, Start of Yellow
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.77
Intersection Signal Delay: 12.6 Intersection LOS: B
Intersection Capacity Utilization 61.9% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 7: Floral & NB SR-99 off ramp



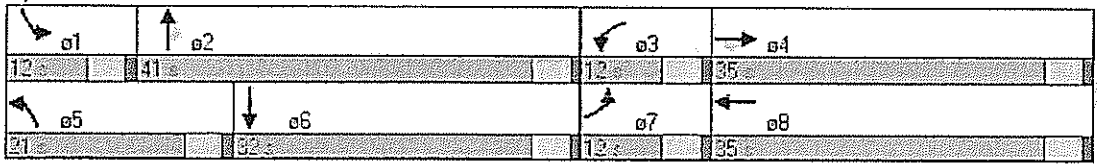
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50		50	50	50	50	50	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	0.91	0.97	0.95	1.00	0.97	0.95	0.95
Frt			0.850		0.998				0.850		0.990	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5085	1583	1770	5075	0	3433	3539	1583	3433	3504	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	5085	1583	1770	5075	0	3433	3539	1583	3433	3504	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			438		2				13		7	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1652			984			605			583	
Travel Time (s)		28.2			16.8			10.3			9.9	
Volume (vph)	74	1528	631	84	1219	18	565	278	12	115	329	23
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	80	1661	686	91	1325	20	614	302	13	125	358	25
Lane Group Flow (vph)	80	1661	686	91	1345	0	614	302	13	125	383	0
Turn Type	Prot		Perm	Prot			Prot		Perm	Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4						2			
Detector Phases	7	4	4	3	8		5	2	2	1	6	
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	12.0	31.5	31.5	12.0	31.5		12.0	31.5	31.5	12.0	31.5	
Total Split (s)	12.0	35.0	35.0	12.0	35.0	0.0	21.0	41.0	41.0	12.0	32.0	0.0
Total Split (%)	12.0%	35.0%	35.0%	12.0%	35.0%	0.0%	21.0%	41.0%	41.0%	12.0%	32.0%	0.0%
Maximum Green (s)	7.5	30.5	30.5	7.5	30.5		16.5	36.5	36.5	7.5	27.5	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	None		None	Min	Min	None	Min	
Walk Time (s)		7.0	7.0		7.0			7.0	7.0		7.0	
Flash Dont Walk (s)		20.0	20.0		20.0			20.0	20.0		20.0	
Pedestrian Calls (#/hr)		10	10		10			10	10		10	
Act Effct Green (s)	7.6	31.4	31.4	7.7	31.4		17.2	28.1	28.1	7.7	16.0	
Actuated g/C Ratio	0.09	0.37	0.37	0.09	0.37		0.20	0.33	0.33	0.09	0.19	
v/c Ratio	0.52	0.89	0.80	0.59	0.73		0.89	0.26	0.02	0.42	0.58	
Control Delay	53.4	35.1	18.3	57.1	27.9		52.6	23.5	10.6	44.1	35.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	53.4	35.1	18.3	57.1	27.9		52.6	23.5	10.6	44.1	35.1	
LOS	D	D	B	E	C		D	C	B	D	D	
Approach Delay		31.0			29.8			42.6			37.3	
Approach LOS		C			C			D			D	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	42	313	120	49	232		171	68	0	34	101	
Queue Length 95th (ft)	#107	#517	#395	#127	350		#328	101	13	69	144	
Internal Link Dist (ft)		1572			904			525			503	
Turn Bay Length (ft)												
Base Capacity (vph)	161	1857	856	161	1854		687	1392	631	312	1013	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.50	0.89	0.80	0.57	0.73		0.89	0.22	0.02	0.40	0.38	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 86
Natural Cycle: 100
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.89
Intersection Signal Delay: 33.3 Intersection LOS: C
Intersection Capacity Utilization 73.5% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 8: Floral & Whitson



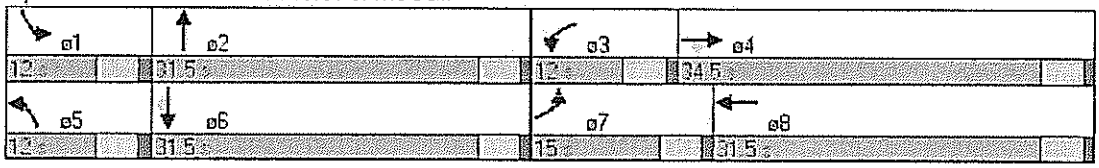
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50		50	50		50	50	50
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00
Frt			0.850		0.990			0.982				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3539	1583	1770	3504	0	1770	3476	0	1770	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	3539	1583	1770	3504	0	1770	3476	0	1770	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			129		9			17				235
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		984			67			531			694	
Travel Time (s)		16.8			1.1			9.1			11.8	
Volume (vph)	363	1059	119	39	798	58	127	461	64	43	329	304
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	395	1151	129	42	867	63	138	501	70	47	358	330
Lane Group Flow (vph)	395	1151	129	42	930	0	138	571	0	47	358	330
Turn Type	Prot		Perm	Prot			Prot			Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4									6
Detector Phases	7	4	4	3	8		5	2		1	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	12.0	31.5	31.5	12.0	31.5		12.0	31.5		12.0	31.5	31.5
Total Split (s)	15.0	34.5	34.5	12.0	31.5	0.0	12.0	31.5	0.0	12.0	31.5	31.5
Total Split (%)	16.7%	38.3%	38.3%	13.3%	35.0%	0.0%	13.3%	35.0%	0.0%	13.3%	35.0%	35.0%
Maximum Green (s)	10.5	30.0	30.0	7.5	27.0		7.5	27.0		7.5	27.0	27.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	Min		None	Min	Min
Walk Time (s)		7.0	7.0		7.0			7.0			7.0	7.0
Flash Dont Walk (s)		20.0	20.0		20.0			20.0			20.0	20.0
Pedestrian Calls (#/hr)		10	10		10			10			10	10
Act Effct Green (s)	11.2	33.1	33.1	7.3	24.3		8.2	22.6		7.3	16.9	16.9
Actuated g/C Ratio	0.15	0.43	0.43	0.09	0.32		0.11	0.29		0.09	0.22	0.22
v/c Ratio	0.79	0.76	0.17	0.26	0.84		0.73	0.55		0.29	0.46	0.62
Control Delay	47.3	25.9	4.7	40.8	33.1		61.6	26.1		41.5	27.8	13.8
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	47.3	25.9	4.7	40.8	33.1		61.6	26.1		41.5	27.8	13.8
LOS	D	C	A	D	C		E	C		D	C	B
Approach Delay		29.3			33.4			33.0			22.4	
Approach LOS		C			C			C			C	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	102	275	0	20	217		70	136		22	82	40
Queue Length 95th (ft)	#204	#474	37	55	#365		#186	188		60	120	115
Internal Link Dist (ft)		904			1			451			614	
Turn Bay Length (ft)												
Base Capacity (vph)	501	1523	755	174	1218		188	1194		174	1122	663
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	0
Reduced v/c Ratio	0.79	0.76	0.17	0.24	0.76		0.73	0.48		0.27	0.32	0.50

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 76.9
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.84
Intersection Signal Delay: 29.7 Intersection LOS: C
Intersection Capacity Utilization 65.7% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 9: Floral & McCall



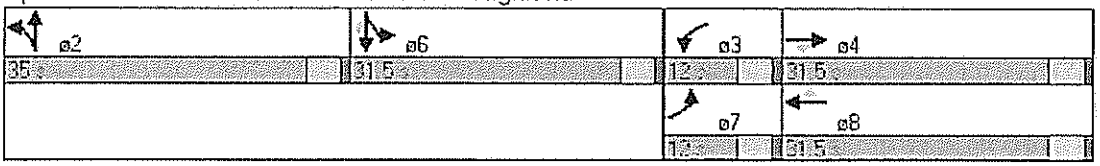
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50	50	50		50	50	50
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.95	0.95	0.95	1.00
Frt			0.850			0.850		0.992				0.850
Flt Protected	0.950			0.950			0.950				0.990	
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	3511	0	0	3504	1583
Flt Permitted	0.950			0.950			0.950				0.990	
Satd. Flow (perm)	1770	3539	1583	1770	3539	1583	1770	3511	0	0	3504	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			287			111		5				10
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1169			1352			1070			739	
Travel Time (s)		19.9			23.0			18.2			12.6	
Volume (vph)	17	302	264	32	248	102	223	533	29	111	438	9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	18	328	287	35	270	111	242	579	32	121	476	10
Lane Group Flow (vph)	18	328	287	35	270	111	242	611	0	0	597	10
Turn Type	Prot		Perm	Prot		Perm	Split			Split		Perm
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases			4			8						6
Detector Phases	7	4	4	3	8	8	2	2		6	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	12.0	31.5	31.5	12.0	31.5	31.5	31.5	31.5		31.5	31.5	31.5
Total Split (s)	12.0	31.5	31.5	12.0	31.5	31.5	35.0	35.0	0.0	31.5	31.5	31.5
Total Split (%)	10.9%	28.6%	28.6%	10.9%	28.6%	28.6%	31.8%	31.8%	0.0%	28.6%	28.6%	28.6%
Maximum Green (s)	7.5	27.0	27.0	7.5	27.0	27.0	30.5	30.5		27.0	27.0	27.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	Min	Min		Min	Min	Min
Walk Time (s)		7.0	7.0		7.0	7.0	7.0	7.0		7.0	7.0	7.0
Flash Dont Walk (s)		20.0	20.0		20.0	20.0	20.0	20.0		20.0	20.0	20.0
Pedestrian Calls (#/hr)		10	10		10	10	10	10		10	10	10
Act Effct Green (s)	7.2	13.7	13.7	7.5	13.8	13.8	18.5	18.5			17.4	17.4
Actuated g/C Ratio	0.10	0.20	0.20	0.10	0.21	0.21	0.28	0.28			0.26	0.26
v/c Ratio	0.10	0.45	0.52	0.19	0.37	0.27	0.50	0.63			0.66	0.02
Control Delay	42.2	28.6	8.0	42.2	27.8	8.6	28.1	26.7			28.9	15.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0
Total Delay	42.2	28.6	8.0	42.2	27.8	8.6	28.1	26.7			28.9	15.4
LOS	D	C	A	D	C	A	C	C			C	B
Approach Delay		19.6			23.9			27.1			28.7	
Approach LOS		B			C			C			C	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	5	50	0	10	40	0	64	87			88	0
Queue Length 95th (ft)	36	143	65	57	120	44	220	256			264	14
Internal Link Dist (ft)		1089			1272			990			659	
Turn Bay Length (ft)												
Base Capacity (vph)	207	1288	759	207	1289	647	732	1454			1334	609
Starvation Cap Reductn	0	0	0	0	0	0	0	0			0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0			0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0			0	0
Reduced v/c Ratio	0.09	0.25	0.38	0.17	0.21	0.17	0.33	0.42			0.45	0.02

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 67.1
Natural Cycle: 110
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.66
Intersection Signal Delay: 25.1 Intersection LOS: C
Intersection Capacity Utilization 56.0% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 10: Golden State & Highland



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)			50					50	50	50	50	
Trailing Detector (ft)			0					0	0	0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	1.00	0.88	1.00	1.00	1.00	1.00	*1.00	1.00	0.97	0.95	1.00
Ped Bike Factor			0.96						0.98	1.00		
Frt			0.850						0.850			
Flt Protected										0.950		
Satd. Flow (prot)	0	0	2787	0	0	0	0	3725	1583	3433	3539	0
Flt Permitted										0.950		
Satd. Flow (perm)	0	0	2685	0	0	0	0	3725	1549	3428	3539	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			291						98			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		643			447			103			430	
Travel Time (s)		14.6			10.2			1.8			7.3	
Volume (vph)	0	0	463	0	0	0	0	1096	90	533	800	0
Confl. Peds. (#/hr)			10						10	5		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	503	0	0	0	0	1191	98	579	870	0
Lane Group Flow (vph)	0	0	503	0	0	0	0	1191	98	579	870	0
Turn Type			custom						Perm	Prot		
Protected Phases								2		1	6	
Permitted Phases			4						2			
Detector Phases			4					2	2	1	6	
Minimum Initial (s)			4.0					4.0	4.0	4.0	4.0	
Minimum Split (s)			31.5					31.5	31.5	12.0	31.5	
Total Split (s)	0.0	0.0	31.5	0.0	0.0	0.0	0.0	37.5	37.5	21.0	58.5	0.0
Total Split (%)	0.0%	0.0%	35.0%	0.0%	0.0%	0.0%	0.0%	41.7%	41.7%	23.3%	65.0%	0.0%
Maximum Green (s)			27.0					33.0	33.0	17.0	54.0	
Yellow Time (s)			3.5					3.5	3.5	3.0	3.5	
All-Red Time (s)			1.0					1.0	1.0	1.0	1.0	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)			3.0					3.0	3.0	3.0	3.0	
Recall Mode			None					Min	Min	None	Min	
Walk Time (s)			7.0					7.0	7.0		5.0	
Flash Dont Walk (s)			20.0					20.0	20.0		10.0	
Pedestrian Calls (#/hr)			10					10	10		10	
Act Effct Green (s)			13.1					27.8	27.8	15.5	47.5	
Actuated g/C Ratio			0.19					0.40	0.40	0.22	0.69	
v/c Ratio			0.68					0.79	0.14	0.75	0.36	
Control Delay			16.1					24.0	4.6	35.1	5.8	
Queue Delay			0.0					0.0	0.0	0.0	0.0	
Total Delay			16.1					24.0	4.6	35.1	5.8	
LOS			B					C	A	D	A	

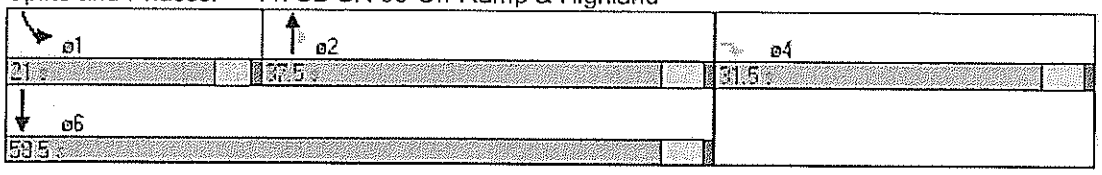
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay								22.6			17.5	
Approach LOS								C			B	
Queue Length 50th (ft)			49					213	0	123	59	
Queue Length 95th (ft)			100					#395	31	#259	163	
Internal Link Dist (ft)		563			367			23			350	
Turn Bay Length (ft)												
Base Capacity (vph)			1098					1698	759	854	2547	
Starvation Cap Reductn			0					0	0	0	0	
Spillback Cap Reductn			0					0	0	0	0	
Storage Cap Reductn			0					0	0	0	0	
Reduced v/c Ratio			0.46					0.70	0.13	0.68	0.34	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 69.1
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.79
Intersection Signal Delay: 19.3 Intersection LOS: B
Intersection Capacity Utilization 52.2% ICU Level of Service A
Analysis Period (min) 15

* User Entered Value
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 11: SB-SR-99 Off Ramp & Highland



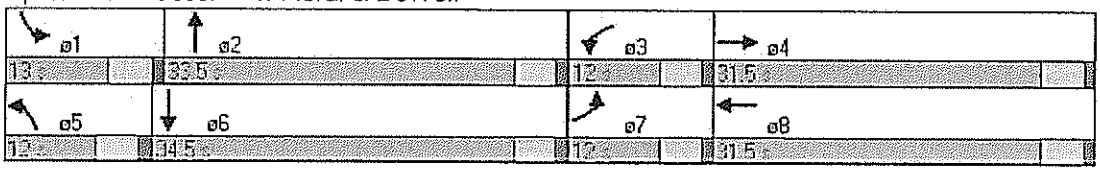
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.995			0.962			0.872			0.980	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3522	0	1770	3405	0	1770	1624	0	1770	1825	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	3522	0	1770	3405	0	1770	1624	0	1770	1825	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			52			70			5	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			45			45	
Link Distance (ft)		437			445			943			1021	
Travel Time (s)		7.4			7.6			14.3			15.5	
Volume (vph)	4	190	7	24	135	46	7	11	62	63	29	4
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.89	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	5	216	8	27	153	52	8	12	70	72	33	5
Lane Group Flow (vph)	5	224	0	27	205	0	8	82	0	72	38	0
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Detector Phases	7	4		3	8		5	2		1	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	12.0	31.5		12.0	31.5		12.0	31.5		12.0	31.5	
Total Split (s)	12.0	31.5	0.0	12.0	31.5	0.0	12.0	33.5	0.0	13.0	34.5	0.0
Total Split (%)	13.3%	35.0%	0.0%	13.3%	35.0%	0.0%	13.3%	37.2%	0.0%	14.4%	38.3%	0.0%
Maximum Green (s)	7.5	27.0		7.5	27.0		7.5	29.0		8.5	30.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	Min		None	Min	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		20.0			20.0			20.0			20.0	
Pedestrian Calls (#/hr)		10			10			10			10	
Act Effct Green (s)	7.5	11.2		7.8	11.2		7.6	22.2		8.4	25.0	
Actuated g/C Ratio	0.16	0.26		0.16	0.26		0.16	0.56		0.18	0.63	
v/c Ratio	0.02	0.25		0.09	0.22		0.03	0.09		0.22	0.03	
Control Delay	27.5	13.0		26.3	10.3		27.0	6.7		23.0	10.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	27.5	13.0		26.3	10.3		27.0	6.7		23.0	10.7	
LOS	C	B		C	B		C	A		C	B	
Approach Delay		13.3			12.2			8.5			18.8	
Approach LOS		B			B			A			B	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	1	7		2	4		1	1		5	2	
Queue Length 95th (ft)	14	72		39	55		18	34		78	33	
Internal Link Dist (ft)		357			365			863			941	
Turn Bay Length (ft)												
Base Capacity (vph)	344	1748		345	1722		344	1156		399	1336	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.01	0.13		0.08	0.12		0.02	0.07		0.18	0.03	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 39.5
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.25
Intersection Signal Delay: 13.2 Intersection LOS: B
Intersection Capacity Utilization 29.0% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 1: Floral & DeWolf



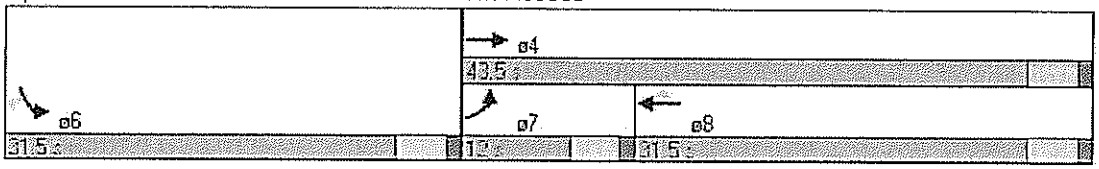
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)	15			9	15	9
Lane Util. Factor	1.00	0.95	0.95	1.00	0.97	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	3539	3539	1583	3433	1583
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	3539	3539	1583	3433	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				332		34
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40	40		30	
Link Distance (ft)		445	656		235	
Travel Time (s)		7.6	11.2		5.3	
Volume (vph)	48	353	330	305	195	31
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	52	384	359	332	212	34
Lane Group Flow (vph)	52	384	359	332	212	34
Turn Type	Prot			Perm		Perm
Protected Phases	7	4	8		6	
Permitted Phases				8		6
Detector Phases	7	4	8	8	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	12.0	31.5	31.5	31.5	31.5	31.5
Total Split (s)	12.0	43.5	31.5	31.5	31.5	31.5
Total Split (%)	16.0%	58.0%	42.0%	42.0%	42.0%	42.0%
Maximum Green (s)	7.5	39.0	27.0	27.0	27.0	27.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	Min	Min
Walk Time (s)		7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)		20.0	20.0	20.0	20.0	20.0
Pedestrian Calls (#/hr)		10	10	10	10	10
Act Effct Green (s)	7.4	15.6	12.3	12.3	10.9	10.9
Actuated g/C Ratio	0.17	0.43	0.34	0.34	0.30	0.30
v/c Ratio	0.17	0.25	0.30	0.44	0.21	0.07
Control Delay	22.2	6.8	11.4	4.2	12.1	6.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.2	6.8	11.4	4.2	12.1	6.5
LOS	C	A	B	A	B	A
Approach Delay		8.6	7.9		11.3	
Approach LOS		A	A		B	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Queue Length 50th (ft)	4	14	13	0	8	0
Queue Length 95th (ft)	55	69	92	49	56	17
Internal Link Dist (ft)		365	576		155	
Turn Bay Length (ft)						
Base Capacity (vph)	354	2414	1989	1035	1883	883
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.15	0.16	0.18	0.32	0.11	0.04

Intersection Summary

Area Type: Other
Cycle Length: 75
Actuated Cycle Length: 36.6
Natural Cycle: 75
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.44
Intersection Signal Delay: 8.8 Intersection LOS: A
Intersection Capacity Utilization 28.9% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 2: Floral & RWP Main Access



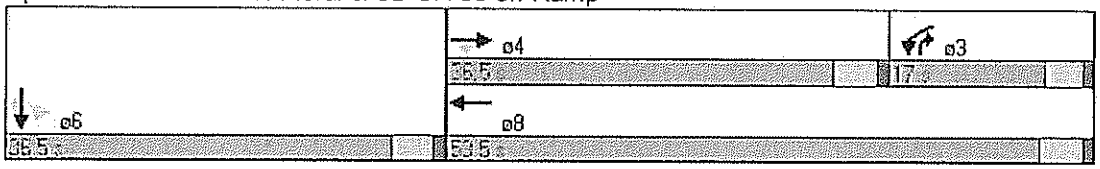
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)		50	50	50	50				50	50	50	50
Trailing Detector (ft)		0	0	0	0				0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	*0.75	1.00	0.97	0.91	1.00	1.00	1.00	1.00	0.95	0.95	0.88
Ped Bike Factor			0.98							0.99	0.99	0.98
Frt			0.850						0.865			0.850
Flt Protected				0.950						0.950	0.966	
Satd. Flow (prot)	0	5588	1583	3433	5085	0	0	0	1611	1681	1709	2787
Flt Permitted				0.950						0.950	0.966	
Satd. Flow (perm)	0	5588	1549	3433	5085	0	0	0	1611	1664	1697	2726
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			36						223			65
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		337			399			379			851	
Travel Time (s)		5.7			6.8			8.6			19.3	
Volume (vph)	0	1245	33	55	1269	0	0	0	49	215	38	320
Confl. Peds. (#/hr)			10							10		10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1353	36	60	1379	0	0	0	53	234	41	348
Lane Group Flow (vph)	0	1353	36	60	1379	0	0	0	53	133	142	348
Turn Type			Perm	Prot					Over	Perm		Perm
Protected Phases		4		3	8				3		6	
Permitted Phases			4							6		6
Detector Phases		4	4	3	8				3	6	6	6
Minimum Initial (s)		4.0	4.0	4.0	4.0				4.0	4.0	4.0	4.0
Minimum Split (s)		31.5	31.5	12.0	31.5				12.0	31.5	31.5	31.5
Total Split (s)	0.0	36.5	36.5	17.0	53.5	0.0	0.0	0.0	17.0	36.5	36.5	36.5
Total Split (%)	0.0%	40.6%	40.6%	18.9%	59.4%	0.0%	0.0%	0.0%	18.9%	40.6%	40.6%	40.6%
Maximum Green (s)		32.0	32.0	13.0	49.0				13.0	32.0	32.0	32.0
Yellow Time (s)		3.5	3.5	3.0	3.5				3.0	3.5	3.5	3.5
All-Red Time (s)		1.0	1.0	1.0	1.0				1.0	1.0	1.0	1.0
Lead/Lag		Lead	Lead	Lag					Lag			
Lead-Lag Optimize?		Yes	Yes	Yes					Yes			
Vehicle Extension (s)		3.0	3.0	3.0	3.0				3.0	3.0	3.0	3.0
Recall Mode		C-Max	C-Max	None	C-Max				None	Min	Min	Min
Walk Time (s)		7.0	7.0		7.0					7.0	7.0	7.0
Flash Dont Walk (s)		20.0	20.0		20.0					20.0	20.0	20.0
Pedestrian Calls (#/hr)		10	10		10					10	10	10
Act Effct Green (s)		52.0	52.0	11.5	65.6				11.5	16.4	16.4	16.4
Actuated g/C Ratio		0.58	0.58	0.13	0.73				0.13	0.18	0.18	0.18
v/c Ratio		0.42	0.04	0.14	0.37				0.13	0.44	0.46	0.63
Control Delay		4.5	1.3	34.5	5.6				0.7	35.5	36.0	31.8
Queue Delay		0.0	0.0	0.0	0.0				0.0	0.0	0.0	0.0
Total Delay		4.5	1.3	34.5	5.6				0.7	35.5	36.0	31.8
LOS		A	A	C	A				A	D	D	C

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		4.4			6.8						33.5	
Approach LOS		A			A						C	
Queue Length 50th (ft)		55	0	15	83				0	72	77	86
Queue Length 95th (ft)		80	m4	33	173				0	109	114	113
Internal Link Dist (ft)		257			319			299			771	
Turn Bay Length (ft)												
Base Capacity (vph)		3229	910	496	3706				423	601	613	1026
Starvation Cap Reductn		331	0	0	0				0	0	0	0
Spillback Cap Reductn		0	0	0	35				0	0	0	0
Storage Cap Reductn		0	0	0	0				0	0	0	0
Reduced v/c Ratio		0.47	0.04	0.12	0.38				0.13	0.22	0.23	0.34

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBT, Start of Yellow, Master Intersection
Natural Cycle: 75
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.63
Intersection Signal Delay: 10.5 Intersection LOS: B
Intersection Capacity Utilization 47.2% ICU Level of Service A
Analysis Period (min) 15
* User Entered Value
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: Floral & SB-SR-99 off Ramp



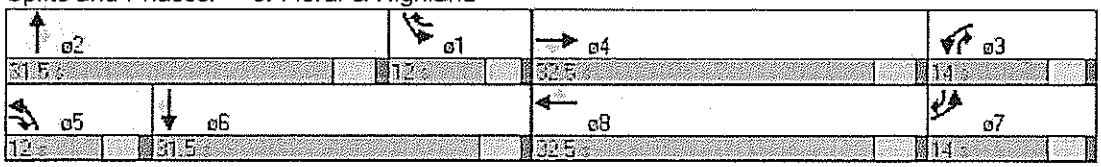
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	200		0	200		0	200		0
Storage Lanes	2		2	2		1	2		1	2		2
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	0.97	*0.90	0.88	0.97	0.86	1.00	0.97	0.95	1.00	0.97	0.95	0.88
Ped Bike Factor	1.00		0.96			0.98				0.99		0.98
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	6706	2787	3433	6408	1583	3433	3539	1583	3433	3539	2787
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3427	6706	2685	3433	6408	1549	3433	3539	1583	3411	3539	2726
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			201			124			57			21
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		115			542			256			500	
Travel Time (s)		2.0			9.2			4.4			8.5	
Volume (vph)	203	949	294	267	1206	114	178	287	104	80	399	359
Confl. Peds. (#/hr)	10		10			10				10		10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	221	1032	320	290	1311	124	193	312	113	87	434	390
Lane Group Flow (vph)	221	1032	320	290	1311	124	193	312	113	87	434	390
Turn Type	Prot		pm+ov	Prot		pm+ov	Prot		pm+ov	Prot		pm+ov
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	7
Permitted Phases			4			8			2			6
Detector Phases	7	4	5	3	8	1	5	2	3	1	6	7
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	12.0	31.5	12.0	12.0	31.5	12.0	12.0	31.5	12.0	12.0	31.5	12.0
Total Split (s)	14.0	32.5	12.0	14.0	32.5	12.0	12.0	31.5	14.0	12.0	31.5	14.0
Total Split (%)	15.6%	36.1%	13.3%	15.6%	36.1%	13.3%	13.3%	35.0%	15.6%	13.3%	35.0%	15.6%
Maximum Green (s)	10.0	28.0	8.0	10.0	28.0	8.0	8.0	27.0	10.0	8.0	27.0	10.0
Yellow Time (s)	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max	None	None	C-Max	None	None	Min	None	None	Min	None
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		20.0			20.0			20.0			20.0	
Pedestrian Calls (#/hr)		10			10			10			10	
Act Effct Green (s)	10.0	38.7	46.6	10.0	38.7	48.8	7.9	15.2	29.2	10.1	17.5	27.4
Actuated g/C Ratio	0.11	0.43	0.52	0.11	0.43	0.54	0.09	0.17	0.32	0.11	0.19	0.30
v/c Ratio	0.58	0.36	0.21	0.76	0.48	0.14	0.64	0.52	0.20	0.22	0.63	0.46
Control Delay	44.8	18.7	3.2	50.6	15.8	1.5	50.0	36.2	11.2	38.3	36.9	15.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	44.8	18.7	3.2	50.6	15.8	1.5	50.0	36.2	11.2	38.3	36.9	15.9
LOS	D	B	A	D	B	A	D	D	B	D	D	B
Approach Delay		19.2			20.6			35.9			28.0	
Approach LOS		B			C			D			C	
Queue Length 50th (ft)	62	103	9	85	116	0	55	88	23	23	123	70
Queue Length 95th (ft)	99	161	32	#142	134	11	90	105	47	47	145	76
Internal Link Dist (ft)		35			462			176			420	
Turn Bay Length (ft)				200			200			200		
Base Capacity (vph)	381	2881	1498	381	2753	901	305	1081	539	387	1081	854
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.58	0.36	0.21	0.76	0.48	0.14	0.63	0.29	0.21	0.22	0.40	0.46

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 35 (39%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.76
Intersection Signal Delay: 23.5 Intersection LOS: C
Intersection Capacity Utilization 62.8% ICU Level of Service B
Analysis Period (min) 15
* User Entered Value
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 6: Floral & Highland



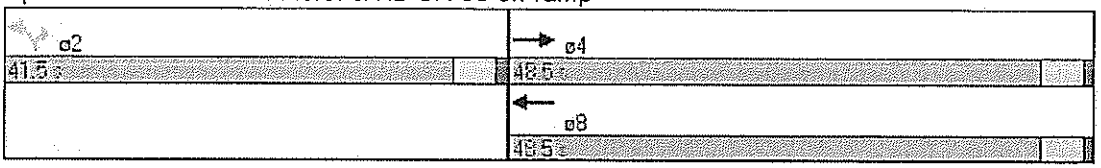
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑↑			↑↑↑↑		↰↰		↱			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)		50			50		50		50			
Trailing Detector (ft)		0			0		0		0			
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt									0.850			
Flt Protected							0.950					
Satd. Flow (prot)	0	5085	0	0	5085	0	3433	0	1583	0	0	0
Flt Permitted							0.950					
Satd. Flow (perm)	0	5085	0	0	5085	0	3433	0	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)									51			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		542			211			348			181	
Travel Time (s)		9.2			3.6			7.9			4.1	
Volume (vph)	0	1037	0	0	1399	0	296	0	88	0	0	0
Confl. Peds. (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1127	0	0	1521	0	322	0	96	0	0	0
Lane Group Flow (vph)	0	1127	0	0	1521	0	322	0	96	0	0	0
Turn Type							custom		custom			
Protected Phases		4			8							
Permitted Phases							2		2			
Detector Phases		4			8		2		2			
Minimum Initial (s)		4.0			4.0		4.0		4.0			
Minimum Split (s)		31.5			31.5		31.5		31.5			
Total Split (s)	0.0	48.5	0.0	0.0	48.5	0.0	41.5	0.0	41.5	0.0	0.0	0.0
Total Split (%)	0.0%	53.9%	0.0%	0.0%	53.9%	0.0%	46.1%	0.0%	46.1%	0.0%	0.0%	0.0%
Maximum Green (s)		44.0			44.0		37.0		37.0			
Yellow Time (s)		3.5			3.5		3.5		3.5			
All-Red Time (s)		1.0			1.0		1.0		1.0			
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0			3.0		3.0		3.0			
Recall Mode		C-Max			C-Max		Min		Min			
Walk Time (s)		7.0			7.0		7.0		7.0			
Flash Dont Walk (s)		20.0			20.0		20.0		20.0			
Pedestrian Calls (#/hr)		10			10		10		10			
Act Effct Green (s)		66.7			66.7		15.3		15.3			
Actuated g/C Ratio		0.74			0.74		0.17		0.17			
v/c Ratio		0.30			0.40		0.55		0.31			
Control Delay		1.3			5.5		36.9		18.1			
Queue Delay		0.0			0.0		0.0		0.0			
Total Delay		1.3			5.5		36.9		18.1			
LOS		A			A		D		B			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		1.3			5.5							
Approach LOS		A			A							
Queue Length 50th (ft)		11			83		90		23			
Queue Length 95th (ft)		19			197		107		54			
Internal Link Dist (ft)		462			131			268			101	
Turn Bay Length (ft)												
Base Capacity (vph)		3771			3771		1430		689			
Starvation Cap Reductn		0			0		0		0			
Spillback Cap Reductn		0			0		0		0			
Storage Cap Reductn		0			0		0		0			
Reduced v/c Ratio		0.30			0.40		0.23		0.14			

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 88 (98%), Referenced to phase 4:EBT and 8:WBT, Start of Yellow
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.55
Intersection Signal Delay: 7.6 Intersection LOS: A
Intersection Capacity Utilization 42.1% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 7: Floral & NB SR-99 off ramp



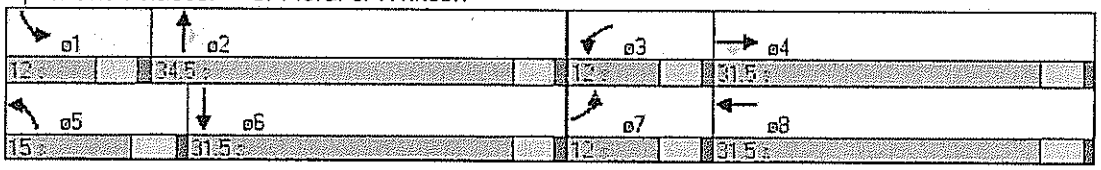
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50		50	50	50	50	50	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	0.91	0.97	0.95	1.00	0.97	0.95	0.95
Frt			0.850		0.995				0.850		0.986	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	5060	0	3433	3539	1583	3433	3490	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5085	1583	3433	5060	0	3433	3539	1583	3433	3490	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			297		6				17		12	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1652			984			605			583	
Travel Time (s)		28.2			16.8			10.3			9.9	
Volume (vph)	67	763	273	43	1004	36	359	158	16	55	221	22
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	73	829	297	47	1091	39	390	172	17	60	240	24
Lane Group Flow (vph)	73	829	297	47	1130	0	390	172	17	60	264	0
Turn Type	Prot		Perm	Prot			Prot		Perm	Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4						2			
Detector Phases	7	4	4	3	8		5	2	2	1	6	
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	12.0	31.5	31.5	12.0	31.5		12.0	31.5	31.5	12.0	31.5	
Total Split (s)	12.0	31.5	31.5	12.0	31.5	0.0	15.0	34.5	34.5	12.0	31.5	0.0
Total Split (%)	13.3%	35.0%	35.0%	13.3%	35.0%	0.0%	16.7%	38.3%	38.3%	13.3%	35.0%	0.0%
Maximum Green (s)	7.5	27.0	27.0	7.5	27.0		10.5	30.0	30.0	7.5	27.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	None		None	Min	Min	None	Min	
Walk Time (s)		7.0	7.0		7.0			7.0	7.0		7.0	
Flash Dont Walk (s)		20.0	20.0		20.0			20.0	20.0		20.0	
Pedestrian Calls (#/hr)		10	10		10			10	10		10	
Act Effct Green (s)	7.3	21.1	21.1	7.0	20.9		11.5	22.4	22.4	7.2	12.4	
Actuated g/C Ratio	0.11	0.33	0.33	0.10	0.33		0.18	0.35	0.35	0.11	0.19	
v/c Ratio	0.20	0.49	0.41	0.13	0.68		0.63	0.14	0.03	0.17	0.38	
Control Delay	33.6	19.5	4.9	33.5	22.1		34.8	20.2	10.3	33.5	24.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	33.6	19.5	4.9	33.5	22.1		34.8	20.2	10.3	33.5	24.6	
LOS	C	B	A	C	C		C	C	B	C	C	
Approach Delay		16.8			22.6			29.7			26.2	
Approach LOS		B			C			C			C	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	14	97	0	9	143		79	31	0	11	50	
Queue Length 95th (ft)	41	182	56	29	258		#201	58	14	36	87	
Internal Link Dist (ft)		1572			904			525			503	
Turn Bay Length (ft)												
Base Capacity (vph)	414	2056	817	413	2044		639	1563	709	413	1267	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.18	0.40	0.36	0.11	0.55		0.61	0.11	0.02	0.15	0.21	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 63.8
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.68
Intersection Signal Delay: 22.1 Intersection LOS: C
Intersection Capacity Utilization 53.9% ICU Level of Service A
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 8: Floral & Whitson



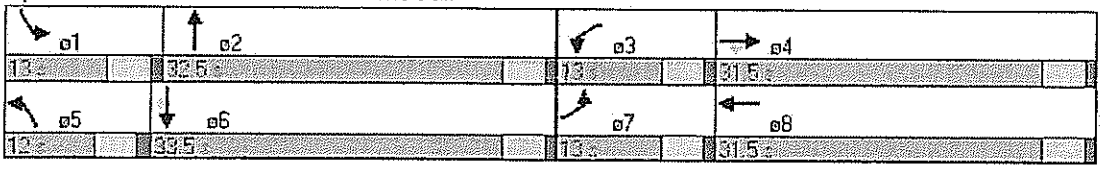
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50		50	50		50	50	50
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	0.95	0.97	0.95	0.95	1.00	0.95	1.00
Frt			0.850		0.974			0.984				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3539	1583	1770	3447	0	3433	3483	0	1770	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	3539	1583	1770	3447	0	3433	3483	0	1770	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			93		29			15				283
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		984			67			531			694	
Travel Time (s)		16.8			1.1			9.1			11.8	
Volume (vph)	198	479	86	82	594	127	122	307	37	93	489	299
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	215	521	93	89	646	138	133	334	40	101	532	325
Lane Group Flow (vph)	215	521	93	89	784	0	133	374	0	101	532	325
Turn Type	Prot		Perm	Prot			Prot			Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4									6
Detector Phases	7	4	4	3	8		5	2		1	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	12.0	31.5	31.5	12.0	31.5		12.0	31.5		12.0	31.5	31.5
Total Split (s)	13.0	31.5	31.5	13.0	31.5	0.0	12.0	32.5	0.0	13.0	33.5	33.5
Total Split (%)	14.4%	35.0%	35.0%	14.4%	35.0%	0.0%	13.3%	36.1%	0.0%	14.4%	37.2%	37.2%
Maximum Green (s)	8.5	27.0	27.0	8.5	27.0		7.5	28.0		8.5	29.0	29.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	Min		None	Min	Min
Walk Time (s)		7.0	7.0		7.0			7.0			7.0	7.0
Flash Dont Walk (s)		20.0	20.0		20.0			20.0			20.0	20.0
Pedestrian Calls (#/hr)		10	10		10			10			10	10
Act Effct Green (s)	8.9	21.3	21.3	8.6	21.1		8.1	17.4		8.7	18.0	18.0
Actuated g/C Ratio	0.13	0.32	0.32	0.13	0.32		0.12	0.26		0.13	0.27	0.27
v/c Ratio	0.48	0.46	0.16	0.40	0.70		0.33	0.41		0.45	0.55	0.51
Control Delay	36.7	22.0	6.0	39.6	25.5		36.4	23.6		41.0	25.6	8.1
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	36.7	22.0	6.0	39.6	25.5		36.4	23.6		41.0	25.6	8.1
LOS	D	C	A	D	C		D	C		D	C	A
Approach Delay		24.0			26.9			26.9			21.3	
Approach LOS		C			C			C			C	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	47	98	0	37	157		28	73		43	112	15
Queue Length 95th (ft)	96	172	33	96	264		65	119		#113	172	80
Internal Link Dist (ft)		904			1			451			614	
Turn Bay Length (ft)												
Base Capacity (vph)	491	1424	693	253	1401		441	1375		253	1425	806
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	0
Reduced v/c Ratio	0.44	0.37	0.13	0.35	0.56		0.30	0.27		0.40	0.37	0.40

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 66.5
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.70
Intersection Signal Delay: 24.5 Intersection LOS: C
Intersection Capacity Utilization 56.5% ICU Level of Service B
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 9: Floral & McCall



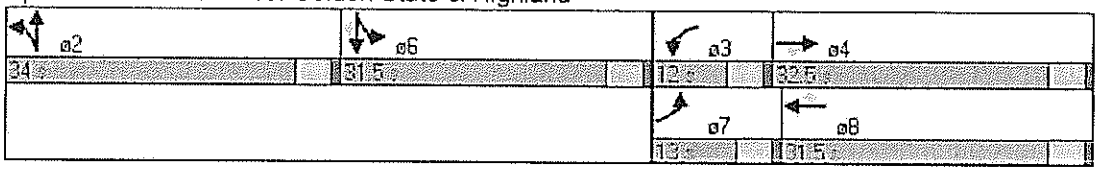
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50	50	50		50	50	50
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.95	0.95	0.95	1.00
Frt			0.850			0.850		0.972				0.850
Flt Protected	0.950			0.950			0.950				0.991	
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	3440	0	0	3507	1583
Flt Permitted	0.950			0.950			0.950				0.991	
Satd. Flow (perm)	1770	3539	1583	1770	3539	1583	1770	3440	0	0	3507	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			182			50		25				89
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1169			1352			1070			739	
Travel Time (s)		19.9			23.0			18.2			12.6	
Volume (vph)	65	207	167	15	293	46	197	196	45	82	377	82
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	71	225	182	16	318	50	214	213	49	89	410	89
Lane Group Flow (vph)	71	225	182	16	318	50	214	262	0	0	499	89
Turn Type	Prot		Perm	Prot		Perm	Split			Split		Perm
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases			4			8						6
Detector Phases	7	4	4	3	8	8	2	2		6	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	12.0	31.5	31.5	12.0	31.5	31.5	31.5	31.5		31.5	31.5	31.5
Total Split (s)	13.0	32.5	32.5	12.0	31.5	31.5	34.0	34.0	0.0	31.5	31.5	31.5
Total Split (%)	11.8%	29.5%	29.5%	10.9%	28.6%	28.6%	30.9%	30.9%	0.0%	28.6%	28.6%	28.6%
Maximum Green (s)	8.5	28.0	28.0	7.5	27.0	27.0	29.5	29.5		27.0	27.0	27.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	Min	Min		Min	Min	Min
Walk Time (s)		7.0	7.0		7.0	7.0	7.0	7.0		7.0	7.0	7.0
Flash Dont Walk (s)		20.0	20.0		20.0	20.0	20.0	20.0		20.0	20.0	20.0
Pedestrian Calls (#/hr)		10	10		10	10	10	10		10	10	10
Act Effct Green (s)	8.2	18.0	18.0	7.3	13.2	13.2	14.2	14.2			15.6	15.6
Actuated g/C Ratio	0.12	0.28	0.28	0.10	0.21	0.21	0.22	0.22			0.25	0.25
v/c Ratio	0.33	0.22	0.31	0.09	0.43	0.14	0.54	0.33			0.58	0.20
Control Delay	39.5	20.6	6.1	41.9	27.2	10.0	31.5	23.0			27.0	8.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0
Total Delay	39.5	20.6	6.1	41.9	27.2	10.0	31.5	23.0			27.0	8.0
LOS	D	C	A	D	C	B	C	C			C	A
Approach Delay		17.9			25.6			26.8			24.1	
Approach LOS		B			C			C			C	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	26	30	0	6	59	0	75	41			92	0
Queue Length 95th (ft)	95	97	52	33	135	29	199	105			212	39
Internal Link Dist (ft)		1089			1272			990			659	
Turn Bay Length (ft)												
Base Capacity (vph)	252	1454	758	214	1340	631	714	1401			1368	672
Starvation Cap Reductn	0	0	0	0	0	0	0	0			0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0			0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0			0	0
Reduced v/c Ratio	0.28	0.15	0.24	0.07	0.24	0.08	0.30	0.19			0.36	0.13

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 63.6
Natural Cycle: 110
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.58
Intersection Signal Delay: 23.5 Intersection LOS: C
Intersection Capacity Utilization 48.8% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 10: Golden State & Highland



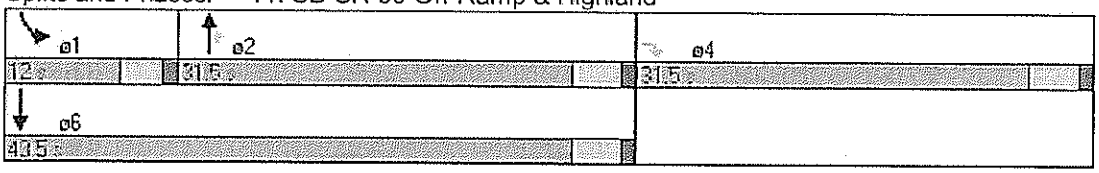
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)			50					50	50	50	50	
Trailing Detector (ft)			0					0	0	0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	1.00	0.88	1.00	1.00	1.00	1.00	*1.00	1.00	0.97	0.95	1.00
Ped Bike Factor			0.97						0.98	1.00		
Frt			0.850						0.850			
Flt Protected										0.950		
Satd. Flow (prot)	0	0	2787	0	0	0	0	3725	1583	3433	3539	0
Flt Permitted										0.950		
Satd. Flow (perm)	0	0	2693	0	0	0	0	3725	1551	3426	3539	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			513						49			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		643			447			103			430	
Travel Time (s)		14.6			10.2			1.8			7.3	
Volume (vph)	0	0	418	0	0	0	0	853	45	366	492	0
Confl. Peds. (#/hr)			10						10	5		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	454	0	0	0	0	927	49	398	535	0
Lane Group Flow (vph)	0	0	454	0	0	0	0	927	49	398	535	0
Turn Type			custom						Perm	Prot		
Protected Phases								2		1	6	
Permitted Phases			4						2			
Detector Phases			4					2	2	1	6	
Minimum Initial (s)			4.0					4.0	4.0	4.0	4.0	
Minimum Split (s)			31.5					31.5	31.5	12.0	31.5	
Total Split (s)	0.0	0.0	31.5	0.0	0.0	0.0	0.0	31.5	31.5	12.0	43.5	0.0
Total Split (%)	0.0%	0.0%	42.0%	0.0%	0.0%	0.0%	0.0%	42.0%	42.0%	16.0%	58.0%	0.0%
Maximum Green (s)			27.0					27.0	27.0	8.0	39.0	
Yellow Time (s)			3.5					3.5	3.5	3.0	3.5	
All-Red Time (s)			1.0					1.0	1.0	1.0	1.0	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)			3.0					3.0	3.0	3.0	3.0	
Recall Mode			None					Min	Min	None	Min	
Walk Time (s)			7.0					7.0	7.0		5.0	
Flash Dont Walk (s)			20.0					20.0	20.0		10.0	
Pedestrian Calls (#/hr)			10					10	10		10	
Act Effct Green (s)			9.3					18.2	18.2	8.5	31.0	
Actuated g/C Ratio			0.19					0.37	0.37	0.17	0.64	
v/c Ratio			0.49					0.67	0.08	0.67	0.24	
Control Delay			3.1					16.1	5.0	30.2	5.2	
Queue Delay			0.0					0.0	0.0	0.0	0.0	
Total Delay			3.1					16.1	5.0	30.2	5.2	
LOS			A					B	A	C	A	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay								15.6			15.9	
Approach LOS								B			B	
Queue Length 50th (ft)			0					86	0	47	18	
Queue Length 95th (ft)			19					239	20	#193	97	
Internal Link Dist (ft)		563			367			23			350	
Turn Bay Length (ft)												
Base Capacity (vph)			1430					1800	775	598	2456	
Starvation Cap Reductn			0					0	0	0	0	
Spillback Cap Reductn			0					0	0	0	0	
Storage Cap Reductn			0					0	0	0	0	
Reduced v/c Ratio			0.32					0.52	0.06	0.67	0.22	

Intersection Summary

Area Type: Other
Cycle Length: 75
Actuated Cycle Length: 48.8
Natural Cycle: 75
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.67
Intersection Signal Delay: 13.3 Intersection LOS: B
Intersection Capacity Utilization 40.7% ICU Level of Service A
Analysis Period (min) 15
* User Entered Value
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 11: SB-SR-99 Off Ramp & Highland



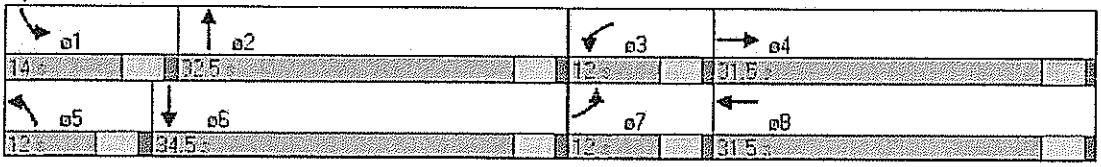
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.993			0.953			0.888			0.977	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3514	0	1770	3373	0	1770	1654	0	1770	1820	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	3514	0	1770	3373	0	1770	1654	0	1770	1820	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			83			75			8	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			45			45	
Link Distance (ft)		437			445			943			1021	
Travel Time (s)		7.4			7.6			14.3			15.5	
Volume (vph)	6	304	16	59	323	145	25	22	66	125	40	7
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.89	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	7	345	18	67	367	165	28	25	75	142	45	8
Lane Group Flow (vph)	7	363	0	67	532	0	28	100	0	142	53	0
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Detector Phases	7	4		3	8		5	2		1	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	12.0	31.5		12.0	31.5		12.0	31.5		12.0	31.5	
Total Split (s)	12.0	31.5	0.0	12.0	31.5	0.0	12.0	32.5	0.0	14.0	34.5	0.0
Total Split (%)	13.3%	35.0%	0.0%	13.3%	35.0%	0.0%	13.3%	36.1%	0.0%	15.6%	38.3%	0.0%
Maximum Green (s)	7.5	27.0		7.5	27.0		7.5	28.0		9.5	30.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	Min		None	Min	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		20.0			20.0			20.0			20.0	
Pedestrian Calls (#/hr)		10			10			10			10	
Act Effct Green (s)	7.1	13.5		7.8	18.0		7.5	10.5		9.7	19.5	
Actuated g/C Ratio	0.12	0.27		0.14	0.36		0.13	0.21		0.19	0.39	
v/c Ratio	0.03	0.38		0.26	0.42		0.12	0.25		0.43	0.07	
Control Delay	33.0	18.9		30.4	13.0		32.8	10.6		31.1	13.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	33.0	18.9		30.4	13.0		32.8	10.6		31.1	13.0	
LOS	C	B		C	B		C	B		C	B	
Approach Delay		19.2			14.9			15.4			26.2	
Approach LOS		B			B			B			C	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	2	50		18	43		8	7		38	8	
Queue Length 95th (ft)	17	115		76	147		40	43		#160	42	
Internal Link Dist (ft)		357			365			863			941	
Turn Bay Length (ft)												
Base Capacity (vph)	265	1609		284	1701		265	782		370	962	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.03	0.23		0.24	0.31		0.11	0.13		0.38	0.06	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 50.2
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.43
Intersection Signal Delay: 17.9 Intersection LOS: B
Intersection Capacity Utilization 40.5% ICU Level of Service A
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: Floral & DeWolf



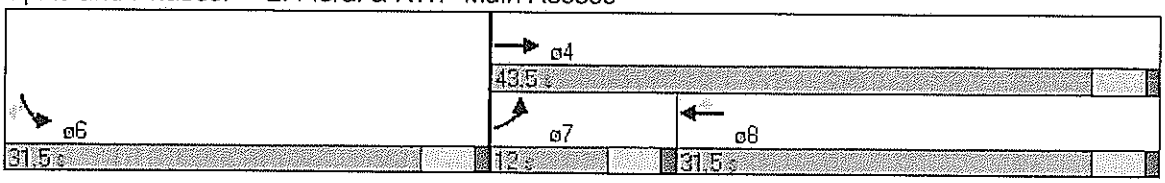
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)	15			9	15	9
Lane Util. Factor	1.00	0.95	0.95	1.00	0.97	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	3539	3539	1583	3433	1583
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	3539	3539	1583	3433	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				691		117
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40	40		30	
Link Distance (ft)		445	656		235	
Travel Time (s)		7.6	11.2		5.3	
Volume (vph)	97	804	809	636	702	108
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	105	874	879	691	763	117
Lane Group Flow (vph)	105	874	879	691	763	117
Turn Type	Prot			Perm		Perm
Protected Phases	7	4	8		6	
Permitted Phases				8		6
Detector Phases	7	4	8	8	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	12.0	31.5	31.5	31.5	31.5	31.5
Total Split (s)	12.0	43.5	31.5	31.5	31.5	31.5
Total Split (%)	16.0%	58.0%	42.0%	42.0%	42.0%	42.0%
Maximum Green (s)	7.5	39.0	27.0	27.0	27.0	27.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	Min	Min
Walk Time (s)		7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)		20.0	20.0	20.0	20.0	20.0
Pedestrian Calls (#/hr)		10	10	10	10	10
Act Effct Green (s)	7.8	31.6	23.0	23.0	20.2	20.2
Actuated g/C Ratio	0.12	0.52	0.38	0.38	0.33	0.33
v/c Ratio	0.48	0.48	0.66	0.67	0.67	0.19
Control Delay	38.2	10.5	20.0	5.4	21.8	4.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.2	10.5	20.0	5.4	21.9	4.6
LOS	D	B	C	A	C	A
Approach Delay		13.4	13.6		19.6	
Approach LOS		B	B		B	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Queue Length 50th (ft)	43	103	155	0	144	0
Queue Length 95th (ft)	#104	170	240	68	201	30
Internal Link Dist (ft)		365	576		155	
Turn Bay Length (ft)						
Base Capacity (vph)	236	2078	1539	1079	1436	730
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	51	0	0	30	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.44	0.43	0.57	0.64	0.54	0.16

Intersection Summary

Area Type: Other
Cycle Length: 75
Actuated Cycle Length: 60.9
Natural Cycle: 75
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.67
Intersection Signal Delay: 15.1 Intersection LOS: B
Intersection Capacity Utilization 57.8% ICU Level of Service B
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: Floral & RWP Main Access



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑↑	↱	↰↰	↑↑↑				↱	↰	↓	↱↱
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)		50	50	50	50				50	50	50	50
Trailing Detector (ft)		0	0	0	0				0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	*0.75	1.00	0.97	0.91	1.00	1.00	1.00	1.00	0.95	0.95	0.88
Ped Bike Factor			0.97							0.99	0.99	0.97
Frt			0.850						0.865			0.850
Flt Protected				0.950						0.950	0.971	
Satd. Flow (prot)	0	5588	1583	3433	5085	0	0	0	1611	1681	1718	2787
Flt Permitted				0.950						0.950	0.971	
Satd. Flow (perm)	0	5588	1544	3433	5085	0	0	0	1611	1659	1705	2717
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			76						25			23
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		337			399			379			851	
Travel Time (s)		5.7			6.8			8.6			19.3	
Volume (vph)	0	2776	94	143	2090	0	0	0	171	385	101	518
Confl. Peds. (#/hr)			10							10		10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	3017	102	155	2272	0	0	0	186	418	110	563
Lane Group Flow (vph)	0	3017	102	155	2272	0	0	0	186	255	273	563
Turn Type			Perm	Prot					Over	Perm		Perm
Protected Phases		4		3	8				3		6	
Permitted Phases			4							6		6
Detector Phases		4	4	3	8				3	6	6	6
Minimum Initial (s)		4.0	4.0	4.0	4.0				4.0	4.0	4.0	4.0
Minimum Split (s)		31.5	31.5	12.0	31.5				12.0	31.5	31.5	31.5
Total Split (s)	0.0	71.5	71.5	17.0	88.5	0.0	0.0	0.0	17.0	31.5	31.5	31.5
Total Split (%)	0.0%	59.6%	59.6%	14.2%	73.8%	0.0%	0.0%	0.0%	14.2%	26.3%	26.3%	26.3%
Maximum Green (s)		67.0	67.0	13.0	84.0				13.0	27.0	27.0	27.0
Yellow Time (s)		3.5	3.5	3.0	3.5				3.0	3.5	3.5	3.5
All-Red Time (s)		1.0	1.0	1.0	1.0				1.0	1.0	1.0	1.0
Lead/Lag		Lead	Lead	Lag					Lag			
Lead-Lag Optimize?		Yes	Yes	Yes					Yes			
Vehicle Extension (s)		3.0	3.0	3.0	3.0				3.0	3.0	3.0	3.0
Recall Mode		C-Max	C-Max	None	C-Max				None	Min	Min	Min
Walk Time (s)		7.0	7.0		7.0					7.0	7.0	7.0
Flash Dont Walk (s)		20.0	20.0		20.0					20.0	20.0	20.0
Pedestrian Calls (#/hr)		10	10		10					10	10	10
Act Effct Green (s)		68.3	68.3	13.0	85.3				13.0	26.7	26.7	26.7
Actuated g/C Ratio		0.57	0.57	0.11	0.71				0.11	0.22	0.22	0.22
v/c Ratio		0.95	0.11	0.42	0.63				0.94	0.69	0.72	0.90
Control Delay		16.7	0.7	53.7	10.2				97.5	53.4	54.7	62.6
Queue Delay		8.2	0.0	0.0	0.8				0.0	0.0	0.0	0.0
Total Delay		24.9	0.7	53.7	10.9				97.5	53.4	54.7	62.6
LOS		C	A	D	B				F	D	D	E

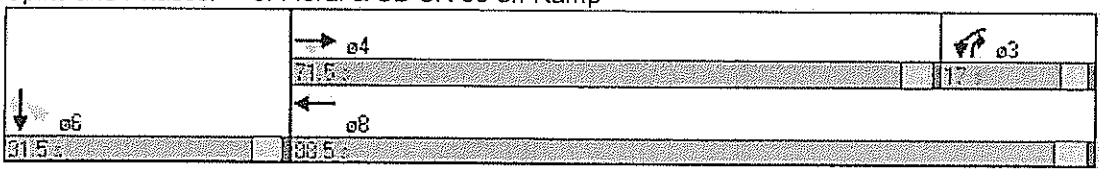
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		24.1			13.7						58.5	
Approach LOS		C			B						E	
Queue Length 50th (ft)		754	4	58	308				126	190	205	231
Queue Length 95th (ft)		#416	m1	93	350				#273	289	309	#339
Internal Link Dist (ft)		257			319			299			771	
Turn Bay Length (ft)												
Base Capacity (vph)		3178	911	372	3613				197	380	391	640
Starvation Cap Reductn		185	0	0	898				0	0	0	0
Spillback Cap Reductn		0	0	0	119				0	0	0	0
Storage Cap Reductn		0	0	0	0				0	0	0	0
Reduced v/c Ratio		1.01	0.11	0.42	0.84				0.94	0.67	0.70	0.88

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBT, Start of Yellow, Master Intersection
Natural Cycle: 110
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.95
Intersection Signal Delay: 27.9 Intersection LOS: C
Intersection Capacity Utilization 76.7% ICU Level of Service D
Analysis Period (min) 15

* User Entered Value
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: Floral & SB-SR-99 off Ramp



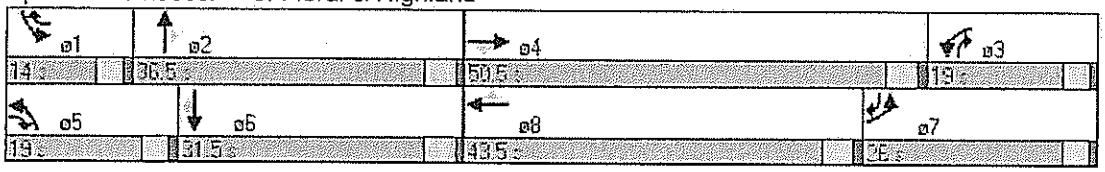
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	200		0	200		0	200		0
Storage Lanes	2		2	2		1	2		1	2		2
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	0.97	*0.90	0.88	0.97	0.86	1.00	0.97	0.95	1.00	0.97	0.95	0.88
Ped Bike Factor	1.00		0.96			0.97				0.99		0.97
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	6706	2787	3433	6408	1583	3433	3539	1583	3433	3539	2787
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3430	6706	2670	3433	6408	1544	3433	3539	1583	3409	3539	2717
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			22			75			12			4
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		115			542			256			500	
Travel Time (s)		2.0			9.2			4.4			8.5	
Volume (vph)	541	2141	639	363	1796	215	381	424	165	145	658	522
Confl. Peds. (#/hr)	10		10			10				10		10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	588	2327	695	395	1952	234	414	461	179	158	715	567
Lane Group Flow (vph)	588	2327	695	395	1952	234	414	461	179	158	715	567
Turn Type	Prot		pm+ov	Prot		pm+ov	Prot		pm+ov	Prot		pm+ov
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	7
Permitted Phases			4			8			2			6
Detector Phases	7	4	5	3	8	1	5	2	3	1	6	7
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	12.0	31.5	12.0	12.0	31.5	12.0	12.0	31.5	12.0	12.0	31.5	12.0
Total Split (s)	26.0	50.5	19.0	19.0	43.5	14.0	19.0	36.5	19.0	14.0	31.5	26.0
Total Split (%)	21.7%	42.1%	15.8%	15.8%	36.3%	11.7%	15.8%	30.4%	15.8%	11.7%	26.3%	21.7%
Maximum Green (s)	22.0	46.0	15.0	15.0	39.0	10.0	15.0	32.0	15.0	10.0	27.0	22.0
Yellow Time (s)	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max	None	None	C-Max	None	None	Min	None	None	Min	None
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		20.0			20.0			20.0			20.0	
Pedestrian Calls (#/hr)		10			10			10			10	
Act Effct Green (s)	22.0	47.3	62.3	15.0	40.3	49.8	15.0	32.2	47.2	9.5	26.7	48.7
Actuated g/C Ratio	0.18	0.39	0.52	0.12	0.34	0.42	0.12	0.27	0.39	0.08	0.22	0.41
v/c Ratio	0.93	0.88	0.49	0.92	0.91	0.34	0.97	0.49	0.28	0.58	0.91	0.51
Control Delay	71.6	38.8	10.8	75.3	38.3	7.1	88.0	38.9	15.8	62.3	61.7	16.5
Queue Delay	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	71.6	39.1	10.8	75.3	38.3	7.1	88.0	38.9	15.8	62.3	61.7	16.5
LOS	E	D	B	E	D	A	F	D	B	E	E	B
Approach Delay		38.9			41.1			54.3			44.0	
Approach LOS		D			D			D			D	
Queue Length 50th (ft)	233	463	103	160	436	25	167	157	63	61	283	115
Queue Length 95th (ft)	#340	514	135	m#252	#434	m42	#268	210	104	97	#385	153
Internal Link Dist (ft)		35			462			176			420	
Turn Bay Length (ft)				200			200			200		
Base Capacity (vph)	629	2643	1411	429	2151	694	429	960	631	286	811	1118
Starvation Cap Reductn	0	49	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.93	0.90	0.49	0.92	0.91	0.34	0.97	0.48	0.28	0.55	0.88	0.51

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 46 (38%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 110
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.97
Intersection Signal Delay: 42.3 Intersection LOS: D
Intersection Capacity Utilization 85.1% ICU Level of Service E
Analysis Period (min) 15
* User Entered Value
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: Floral & Highland



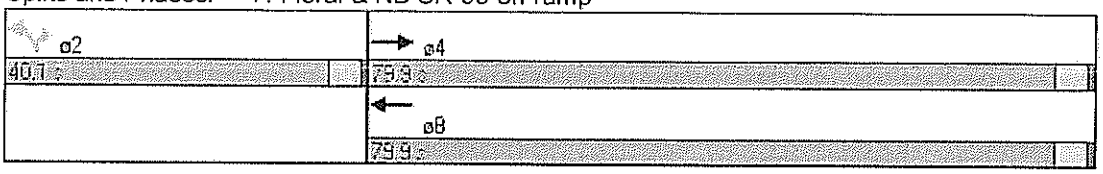
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)		50			50		50		50			
Trailing Detector (ft)		0			0		0		0			
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt									0.850			
Flt Protected							0.950					
Satd. Flow (prot)	0	5085	0	0	5085	0	3433	0	1583	0	0	0
Flt Permitted							0.950					
Satd. Flow (perm)	0	5085	0	0	5085	0	3433	0	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)									6			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		542			211			348			181	
Travel Time (s)		9.2			3.6			7.9			4.1	
Volume (vph)	0	2219	0	0	1852	0	520	0	134	0	0	0
Confl. Peds. (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	2412	0	0	2013	0	565	0	146	0	0	0
Lane Group Flow (vph)	0	2412	0	0	2013	0	565	0	146	0	0	0
Turn Type							custom		custom			
Protected Phases		4			8							
Permitted Phases							2		2			
Detector Phases		4			8		2		2			
Minimum Initial (s)		4.0			4.0		4.0		4.0			
Minimum Split (s)		31.5			31.5		31.5		31.5			
Total Split (s)	0.0	79.9	0.0	0.0	79.9	0.0	40.1	0.0	40.1	0.0	0.0	0.0
Total Split (%)	0.0%	66.6%	0.0%	0.0%	66.6%	0.0%	33.4%	0.0%	33.4%	0.0%	0.0%	0.0%
Maximum Green (s)		75.4			75.4		35.6		35.6			
Yellow Time (s)		3.5			3.5		3.5		3.5			
All-Red Time (s)		1.0			1.0		1.0		1.0			
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0			3.0		3.0		3.0			
Recall Mode		C-Max			C-Max		Min		Min			
Walk Time (s)		7.0			7.0		7.0		7.0			
Flash Dont Walk (s)		20.0			20.0		20.0		20.0			
Pedestrian Calls (#/hr)		10			10		10		10			
Act Effct Green (s)		86.7			86.7		25.3		25.3			
Actuated g/C Ratio		0.72			0.72		0.21		0.21			
v/c Ratio		0.66			0.55		0.78		0.43			
Control Delay		6.0			8.9		52.3		42.4			
Queue Delay		0.5			0.0		0.0		0.0			
Total Delay		6.5			8.9		52.3		42.4			
LOS		A			A		D		D			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		6.5			8.9							
Approach LOS		A			A							
Queue Length 50th (ft)		115			231		214		95			
Queue Length 95th (ft)		84			330		258		149			
Internal Link Dist (ft)		462			131			268			101	
Turn Bay Length (ft)												
Base Capacity (vph)		3673			3673		1033		480			
Starvation Cap Reductn		704			0		0		0			
Spillback Cap Reductn		0			70		0		0			
Storage Cap Reductn		0			0		0		0			
Reduced v/c Ratio		0.81			0.56		0.55		0.30			

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBT, Start of Yellow
Natural Cycle: 75
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.78
Intersection Signal Delay: 13.5 Intersection LOS: B
Intersection Capacity Utilization 64.4% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 7: Floral & NB SR-99 off ramp



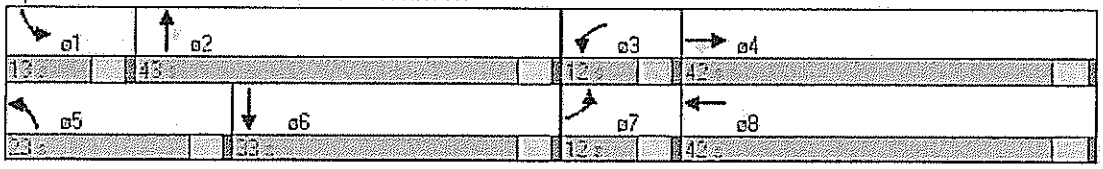
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50		50	50	50	50	50	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	0.91	0.97	0.95	1.00	0.97	0.95	0.95
Frt			0.850		0.997				0.850		0.982	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	5070	0	3433	3539	1583	3433	3476	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5085	1583	3433	5070	0	3433	3539	1583	3433	3476	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			442		3				13		13	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1652			984			605			583	
Travel Time (s)		28.2			16.8			10.3			9.9	
Volume (vph)	151	1648	632	85	1219	24	565	278	12	142	329	44
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	164	1791	687	92	1325	26	614	302	13	154	358	48
Lane Group Flow (vph)	164	1791	687	92	1351	0	614	302	13	154	406	0
Turn Type	Prot		Perm	Prot			Prot		Perm	Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4						2			
Detector Phases	7	4	4	3	8		5	2	2	1	6	
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	12.0	31.5	31.5	12.0	31.5		12.0	31.5	31.5	12.0	31.5	
Total Split (s)	12.0	42.0	42.0	12.0	42.0	0.0	23.0	43.0	43.0	13.0	33.0	0.0
Total Split (%)	10.9%	38.2%	38.2%	10.9%	38.2%	0.0%	20.9%	39.1%	39.1%	11.8%	30.0%	0.0%
Maximum Green (s)	7.5	37.5	37.5	7.5	37.5		18.5	38.5	38.5	8.5	28.5	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	None		None	Min	Min	None	Min	
Walk Time (s)		7.0	7.0		7.0			7.0	7.0		7.0	
Flash Dont Walk (s)		20.0	20.0		20.0			20.0	20.0		20.0	
Pedestrian Calls (#/hr)		10	10		10			10	10		10	
Act Effct Green (s)	7.9	38.4	38.4	7.6	35.6		19.2	27.9	27.9	8.6	17.3	
Actuated g/C Ratio	0.08	0.40	0.40	0.08	0.37		0.20	0.29	0.29	0.09	0.18	
v/c Ratio	0.58	0.88	0.77	0.35	0.72		0.90	0.29	0.03	0.50	0.64	
Control Delay	53.6	34.7	16.3	48.4	29.0		56.5	27.7	11.9	49.8	40.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	53.6	34.7	16.3	48.4	29.0		56.5	27.7	11.9	49.8	40.2	
LOS	D	C	B	D	C		E	C	B	D	D	
Approach Delay		31.1			30.2			46.5			42.8	
Approach LOS		C			C			D			D	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	51	378	130	28	250		194	78	0	47	121	
Queue Length 95th (ft)	#95	#575	#345	58	358		#346	113	13	88	169	
Internal Link Dist (ft)		1572			904			525			503	
Turn Bay Length (ft)												
Base Capacity (vph)	288	2029	897	279	1964		685	1292	587	323	949	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.57	0.88	0.77	0.33	0.69		0.90	0.23	0.02	0.48	0.43	

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 96.2
Natural Cycle: 110
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.90
Intersection Signal Delay: 34.6 Intersection LOS: C
Intersection Capacity Utilization 75.1% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 8: Floral & Whitson



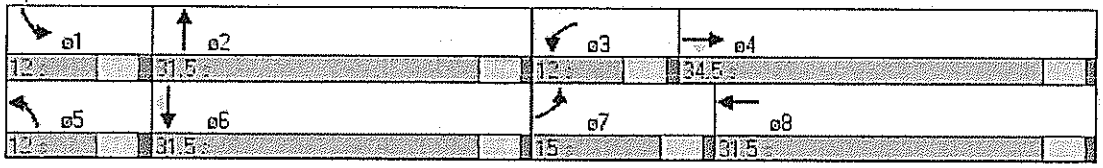
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50		50	50		50	50	50
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	0.95	0.97	0.95	0.95	1.00	0.95	1.00
Frt			0.850		0.986			0.985				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3539	1583	1770	3490	0	3433	3486	0	1770	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	3539	1583	1770	3490	0	3433	3486	0	1770	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			152		12			14				229
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		984			67			531			694	
Travel Time (s)		16.8			1.1			9.1			11.8	
Volume (vph)	389	1042	140	39	824	83	137	362	41	45	329	304
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	423	1133	152	42	896	90	149	393	45	49	358	330
Lane Group Flow (vph)	423	1133	152	42	986	0	149	438	0	49	358	330
Turn Type	Prot		Perm	Prot			Prot			Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4									6
Detector Phases	7	4	4	3	8		5	2		1	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	12.0	31.5	31.5	12.0	31.5		12.0	31.5		12.0	31.5	31.5
Total Split (s)	15.0	34.5	34.5	12.0	31.5	0.0	12.0	31.5	0.0	12.0	31.5	31.5
Total Split (%)	16.7%	38.3%	38.3%	13.3%	35.0%	0.0%	13.3%	35.0%	0.0%	13.3%	35.0%	35.0%
Maximum Green (s)	10.5	30.0	30.0	7.5	27.0		7.5	27.0		7.5	27.0	27.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	Min		None	Min	Min
Walk Time (s)		7.0	7.0		7.0			7.0			7.0	7.0
Flash Dont Walk (s)		20.0	20.0		20.0			20.0			20.0	20.0
Pedestrian Calls (#/hr)		10	10		10			10			10	10
Act Effct Green (s)	11.5	34.3	34.3	7.3	25.0		7.7	17.9		7.4	15.4	15.4
Actuated g/C Ratio	0.16	0.47	0.47	0.09	0.34		0.10	0.24		0.10	0.21	0.21
v/c Ratio	0.78	0.69	0.19	0.25	0.82		0.42	0.51		0.29	0.48	0.64
Control Delay	45.5	22.7	4.4	39.5	30.7		38.5	26.4		40.3	28.4	15.4
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	45.5	22.7	4.4	39.5	30.7		38.5	26.4		40.3	28.4	15.4
LOS	D	C	A	D	C		D	C		D	C	B
Approach Delay		26.7			31.1			29.5			23.4	
Approach LOS		C			C			C			C	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	104	248	0	19	218		35	100		22	82	42
Queue Length 95th (ft)	#223	#462	40	55	#404		72	143		62	120	119
Internal Link Dist (ft)		904			1			451			614	
Turn Bay Length (ft)												
Base Capacity (vph)	539	1654	821	184	1295		369	1188		184	1161	673
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	0
Reduced v/c Ratio	0.78	0.69	0.19	0.23	0.76		0.40	0.37		0.27	0.31	0.49

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 73.4
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.82
Intersection Signal Delay: 27.6 Intersection LOS: C
Intersection Capacity Utilization 64.5% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 9: Floral & McCall



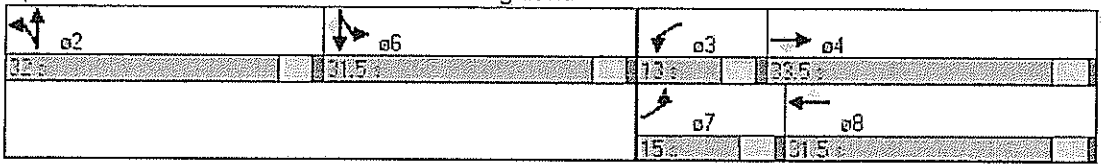
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50	50	50		50	50	50
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.95	0.95	0.95	1.00
Frt			0.850			0.850		0.989				0.850
Flt Protected	0.950			0.950			0.950				0.990	
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	3500	0	0	3504	1583
Flt Permitted	0.950			0.950			0.950				0.990	
Satd. Flow (perm)	1770	3539	1583	1770	3539	1583	1770	3500	0	0	3504	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			386			111		7				58
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1169			1352			1070			739	
Travel Time (s)		19.9			23.0			18.2			12.6	
Volume (vph)	108	391	355	57	268	102	224	533	42	111	438	53
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	117	425	386	62	291	111	243	579	46	121	476	58
Lane Group Flow (vph)	117	425	386	62	291	111	243	625	0	0	597	58
Turn Type	Prot		Perm	Prot		Perm	Split			Split		Perm
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases			4			8						6
Detector Phases	7	4	4	3	8	8	2	2		6	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	12.0	31.5	31.5	12.0	31.5	31.5	31.5	31.5		31.5	31.5	31.5
Total Split (s)	15.0	33.5	33.5	13.0	31.5	31.5	32.0	32.0	0.0	31.5	31.5	31.5
Total Split (%)	13.6%	30.5%	30.5%	11.8%	28.6%	28.6%	29.1%	29.1%	0.0%	28.6%	28.6%	28.6%
Maximum Green (s)	10.5	29.0	29.0	8.5	27.0	27.0	27.5	27.5		27.0	27.0	27.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	Min	Min		Min	Min	Min
Walk Time (s)		7.0	7.0		7.0	7.0	7.0	7.0		7.0	7.0	7.0
Flash Dont Walk (s)		20.0	20.0		20.0	20.0	20.0	20.0		20.0	20.0	20.0
Pedestrian Calls (#/hr)		10	10		10	10	10	10		10	10	10
Act Effct Green (s)	9.9	19.4	19.4	8.3	15.3	15.3	20.0	20.0			19.3	19.3
Actuated g/C Ratio	0.12	0.25	0.25	0.10	0.19	0.19	0.25	0.25			0.24	0.24
v/c Ratio	0.54	0.49	0.57	0.35	0.42	0.28	0.54	0.70			0.70	0.13
Control Delay	50.4	30.7	7.2	47.9	33.1	8.8	34.4	33.6			34.6	9.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0
Total Delay	50.4	30.7	7.2	47.9	33.1	8.8	34.4	33.6			34.6	9.3
LOS	D	C	A	D	C	A	C	C			C	A
Approach Delay		23.4			29.3			33.9			32.4	
Approach LOS		C			C			C			C	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	57	105	0	30	72	0	109	152			147	0
Queue Length 95th (ft)	#160	180	75	86	128	44	231	273			264	33
Internal Link Dist (ft)		1089			1272			990			659	
Turn Bay Length (ft)												
Base Capacity (vph)	253	1242	806	203	1133	582	603	1197			1170	567
Starvation Cap Reductn	0	0	0	0	0	0	0	0			0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0			0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0			0	0
Reduced v/c Ratio	0.46	0.34	0.48	0.31	0.26	0.19	0.40	0.52			0.51	0.10

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 78.9
Natural Cycle: 110
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.70
Intersection Signal Delay: 29.5 Intersection LOS: C
Intersection Capacity Utilization 58.9% ICU Level of Service B
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 10: Golden State & Highland



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)			50					50	50	50	50	
Trailing Detector (ft)			0					0	0	0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	1.00	0.88	1.00	1.00	1.00	1.00	*1.00	1.00	0.97	0.95	1.00
Ped Bike Factor			0.96						0.98	1.00		
Frt			0.850						0.850			
Flt Protected										0.950		
Satd. Flow (prot)	0	0	2787	0	0	0	0	3725	1583	3433	3539	0
Flt Permitted										0.950		
Satd. Flow (perm)	0	0	2685	0	0	0	0	3725	1549	3428	3539	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			247						98			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		643			447			103			430	
Travel Time (s)		14.6			10.2			1.8			7.3	
Volume (vph)	0	0	489	0	0	0	0	1095	90	742	867	0
Confl. Peds. (#/hr)			10						10	5		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	532	0	0	0	0	1190	98	807	942	0
Lane Group Flow (vph)	0	0	532	0	0	0	0	1190	98	807	942	0
Turn Type			custom						Perm	Prot		
Protected Phases								2		1	6	
Permitted Phases			4						2			
Detector Phases			4					2	2	1	6	
Minimum Initial (s)			4.0					4.0	4.0	4.0	4.0	
Minimum Split (s)			31.5					31.5	31.5	12.0	31.5	
Total Split (s)	0.0	0.0	31.5	0.0	0.0	0.0	0.0	37.5	37.5	21.0	58.5	0.0
Total Split (%)	0.0%	0.0%	35.0%	0.0%	0.0%	0.0%	0.0%	41.7%	41.7%	23.3%	65.0%	0.0%
Maximum Green (s)			27.0					33.0	33.0	17.0	54.0	
Yellow Time (s)			3.5					3.5	3.5	3.0	3.5	
All-Red Time (s)			1.0					1.0	1.0	1.0	1.0	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)			3.0					3.0	3.0	3.0	3.0	
Recall Mode			None					Min	Min	None	Min	
Walk Time (s)			7.0					7.0	7.0		5.0	
Flash Dont Walk (s)			20.0					20.0	20.0		10.0	
Pedestrian Calls (#/hr)			10					10	10		10	
Act Effct Green (s)			15.0					28.9	28.9	17.5	50.5	
Actuated g/C Ratio			0.20					0.39	0.39	0.24	0.68	
v/c Ratio			0.72					0.82	0.15	0.99	0.39	
Control Delay			20.1					26.4	4.7	62.5	6.5	
Queue Delay			0.0					0.0	0.0	0.0	0.0	
Total Delay			20.1					26.4	4.7	62.5	6.5	
LOS			C					C	A	E	A	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay								24.7			32.3	
Approach LOS								C			C	
Queue Length 50th (ft)			70					228	0	~219	77	
Queue Length 95th (ft)			126					#394	31	#411	180	
Internal Link Dist (ft)		563			367			23			350	
Turn Bay Length (ft)												
Base Capacity (vph)			1034					1608	724	814	2484	
Starvation Cap Reductn			0					0	0	0	0	
Spillback Cap Reductn			0					0	0	0	0	
Storage Cap Reductn			0					0	0	0	0	
Reduced v/c Ratio			0.51					0.74	0.14	0.99	0.38	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 73.8
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.99
Intersection Signal Delay: 27.7 Intersection LOS: C
Intersection Capacity Utilization 58.1% ICU Level of Service B
Analysis Period (min) 15

* User Entered Value
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 11: SB-SR-99 Off Ramp & Highland

