TIER II TRAFFIC TECHNICAL REPORT

STATE ROUTE 11/
OTAY MESA EAST LAND PORT OF ENTRY

Appendix F – Opening Year (2015) Signalized Intersection Capacity Analysis

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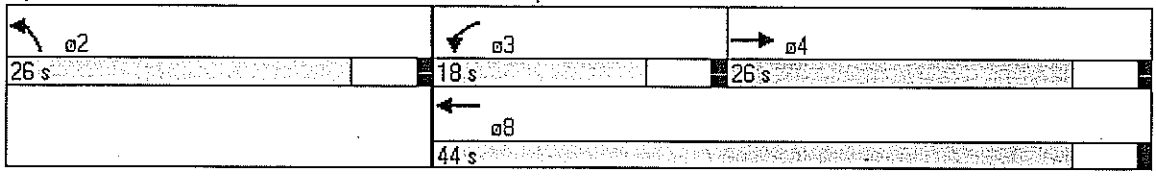
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↱	↰	↑↑	↰	↱
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		100	100		0	0
Storage Lanes		1	1		1	1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3282	1468	1641	3282	1641	1468
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3282	1468	1641	3282	1641	1468
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		54				7
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	40			40	40	
Link Distance (ft)	2578			2580	978	
Travel Time (s)	43.9			44.0	16.7	
Volume (vph)	66	50	24	44	51	6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	72	54	26	48	55	7
Lane Group Flow (vph)	72	54	26	48	55	7
Turn Type		Perm	Prot			Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Detector Phases	4	4	3	8	2	2
Minimum Initial (s)	10.0	10.0	8.0	10.0	8.0	8.0
Minimum Split (s)	21.0	21.0	13.0	21.0	21.0	21.0
Total Split (s)	26.0	26.0	18.0	44.0	26.0	26.0
Total Split (%)	37.1%	37.1%	25.7%	62.9%	37.1%	37.1%
Maximum Green (s)	21.0	21.0	13.0	39.0	21.0	21.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Max	C-Max	None	C-Max	Max	Max
Walk Time (s)	5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	34.7	34.7	9.1	40.0	22.0	22.0
Actuated g/C Ratio	0.50	0.50	0.13	0.57	0.31	0.31
v/c Ratio	0.04	0.07	0.12	0.03	0.11	0.02
Control Delay	8.3	2.4	28.5	6.6	17.8	10.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	8.3	2.4	28.5	6.6	17.8	10.3

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
LOS	A	A	C	A	B	B
Approach Delay	5.8			14.3	17.0	
Approach LOS	A			B	B	
Queue Length 50th (ft)	4	0	10	4	17	0
Queue Length 95th (ft)	m13	m3	31	10	41	8
Internal Link Dist (ft)	2498			2500	898	
Turn Bay Length (ft)		100	100			
Base Capacity (vph)	1629	756	328	1875	516	466
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	0.04	0.07	0.08	0.03	0.11	0.02

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 70
Offset: 4 (6%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.12
Intersection Signal Delay: 10.8 Intersection LOS: B
Intersection Capacity Utilization 21.7% ICU Level of Service A
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 114: Lone Star Rd & Piper Ranch Rd



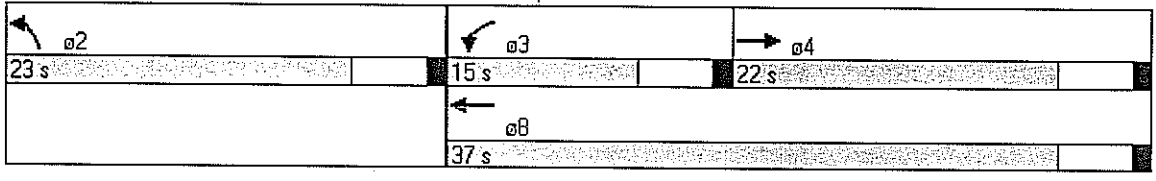
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↱	↰	↑↑	↰	↱
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		100	100		0	0
Storage Lanes		1	1		1	1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3282	1468	1641	3282	1641	1468
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3282	1468	1641	3282	1641	1468
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		60				29
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	40			40	40	
Link Distance (ft)	2578			2580	978	
Travel Time (s)	43.9			44.0	16.7	
Volume (vph)	49	55	6	73	33	27
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	53	60	7	79	36	29
Lane Group Flow (vph)	53	60	7	79	36	29
Turn Type		Perm	Prot			Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Detector Phases	4	4	3	8	2	2
Minimum Initial (s)	10.0	10.0	8.0	10.0	8.0	8.0
Minimum Split (s)	21.0	21.0	13.0	21.0	21.0	21.0
Total Split (s)	22.0	22.0	15.0	37.0	23.0	23.0
Total Split (%)	36.7%	36.7%	25.0%	61.7%	38.3%	38.3%
Maximum Green (s)	17.0	17.0	10.0	32.0	18.0	18.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Max	C-Max	None	C-Max	Max	Max
Walk Time (s)	5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	30.4	30.4	9.0	33.0	19.0	19.0
Actuated g/C Ratio	0.51	0.51	0.15	0.55	0.32	0.32
v/c Ratio	0.03	0.08	0.03	0.04	0.07	0.06
Control Delay	9.6	4.2	26.8	3.5	11.6	4.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	9.6	4.2	26.8	3.5	11.6	4.2

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
LOS	A	A	C	A	B	A
Approach Delay	6.7			5.4	8.3	
Approach LOS	A			A	A	
Queue Length 50th (ft)	4	0	3	3	6	0
Queue Length 95th (ft)	16	21	13	7	18	4
Internal Link Dist (ft)	2498			2500	898	
Turn Bay Length (ft)		100	100			
Base Capacity (vph)	1663	773	301	1805	520	485
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	0.03	0.08	0.02	0.04	0.07	0.06

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 22 (37%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.08
Intersection Signal Delay: 6.7 Intersection LOS: A
Intersection Capacity Utilization 21.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 114: Lone Star Rd & Piper Ranch Rd



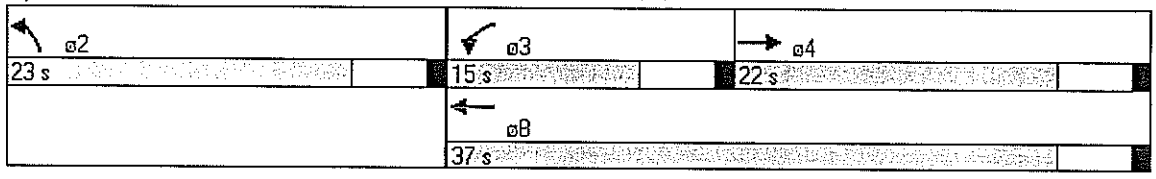
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↱	↰	↑↑	↰	↱
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		100	100		0	0
Storage Lanes		1	1		1	1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3282	1468	1641	3282	1641	1468
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3282	1468	1641	3282	1641	1468
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		16				10
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	40			40	40	
Link Distance (ft)	2580			1378	980	
Travel Time (s)	44.0			23.5	16.7	
Volume (vph)	61	15	6	53	7	9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	66	16	7	58	8	10
Lane Group Flow (vph)	66	16	7	58	8	10
Turn Type		Perm	Prot			Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Detector Phases	4	4	3	8	2	2
Minimum Initial (s)	10.0	10.0	8.0	10.0	8.0	8.0
Minimum Split (s)	21.0	21.0	13.0	21.0	21.0	21.0
Total Split (s)	22.0	22.0	15.0	37.0	23.0	23.0
Total Split (%)	36.7%	36.7%	25.0%	61.7%	38.3%	38.3%
Maximum Green (s)	17.0	17.0	10.0	32.0	18.0	18.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Max	C-Max	None	C-Max	Max	Max
Walk Time (s)	5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	30.4	30.4	9.0	33.0	19.0	19.0
Actuated g/C Ratio	0.51	0.51	0.15	0.55	0.32	0.32
v/c Ratio	0.04	0.02	0.03	0.03	0.02	0.02
Control Delay	9.5	6.3	18.0	3.7	14.3	8.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	9.5	6.3	18.0	3.7	14.3	8.6

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
LOS	A	A	B	A	B	A
Approach Delay	8.9			5.2	11.1	
Approach LOS	A			A	B	
Queue Length 50th (ft)	5	0	2	4	2	0
Queue Length 95th (ft)	20	11	12	12	10	9
Internal Link Dist (ft)	2500			1298	900	
Turn Bay Length (ft)		100	100			
Base Capacity (vph)	1663	752	301	1805	520	472
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	0.04	0.02	0.02	0.03	0.02	0.02

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 30 (50%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.04
Intersection Signal Delay: 7.7 Intersection LOS: A
Intersection Capacity Utilization 21.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 119: Lone Star Rd & Sunroad Blvd



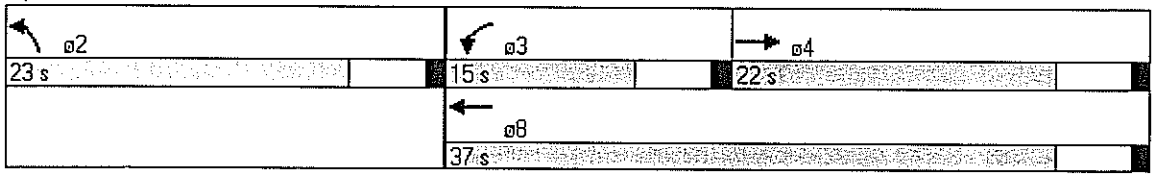
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↱	↰	↑↑	↰	↱
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3282	1468	1641	3282	1641	1468
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3282	1468	1641	3282	1641	1468
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		15				70
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	40			40	40	
Link Distance (ft)	1378			1407	1725	
Travel Time (s)	23.5			24.0	29.4	
Volume (vph)	84	14	46	68	11	64
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	91	15	50	74	12	70
Lane Group Flow (vph)	91	15	50	74	12	70
Turn Type		Perm	Prot			Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Detector Phases	4	4	3	8	2	2
Minimum Initial (s)	10.0	10.0	8.0	10.0	8.0	8.0
Minimum Split (s)	21.0	21.0	13.0	21.0	21.0	21.0
Total Split (s)	22.0	22.0	15.0	37.0	23.0	23.0
Total Split (%)	36.7%	36.7%	25.0%	61.7%	38.3%	38.3%
Maximum Green (s)	17.0	17.0	10.0	32.0	18.0	18.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Max	C-Max	None	C-Max	Max	Max
Walk Time (s)	5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	27.4	27.4	9.4	33.0	19.0	19.0
Actuated g/C Ratio	0.46	0.46	0.16	0.55	0.32	0.32
v/c Ratio	0.06	0.02	0.19	0.04	0.02	0.14
Control Delay	8.9	5.0	19.7	4.2	14.4	5.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	8.9	5.0	19.7	4.2	14.4	5.3
LOS	A	A	B	A	B	A
Approach Delay	8.3			10.5	6.6	

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Approach LOS	A			B	A	
Queue Length 50th (ft)	8	2	15	5	3	0
Queue Length 95th (ft)	28	12	39	13	13	23
Internal Link Dist (ft)	1298			1327	1645	
Turn Bay Length (ft)						
Base Capacity (vph)	1500	679	301	1805	520	513
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	0.06	0.02	0.17	0.04	0.02	0.14

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.19
Intersection Signal Delay: 8.7 Intersection LOS: A
Intersection Capacity Utilization 22.5% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 36: Lone Star Rd & Zinser Rd



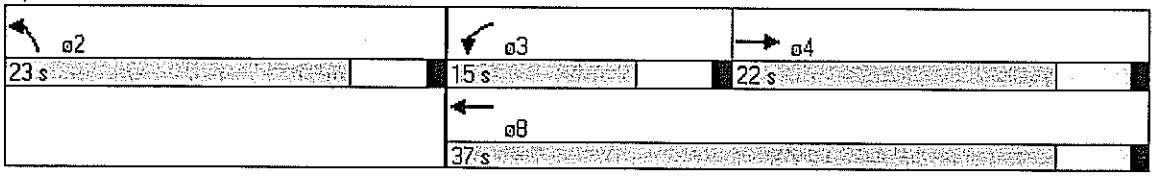
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3282	1468	1641	3282	1641	1468
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3282	1468	1641	3282	1641	1468
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		14				54
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	40			40	40	
Link Distance (ft)	1378			1407	1725	
Travel Time (s)	23.5			24.0	29.4	
Volume (vph)	75	13	70	93	16	50
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	82	14	76	101	17	54
Lane Group Flow (vph)	82	14	76	101	17	54
Turn Type		Perm	Prot			Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Detector Phases	4	4	3	8	2	2
Minimum Initial (s)	10.0	10.0	8.0	10.0	8.0	8.0
Minimum Split (s)	21.0	21.0	13.0	21.0	21.0	21.0
Total Split (s)	22.0	22.0	15.0	37.0	23.0	23.0
Total Split (%)	36.7%	36.7%	25.0%	61.7%	38.3%	38.3%
Maximum Green (s)	17.0	17.0	10.0	32.0	18.0	18.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Max	C-Max	None	C-Max	Max	Max
Walk Time (s)	5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	24.5	24.5	9.7	33.0	19.0	19.0
Actuated g/C Ratio	0.41	0.41	0.16	0.55	0.32	0.32
v/c Ratio	0.06	0.02	0.29	0.06	0.03	0.11
Control Delay	10.1	5.2	19.4	5.9	14.5	5.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	10.1	5.2	19.4	5.9	14.5	5.6
LOS	B	A	B	A	B	A
Approach Delay	9.3			11.7	7.8	

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Approach LOS	A			B	A	
Queue Length 50th (ft)	12	2	19	6	4	0
Queue Length 95th (ft)	16	6	41	14	16	20
Internal Link Dist (ft)	1298			1327	1645	
Turn Bay Length (ft)						
Base Capacity (vph)	1342	609	301	1805	520	502
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	0.06	0.02	0.25	0.06	0.03	0.11

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 30 (50%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.29
Intersection Signal Delay: 10.2 Intersection LOS: B
Intersection Capacity Utilization 23.9% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 36: Lone Star Rd & Zinser Rd



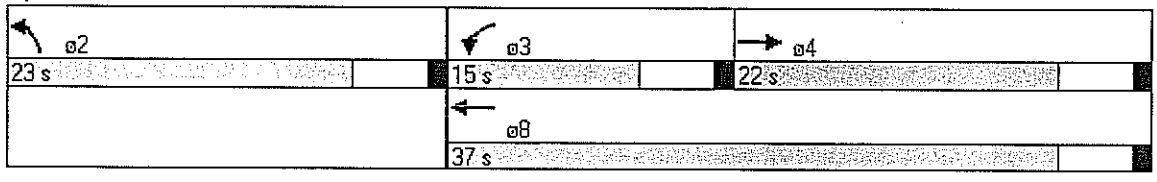
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↱	↰	↑↑	↰	↱
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		100	100		0	0
Storage Lanes		1	1		1	1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3282	1468	1641	3282	1641	1468
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3282	1468	1641	3282	1641	1468
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		29				11
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	40			40	40	
Link Distance (ft)	1407			2180	3108	
Travel Time (s)	24.0			37.2	53.0	
Volume (vph)	73	27	10	56	26	10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	79	29	11	61	28	11
Lane Group Flow (vph)	79	29	11	61	28	11
Turn Type		Perm	Prot			Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Detector Phases	4	4	3	8	2	2
Minimum Initial (s)	10.0	10.0	8.0	10.0	8.0	8.0
Minimum Split (s)	21.0	21.0	13.0	21.0	21.0	21.0
Total Split (s)	22.0	22.0	15.0	37.0	23.0	23.0
Total Split (%)	36.7%	36.7%	25.0%	61.7%	38.3%	38.3%
Maximum Green (s)	17.0	17.0	10.0	32.0	18.0	18.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Max	C-Max	None	C-Max	Max	Max
Walk Time (s)	5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	30.4	30.4	9.0	33.0	19.0	19.0
Actuated g/C Ratio	0.51	0.51	0.15	0.55	0.32	0.32
v/c Ratio	0.05	0.04	0.04	0.03	0.05	0.02
Control Delay	5.5	1.9	16.9	6.4	12.9	7.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	5.5	1.9	16.9	6.4	12.9	7.4

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
LOS	A	A	B	A	B	A
Approach Delay	4.5			8.0	11.4	
Approach LOS	A			A	B	
Queue Length 50th (ft)	5	0	3	5	9	2
Queue Length 95th (ft)	8	2	13	12	24	10
Internal Link Dist (ft)	1327			2100	3028	
Turn Bay Length (ft)		100	100			
Base Capacity (vph)	1663	758	301	1805	520	472
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	0.05	0.04	0.04	0.03	0.05	0.02

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 30 (50%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.05
Intersection Signal Delay: 6.9 Intersection LOS: A
Intersection Capacity Utilization 21.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 102: Lone Star Rd & Vann Center Blvd



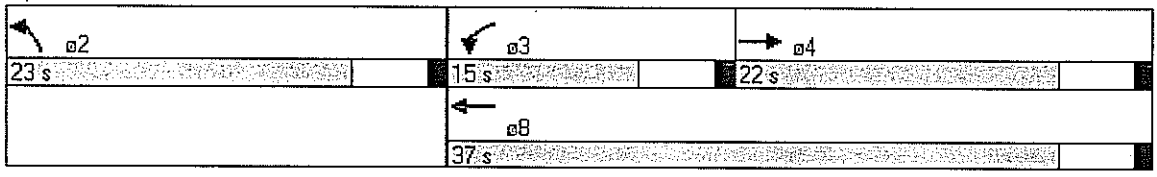
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↱	↰	↑↑	↰	↱
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		100	100		0	0
Storage Lanes		1	1		1	1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3282	1468	1641	3282	1641	1468
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3282	1468	1641	3282	1641	1468
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		30				13
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	40			40	40	
Link Distance (ft)	1407			2180	3108	
Travel Time (s)	24.0			37.2	53.0	
Volume (vph)	62	28	10	80	30	12
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	67	30	11	87	33	13
Lane Group Flow (vph)	67	30	11	87	33	13
Turn Type		Perm	Prot			Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Detector Phases	4	4	3	8	2	2
Minimum Initial (s)	10.0	10.0	8.0	10.0	8.0	8.0
Minimum Split (s)	21.0	21.0	13.0	21.0	21.0	21.0
Total Split (s)	22.0	22.0	15.0	37.0	23.0	23.0
Total Split (%)	36.7%	36.7%	25.0%	61.7%	38.3%	38.3%
Maximum Green (s)	17.0	17.0	10.0	32.0	18.0	18.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Max	C-Max	None	C-Max	Max	Max
Walk Time (s)	5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	30.4	30.4	9.0	33.0	19.0	19.0
Actuated g/C Ratio	0.51	0.51	0.15	0.55	0.32	0.32
v/c Ratio	0.04	0.04	0.04	0.05	0.06	0.03
Control Delay	6.0	3.0	17.2	5.6	16.5	10.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	6.0	3.0	17.2	5.6	16.5	10.5

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
LOS	A	A	B	A	B	B
Approach Delay	5.1			6.9	14.8	
Approach LOS	A			A	B	
Queue Length 50th (ft)	2	0	3	5	11	2
Queue Length 95th (ft)	22	19	12	12	31	14
Internal Link Dist (ft)	1327			2100	3028	
Turn Bay Length (ft)		100	100			
Base Capacity (vph)	1663	759	301	1805	520	474
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	0.04	0.04	0.04	0.05	0.06	0.03

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 8 (13%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.06
Intersection Signal Delay: 7.7 Intersection LOS: A
Intersection Capacity Utilization 21.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 102: Lone Star Rd & Vann Center Blvd



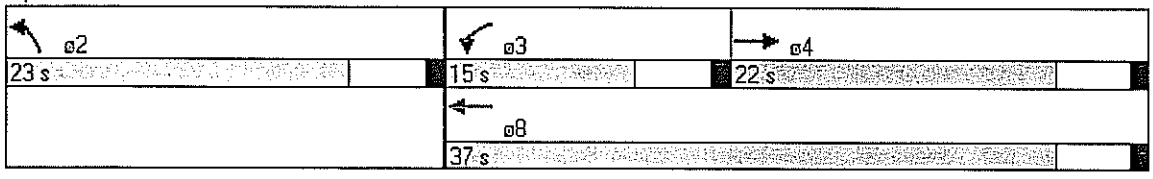
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↱	↰	↑↑	↰	↱
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		100	100		0	0
Storage Lanes		1	1		1	1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3282	1468	1641	3282	1641	1468
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3282	1468	1641	3282	1641	1468
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		52				30
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	40			40	40	
Link Distance (ft)	2180			2880	3122	
Travel Time (s)	37.2			49.1	53.2	
Volume (vph)	123	48	65	79	46	28
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	134	52	71	86	50	30
Lane Group Flow (vph)	134	52	71	86	50	30
Turn Type		Perm	Prot			Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Detector Phases	4	4	3	8	2	2
Minimum Initial (s)	10.0	10.0	8.0	10.0	8.0	8.0
Minimum Split (s)	21.0	21.0	13.0	21.0	21.0	21.0
Total Split (s)	22.0	22.0	15.0	37.0	23.0	23.0
Total Split (%)	36.7%	36.7%	25.0%	61.7%	38.3%	38.3%
Maximum Green (s)	17.0	17.0	10.0	32.0	18.0	18.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Max	C-Max	None	C-Max	Max	Max
Walk Time (s)	5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	24.6	24.6	9.6	33.0	19.0	19.0
Actuated g/C Ratio	0.41	0.41	0.16	0.55	0.32	0.32
v/c Ratio	0.10	0.08	0.27	0.05	0.10	0.06
Control Delay	10.8	3.6	24.8	6.4	15.2	6.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	10.8	3.6	24.8	6.4	15.2	6.5

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
LOS	B	A	C	A	B	A
Approach Delay	8.8			14.7	11.9	
Approach LOS	A			B	B	
Queue Length 50th (ft)	17	0	23	6	13	0
Queue Length 95th (ft)	25	11	53	15	33	15
Internal Link Dist (ft)	2100			2800	3042	
Turn Bay Length (ft)		100	100			
Base Capacity (vph)	1346	633	301	1805	520	485
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	0.10	0.08	0.24	0.05	0.10	0.06

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.27
Intersection Signal Delay: 11.6 Intersection LOS: B
Intersection Capacity Utilization 31.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 108: Lone Star Rd & Enrico Fermi Dr



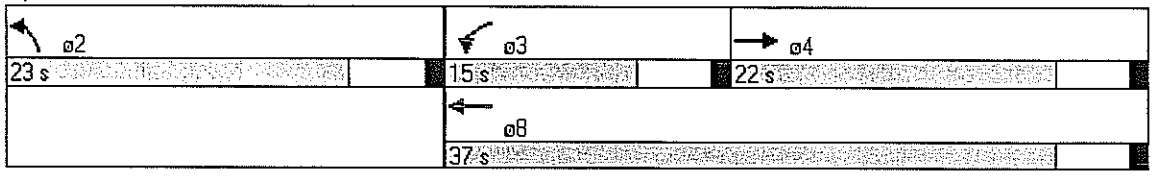
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↱	↰	↑↑	↰	↱
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		100	100		0	0
Storage Lanes		1	1		1	1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3282	1468	1641	3282	1641	1468
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3282	1468	1641	3282	1641	1468
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		55				65
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	40			40	40	
Link Distance (ft)	2180			2880	3122	
Travel Time (s)	37.2			49.1	53.2	
Volume (vph)	87	51	31	136	53	60
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	95	55	34	148	58	65
Lane Group Flow (vph)	95	55	34	148	58	65
Turn Type		Perm	Prot			Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Detector Phases	4	4	3	8	2	2
Minimum Initial (s)	10.0	10.0	8.0	10.0	8.0	8.0
Minimum Split (s)	21.0	21.0	13.0	21.0	21.0	21.0
Total Split (s)	22.0	22.0	15.0	37.0	23.0	23.0
Total Split (%)	36.7%	36.7%	25.0%	61.7%	38.3%	38.3%
Maximum Green (s)	17.0	17.0	10.0	32.0	18.0	18.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Max	C-Max	None	C-Max	Max	Max
Walk Time (s)	5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	27.7	27.7	9.1	33.0	19.0	19.0
Actuated g/C Ratio	0.46	0.46	0.15	0.55	0.32	0.32
v/c Ratio	0.06	0.08	0.14	0.08	0.11	0.13
Control Delay	9.0	3.0	23.5	6.5	15.3	5.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	9.0	3.0	23.5	6.5	15.3	5.4

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
LOS	A	A	C	A	B	A
Approach Delay	6.8			9.7	10.1	
Approach LOS	A			A	B	
Queue Length 50th (ft)	5	0	11	12	15	0
Queue Length 95th (ft)	18	10	32	23	37	22
Internal Link Dist (ft)	2100			2800	3042	
Turn Bay Length (ft)		100	100			
Base Capacity (vph)	1514	707	301	1805	520	509
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	0.06	0.08	0.11	0.08	0.11	0.13

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 36 (60%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.14
Intersection Signal Delay: 8.8 Intersection LOS: A
Intersection Capacity Utilization 21.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 108: Lone Star Rd & Enrico Fermi Dr



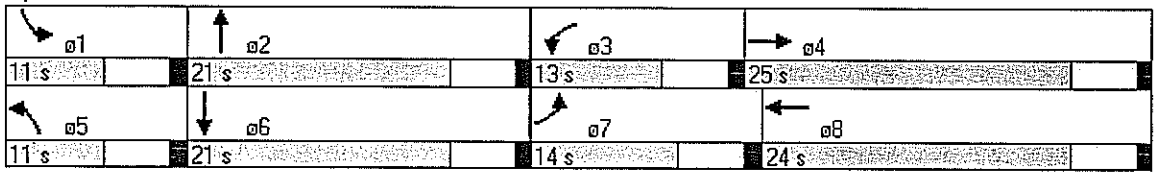
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	100		100	100		100
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			30			39			7			67
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)		2880			3964			3128			879	
Travel Time (s)		49.1			67.6			53.3			15.0	
Volume (vph)	87	83	28	8	53	36	10	15	6	31	48	62
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	95	90	30	9	58	39	11	16	7	34	52	67
Lane Group Flow (vph)	95	90	30	9	58	39	11	16	7	34	52	67
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	11.0	21.0	21.0	11.0	21.0	21.0
Total Split (s)	14.0	25.0	25.0	13.0	24.0	24.0	11.0	21.0	21.0	11.0	21.0	21.0
Total Split (%)	20.0%	35.7%	35.7%	18.6%	34.3%	34.3%	15.7%	30.0%	30.0%	15.7%	30.0%	30.0%
Maximum Green (s)	9.0	20.0	20.0	8.0	19.0	19.0	6.0	16.0	16.0	6.0	16.0	16.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	10.8	19.9	19.9	10.1	12.6	12.6	7.9	37.9	37.9	7.9	40.2	40.2
Actuated g/C Ratio	0.15	0.28	0.28	0.13	0.18	0.18	0.11	0.58	0.58	0.11	0.62	0.62
v/c Ratio	0.38	0.10	0.07	0.04	0.10	0.13	0.06	0.01	0.01	0.19	0.03	0.07
Control Delay	24.4	13.8	8.1	24.9	19.1	9.5	26.6	15.2	10.3	26.6	12.2	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	0.0
Total Delay	24.4	13.8	8.1	24.9	19.1	9.5	26.6	15.2	10.3	26.6	12.2	4.9

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	B	A	C	B	A	C	B	B	C	B	A
Approach Delay		17.7			16.1			17.9			12.2	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)	24	6	0	2	6	0	3	1	0	9	5	0
Queue Length 95th (ft)	70	31	18	14	23	21	17	8	8	34	18	24
Internal Link Dist (ft)		2800			3884			3048			799	
Turn Bay Length (ft)	100		100	100		100	100		100	100		100
Base Capacity (vph)	265	1113	518	220	915	437	175	1906	855	181	2024	931
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	0.36	0.08	0.06	0.04	0.06	0.09	0.06	0.01	0.01	0.19	0.03	0.07

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 65.2
Natural Cycle: 70
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.38
Intersection Signal Delay: 15.7 Intersection LOS: B
Intersection Capacity Utilization 31.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 59: Lone Star Rd & Alta Rd



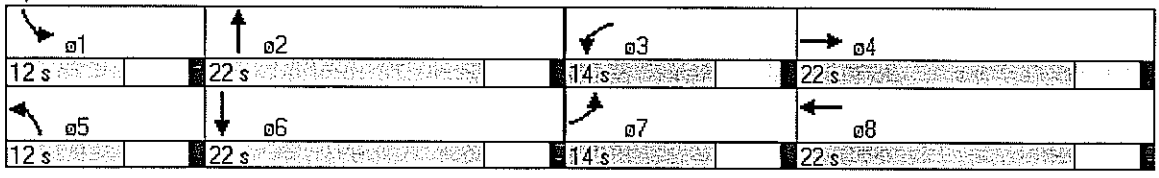
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	100		100	100		100
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			12			37			10			103
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)		2880			3964			3128			879	
Travel Time (s)		49.1			67.6			53.3			15.0	
Volume (vph)	68	58	11	7	91	34	31	52	9	39	16	95
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	74	63	12	8	99	37	34	57	10	42	17	103
Lane Group Flow (vph)	74	63	12	8	99	37	34	57	10	42	17	103
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	11.0	21.0	21.0	11.0	21.0	21.0
Total Split (s)	14.0	22.0	22.0	14.0	22.0	22.0	12.0	22.0	22.0	12.0	22.0	22.0
Total Split (%)	20.0%	31.4%	31.4%	20.0%	31.4%	31.4%	17.1%	31.4%	31.4%	17.1%	31.4%	31.4%
Maximum Green (s)	9.0	17.0	17.0	9.0	17.0	17.0	7.0	17.0	17.0	7.0	17.0	17.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	10.7	19.8	19.8	10.1	12.6	12.6	8.4	38.9	38.9	8.5	38.9	38.9
Actuated g/C Ratio	0.15	0.27	0.27	0.13	0.17	0.17	0.11	0.59	0.59	0.12	0.59	0.59
v/c Ratio	0.30	0.07	0.03	0.04	0.17	0.13	0.18	0.03	0.01	0.22	0.01	0.11
Control Delay	24.2	14.8	10.6	25.7	19.7	10.0	26.5	14.2	9.8	27.1	15.3	4.7
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
Total Delay	24.2	14.8	10.6	25.7	19.7	10.0	26.5	14.2	9.8	27.1	15.3	4.7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	B	B	C	B	A	C	B	A	C	B	A
Approach Delay		19.2			17.5			17.9			11.6	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)	19	4	0	2	12	0	9	5	0	11	1	0
Queue Length 95th (ft)	59	25	12	13	35	22	35	20	9	41	8	30
Internal Link Dist (ft)		2800			3884			3048			799	
Turn Bay Length (ft)	100		100	100		100	100		100	100		100
Base Capacity (vph)	259	1034	471	235	832	400	200	1924	865	200	1924	903
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	0.29	0.06	0.03	0.03	0.12	0.09	0.17	0.03	0.01	0.21	0.01	0.11

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 66.4
Natural Cycle: 70
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.30
Intersection Signal Delay: 16.3 Intersection LOS: B
Intersection Capacity Utilization 31.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 59: Lone Star Rd & Alta Rd



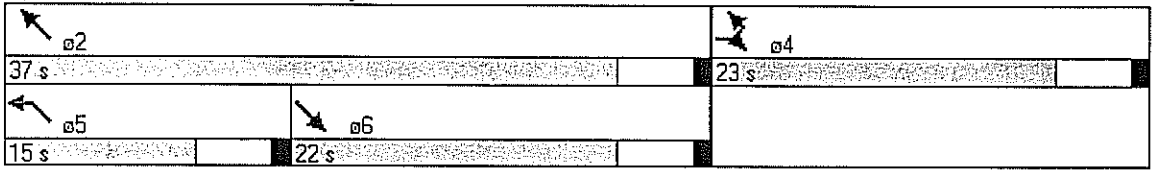
Lane Group	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		100	100	
Storage Lanes	1	1		1	1	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)	15	9		9	15	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	0.95
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1641	1468	3282	1468	1641	3282
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1641	1468	3282	1468	1641	3282
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		24		28		
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	50		40			40
Link Distance (ft)	1980		3964			2219
Travel Time (s)	27.0		67.6			37.8
Volume (vph)	24	22	47	26	19	41
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	26	24	51	28	21	45
Lane Group Flow (vph)	26	24	51	28	21	45
Turn Type		Prot		Perm	Prot	
Protected Phases	4	4	6		5	2
Permitted Phases				6		
Detector Phases	4	4	6	6	5	2
Minimum Initial (s)	8.0	8.0	10.0	10.0	8.0	10.0
Minimum Split (s)	21.0	21.0	21.0	21.0	13.0	21.0
Total Split (s)	23.0	23.0	22.0	22.0	15.0	37.0
Total Split (%)	38.3%	38.3%	36.7%	36.7%	25.0%	61.7%
Maximum Green (s)	18.0	18.0	17.0	17.0	10.0	32.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	C-Max	C-Max	None	C-Max
Walk Time (s)	5.0	5.0	5.0	5.0		5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0		11.0
Pedestrian Calls (#/hr)	0	0	0	0		0
Act Effct Green (s)	9.0	9.0	50.6	50.6	9.0	53.2
Actuated g/C Ratio	0.15	0.15	0.84	0.84	0.15	0.89
v/c Ratio	0.11	0.10	0.02	0.02	0.09	0.02
Control Delay	23.3	11.4	4.2	2.8	13.4	2.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.3	11.4	4.2	2.8	13.4	2.3

Lane Group	EBL	EBR	SET	SER	NWL	NWT
LOS	C	B	A	A	B	A
Approach Delay	17.6		3.7			5.8
Approach LOS	B		A			A
Queue Length 50th (ft)	8	0	0	0	4	0
Queue Length 95th (ft)	27	17	11	10	9	1
Internal Link Dist (ft)	1900		3884			2139
Turn Bay Length (ft)				100	100	
Base Capacity (vph)	520	481	2768	1242	301	2910
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	0.05	0.05	0.02	0.02	0.07	0.02

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 56 (93%), Referenced to phase 2:NWT and 6:SET, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.11
Intersection Signal Delay: 8.0 Intersection LOS: A
Intersection Capacity Utilization 21.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 97: Otay Mesa Rd & Lone Star Rd



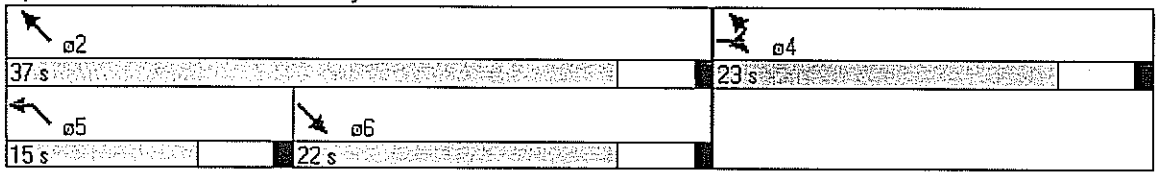
Lane Group	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		100	100	
Storage Lanes	1	1		1	1	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)	15	9		9	15	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	0.95
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1641	1468	3282	1468	1641	3282
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1641	1468	3282	1468	1641	3282
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		23		28		
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	50		40			40
Link Distance (ft)	1980		3964			2219
Travel Time (s)	27.0		67.6			37.8
Volume (vph)	28	21	45	26	25	52
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	30	23	49	28	27	57
Lane Group Flow (vph)	30	23	49	28	27	57
Turn Type		Prot		Perm	Prot	
Protected Phases	4	4	6		5	2
Permitted Phases				6		
Detector Phases	4	4	6	6	5	2
Minimum Initial (s)	8.0	8.0	10.0	10.0	8.0	10.0
Minimum Split (s)	21.0	21.0	21.0	21.0	13.0	21.0
Total Split (s)	23.0	23.0	22.0	22.0	15.0	37.0
Total Split (%)	38.3%	38.3%	36.7%	36.7%	25.0%	61.7%
Maximum Green (s)	18.0	18.0	17.0	17.0	10.0	32.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	C-Max	C-Max	None	C-Max
Walk Time (s)	5.0	5.0	5.0	5.0		5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0		11.0
Pedestrian Calls (#/hr)	0	0	0	0		0
Act Effct Green (s)	9.0	9.0	50.6	50.6	9.0	53.2
Actuated g/C Ratio	0.15	0.15	0.84	0.84	0.15	0.89
v/c Ratio	0.12	0.10	0.02	0.02	0.11	0.02
Control Delay	23.5	11.6	4.2	2.9	16.4	2.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.5	11.6	4.2	2.9	16.4	2.2

Lane Group	EBL	EBR	SET	SER	NWL	NWT
LOS	C	B	A	A	B	A
Approach Delay	18.3		3.7			6.8
Approach LOS	B		A			A
Queue Length 50th (ft)	10	0	0	0	6	0
Queue Length 95th (ft)	30	17	11	10	20	2
Internal Link Dist (ft)	1900		3884			2139
Turn Bay Length (ft)				100	100	
Base Capacity (vph)	520	481	2766	1241	301	2909
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	0.06	0.05	0.02	0.02	0.09	0.02

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 56 (93%), Referenced to phase 2:NWT and 6:SET, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.12
Intersection Signal Delay: 8.5 Intersection LOS: A
Intersection Capacity Utilization 21.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 97: Otay Mesa Rd & Lone Star Rd



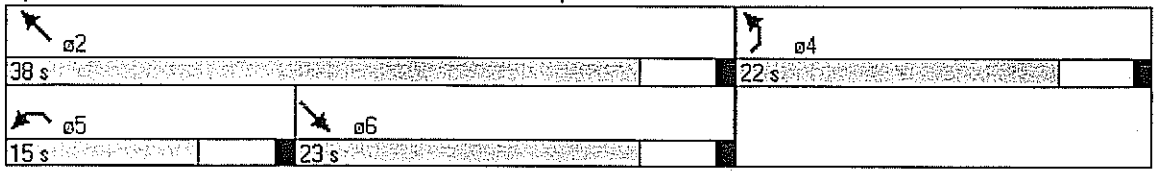
Lane Group	SET	SER	NWL	NWT	NEL	NER
Lane Configurations	↑↑	↱	↰	↑↑	↰	↱
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		100	100		0	0
Storage Lanes		1	1		1	1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3282	1468	1641	3282	1641	1468
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3282	1468	1641	3282	1641	1468
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		4				42
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	40			40	40	
Link Distance (ft)	2219			1303	837	
Travel Time (s)	37.8			22.2	14.3	
Volume (vph)	36	4	14	5	42	39
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	39	4	15	5	46	42
Lane Group Flow (vph)	39	4	15	5	46	42
Turn Type		Perm	Prot			Perm
Protected Phases	6		5	2	4	
Permitted Phases		6				4
Detector Phases	6	6	5	2	4	4
Minimum Initial (s)	8.0	8.0	6.0	8.0	10.0	10.0
Minimum Split (s)	21.0	21.0	13.0	21.0	21.0	21.0
Total Split (s)	23.0	23.0	15.0	38.0	22.0	22.0
Total Split (%)	38.3%	38.3%	25.0%	63.3%	36.7%	36.7%
Maximum Green (s)	18.0	18.0	10.0	33.0	17.0	17.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Max	Max	None	Max	C-Max	C-Max
Walk Time (s)	5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	31.6	31.6	7.2	34.0	18.0	18.0
Actuated g/C Ratio	0.53	0.53	0.12	0.57	0.30	0.30
v/c Ratio	0.02	0.01	0.08	0.00	0.09	0.09
Control Delay	7.6	5.8	24.1	5.6	15.9	6.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	7.6	5.8	24.1	5.6	15.9	6.3

Lane Group	SET	SER	NWL	NWT	NEL	NER
LOS	A	A	C	A	B	A
Approach Delay	7.5			19.5	11.3	
Approach LOS	A			B	B	
Queue Length 50th (ft)	3	0	5	0	12	0
Queue Length 95th (ft)	8	3	19	2	32	19
Internal Link Dist (ft)	2139			1223	757	
Turn Bay Length (ft)		100	100			
Base Capacity (vph)	1726	774	301	1860	492	470
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	0.02	0.01	0.05	0.00	0.09	0.09

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 48 (80%), Referenced to phase 4:NEL, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.09
Intersection Signal Delay: 11.3 Intersection LOS: B
Intersection Capacity Utilization 22.4% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 43: Lone Star Rd & Siempre Viva Rd



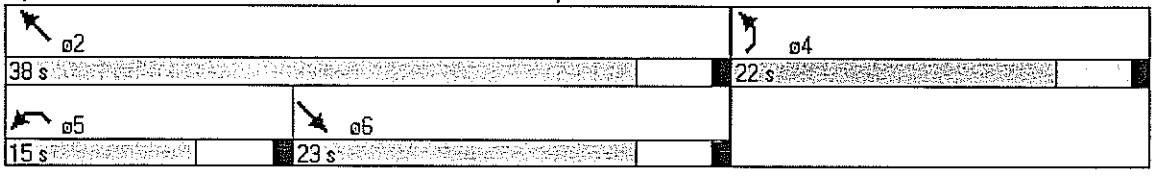
Lane Group	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		100	100		0	0
Storage Lanes		1	1		1	1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3282	1468	1641	3282	1641	1468
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3282	1468	1641	3282	1641	1468
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		50				17
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	40			40	40	
Link Distance (ft)	2219			1303	837	
Travel Time (s)	37.8			22.2	14.3	
Volume (vph)	5	46	43	4	39	16
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	5	50	47	4	42	17
Lane Group Flow (vph)	5	50	47	4	42	17
Turn Type		Perm	Prot			Perm
Protected Phases	6		5	2	4	
Permitted Phases		6				4
Detector Phases	6	6	5	2	4	4
Minimum Initial (s)	8.0	8.0	6.0	8.0	10.0	10.0
Minimum Split (s)	21.0	21.0	13.0	21.0	21.0	21.0
Total Split (s)	23.0	23.0	15.0	38.0	22.0	22.0
Total Split (%)	38.3%	38.3%	25.0%	63.3%	36.7%	36.7%
Maximum Green (s)	18.0	18.0	10.0	33.0	17.0	17.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Max	Max	None	Max	C-Max	C-Max
Walk Time (s)	5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	28.5	28.5	8.1	34.0	18.0	18.0
Actuated g/C Ratio	0.48	0.48	0.14	0.57	0.30	0.30
v/c Ratio	0.00	0.07	0.21	0.00	0.09	0.04
Control Delay	11.2	4.4	24.9	5.8	15.8	8.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.2	4.4	24.9	5.8	15.8	8.1

Lane Group	SET	SER	NWL	NWT	NEL	NER
LOS	B	A	C	A	B	A
Approach Delay	5.0			23.4	13.6	
Approach LOS	A			C	B	
Queue Length 50th (ft)	0	0	16	0	11	0
Queue Length 95th (ft)	2	1	40	2	30	12
Internal Link Dist (ft)	2139			1223	757	
Turn Bay Length (ft)		100	100			
Base Capacity (vph)	1560	724	301	1860	492	452
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	0.00	0.07	0.16	0.00	0.09	0.04

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 48 (80%), Referenced to phase 4:NEL, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.21
Intersection Signal Delay: 13.8 Intersection LOS: B
Intersection Capacity Utilization 24.0% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 43: Lone Star Rd & Siempre Viva Rd



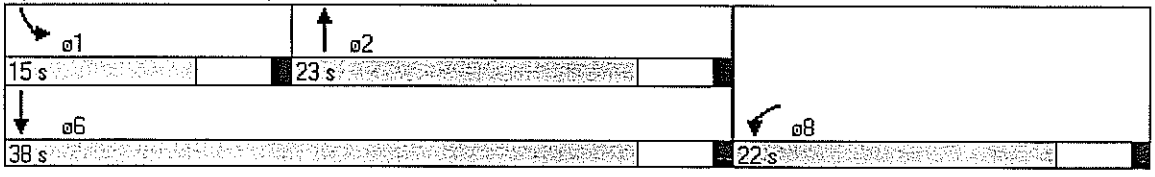
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		100	100	
Storage Lanes	1	1		1	1	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)	15	9		9	15	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	0.95
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1641	1468	3282	1468	1641	3282
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1641	1468	3282	1468	1641	3282
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		29		147		
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	40		40			40
Link Distance (ft)	2560		2568			978
Travel Time (s)	43.6		43.8			16.7
Volume (vph)	122	27	117	135	37	99
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	133	29	127	147	40	108
Lane Group Flow (vph)	133	29	127	147	40	108
Turn Type		Perm		Perm	Prot	
Protected Phases	8		2		1	6
Permitted Phases		8		2		
Detector Phases	8	8	2	2	1	6
Minimum Initial (s)	10.0	10.0	8.0	8.0	6.0	8.0
Minimum Split (s)	21.0	21.0	21.0	21.0	13.0	21.0
Total Split (s)	22.0	22.0	23.0	23.0	15.0	38.0
Total Split (%)	36.7%	36.7%	38.3%	38.3%	25.0%	63.3%
Maximum Green (s)	17.0	17.0	18.0	18.0	10.0	33.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	Max	Max	None	Max
Walk Time (s)	5.0	5.0	5.0	5.0		5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0		11.0
Pedestrian Calls (#/hr)	0	0	0	0		0
Act Effct Green (s)	13.7	13.7	43.9	43.9	9.1	50.6
Actuated g/C Ratio	0.19	0.19	0.62	0.62	0.12	0.72
v/c Ratio	0.44	0.10	0.06	0.15	0.21	0.05
Control Delay	22.6	8.0	8.3	3.1	24.1	3.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.6	8.0	8.3	3.1	24.1	3.8

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
LOS	C	A	A	A	C	A
Approach Delay	20.0		5.5			9.3
Approach LOS	B		A			A
Queue Length 50th (ft)	39	0	6	0	12	5
Queue Length 95th (ft)	76	16	30	30	34	14
Internal Link Dist (ft)	2480		2488			898
Turn Bay Length (ft)				100	100	
Base Capacity (vph)	414	392	2048	971	249	2361
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	0.32	0.07	0.06	0.15	0.16	0.05

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 70.4
Natural Cycle: 55
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.44
Intersection Signal Delay: 10.5 Intersection LOS: B
Intersection Capacity Utilization 23.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 117: Zinser Rd & Piper Ranch Rd



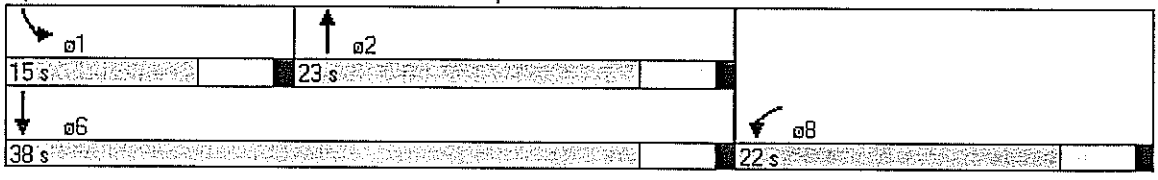
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		100	100	
Storage Lanes	1	1		1	1	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)	15	9		9	15	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	0.95
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1641	1468	3282	1468	1641	3282
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1641	1468	3282	1468	1641	3282
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		45		146		
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	40		40			40
Link Distance (ft)	2560		2568			978
Travel Time (s)	43.6		43.8			16.7
Volume (vph)	149	41	109	134	30	112
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	162	45	118	146	33	122
Lane Group Flow (vph)	162	45	118	146	33	122
Turn Type		Perm		Perm	Prot	
Protected Phases	8		2		1	6
Permitted Phases		8		2		
Detector Phases	8	8	2	2	1	6
Minimum Initial (s)	10.0	10.0	8.0	8.0	6.0	8.0
Minimum Split (s)	21.0	21.0	21.0	21.0	13.0	21.0
Total Split (s)	22.0	22.0	23.0	23.0	15.0	38.0
Total Split (%)	36.7%	36.7%	38.3%	38.3%	25.0%	63.3%
Maximum Green (s)	17.0	17.0	18.0	18.0	10.0	33.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Max	C-Max	Max	Max	None	Max
Walk Time (s)	5.0	5.0	5.0	5.0		5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0		11.0
Pedestrian Calls (#/hr)	0	0	0	0		0
Act Effct Green (s)	18.0	18.0	28.9	28.9	7.8	34.0
Actuated g/C Ratio	0.30	0.30	0.48	0.48	0.13	0.57
v/c Ratio	0.33	0.10	0.07	0.19	0.15	0.07
Control Delay	18.6	6.2	10.9	3.7	22.5	5.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.6	6.2	10.9	3.7	22.5	5.4

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
LOS	B	A	B	A	C	A
Approach Delay	15.9		6.9			9.1
Approach LOS	B		A			A
Queue Length 50th (ft)	45	0	8	0	11	10
Queue Length 95th (ft)	89	19	30	31	27	15
Internal Link Dist (ft)	2480		2488			898
Turn Bay Length (ft)				100	100	
Base Capacity (vph)	492	472	1579	782	301	1860
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	0.33	0.10	0.07	0.19	0.11	0.07

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 8 (13%), Referenced to phase 8:WBL, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.33
Intersection Signal Delay: 10.4 Intersection LOS: B
Intersection Capacity Utilization 23.3% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 117: Zinser Rd & Piper Ranch Rd



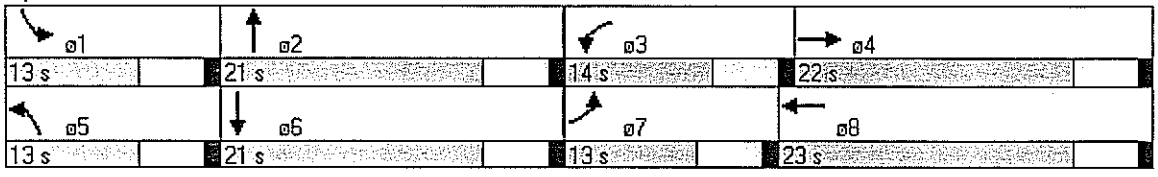
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	100		100	100		100
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			41			34			165			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)		2560			1725			3203			980	
Travel Time (s)		43.6			29.4			54.6			16.7	
Volume (vph)	13	303	38	87	402	31	21	23	152	31	31	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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	14	329	41	95	437	34	23	25	165	34	34	9
Lane Group Flow (vph)	14	329	41	95	437	34	23	25	165	34	34	9
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0
Total Split (s)	13.0	22.0	22.0	14.0	23.0	23.0	13.0	21.0	21.0	13.0	21.0	21.0
Total Split (%)	18.6%	31.4%	31.4%	20.0%	32.9%	32.9%	18.6%	30.0%	30.0%	18.6%	30.0%	30.0%
Maximum Green (s)	8.0	17.0	17.0	9.0	18.0	18.0	8.0	16.0	16.0	8.0	16.0	16.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	9.3	13.5	13.5	9.6	18.5	18.5	7.7	18.4	18.4	7.9	18.5	18.5
Actuated g/C Ratio	0.15	0.26	0.26	0.17	0.36	0.36	0.13	0.36	0.36	0.14	0.36	0.36
v/c Ratio	0.06	0.38	0.10	0.34	0.37	0.06	0.11	0.02	0.26	0.15	0.03	0.02
Control Delay	28.3	19.8	8.4	27.6	14.8	7.2	27.3	18.0	5.6	27.6	17.6	11.8
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
Total Delay	28.3	19.8	8.4	27.6	14.8	7.2	27.3	18.0	5.6	27.6	17.6	11.8

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	B	A	C	B	A	C	B	A	C	B	B
Approach Delay		18.9			16.5			9.4			21.3	
Approach LOS		B			B			A			C	
Queue Length 50th (ft)	3	42	0	24	35	0	6	2	0	9	3	0
Queue Length 95th (ft)	21	96	21	80	124	19	29	13	43	38	16	10
Internal Link Dist (ft)		2480			1645			3123			900	
Turn Bay Length (ft)	100		100	100		100	100		100	100		100
Base Capacity (vph)	248	1099	519	294	1349	623	254	1176	632	255	1181	534
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	0.06	0.30	0.08	0.32	0.32	0.05	0.09	0.02	0.26	0.13	0.03	0.02

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 51.4
Natural Cycle: 70
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.38
Intersection Signal Delay: 16.3 Intersection LOS: B
Intersection Capacity Utilization 36.2% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 120: Zinser Rd & Sunroad Blvd



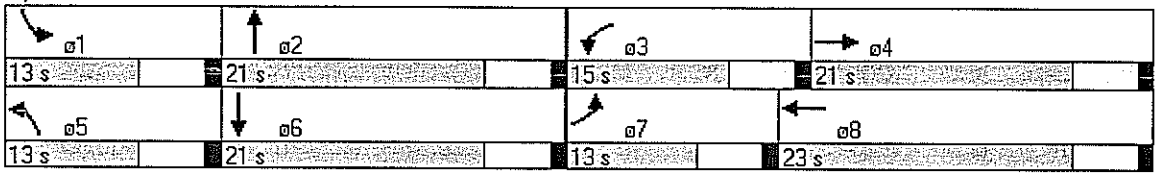
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	100		100	100		100
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			25			38			374			15
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)		2560			1725			3203			980	
Travel Time (s)		43.6			29.4			54.6			16.7	
Volume (vph)	9	442	23	167	334	35	41	5	344	35	26	14
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	10	480	25	182	363	38	45	5	374	38	28	15
Lane Group Flow (vph)	10	480	25	182	363	38	45	5	374	38	28	15
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0
Total Split (s)	13.0	21.0	21.0	15.0	23.0	23.0	13.0	21.0	21.0	13.0	21.0	21.0
Total Split (%)	18.6%	30.0%	30.0%	21.4%	32.9%	32.9%	18.6%	30.0%	30.0%	18.6%	30.0%	30.0%
Maximum Green (s)	8.0	16.0	16.0	10.0	18.0	18.0	8.0	16.0	16.0	8.0	16.0	16.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	9.3	14.9	14.9	10.7	23.8	23.8	8.1	20.3	20.3	8.1	18.2	18.2
Actuated g/C Ratio	0.13	0.25	0.25	0.17	0.40	0.40	0.13	0.34	0.34	0.12	0.31	0.31
v/c Ratio	0.05	0.58	0.06	0.64	0.28	0.06	0.22	0.00	0.50	0.19	0.03	0.03
Control Delay	30.1	24.8	9.7	39.0	14.4	6.7	30.1	19.2	5.6	30.8	20.0	11.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.1	24.8	9.7	39.0	14.4	6.7	30.1	19.2	5.6	30.8	20.0	11.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	C	A	D	B	A	C	B	A	C	C	B
Approach Delay		24.1			21.6			8.4			23.4	
Approach LOS		C			C			A			C	
Queue Length 50th (ft)	4	95	0	73	46	0	17	0	0	15	4	0
Queue Length 95th (ft)	17	143	17	#163	103	20	46	4	62	41	14	13
Internal Link Dist (ft)		2480			1645			3123			900	
Turn Bay Length (ft)	100		100	100		100	100		100	100		100
Base Capacity (vph)	220	943	439	296	1400	648	233	1126	749	227	1008	461
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	0.05	0.51	0.06	0.61	0.26	0.06	0.19	0.00	0.50	0.17	0.03	0.03

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 59.2
Natural Cycle: 70
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.64
Intersection Signal Delay: 19.0 Intersection LOS: B
Intersection Capacity Utilization 48.5% 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: 120: Zinser Rd & Sunroad Blvd



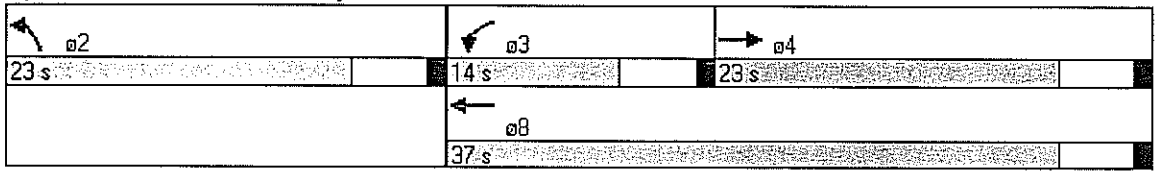
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↱	↰↰	↑↑↑	↰↰	↱
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		525	525		175	0
Storage Lanes		1	2		2	1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.91	1.00	0.97	0.91	0.97	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	4715	1468	3183	4715	3183	1468
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	4715	1468	3183	4715	3183	1468
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		208				378
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	50			50	40	
Link Distance (ft)	1820			5187	681	
Travel Time (s)	24.8			70.7	11.6	
Volume (vph)	555	191	198	388	203	348
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	603	208	215	422	221	378
Lane Group Flow (vph)	603	208	215	422	221	378
Turn Type		Perm	Prot			Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Detector Phases	4	4	3	8	2	2
Minimum Initial (s)	10.0	10.0	8.0	10.0	8.0	8.0
Minimum Split (s)	21.0	21.0	13.0	21.0	21.0	21.0
Total Split (s)	23.0	23.0	14.0	37.0	23.0	23.0
Total Split (%)	38.3%	38.3%	23.3%	61.7%	38.3%	38.3%
Maximum Green (s)	18.0	18.0	9.0	32.0	18.0	18.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Max	C-Max	None	C-Max	Max	Max
Walk Time (s)	5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	19.4	19.4	9.6	33.0	19.0	19.0
Actuated g/C Ratio	0.32	0.32	0.16	0.55	0.32	0.32
v/c Ratio	0.40	0.34	0.42	0.16	0.22	0.52
Control Delay	16.8	4.5	25.4	6.9	12.0	7.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.8	4.5	25.4	6.9	12.0	7.0

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
LOS	B	A	C	A	B	A
Approach Delay	13.7			13.1	8.8	
Approach LOS	B			B	A	
Queue Length 50th (ft)	61	0	36	24	27	0
Queue Length 95th (ft)	89	39	64	37	51	98
Internal Link Dist (ft)	1740			5107	601	
Turn Bay Length (ft)		525	525		175	
Base Capacity (vph)	1521	615	531	2593	1008	723
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	0.40	0.34	0.40	0.16	0.22	0.52

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 12 (20%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.52
Intersection Signal Delay: 12.1 Intersection LOS: B
Intersection Capacity Utilization 38.9% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 3: Otay Mesa Rd & Britannia Blvd



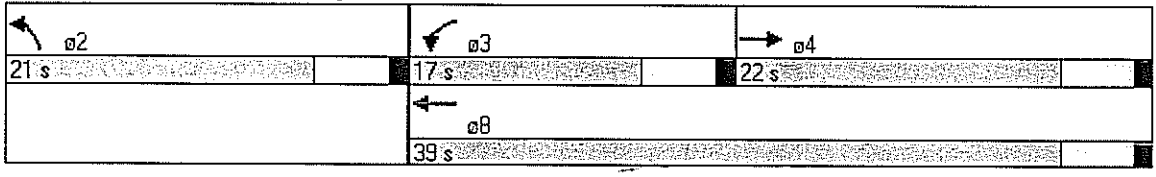
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↱	↰↰	↑↑↑	↰↰	↱
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		525	525		175	0
Storage Lanes		1	2		2	1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.91	1.00	0.97	0.91	0.97	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	4715	1468	3183	4715	3183	1468
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	4715	1468	3183	4715	3183	1468
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		242				237
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	50			50	40	
Link Distance (ft)	1820			5187	681	
Travel Time (s)	24.8			70.7	11.6	
Volume (vph)	427	223	382	611	210	218
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	464	242	415	664	228	237
Lane Group Flow (vph)	464	242	415	664	228	237
Turn Type		Perm	Prot			Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Detector Phases	4	4	3	8	2	2
Minimum Initial (s)	10.0	10.0	8.0	10.0	8.0	8.0
Minimum Split (s)	21.0	21.0	13.0	21.0	21.0	21.0
Total Split (s)	22.0	22.0	17.0	39.0	21.0	21.0
Total Split (%)	36.7%	36.7%	28.3%	65.0%	35.0%	35.0%
Maximum Green (s)	17.0	17.0	12.0	34.0	16.0	16.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Max	C-Max	None	C-Max	Max	Max
Walk Time (s)	5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	18.7	18.7	12.3	35.0	17.0	17.0
Actuated g/C Ratio	0.31	0.31	0.20	0.58	0.28	0.28
v/c Ratio	0.32	0.39	0.64	0.24	0.25	0.40
Control Delay	16.7	4.8	26.6	6.3	15.2	7.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.7	4.8	26.6	6.3	15.2	7.8

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
LOS	B	A	C	A	B	A
Approach Delay	12.6			14.1	11.4	
Approach LOS	B			B	B	
Queue Length 50th (ft)	47	0	70	37	29	1
Queue Length 95th (ft)	70	43	110	53	46	45
Internal Link Dist (ft)	1740			5107	601	
Turn Bay Length (ft)		525	525		175	
Base Capacity (vph)	1471	625	690	2750	902	586
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	0.32	0.39	0.60	0.24	0.25	0.40

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 16 (27%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.64
Intersection Signal Delay: 13.1 Intersection LOS: B
Intersection Capacity Utilization 35.9% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 3: Otay Mesa Rd & Britannia Blvd



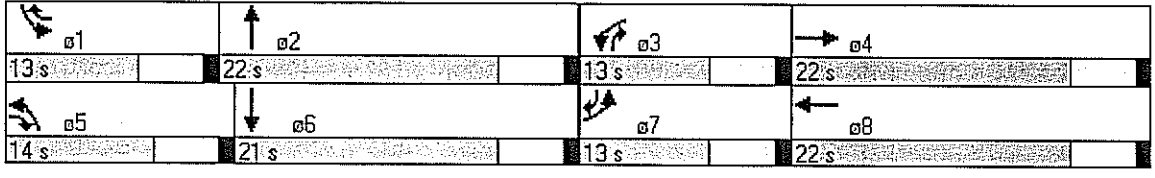
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	525		1000	525		0	250		100	250		100
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.86	1.00	1.00	0.86	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	5942	1468	1641	5942	1468	1641	4715	1468	1641	4715	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	5942	1468	1641	5942	1468	1641	4715	1468	1641	4715	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			113			101			33			83
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)		50			50			40			40	
Link Distance (ft)		5187			2583			480			3536	
Travel Time (s)		70.7			35.2			8.2			60.3	
Volume (vph)	104	423	104	104	256	93	128	437	30	80	508	76
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	113	460	113	113	278	101	139	475	33	87	552	83
Lane Group Flow (vph)	113	460	113	113	278	101	139	475	33	87	552	83
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)	8.0	10.0	6.0	8.0	10.0	6.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	11.0	13.0	21.0	11.0	11.0	21.0	13.0	11.0	21.0	13.0
Total Split (s)	13.0	22.0	14.0	13.0	22.0	13.0	14.0	22.0	13.0	13.0	21.0	13.0
Total Split (%)	18.6%	31.4%	20.0%	18.6%	31.4%	18.6%	20.0%	31.4%	18.6%	18.6%	30.0%	18.6%
Maximum Green (s)	8.0	17.0	9.0	8.0	17.0	8.0	9.0	17.0	8.0	8.0	16.0	8.0
Yellow 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
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	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
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	3.0
Recall Mode	None	C-Max	None	None	C-Max	None	None	Max	None	None	Max	None
Walk Time (s)		5.0			5.0			5.0			5.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	9.0	20.6	34.1	9.0	20.6	33.1	9.5	20.7	33.7	8.5	17.5	30.5
Actuated g/C Ratio	0.13	0.29	0.49	0.13	0.29	0.47	0.14	0.30	0.48	0.12	0.25	0.44
v/c Ratio	0.54	0.26	0.15	0.54	0.16	0.14	0.62	0.34	0.05	0.43	0.47	0.12
Control Delay	38.7	20.4	3.1	38.7	19.8	3.3	46.4	17.9	2.1	36.1	23.4	3.7
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
Total Delay	38.7	20.4	3.1	38.7	19.8	3.3	46.4	17.9	2.1	36.1	23.4	3.7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	D	C	A	D	B	A	D	B	A	D	C	A
Approach Delay		20.6			20.8			23.2			22.7	
Approach LOS		C			C			C			C	
Queue Length 50th (ft)	46	46	0	46	27	0	55	58	1	36	71	0
Queue Length 95th (ft)	#96	66	24	#96	42	24	#122	56	m2	77	103	21
Internal Link Dist (ft)		5107			2503			400			3456	
Turn Bay Length (ft)	525		1000	525			250		100	250		100
Base Capacity (vph)	211	1749	782	211	1749	757	234	1393	724	211	1176	686
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	0.54	0.26	0.14	0.54	0.16	0.13	0.59	0.34	0.05	0.41	0.47	0.12

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 70
Offset: 14 (20%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.62
Intersection Signal Delay: 21.9 Intersection LOS: C
Intersection Capacity Utilization 45.2% 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.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 8: Otay Mesa Rd & La Media Rd



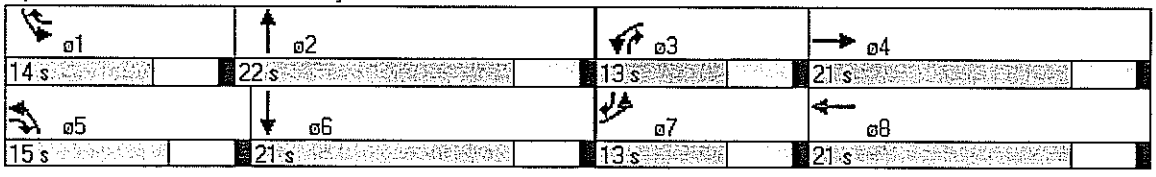
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	525		1000	525		0	250		100	250		100
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.86	1.00	1.00	0.86	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	5942	1468	1641	5942	1468	1641	4715	1468	1641	4715	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	5942	1468	1641	5942	1468	1641	4715	1468	1641	4715	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			153			96			125			124
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)		50			50			40			40	
Link Distance (ft)		5187			2583			480			3536	
Travel Time (s)		70.7			35.2			8.2			60.3	
Volume (vph)	83	282	141	33	465	88	115	559	115	102	481	114
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	90	307	153	36	505	96	125	608	125	111	523	124
Lane Group Flow (vph)	90	307	153	36	505	96	125	608	125	111	523	124
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)	8.0	10.0	6.0	8.0	10.0	6.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	11.0	13.0	21.0	11.0	11.0	21.0	13.0	11.0	21.0	13.0
Total Split (s)	13.0	21.0	15.0	13.0	21.0	14.0	15.0	22.0	13.0	14.0	21.0	13.0
Total Split (%)	18.6%	30.0%	21.4%	18.6%	30.0%	20.0%	21.4%	31.4%	18.6%	20.0%	30.0%	18.6%
Maximum Green (s)	8.0	16.0	10.0	8.0	16.0	9.0	10.0	17.0	8.0	9.0	16.0	8.0
Yellow 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
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	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
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	3.0
Recall Mode	None	C-Max	None	None	C-Max	None	None	Max	None	None	Max	None
Walk Time (s)		5.0			5.0			5.0			5.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	9.0	19.6	33.3	9.0	19.6	32.9	9.7	20.9	33.9	9.3	18.3	31.3
Actuated g/C Ratio	0.13	0.28	0.48	0.13	0.28	0.47	0.14	0.30	0.48	0.13	0.26	0.45
v/c Ratio	0.43	0.18	0.20	0.17	0.30	0.13	0.55	0.43	0.16	0.51	0.42	0.17
Control Delay	35.0	20.7	2.9	29.4	21.5	3.4	42.7	14.0	1.4	36.9	23.1	3.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.0	20.7	2.9	29.4	21.5	3.4	42.7	14.0	1.4	36.9	23.1	3.3

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	D	C	A	C	C	A	D	B	A	D	C	A
Approach Delay		18.1			19.2			16.4			21.9	
Approach LOS		B			B			B			C	
Queue Length 50th (ft)	36	30	0	14	52	0	36	86	14	45	69	0
Queue Length 95th (ft)	78	47	28	39	74	23	105	52	1	91	100	27
Internal Link Dist (ft)		5107			2503			400			3456	
Turn Bay Length (ft)	525		1000	525			250		100	250		100
Base Capacity (vph)	211	1664	803	211	1664	755	258	1410	776	234	1231	725
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	0.43	0.18	0.19	0.17	0.30	0.13	0.48	0.43	0.16	0.47	0.42	0.17

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 70
Offset: 12 (17%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.55
Intersection Signal Delay: 18.8 Intersection LOS: B
Intersection Capacity Utilization 44.8% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 8: Otay Mesa Rd & La Media Rd



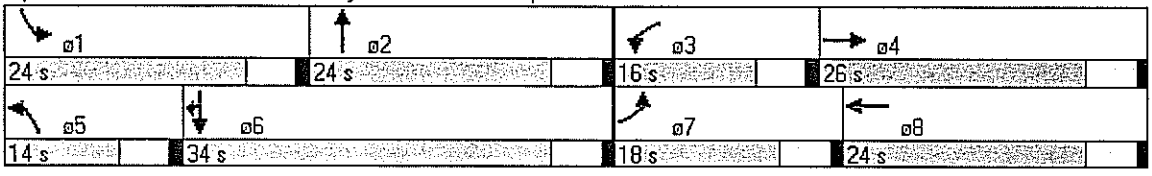
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	575		100	100		0	100		100	125		125
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	4715	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	4715	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			23			71			14			64
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)		50			50			40			40	
Link Distance (ft)		2583			1108			1296			2568	
Travel Time (s)		35.2			15.1			22.1			43.8	
Volume (vph)	87	187	21	27	122	65	15	58	13	109	78	59
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	95	203	23	29	133	71	16	63	14	118	85	64
Lane Group Flow (vph)	95	203	23	29	133	71	16	63	14	118	85	64
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Prot
Protected Phases	7	4		3	8		5	2		1	6	6
Permitted Phases			4			8			2			
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	11.0	21.0	21.0	21.0	21.0	21.0
Total Split (s)	18.0	26.0	26.0	16.0	24.0	24.0	14.0	24.0	24.0	24.0	34.0	34.0
Total Split (%)	20.0%	28.9%	28.9%	17.8%	26.7%	26.7%	15.6%	26.7%	26.7%	26.7%	37.8%	37.8%
Maximum Green (s)	13.0	21.0	21.0	11.0	19.0	19.0	9.0	19.0	19.0	19.0	29.0	29.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	Max	Max	Max
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0	0	0	0
Act Effct Green (s)	11.4	32.5	32.5	9.3	25.2	25.2	7.4	17.8	17.8	24.8	41.4	41.4
Actuated g/C Ratio	0.13	0.36	0.36	0.10	0.28	0.28	0.08	0.20	0.20	0.28	0.46	0.46
v/c Ratio	0.46	0.12	0.04	0.17	0.10	0.15	0.12	0.10	0.05	0.26	0.06	0.09
Control Delay	43.2	21.3	10.5	35.4	22.1	7.8	39.9	28.3	13.8	30.6	15.2	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	0.0
Total Delay	43.2	21.3	10.5	35.4	22.1	7.8	39.9	28.3	13.8	30.6	15.2	5.4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	D	C	B	D	C	A	D	C	B	C	B	A
Approach Delay		27.0			19.4			28.1			19.6	
Approach LOS		C			B			C			B	
Queue Length 50th (ft)	51	24	0	16	19	0	9	15	0	57	12	0
Queue Length 95th (ft)	96	52	19	43	36	27	28	32	16	106	33	26
Internal Link Dist (ft)		2503			1028			1216			2488	
Turn Bay Length (ft)	575		100	100			100		100	125		125
Base Capacity (vph)	255	1704	545	219	1319	462	182	729	337	452	1510	710
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	0.37	0.12	0.04	0.13	0.10	0.15	0.09	0.09	0.04	0.26	0.06	0.09

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 10 (11%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.46
Intersection Signal Delay: 23.0 Intersection LOS: C
Intersection Capacity Utilization 37.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 12: Otay Mesa Rd & Piper Ranch Rd



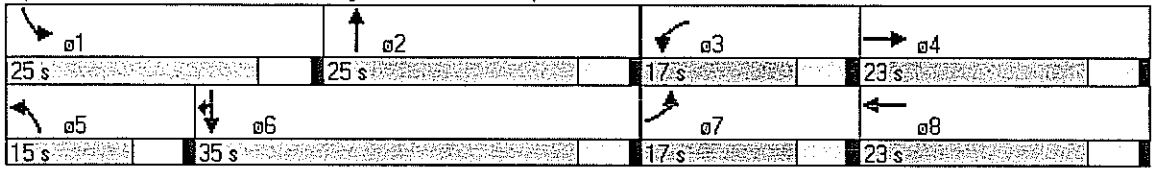
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	575		100	100		0	100		100	125		125
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	4715	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	4715	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			18			133			33			104
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)		50			50			40			40	
Link Distance (ft)		2583			1108			1296			2568	
Travel Time (s)		35.2			15.1			22.1			43.8	
Volume (vph)	65	133	17	14	205	122	23	86	30	72	64	96
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	71	145	18	15	223	133	25	93	33	78	70	104
Lane Group Flow (vph)	71	145	18	15	223	133	25	93	33	78	70	104
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Prot
Protected Phases	7	4		3	8		5	2		1	6	6
Permitted Phases			4			8			2			
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	11.0	21.0	21.0	21.0	21.0	21.0
Total Split (s)	17.0	23.0	23.0	17.0	23.0	23.0	15.0	25.0	25.0	25.0	35.0	35.0
Total Split (%)	18.9%	25.6%	25.6%	18.9%	25.6%	25.6%	16.7%	27.8%	27.8%	27.8%	38.9%	38.9%
Maximum Green (s)	12.0	18.0	18.0	12.0	18.0	18.0	10.0	20.0	20.0	20.0	30.0	30.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	Max	Max	Max
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0	0	0	0
Act Effct Green (s)	10.5	33.4	33.4	9.0	24.1	24.1	7.9	18.6	18.6	26.0	40.7	40.7
Actuated g/C Ratio	0.12	0.37	0.37	0.10	0.27	0.27	0.09	0.21	0.21	0.29	0.45	0.45
v/c Ratio	0.37	0.08	0.03	0.09	0.18	0.27	0.17	0.14	0.10	0.16	0.05	0.14
Control Delay	41.8	20.0	10.5	33.5	22.2	8.2	40.3	28.2	10.6	28.8	16.4	4.8
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
Total Delay	41.8	20.0	10.5	33.5	22.2	8.2	40.3	28.2	10.6	28.8	16.4	4.8

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	D	B	B	C	C	A	D	C	B	C	B	A
Approach Delay		25.9			17.6			26.4			15.5	
Approach LOS		C			B			C			B	
Queue Length 50th (ft)	38	18	0	9	33	21	14	22	0	36	10	0
Queue Length 95th (ft)	77	39	17	24	53	46	37	42	23	74	27	33
Internal Link Dist (ft)		2503			1028			1216			2488	
Turn Bay Length (ft)	575		100	100			100		100	125		125
Base Capacity (vph)	237	1750	556	237	1260	490	201	766	368	474	1484	721
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	0.30	0.08	0.03	0.06	0.18	0.27	0.12	0.12	0.09	0.16	0.05	0.14

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 56 (62%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.37
Intersection Signal Delay: 20.3 Intersection LOS: C
Intersection Capacity Utilization 35.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 12: Otay Mesa Rd & Piper Ranch Rd



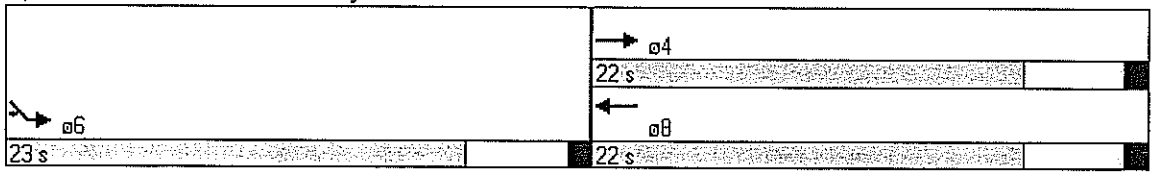
Lane Group	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations		↑↑↑	↑↑↑		↰	↱
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)		50	50		50	50
Trailing Detector (ft)		0	0		0	0
Turning Speed (mph)	15			9	15	9
Lane Util. Factor	1.00	0.91	0.91	1.00	1.00	1.00
Frt						0.850
Flt Protected					0.950	
Satd. Flow (prot)	0	4715	4715	0	1641	1468
Flt Permitted					0.950	
Satd. Flow (perm)	0	4715	4715	0	1641	1468
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)						173
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		50	50		65	
Link Distance (ft)		1108	1021		2555	
Travel Time (s)		15.1	13.9		26.8	
Volume (vph)	0	351	324	0	206	159
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	0	382	352	0	224	173
Lane Group Flow (vph)	0	382	352	0	224	173
Turn Type						Prot
Protected Phases		4	8		6	6
Permitted Phases						
Detector Phases		4	8		6	6
Minimum Initial (s)		10.0	10.0		8.0	8.0
Minimum Split (s)		21.0	21.0		21.0	21.0
Total Split (s)	0.0	22.0	22.0	0.0	23.0	23.0
Total Split (%)	0.0%	48.9%	48.9%	0.0%	51.1%	51.1%
Maximum Green (s)		17.0	17.0		18.0	18.0
Yellow Time (s)		4.0	4.0		4.0	4.0
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		Max	Max
Walk Time (s)		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0
Act Effct Green (s)		18.0	18.0		19.0	19.0
Actuated g/C Ratio		0.40	0.40		0.42	0.42
v/c Ratio		0.20	0.19		0.32	0.24
Control Delay		5.1	5.6		10.4	2.8
Queue Delay		0.0	0.0		0.0	0.0
Total Delay		5.1	5.6		10.4	2.8
LOS		A	A		B	A
Approach Delay		5.1	5.6		7.1	

Lane Group	EBL	EBT	WBT	WBR	SEL	SER
Approach LOS		A	A		A	
Queue Length 50th (ft)		13	19		36	0
Queue Length 95th (ft)		20	27		73	24
Internal Link Dist (ft)		1028	941		2475	
Turn Bay Length (ft)						
Base Capacity (vph)		1886	1886		693	720
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		0.20	0.19		0.32	0.24

Intersection Summary

Area Type: Other
Cycle Length: 45
Actuated Cycle Length: 45
Offset: 8 (18%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 45
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.32
Intersection Signal Delay: 6.0 Intersection LOS: A
Intersection Capacity Utilization 26.4% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 14: Otay Mesa Rd & SR 125 SB Off



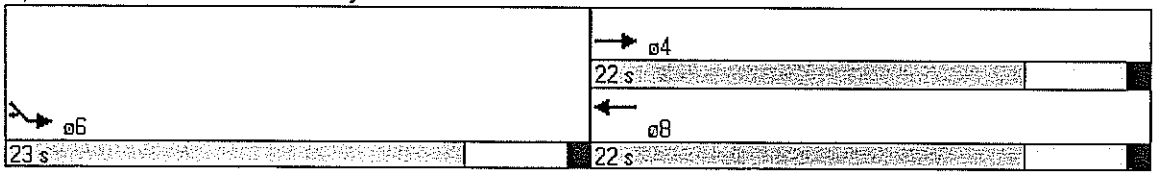
Lane Group	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations		↑↑↑	↑↑↑		↰	↱
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)		50	50		50	50
Trailing Detector (ft)		0	0		0	0
Turning Speed (mph)	15			9	15	9
Lane Util. Factor	1.00	0.91	0.91	1.00	1.00	1.00
Frt						0.850
Flt Protected					0.950	
Satd. Flow (prot)	0	4715	4715	0	1641	1468
Flt Permitted					0.950	
Satd. Flow (perm)	0	4715	4715	0	1641	1468
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)						128
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		50	50		65	
Link Distance (ft)		1108	1021		2555	
Travel Time (s)		15.1	13.9		26.8	
Volume (vph)	0	356	386	0	187	118
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	0	387	420	0	203	128
Lane Group Flow (vph)	0	387	420	0	203	128
Turn Type						Prot
Protected Phases		4	8		6	6
Permitted Phases						
Detector Phases		4	8		6	6
Minimum Initial (s)		10.0	10.0		8.0	8.0
Minimum Split (s)		21.0	21.0		21.0	21.0
Total Split (s)	0.0	22.0	22.0	0.0	23.0	23.0
Total Split (%)	0.0%	48.9%	48.9%	0.0%	51.1%	51.1%
Maximum Green (s)		17.0	17.0		18.0	18.0
Yellow Time (s)		4.0	4.0		4.0	4.0
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		Max	Max
Walk Time (s)		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0
Act Effct Green (s)		18.0	18.0		19.0	19.0
Actuated g/C Ratio		0.40	0.40		0.42	0.42
v/c Ratio		0.21	0.22		0.29	0.18
Control Delay		6.4	5.2		10.0	2.9
Queue Delay		0.0	0.0		0.0	0.0
Total Delay		6.4	5.2		10.0	2.9
LOS		A	A		B	A
Approach Delay		6.4	5.2		7.3	

Lane Group	EBL	EBT	WBT	WBR	SEL	SER
Approach LOS		A	A		A	
Queue Length 50th (ft)		16	23		32	0
Queue Length 95th (ft)		21	31		67	21
Internal Link Dist (ft)		1028	941		2475	
Turn Bay Length (ft)						
Base Capacity (vph)		1886	1886		693	694
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		0.21	0.22		0.29	0.18

Intersection Summary

Area Type: Other
Cycle Length: 45
Actuated Cycle Length: 45
Offset: 8 (18%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 45
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.29
Intersection Signal Delay: 6.2 Intersection LOS: A
Intersection Capacity Utilization 27.3% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 14: Otay Mesa Rd & SR 125 SB Off



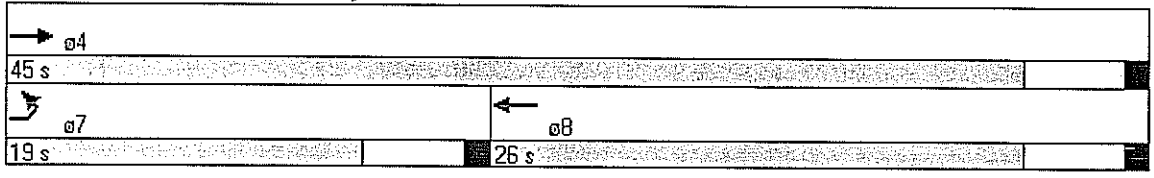
Lane Group	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100			100	0	0
Storage Lanes	1			1	0	0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50		
Trailing Detector (ft)	0	0	0	0		
Turning Speed (mph)	15			9	15	9
Lane Util. Factor	0.97	0.91	0.91	1.00	1.00	1.00
Frt				0.850		
Flt Protected	0.950					
Satd. Flow (prot)	3183	4715	4715	1468	0	0
Flt Permitted	0.950					
Satd. Flow (perm)	3183	4715	4715	1468	0	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				185		
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		50	50		65	
Link Distance (ft)		1021	498		1997	
Travel Time (s)		13.9	6.8		20.9	
Volume (vph)	107	396	324	170	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	116	430	352	185	0	0
Lane Group Flow (vph)	116	430	352	185	0	0
Turn Type	Prot			Perm		
Protected Phases	7	4	8			
Permitted Phases				8		
Detector Phases	7	4	8	8		
Minimum Initial (s)	8.0	10.0	10.0	10.0		
Minimum Split (s)	13.0	21.0	21.0	21.0		
Total Split (s)	19.0	45.0	26.0	26.0	0.0	0.0
Total Split (%)	42.2%	100.0%	57.8%	57.8%	0.0%	0.0%
Maximum Green (s)	14.0	40.0	21.0	21.0		
Yellow Time (s)	4.0	4.0	4.0	4.0		
All-Red Time (s)	1.0	1.0	1.0	1.0		
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0		
Recall Mode	None	C-Max	C-Max	C-Max		
Walk Time (s)		5.0	5.0	5.0		
Flash Dont Walk (s)		11.0	11.0	11.0		
Pedestrian Calls (#/hr)		0	0	0		
Act Effct Green (s)	9.0	45.0	34.8	34.8		
Actuated g/C Ratio	0.20	1.00	0.77	0.77		
v/c Ratio	0.18	0.09	0.10	0.16		
Control Delay	12.6	0.0	2.4	0.8		
Queue Delay	0.0	0.0	0.0	0.0		
Total Delay	12.6	0.0	2.4	0.8		

Lane Group	EBL	EBT	WBT	WBR	SEL	SER
LOS	B	A	A	A		
Approach Delay		2.7	1.8			
Approach LOS		A	A			
Queue Length 50th (ft)	8	0	10	0		
Queue Length 95th (ft)	28	0	14	8		
Internal Link Dist (ft)		941	418		1917	
Turn Bay Length (ft)	100			100		
Base Capacity (vph)	1061	4715	3646	1177		
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	0.11	0.09	0.10	0.16		

Intersection Summary

Area Type: Other
Cycle Length: 45
Actuated Cycle Length: 45
Offset: 38 (84%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 40
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.18
Intersection Signal Delay: 2.3 Intersection LOS: A
Intersection Capacity Utilization 26.4% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 40: Otay Mesa Rd & SR 125 NB On



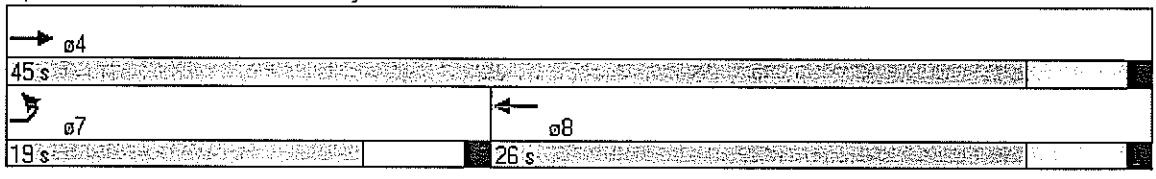
Lane Group	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100			100	0	0
Storage Lanes	1			1	0	0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50		
Trailing Detector (ft)	0	0	0	0		
Turning Speed (mph)	15			9	15	9
Lane Util. Factor	0.97	0.91	0.91	1.00	1.00	1.00
Frt				0.850		
Flt Protected	0.950					
Satd. Flow (prot)	3183	4715	4715	1468	0	0
Flt Permitted	0.950					
Satd. Flow (perm)	3183	4715	4715	1468	0	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				246		
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		50	50		65	
Link Distance (ft)		1021	498		1997	
Travel Time (s)		13.9	6.8		20.9	
Volume (vph)	175	356	436	226	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	190	387	474	246	0	0
Lane Group Flow (vph)	190	387	474	246	0	0
Turn Type	Prot			Perm		
Protected Phases	7	4	8			
Permitted Phases				8		
Detector Phases	7	4	8	8		
Minimum Initial (s)	8.0	10.0	10.0	10.0		
Minimum Split (s)	13.0	21.0	21.0	21.0		
Total Split (s)	19.0	45.0	26.0	26.0	0.0	0.0
Total Split (%)	42.2%	100.0%	57.8%	57.8%	0.0%	0.0%
Maximum Green (s)	14.0	40.0	21.0	21.0		
Yellow Time (s)	4.0	4.0	4.0	4.0		
All-Red Time (s)	1.0	1.0	1.0	1.0		
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0		
Recall Mode	None	C-Max	C-Max	C-Max		
Walk Time (s)		5.0	5.0	5.0		
Flash Dont Walk (s)		11.0	11.0	11.0		
Pedestrian Calls (#/hr)		0	0	0		
Act Effct Green (s)	9.1	45.0	31.3	31.3		
Actuated g/C Ratio	0.20	1.00	0.70	0.70		
v/c Ratio	0.30	0.08	0.14	0.22		
Control Delay	11.2	0.0	2.8	0.9		
Queue Delay	0.0	0.0	0.0	0.0		
Total Delay	11.2	0.0	2.8	0.9		

Lane Group	EBL	EBT	WBT	WBR	SEL	SER
LOS	B	A	A	A		
Approach Delay		3.7	2.1			
Approach LOS		A	A			
Queue Length 50th (ft)	14	0	14	0		
Queue Length 95th (ft)	37	0	19	9		
Internal Link Dist (ft)		941	418		1917	
Turn Bay Length (ft)	100			100		
Base Capacity (vph)	1061	4715	3280	1096		
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	0.18	0.08	0.14	0.22		

Intersection Summary

Area Type: Other
Cycle Length: 45
Actuated Cycle Length: 45
Offset: 36 (80%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 40
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.30
Intersection Signal Delay: 2.8 Intersection LOS: A
Intersection Capacity Utilization 27.3% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 40: Otay Mesa Rd & SR 125 NB On



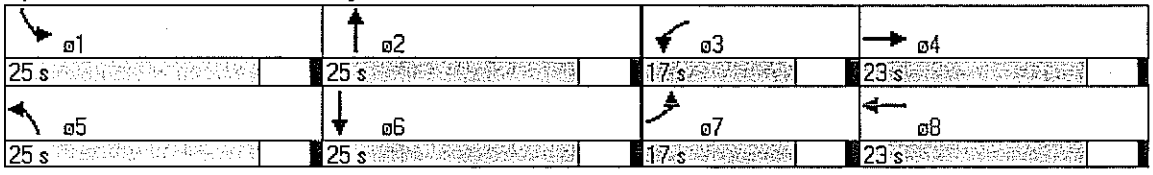
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	100		100	100		100
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	4715	1468	1641	4715	1468	1641	1727	1468	1641	1727	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	4715	1468	1641	4715	1468	1641	1727	1468	1641	1727	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			9			7			4			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)		50			50			40			40	
Link Distance (ft)		498			1276			499			1183	
Travel Time (s)		6.8			17.4			8.5			20.2	
Volume (vph)	59	202	8	9	139	6	6	4	4	6	4	34
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	64	220	9	10	151	7	7	4	4	7	4	37
Lane Group Flow (vph)	64	220	9	10	151	7	7	4	4	7	4	37
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0
Total Split (s)	17.0	23.0	23.0	17.0	23.0	23.0	25.0	25.0	25.0	25.0	25.0	25.0
Total Split (%)	18.9%	25.6%	25.6%	18.9%	25.6%	25.6%	27.8%	27.8%	27.8%	27.8%	27.8%	27.8%
Maximum Green (s)	12.0	18.0	18.0	12.0	18.0	18.0	20.0	20.0	20.0	20.0	20.0	20.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	Min	Min	Min	Min	Min	Min
Walk Time (s)		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0	0	0	0	0	0	0
Act Effct Green (s)	10.0	59.2	59.2	9.0	50.3	50.3	7.2	9.0	9.0	7.2	9.0	9.0
Actuated g/C Ratio	0.11	0.66	0.66	0.10	0.56	0.56	0.08	0.10	0.10	0.08	0.10	0.10
v/c Ratio	0.35	0.07	0.01	0.06	0.06	0.01	0.05	0.02	0.03	0.05	0.02	0.20
Control Delay	46.5	3.8	2.4	37.8	10.4	6.7	39.0	36.8	24.5	39.0	36.8	15.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.5	3.8	2.4	37.8	10.4	6.7	39.0	36.8	24.5	39.0	36.8	15.6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	D	A	A	D	B	A	D	D	C	D	D	B
Approach Delay		13.1			11.9			34.5			20.8	
Approach LOS		B			B			C			C	
Queue Length 50th (ft)	30	8	0	5	13	0	4	2	0	4	2	0
Queue Length 95th (ft)	79	18	3	21	26	7	17	12	10	17	12	29
Internal Link Dist (ft)		418			1196			419			1103	
Turn Bay Length (ft)	100		100	100		100	100		100	100		100
Base Capacity (vph)	237	3099	968	237	2637	824	383	403	346	383	403	371
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	0.27	0.07	0.01	0.04	0.06	0.01	0.02	0.01	0.01	0.02	0.01	0.10

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 66 (73%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.35
Intersection Signal Delay: 14.0 Intersection LOS: B
Intersection Capacity Utilization 31.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 18: Otay Mesa Rd & Harvest Rd



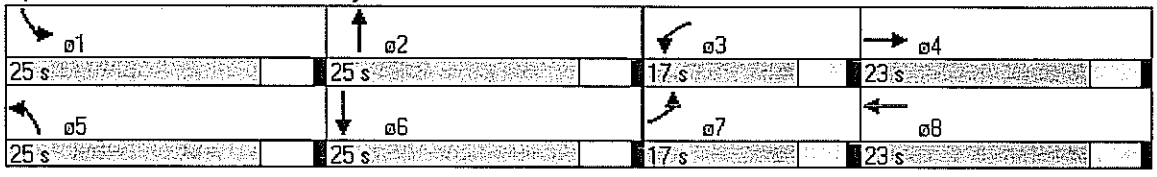
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	100		100	100		100
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	4715	1468	1641	4715	1468	1641	1727	1468	1641	1727	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	4715	1468	1641	4715	1468	1641	1727	1468	1641	1727	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			8			8			11			70
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)		50			50			40			40	
Link Distance (ft)		498			1276			499			1183	
Travel Time (s)		6.8			17.4			8.5			20.2	
Volume (vph)	43	153	7	4	223	7	9	4	10	6	5	64
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	47	166	8	4	242	8	10	4	11	7	5	70
Lane Group Flow (vph)	47	166	8	4	242	8	10	4	11	7	5	70
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0
Total Split (s)	17.0	23.0	23.0	17.0	23.0	23.0	25.0	25.0	25.0	25.0	25.0	25.0
Total Split (%)	18.9%	25.6%	25.6%	18.9%	25.6%	25.6%	27.8%	27.8%	27.8%	27.8%	27.8%	27.8%
Maximum Green (s)	12.0	18.0	18.0	12.0	18.0	18.0	20.0	20.0	20.0	20.0	20.0	20.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	Min	Min	Min	Min	Min	Min
Walk Time (s)		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0	0	0	0	0	0	0
Act Effct Green (s)	9.7	58.8	58.8	9.0	52.9	52.9	7.3	9.4	9.4	7.2	9.3	9.3
Actuated g/C Ratio	0.11	0.65	0.65	0.10	0.59	0.59	0.08	0.10	0.10	0.08	0.10	0.10
v/c Ratio	0.27	0.05	0.01	0.02	0.09	0.01	0.07	0.02	0.07	0.05	0.03	0.33
Control Delay	40.3	4.6	3.3	37.0	9.7	6.6	39.2	36.0	19.9	39.0	36.4	14.2
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
Total Delay	40.3	4.6	3.3	37.0	9.7	6.6	39.2	36.0	19.9	39.0	36.4	14.2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	D	A	A	D	A	A	D	D	B	D	D	B
Approach Delay		12.1			10.0			30.2			17.6	
Approach LOS		B			A			C			B	
Queue Length 50th (ft)	21	6	0	2	22	0	5	2	0	4	3	0
Queue Length 95th (ft)	57	19	4	12	40	7	21	12	16	17	13	38
Internal Link Dist (ft)		418			1196			419			1103	
Turn Bay Length (ft)	100		100	100		100	100		100	100		100
Base Capacity (vph)	237	3080	962	237	2771	866	383	403	351	383	403	396
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	0.20	0.05	0.01	0.02	0.09	0.01	0.03	0.01	0.03	0.02	0.01	0.18

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 24 (27%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.33
Intersection Signal Delay: 12.8 Intersection LOS: B
Intersection Capacity Utilization 32.2% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 18: Otay Mesa Rd & Harvest Rd



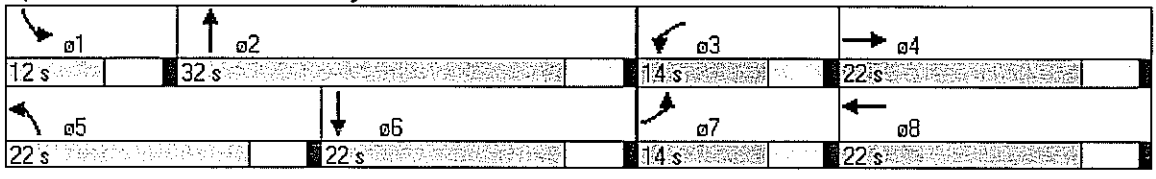
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	75		100	100		100
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	4715	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	4715	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			63			21			37			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)		50			50			40			40	
Link Distance (ft)		1276			1405			2585			3203	
Travel Time (s)		17.4			19.2			44.1			54.6	
Volume (vph)	25	95	58	26	67	19	37	23	34	12	33	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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	27	103	63	28	73	21	40	25	37	13	36	5
Lane Group Flow (vph)	27	103	63	28	73	21	40	25	37	13	36	5
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	21.0	21.0	21.0	11.0	21.0	21.0
Total Split (s)	14.0	22.0	22.0	14.0	22.0	22.0	22.0	32.0	32.0	12.0	22.0	22.0
Total Split (%)	17.5%	27.5%	27.5%	17.5%	27.5%	27.5%	27.5%	40.0%	40.0%	15.0%	27.5%	27.5%
Maximum Green (s)	9.0	17.0	17.0	9.0	17.0	17.0	17.0	27.0	27.0	7.0	17.0	17.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	Min	Min	Min	None	None	None
Walk Time (s)		5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0	11.0	11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0	0	0	0		0	0
Act Effct Green (s)	10.9	14.6	14.6	11.0	14.6	14.6	29.1	32.8	32.8	8.9	11.2	11.2
Actuated g/C Ratio	0.17	0.24	0.24	0.17	0.24	0.24	0.54	0.61	0.61	0.14	0.18	0.18
v/c Ratio	0.10	0.09	0.16	0.10	0.06	0.06	0.05	0.01	0.04	0.06	0.06	0.02
Control Delay	19.1	11.9	6.5	19.0	12.2	8.6	14.7	11.7	6.3	19.6	15.9	12.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.1	11.9	6.5	19.0	12.2	8.6	14.7	11.7	6.3	19.6	15.9	12.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	B	B	A	B	B	A	B	B	A	B	B	B
Approach Delay		11.1			13.1			10.9			16.4	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)	3	2	0	3	2	0	4	1	0	1	1	0
Queue Length 95th (ft)	25	21	25	26	16	15	33	12	19	16	15	8
Internal Link Dist (ft)		1196			1325			2505			3123	
Turn Bay Length (ft)	100		100	100		100	75		100	100		100
Base Capacity (vph)	304	1594	538	304	1594	510	1028	2350	1062	253	992	447
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	0.09	0.06	0.12	0.09	0.05	0.04	0.04	0.01	0.03	0.05	0.04	0.01

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 53.8
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.16
Intersection Signal Delay: 12.2 Intersection LOS: B
Intersection Capacity Utilization 31.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 21: Otay Mesa Rd & Sunroad Blvd



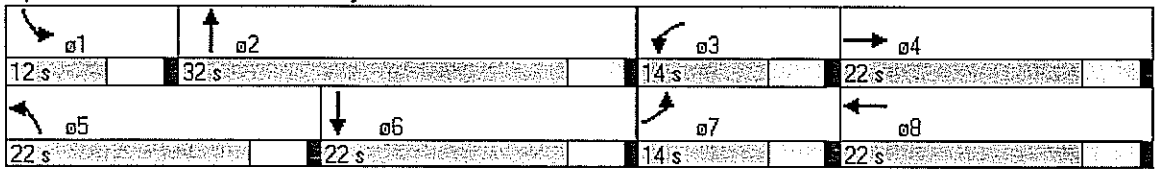
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	75		100	100		100
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	4715	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	4715	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			45			14			32			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)		50			50			40			40	
Link Distance (ft)		1276			1405			2585			3203	
Travel Time (s)		17.4			19.2			44.1			54.6	
Volume (vph)	5	73	41	38	104	13	64	37	29	20	25	27
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	5	79	45	41	113	14	70	40	32	22	27	29
Lane Group Flow (vph)	5	79	45	41	113	14	70	40	32	22	27	29
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	21.0	21.0	21.0	11.0	21.0	21.0
Total Split (s)	14.0	22.0	22.0	14.0	22.0	22.0	22.0	32.0	32.0	12.0	22.0	22.0
Total Split (%)	17.5%	27.5%	27.5%	17.5%	27.5%	27.5%	27.5%	40.0%	40.0%	15.0%	27.5%	27.5%
Maximum Green (s)	9.0	17.0	17.0	9.0	17.0	17.0	17.0	27.0	27.0	7.0	17.0	17.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	Min	Min	Min	None	None	None
Walk Time (s)		5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0	11.0	11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0	0	0	0		0	0
Act Effct Green (s)	11.6	13.8	13.8	11.7	16.8	16.8	34.3	36.9	36.9	9.6	11.5	11.5
Actuated g/C Ratio	0.19	0.23	0.23	0.20	0.28	0.28	0.68	0.73	0.73	0.16	0.20	0.20
v/c Ratio	0.02	0.07	0.12	0.12	0.09	0.03	0.06	0.02	0.03	0.08	0.04	0.09
Control Delay	20.8	14.7	8.3	18.0	11.5	8.9	14.4	11.5	7.1	21.5	17.9	10.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.8	14.7	8.3	18.0	11.5	8.9	14.4	11.5	7.1	21.5	17.9	10.3

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	B	A	B	B	A	B	B	A	C	B	B
Approach Delay		12.7			12.9			11.9			16.1	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)	0	0	0	0	0	0	0	0	0	1	0	0
Queue Length 95th (ft)	9	19	22	35	23	12	50	16	18	24	13	19
Internal Link Dist (ft)		1196			1325			2505			3123	
Turn Bay Length (ft)	100		100	100		100	75		100	100		100
Base Capacity (vph)	337	1518	503	349	1660	526	1171	2527	1138	284	1045	487
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	0.01	0.05	0.09	0.12	0.07	0.03	0.06	0.02	0.03	0.08	0.03	0.06

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 50.8
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.13
Intersection Signal Delay: 13.1 Intersection LOS: B
Intersection Capacity Utilization 31.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 21: Otay Mesa Rd & Sunroad Blvd



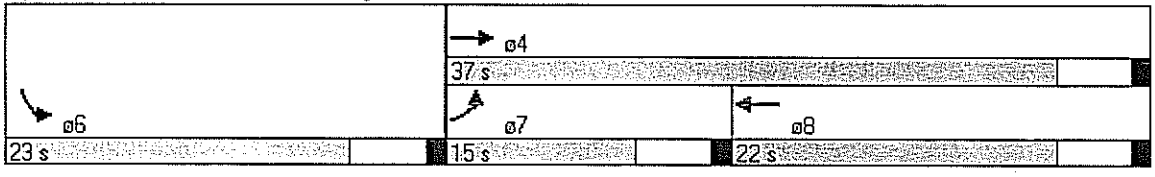
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100			100	100	0
Storage Lanes	1			1	1	1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)	15			9	15	9
Lane Util. Factor	1.00	0.91	0.91	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1641	4715	4715	1468	1641	1468
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1641	4715	4715	1468	1641	1468
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				21		17
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		50	50		40	
Link Distance (ft)		1405	2231		3108	
Travel Time (s)		19.2	30.4		53.0	
Volume (vph)	19	140	123	19	17	16
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	21	152	134	21	18	17
Lane Group Flow (vph)	21	152	134	21	18	17
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)	8.0	10.0	10.0	10.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	21.0	21.0	21.0
Total Split (s)	15.0	37.0	22.0	22.0	23.0	23.0
Total Split (%)	25.0%	61.7%	36.7%	36.7%	38.3%	38.3%
Maximum Green (s)	10.0	32.0	17.0	17.0	18.0	18.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max	C-Max	C-Max	Min	Min
Walk Time (s)		5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0	0	0	0
Act Effct Green (s)	9.0	43.0	40.4	40.4	9.0	9.0
Actuated g/C Ratio	0.15	0.72	0.67	0.67	0.15	0.15
v/c Ratio	0.09	0.04	0.04	0.02	0.07	0.07
Control Delay	23.0	2.5	4.5	3.1	17.7	10.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.0	2.5	4.5	3.1	17.7	10.2

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
LOS	C	A	A	A	B	B
Approach Delay		5.0	4.3		14.1	
Approach LOS		A	A		B	
Queue Length 50th (ft)	7	4	4	0	7	0
Queue Length 95th (ft)	23	8	16	9	22	16
Internal Link Dist (ft)		1325	2151		3028	
Turn Bay Length (ft)	100			100	100	
Base Capacity (vph)	301	3379	3175	995	520	476
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	0.07	0.04	0.04	0.02	0.03	0.04

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 10 (17%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.09
Intersection Signal Delay: 5.6 Intersection LOS: A
Intersection Capacity Utilization 29.1% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 106: Otay Mesa Rd & Vann Center Blvd



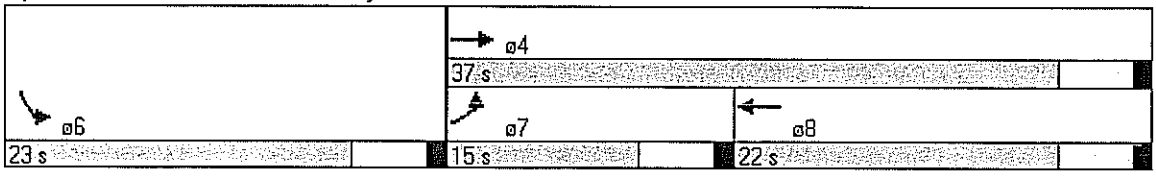
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100			100	100	0
Storage Lanes	1			1	1	1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)	15			9	15	9
Lane Util. Factor	1.00	0.91	0.91	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1641	4715	4715	1468	1641	1468
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1641	4715	4715	1468	1641	1468
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				21		22
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		50	50		40	
Link Distance (ft)		1405	2231		3108	
Travel Time (s)		19.2	30.4		53.0	
Volume (vph)	18	136	154	19	20	20
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	20	148	167	21	22	22
Lane Group Flow (vph)	20	148	167	21	22	22
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)	8.0	10.0	10.0	10.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	21.0	21.0	21.0
Total Split (s)	15.0	37.0	22.0	22.0	23.0	23.0
Total Split (%)	25.0%	61.7%	36.7%	36.7%	38.3%	38.3%
Maximum Green (s)	10.0	32.0	17.0	17.0	18.0	18.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max	C-Max	C-Max	Min	Min
Walk Time (s)		5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0	0	0	0
Act Effct Green (s)	9.0	43.0	40.4	40.4	9.0	9.0
Actuated g/C Ratio	0.15	0.72	0.67	0.67	0.15	0.15
v/c Ratio	0.08	0.04	0.05	0.02	0.09	0.09
Control Delay	22.9	2.5	4.5	3.1	14.8	7.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.9	2.5	4.5	3.1	14.8	7.0

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
LOS	C	A	A	A	B	A
Approach Delay		5.0	4.3		10.8	
Approach LOS		A	A		B	
Queue Length 50th (ft)	6	4	4	0	8	0
Queue Length 95th (ft)	22	8	19	9	14	8
Internal Link Dist (ft)		1325	2151		3028	
Turn Bay Length (ft)	100			100	100	
Base Capacity (vph)	301	3379	3175	995	520	480
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	0.07	0.04	0.05	0.02	0.04	0.05

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 40 (67%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.09
Intersection Signal Delay: 5.3 Intersection LOS: A
Intersection Capacity Utilization 28.3% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 106: Otay Mesa Rd & Vann Center Blvd



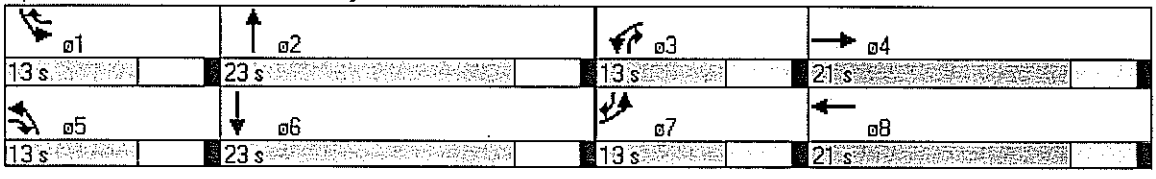
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	325		100	100		100
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	4715	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	4715	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			46			41			82			87
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)		50			50			40			40	
Link Distance (ft)		2231			2821			1021			3122	
Travel Time (s)		30.4			38.5			17.4			53.2	
Volume (vph)	26	53	42	35	51	38	67	177	75	26	115	80
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	28	58	46	38	55	41	73	192	82	28	125	87
Lane Group Flow (vph)	28	58	46	38	55	41	73	192	82	28	125	87
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)	6.0	8.0	8.0	6.0	8.0	8.0	8.0	10.0	6.0	8.0	10.0	6.0
Minimum Split (s)	13.0	21.0	13.0	13.0	21.0	13.0	13.0	21.0	13.0	13.0	21.0	13.0
Total Split (s)	13.0	21.0	13.0	13.0	21.0	13.0	13.0	23.0	13.0	13.0	23.0	13.0
Total Split (%)	18.6%	30.0%	18.6%	18.6%	30.0%	18.6%	18.6%	32.9%	18.6%	18.6%	32.9%	18.6%
Maximum Green (s)	8.0	16.0	8.0	8.0	16.0	8.0	8.0	18.0	8.0	8.0	18.0	8.0
Yellow 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
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	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
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	3.0
Recall Mode	None	None	None	None	None	None	None	Max	None	None	None	None
Walk Time (s)		5.0			5.0			5.0			5.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	9.1	10.5	19.6	9.3	10.7	19.8	10.5	38.7	42.5	10.5	38.7	42.3
Actuated g/C Ratio	0.13	0.15	0.27	0.13	0.15	0.28	0.15	0.59	0.60	0.15	0.59	0.60
v/c Ratio	0.13	0.08	0.11	0.18	0.08	0.09	0.30	0.10	0.09	0.12	0.07	0.09
Control Delay	25.0	22.1	5.6	25.2	21.9	5.8	25.8	12.6	2.4	24.2	12.9	2.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.0	22.1	5.6	25.2	21.9	5.8	25.8	12.6	2.4	24.2	12.9	2.4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	C	A	C	C	A	C	B	A	C	B	A
Approach Delay		16.9			17.9			13.0			10.4	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)	9	6	0	13	6	0	24	26	0	9	16	0
Queue Length 95th (ft)	29	16	18	36	16	17	59	49	17	29	34	17
Internal Link Dist (ft)		2151			2741			941			3042	
Turn Bay Length (ft)	100		100	100		100	325		100	100		100
Base Capacity (vph)	240	1146	436	241	1149	436	242	1921	909	242	1921	910
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	0.12	0.05	0.11	0.16	0.05	0.09	0.30	0.10	0.09	0.12	0.07	0.10

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 66.1
Natural Cycle: 70
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.30
Intersection Signal Delay: 13.6 Intersection LOS: B
Intersection Capacity Utilization 33.6% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 54: Otay Mesa Rd & Enrico Fermi Dr



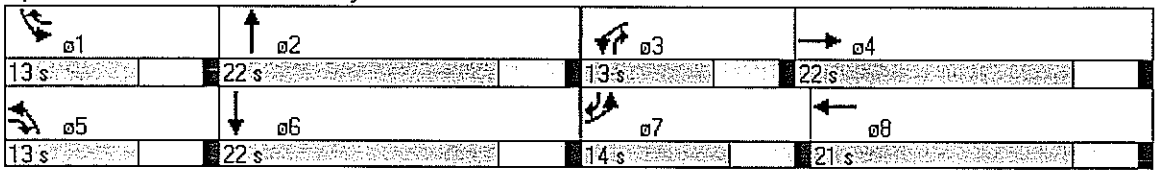
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	325		100	100		100
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	4715	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	4715	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			79			32			42			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)		50			50			40			40	
Link Distance (ft)		2231			2821			1021			3122	
Travel Time (s)		30.4			38.5			17.4			53.2	
Volume (vph)	88	56	73	83	59	29	46	126	39	42	195	28
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	96	61	79	90	64	32	50	137	42	46	212	30
Lane Group Flow (vph)	96	61	79	90	64	32	50	137	42	46	212	30
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)	6.0	8.0	8.0	6.0	8.0	8.0	8.0	10.0	6.0	8.0	10.0	6.0
Minimum Split (s)	13.0	21.0	13.0	13.0	21.0	13.0	13.0	21.0	13.0	13.0	21.0	13.0
Total Split (s)	14.0	22.0	13.0	13.0	21.0	13.0	13.0	22.0	13.0	13.0	22.0	14.0
Total Split (%)	20.0%	31.4%	18.6%	18.6%	30.0%	18.6%	18.6%	31.4%	18.6%	18.6%	31.4%	20.0%
Maximum Green (s)	9.0	17.0	8.0	8.0	16.0	8.0	8.0	17.0	8.0	8.0	17.0	9.0
Yellow 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
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	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
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	3.0
Recall Mode	None	None	None	None	None	None	None	Max	None	None	None	None
Walk Time (s)		5.0			5.0			5.0			5.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	10.4	11.4	20.3	9.8	10.7	19.6	10.7	37.7	41.3	10.7	37.7	41.9
Actuated g/C Ratio	0.15	0.16	0.29	0.14	0.15	0.28	0.15	0.57	0.59	0.15	0.57	0.60
v/c Ratio	0.39	0.08	0.17	0.39	0.09	0.07	0.20	0.07	0.05	0.19	0.11	0.03
Control Delay	26.6	21.3	4.6	27.7	22.0	6.2	24.8	13.5	3.3	24.8	13.3	3.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.6	21.3	4.6	27.7	22.0	6.2	24.8	13.5	3.3	24.8	13.3	3.4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	C	A	C	C	A	C	B	A	C	B	A
Approach Delay		17.9			22.1			14.1			14.1	
Approach LOS		B			C			B			B	
Queue Length 50th (ft)	33	7	0	31	7	0	17	20	0	15	31	0
Queue Length 95th (ft)	72	17	23	69	18	15	44	38	13	42	55	10
Internal Link Dist (ft)		2151			2741			941			3042	
Turn Bay Length (ft)	100		100	100		100	325		100	100		100
Base Capacity (vph)	273	1226	476	248	1167	430	248	1885	869	248	1885	871
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	0.35	0.05	0.17	0.36	0.05	0.07	0.20	0.07	0.05	0.19	0.11	0.03

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 65.7
Natural Cycle: 70
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.39
Intersection Signal Delay: 16.6 Intersection LOS: B
Intersection Capacity Utilization 36.5% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 54: Otay Mesa Rd & Enrico Fermi Dr



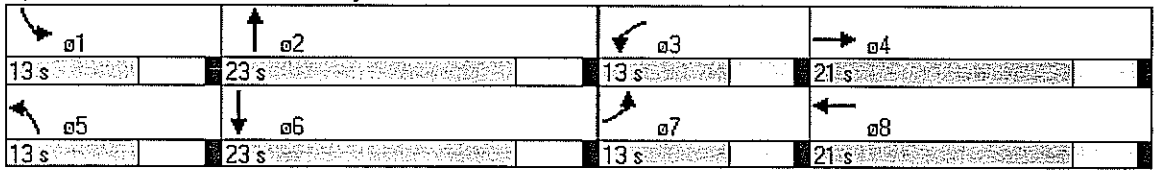
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	100		100	100		100
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			23			10			24			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)		50			50			40			40	
Link Distance (ft)		2821			1980			2550			3128	
Travel Time (s)		38.5			27.0			43.5			53.3	
Volume (vph)	30	44	21	16	17	9	17	14	22	12	20	17
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	33	48	23	17	18	10	18	15	24	13	22	18
Lane Group Flow (vph)	33	48	23	17	18	10	18	15	24	13	22	18
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	8.0	10.0	10.0	8.0	10.0	10.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0
Total Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	13.0	23.0	23.0	13.0	23.0	23.0
Total Split (%)	18.6%	30.0%	30.0%	18.6%	30.0%	30.0%	18.6%	32.9%	32.9%	18.6%	32.9%	32.9%
Maximum Green (s)	8.0	16.0	16.0	8.0	16.0	16.0	8.0	18.0	18.0	8.0	18.0	18.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	Min	Min	None	Min	Min
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	9.9	12.8	12.8	9.6	12.6	12.6	11.7	41.9	41.9	11.7	41.9	41.9
Actuated g/C Ratio	0.15	0.19	0.19	0.14	0.19	0.19	0.17	0.72	0.72	0.17	0.72	0.72
v/c Ratio	0.14	0.08	0.08	0.07	0.03	0.03	0.06	0.01	0.02	0.05	0.01	0.02
Control Delay	16.1	12.1	7.8	16.3	13.0	9.6	15.5	10.9	6.8	15.7	10.3	7.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.1	12.1	7.8	16.3	13.0	9.6	15.5	10.9	6.8	15.7	10.3	7.4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	B	B	A	B	B	A	B	B	A	B	B	A
Approach Delay		12.4			13.5			10.6			10.6	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)	1	0	0	1	0	0	1	0	0	1	0	0
Queue Length 95th (ft)	29	18	15	19	10	10	19	8	15	15	10	13
Internal Link Dist (ft)		2741			1900			2470			3048	
Turn Bay Length (ft)	100		100	100		100	100		100	100		100
Base Capacity (vph)	279	978	454	278	976	444	279	2517	1131	279	2517	1130
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	0.12	0.05	0.05	0.06	0.02	0.02	0.06	0.01	0.02	0.05	0.01	0.02

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 58.3
Natural Cycle: 70
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.14
Intersection Signal Delay: 11.8 Intersection LOS: B
Intersection Capacity Utilization 31.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 37: Otay Mesa Rd & Alta Rd



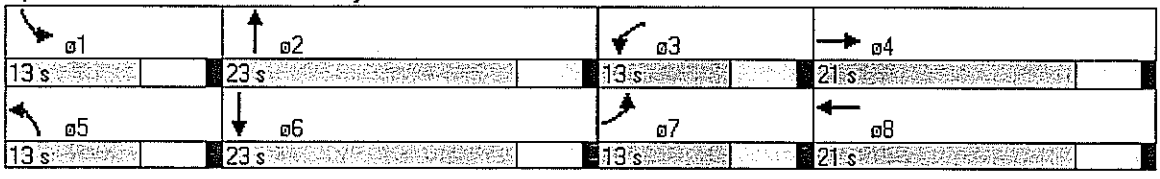
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	100		100	100		100
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			20			14			18			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)		50			50			40			40	
Link Distance (ft)		2821			1980			2550			3128	
Travel Time (s)		38.5			27.0			43.5			53.3	
Volume (vph)	19	19	18	24	48	13	23	22	17	10	16	33
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	21	21	20	26	52	14	25	24	18	11	17	36
Lane Group Flow (vph)	21	21	20	26	52	14	25	24	18	11	17	36
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	8.0	10.0	10.0	8.0	10.0	10.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0
Total Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	13.0	23.0	23.0	13.0	23.0	23.0
Total Split (%)	18.6%	30.0%	30.0%	18.6%	30.0%	30.0%	18.6%	32.9%	32.9%	18.6%	32.9%	32.9%
Maximum Green (s)	8.0	16.0	16.0	8.0	16.0	16.0	8.0	18.0	18.0	8.0	18.0	18.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	Min	Min	None	Min	Min
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	9.8	12.8	12.8	9.9	12.9	12.9	11.9	42.7	42.7	11.9	42.7	42.7
Actuated g/C Ratio	0.14	0.19	0.19	0.15	0.19	0.19	0.17	0.72	0.72	0.17	0.72	0.72
v/c Ratio	0.09	0.03	0.07	0.11	0.08	0.05	0.09	0.01	0.02	0.04	0.01	0.03
Control Delay	16.1	12.8	8.3	16.0	12.2	8.8	15.4	10.2	7.3	15.7	10.6	6.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.1	12.8	8.3	16.0	12.2	8.8	15.4	10.2	7.3	15.7	10.6	6.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	B	B	A	B	B	A	B	B	A	B	B	A
Approach Delay		12.5			12.8			11.4			8.9	
Approach LOS		B			B			B			A	
Queue Length 50th (ft)	1	0	0	1	0	0	0	0	0	1	0	0
Queue Length 95th (ft)	21	11	15	25	19	12	24	11	13	14	8	19
Internal Link Dist (ft)		2741			1900			2470			3048	
Turn Bay Length (ft)	100		100	100		100	100		100	100		100
Base Capacity (vph)	279	974	450	279	975	446	279	2517	1130	279	2517	1134
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	0.08	0.02	0.04	0.09	0.05	0.03	0.09	0.01	0.02	0.04	0.01	0.03

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 59.3
Natural Cycle: 70
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.11
Intersection Signal Delay: 11.5 Intersection LOS: B
Intersection Capacity Utilization 31.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 37: Otay Mesa Rd & Alta Rd



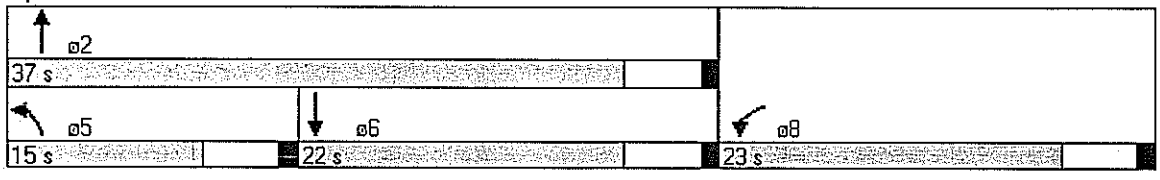
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	100		0	100		100	0		100
Storage Lanes	0		0	1		1	2		0	0		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)				50		50	50	50			50	50
Trailing Detector (ft)				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	0.97	0.95	1.00	1.00	0.95	1.00
Frt						0.850						0.850
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	0	0	1641	0	1468	3183	3282	0	0	3282	1468
Flt Permitted				0.950			0.950					
Satd. Flow (perm)	0	0	0	1641	0	1468	3183	3282	0	0	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						83						303
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)		65			65			40			40	
Link Distance (ft)		536			877			880			681	
Travel Time (s)		5.6			9.2			15.0			11.6	
Volume (vph)	0	0	0	54	0	76	146	525	0	0	137	279
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	0	0	0	59	0	83	159	571	0	0	149	303
Lane Group Flow (vph)	0	0	0	59	0	83	159	571	0	0	149	303
Turn Type				Prot		custom	Prot					Perm
Protected Phases				8			5	2			6	
Permitted Phases						8						6
Detector Phases				8		8	5	2			6	6
Minimum Initial (s)				8.0		8.0	8.0	10.0			10.0	10.0
Minimum Split (s)				21.0		21.0	13.0	21.0			21.0	21.0
Total Split (s)	0.0	0.0	0.0	23.0	0.0	23.0	15.0	37.0	0.0	0.0	22.0	22.0
Total Split (%)	0.0%	0.0%	0.0%	38.3%	0.0%	38.3%	25.0%	61.7%	0.0%	0.0%	36.7%	36.7%
Maximum Green (s)				18.0		18.0	10.0	32.0			17.0	17.0
Yellow Time (s)				4.0		4.0	4.0	4.0			4.0	4.0
All-Red Time (s)				1.0		1.0	1.0	1.0			1.0	1.0
Lead/Lag							Lead				Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)				3.0		3.0	3.0	3.0			3.0	3.0
Recall Mode				None		None	None	C-Max			C-Max	C-Max
Walk Time (s)				5.0		5.0		5.0			5.0	5.0
Flash Dont Walk (s)				11.0		11.0		11.0			11.0	11.0
Pedestrian Calls (#/hr)				0		0		0			0	0
Act Effct Green (s)				9.4		9.4	10.1	46.0			34.5	34.5
Actuated g/C Ratio				0.16		0.16	0.17	0.77			0.58	0.58
v/c Ratio				0.23		0.28	0.30	0.23			0.08	0.31
Control Delay				24.3		8.8	20.3	1.5			9.4	6.4
Queue Delay				0.0		0.0	0.0	0.0			0.0	0.0
Total Delay				24.3		8.8	20.3	1.5			9.4	6.4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS				C		A	C	A			A	A
Approach Delay								5.6			7.4	
Approach LOS								A			A	
Queue Length 50th (ft)				19		0	29	24			22	50
Queue Length 95th (ft)				46		31	25	0			40	87
Internal Link Dist (ft)		456			797			800			601	
Turn Bay Length (ft)				100			100					100
Base Capacity (vph)				520		522	605	2515			1886	973
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				0.11		0.16	0.26	0.23			0.08	0.31

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 32 (53%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.31
Intersection Signal Delay: 7.2 Intersection LOS: A
Intersection Capacity Utilization 40.6% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 66: SR 905 WB On & Britannia Blvd



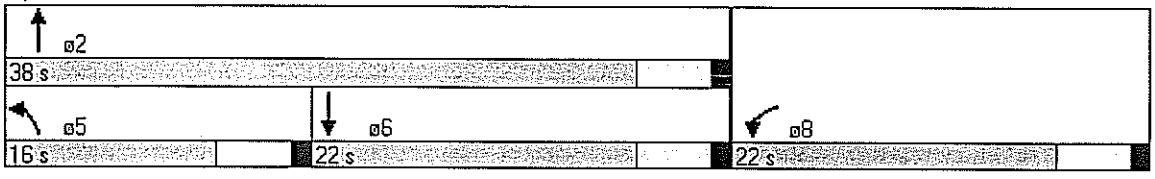
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	100		0	100		100	0		100
Storage Lanes	0		0	1		1	2		0	0		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)				50		50	50	50			50	50
Trailing Detector (ft)				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	0.97	0.95	1.00	1.00	0.95	1.00
Frt						0.850						0.850
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	0	0	1641	0	1468	3183	3282	0	0	3282	1468
Flt Permitted				0.950			0.950					
Satd. Flow (perm)	0	0	0	1641	0	1468	3183	3282	0	0	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						71						272
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)		65			65			40			40	
Link Distance (ft)		536			877			880			681	
Travel Time (s)		5.6			9.2			15.0			11.6	
Volume (vph)	0	0	0	75	0	65	315	393	0	0	411	250
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	0	0	0	82	0	71	342	427	0	0	447	272
Lane Group Flow (vph)	0	0	0	82	0	71	342	427	0	0	447	272
Turn Type				Prot		custom	Prot					Perm
Protected Phases				8			5	2			6	
Permitted Phases						8						6
Detector Phases				8		8	5	2			6	6
Minimum Initial (s)				8.0		8.0	8.0	10.0			10.0	10.0
Minimum Split (s)				21.0		21.0	13.0	21.0			21.0	21.0
Total Split (s)	0.0	0.0	0.0	22.0	0.0	22.0	16.0	38.0	0.0	0.0	22.0	22.0
Total Split (%)	0.0%	0.0%	0.0%	36.7%	0.0%	36.7%	26.7%	63.3%	0.0%	0.0%	36.7%	36.7%
Maximum Green (s)				17.0		17.0	11.0	33.0			17.0	17.0
Yellow Time (s)				4.0		4.0	4.0	4.0			4.0	4.0
All-Red Time (s)				1.0		1.0	1.0	1.0			1.0	1.0
Lead/Lag							Lead				Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)				3.0		3.0	3.0	3.0			3.0	3.0
Recall Mode				None		None	None	C-Max			C-Max	C-Max
Walk Time (s)				5.0		5.0		5.0			5.0	5.0
Flash Dont Walk (s)				11.0		11.0		11.0			11.0	11.0
Pedestrian Calls (#/hr)				0		0		0			0	0
Act Effct Green (s)				9.9		9.9	14.2	45.5			26.5	26.5
Actuated g/C Ratio				0.16		0.16	0.24	0.76			0.44	0.44
v/c Ratio				0.30		0.24	0.45	0.17			0.31	0.34
Control Delay				24.8		8.4	18.7	1.0			6.7	2.2
Queue Delay				0.0		0.0	0.0	0.0			0.0	0.0
Total Delay				24.8		8.4	18.7	1.0			6.7	2.2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS				C		A	B	A			A	A
Approach Delay								8.9			5.0	
Approach LOS								A			A	
Queue Length 50th (ft)				27		0	44	2			20	0
Queue Length 95th (ft)				58		28	60	6			69	m0
Internal Link Dist (ft)		456			797			800			601	
Turn Bay Length (ft)				100			100					100
Base Capacity (vph)				492		490	781	2489			1451	801
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				0.17		0.14	0.44	0.17			0.31	0.34

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 16 (27%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.45
Intersection Signal Delay: 8.0 Intersection LOS: A
Intersection Capacity Utilization 41.1% ICU Level of Service A
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 66: SR 905 WB On & Britannia Blvd



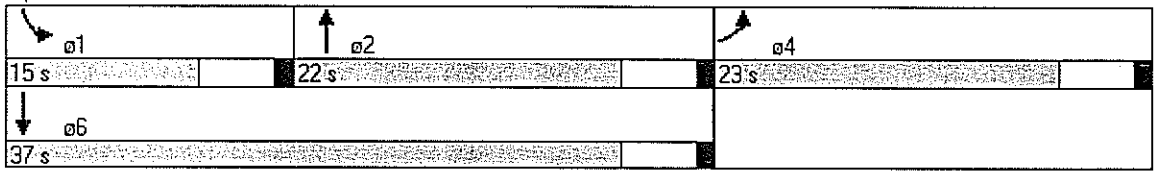
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	0		0	0		100	100		0
Storage Lanes	2		1	0		0	0		1	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50		50					50	50	50	50	
Trailing Detector (ft)	0		0					0	0	0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850						0.850			
Flt Protected	0.950									0.950		
Satd. Flow (prot)	3183	0	1468	0	0	0	0	3282	1468	1641	3282	0
Flt Permitted	0.950									0.950		
Satd. Flow (perm)	3183	0	1468	0	0	0	0	3282	1468	1641	3282	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			311						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)		65			65			40			40	
Link Distance (ft)		891			856			1034			880	
Travel Time (s)		9.3			9.0			17.6			15.0	
Volume (vph)	227	0	286	0	0	0	0	444	68	59	132	0
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	247	0	311	0	0	0	0	483	74	64	143	0
Lane Group Flow (vph)	247	0	311	0	0	0	0	483	74	64	143	0
Turn Type	Prot		custom						Perm	Prot		
Protected Phases	4							2		1	6	
Permitted Phases			4						2			
Detector Phases	4		4					2	2	1	6	
Minimum Initial (s)	8.0		8.0					10.0	10.0	8.0	10.0	
Minimum Split (s)	21.0		21.0					21.0	21.0	13.0	21.0	
Total Split (s)	23.0	0.0	23.0	0.0	0.0	0.0	0.0	22.0	22.0	15.0	37.0	0.0
Total Split (%)	38.3%	0.0%	38.3%	0.0%	0.0%	0.0%	0.0%	36.7%	36.7%	25.0%	61.7%	0.0%
Maximum Green (s)	18.0		18.0					17.0	17.0	10.0	32.0	
Yellow Time (s)	4.0		4.0					4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0					1.0	1.0	1.0	1.0	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0		3.0					3.0	3.0	3.0	3.0	
Recall Mode	None		None					C-Max	C-Max	None	C-Max	
Walk Time (s)	5.0		5.0					5.0	5.0		5.0	
Flash Dont Walk (s)	11.0		11.0					11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0		0					0	0		0	
Act Effct Green (s)	11.2		11.2					34.8	34.8	9.8	40.8	
Actuated g/C Ratio	0.19		0.19					0.58	0.58	0.16	0.68	
v/c Ratio	0.41		0.59					0.25	0.08	0.24	0.06	
Control Delay	23.1		7.9					9.0	3.9	13.9	0.6	
Queue Delay	0.0		0.0					0.0	0.0	0.0	0.0	
Total Delay	23.1		7.9					9.0	3.9	13.9	0.6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C		A					A	A	B	A	
Approach Delay								8.3			4.7	
Approach LOS								A			A	
Queue Length 50th (ft)	41		0					26	0	12	0	
Queue Length 95th (ft)	63		52					96	21	24	1	
Internal Link Dist (ft)		811			776			954			800	
Turn Bay Length (ft)	100								100	100		
Base Capacity (vph)	1008		677					1904	882	311	2230	
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	0.25		0.46					0.25	0.08	0.21	0.06	

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 56 (93%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.59
Intersection Signal Delay: 10.4 Intersection LOS: B
Intersection Capacity Utilization 40.6% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 69: SR 905 EB Off & Britannia Blvd



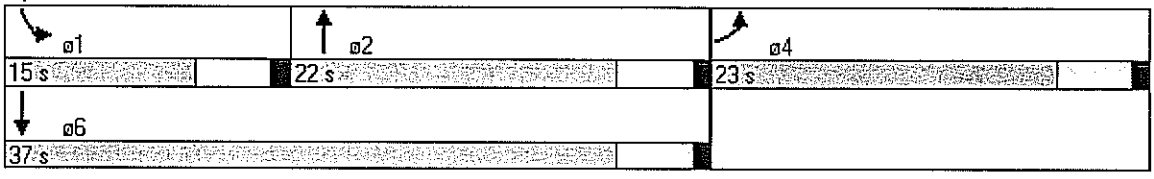
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	0		0	0		100	100		0
Storage Lanes	2		1	0		0	0		1	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50		50					50	50	50	50	
Trailing Detector (ft)	0		0					0	0	0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850						0.850			
Flt Protected	0.950									0.950		
Satd. Flow (prot)	3183	0	1468	0	0	0	0	3282	1468	1641	3282	0
Flt Permitted	0.950									0.950		
Satd. Flow (perm)	3183	0	1468	0	0	0	0	3282	1468	1641	3282	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			175						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)		65			65			40			40	
Link Distance (ft)		891			856			1034			880	
Travel Time (s)		9.3			9.0			17.6			15.0	
Volume (vph)	307	0	161	0	0	0	0	401	60	83	403	0
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	334	0	175	0	0	0	0	436	65	90	438	0
Lane Group Flow (vph)	334	0	175	0	0	0	0	436	65	90	438	0
Turn Type	Prot		custom						Perm	Prot		
Protected Phases	4							2		1	6	
Permitted Phases			4						2			
Detector Phases	4		4					2	2	1	6	
Minimum Initial (s)	8.0		8.0					10.0	10.0	8.0	10.0	
Minimum Split (s)	21.0		21.0					21.0	21.0	13.0	21.0	
Total Split (s)	23.0	0.0	23.0	0.0	0.0	0.0	0.0	22.0	22.0	15.0	37.0	0.0
Total Split (%)	38.3%	0.0%	38.3%	0.0%	0.0%	0.0%	0.0%	36.7%	36.7%	25.0%	61.7%	0.0%
Maximum Green (s)	18.0		18.0					17.0	17.0	10.0	32.0	
Yellow Time (s)	4.0		4.0					4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0					1.0	1.0	1.0	1.0	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0		3.0					3.0	3.0	3.0	3.0	
Recall Mode	None		None					C-Max	C-Max	None	C-Max	
Walk Time (s)	5.0		5.0					5.0	5.0		5.0	
Flash Dont Walk (s)	11.0		11.0					11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0		0					0	0		0	
Act Effct Green (s)	12.3		12.3					30.6	30.6	10.3	39.7	
Actuated g/C Ratio	0.20		0.20					0.51	0.51	0.17	0.66	
v/c Ratio	0.51		0.40					0.26	0.08	0.32	0.20	
Control Delay	23.6		6.5					11.7	4.9	12.9	0.8	
Queue Delay	0.0		0.0					0.0	0.0	0.0	0.0	
Total Delay	23.6		6.5					11.7	4.9	12.9	0.8	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C		A					B	A	B	A	
Approach Delay								10.8			2.8	
Approach LOS								B			A	
Queue Length 50th (ft)	56		0					50	0	10	0	
Queue Length 95th (ft)	82		39					101	23	20	0	
Internal Link Dist (ft)		811			776			954			800	
Turn Bay Length (ft)	100								100	100		
Base Capacity (vph)	1008		584					1674	780	316	2174	
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	0.33		0.30					0.26	0.08	0.28	0.20	

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 48 (80%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.51
Intersection Signal Delay: 10.4 Intersection LOS: B
Intersection Capacity Utilization 41.1% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 69: SR 905 EB Off & Britannia Blvd



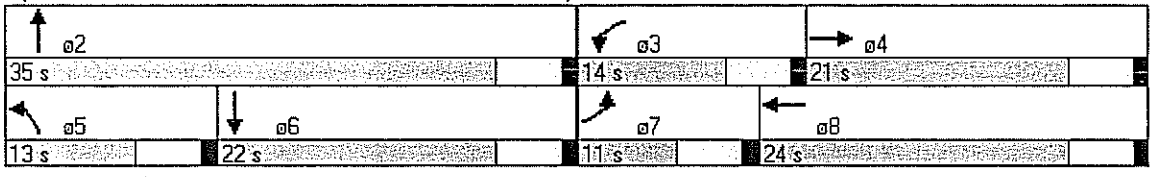
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBT	SBR
Lane Configurations											
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	100		0	0		500		200
Storage Lanes	1		1	1		1	1		1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading 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		9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	0.91	1.00
Frt			0.850			0.850			0.850		0.850
Flt Protected	0.950			0.950			0.950				
Satd. Flow (prot)	1641	1727	1468	1641	1727	1468	1641	4715	1468	4715	1468
Flt Permitted	0.950			0.950			0.950				
Satd. Flow (perm)	1641	1727	1468	1641	1727	1468	1641	4715	1468	4715	1468
Right Turn on Red						Yes					Yes
Satd. Flow (RTOR)						176					25
Headway Factor	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)		65			65			40		40	
Link Distance (ft)		431			1576			501		480	
Travel Time (s)		4.5			16.5			8.5		8.2	
Volume (vph)	19	20	11	117	24	162	12	502	139	791	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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	21	22	12	127	26	176	13	546	151	860	25
Lane Group Flow (vph)	21	22	12	127	26	176	13	546	151	860	25
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm		Perm
Protected Phases	7	4		3	8		5	2		6	
Permitted Phases			4			8			2		6
Detector Phases	7	4	4	3	8	8	5	2	2	6	6
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	8.0	10.0	10.0	10.0	10.0
Minimum Split (s)	11.0	21.0	21.0	11.0	21.0	21.0	13.0	21.0	21.0	21.0	21.0
Total Split (s)	11.0	21.0	21.0	14.0	24.0	24.0	13.0	35.0	35.0	22.0	22.0
Total Split (%)	15.7%	30.0%	30.0%	20.0%	34.3%	34.3%	18.6%	50.0%	50.0%	31.4%	31.4%
Maximum Green (s)	6.0	16.0	16.0	9.0	19.0	19.0	8.0	30.0	30.0	17.0	17.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
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
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead			Lag	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	None	C-Max	C-Max	C-Max	C-Max
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0	0	0
Act Effct Green (s)	7.0	9.0	9.0	9.4	12.8	12.8	9.0	47.0	47.0	44.4	44.4
Actuated g/C Ratio	0.10	0.13	0.13	0.13	0.18	0.18	0.13	0.67	0.67	0.63	0.63
v/c Ratio	0.13	0.10	0.06	0.57	0.08	0.43	0.06	0.17	0.15	0.29	0.03
Control Delay	30.8	28.2	27.8	39.0	23.1	7.8	29.2	5.2	6.0	3.5	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.8	28.2	27.8	39.0	23.1	7.8	29.2	5.2	6.0	3.5	0.6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBT	SBR
LOS	C	C	C	D	C	A	C	A	A	A	A
Approach Delay		29.1			21.1			5.8		3.4	
Approach LOS		C			C			A		A	
Queue Length 50th (ft)	8	9	5	52	10	1	6	12	9	7	0
Queue Length 95th (ft)	28	28	19	m102	m29	49	m19	57	m57	38	m1
Internal Link Dist (ft)		351			1496			421		400	
Turn Bay Length (ft)				100					500		200
Base Capacity (vph)	164	419	357	234	508	556	211	3167	986	2992	941
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	0.13	0.05	0.03	0.54	0.05	0.32	0.06	0.17	0.15	0.29	0.03

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 70
Offset: 68 (97%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.57
Intersection Signal Delay: 7.9 Intersection LOS: A
Intersection Capacity Utilization 38.4% ICU Level of Service A
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 118: SR 905 WB Off Ramp & La Media Rd



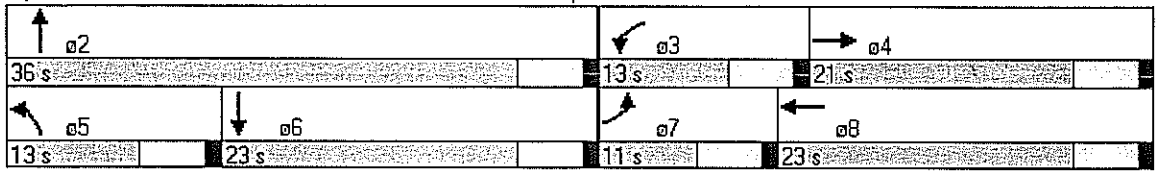
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBT	SBR
Lane Configurations											
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	100		0	0		500		200
Storage Lanes	1		1	1		1	1		1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading 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		9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	0.91	1.00
Frt			0.850			0.850			0.850		0.850
Flt Protected	0.950			0.950			0.950				
Satd. Flow (prot)	1641	1727	1468	1641	1727	1468	1641	4715	1468	4715	1468
Flt Permitted	0.950			0.950			0.950				
Satd. Flow (perm)	1641	1727	1468	1641	1727	1468	1641	4715	1468	4715	1468
Right Turn on Red						Yes					Yes
Satd. Flow (RTOR)						183					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
Link Speed (mph)		65			65			40		40	
Link Distance (ft)		431			1576			501		480	
Travel Time (s)		4.5			16.5			8.5		8.2	
Volume (vph)	25	26	13	83	22	168	12	703	271	730	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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	27	28	14	90	24	183	13	764	295	793	22
Lane Group Flow (vph)	27	28	14	90	24	183	13	764	295	793	22
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm		Perm
Protected Phases	7	4		3	8		5	2		6	
Permitted Phases			4			8			2		6
Detector Phases	7	4	4	3	8	8	5	2	2	6	6
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	8.0	10.0	10.0	10.0	10.0
Minimum Split (s)	11.0	21.0	21.0	11.0	21.0	21.0	13.0	21.0	21.0	21.0	21.0
Total Split (s)	11.0	21.0	21.0	13.0	23.0	23.0	13.0	36.0	36.0	23.0	23.0
Total Split (%)	15.7%	30.0%	30.0%	18.6%	32.9%	32.9%	18.6%	51.4%	51.4%	32.9%	32.9%
Maximum Green (s)	6.0	16.0	16.0	8.0	18.0	18.0	8.0	31.0	31.0	18.0	18.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
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
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead			Lag	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	None	C-Max	C-Max	C-Max	C-Max
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0	0	0
Act Effct Green (s)	7.0	9.3	9.3	8.6	10.1	10.1	9.0	47.5	47.5	44.9	44.9
Actuated g/C Ratio	0.10	0.13	0.13	0.12	0.14	0.14	0.13	0.68	0.68	0.64	0.64
v/c Ratio	0.16	0.12	0.07	0.45	0.10	0.50	0.06	0.24	0.30	0.26	0.02
Control Delay	31.5	27.8	27.2	35.9	26.0	9.7	21.2	6.4	8.3	3.3	0.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.5	27.8	27.2	35.9	26.0	9.7	21.2	6.4	8.3	3.3	0.7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBT	SBR
LOS	C	C	C	D	C	A	C	A	A	A	A
Approach Delay		29.1			18.9			7.1		3.2	
Approach LOS		C			B			A		A	
Queue Length 50th (ft)	11	11	5	36	9	0	4	25	27	8	0
Queue Length 95th (ft)	33	32	20	78	28	49	m15	106	m155	40	m0
Internal Link Dist (ft)		351			1496			421		400	
Turn Bay Length (ft)				100					500		200
Base Capacity (vph)	164	419	357	211	469	532	211	3198	995	3023	949
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	0.16	0.07	0.04	0.43	0.05	0.34	0.06	0.24	0.30	0.26	0.02

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 70
Offset: 62 (89%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.50
Intersection Signal Delay: 8.0 Intersection LOS: A
Intersection Capacity Utilization 39.0% ICU Level of Service A
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 118: SR 905 WB Off Ramp & La Media Rd



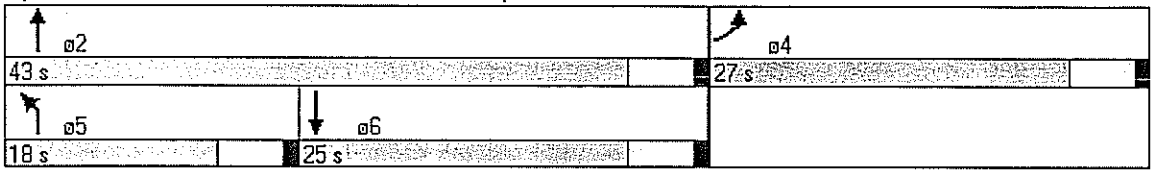
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations								
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100	0	100			100	0	0
Storage Lanes	1	1	1			1	0	0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50		
Trailing Detector (ft)	0	0	0	0	0	0		
Turning Speed (mph)	15	9	15			9	15	9
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	1.00	1.00	1.00
Frt		0.850				0.850		
Flt Protected	0.950		0.950					
Satd. Flow (prot)	1641	1468	1641	4715	4715	1468	0	0
Flt Permitted	0.950		0.950					
Satd. Flow (perm)	1641	1468	1641	4715	4715	1468	0	0
Right Turn on Red		Yes						
Satd. Flow (RTOR)		268						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	65			40	40		65	
Link Distance (ft)	1093			830	783		1237	
Travel Time (s)	11.5			14.1	13.3		13.0	
Volume (vph)	190	247	75	464	538	153	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	207	268	82	504	585	166	0	0
Lane Group Flow (vph)	207	268	82	504	585	166	0	0
Turn Type		Perm	Prot			Perm		
Protected Phases	4		5	2	6			
Permitted Phases		4				6		
Detector Phases	4	4	5	2	6	6		
Minimum Initial (s)	8.0	8.0	8.0	10.0	10.0	10.0		
Minimum Split (s)	21.0	21.0	13.0	21.0	21.0	21.0		
Total Split (s)	27.0	27.0	18.0	43.0	25.0	25.0	0.0	0.0
Total Split (%)	38.6%	38.6%	25.7%	61.4%	35.7%	35.7%	0.0%	0.0%
Maximum Green (s)	22.0	22.0	13.0	38.0	20.0	20.0		
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0		
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0		
Lead/Lag			Lead		Lag	Lag		
Lead-Lag Optimize?								
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0		
Recall Mode	None	None	None	C-Max	C-Max	C-Max		
Walk Time (s)	5.0	5.0		5.0	5.0	5.0		
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0		
Pedestrian Calls (#/hr)	0	0		0	0	0		
Act Effct Green (s)	14.6	14.6	10.5	47.4	35.5	35.5		
Actuated g/C Ratio	0.21	0.21	0.15	0.68	0.51	0.51		
v/c Ratio	0.60	0.52	0.33	0.16	0.24	0.22		
Control Delay	31.9	6.9	28.4	5.5	9.6	11.0		
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		
Total Delay	31.9	6.9	28.4	5.5	9.6	11.0		

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	SEL	SER
LOS	C	A	C	A	A	B		
Approach Delay	17.8			8.7	9.9			
Approach LOS	B			A	A			
Queue Length 50th (ft)	82	0	35	17	40	31		
Queue Length 95th (ft)	129	49	m72	63	66	73		
Internal Link Dist (ft)	1013			750	703		1157	
Turn Bay Length (ft)	100		100			100		
Base Capacity (vph)	539	662	328	3191	2390	744		
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	0.38	0.40	0.25	0.16	0.24	0.22		

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 70
Offset: 16 (23%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.60
Intersection Signal Delay: 11.6 Intersection LOS: B
Intersection Capacity Utilization 37.6% ICU Level of Service A
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 33: SR 905 EB Ramp & La Media Rd



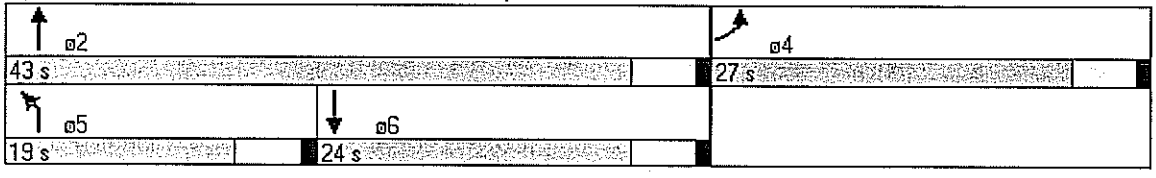
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations								
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100	0	100			100	0	0
Storage Lanes	1	1	1			1	0	0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50		
Trailing Detector (ft)	0	0	0	0	0	0		
Turning Speed (mph)	15	9	15			9	15	9
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	1.00	1.00	1.00
Frt		0.850				0.850		
Flt Protected	0.950		0.950					
Satd. Flow (prot)	1641	1468	1641	4715	4715	1468	0	0
Flt Permitted	0.950		0.950					
Satd. Flow (perm)	1641	1468	1641	4715	4715	1468	0	0
Right Turn on Red		Yes						
Satd. Flow (RTOR)		165						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	65			40	40		65	
Link Distance (ft)	1093			830	783		1237	
Travel Time (s)	11.5			14.1	13.3		13.0	
Volume (vph)	251	152	129	735	440	177	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	273	165	140	799	478	192	0	0
Lane Group Flow (vph)	273	165	140	799	478	192	0	0
Turn Type		Perm	Prot			Perm		
Protected Phases	4		5	2	6			
Permitted Phases		4				6		
Detector Phases	4	4	5	2	6	6		
Minimum Initial (s)	8.0	8.0	8.0	10.0	10.0	10.0		
Minimum Split (s)	21.0	21.0	13.0	21.0	21.0	21.0		
Total Split (s)	27.0	27.0	19.0	43.0	24.0	24.0	0.0	0.0
Total Split (%)	38.6%	38.6%	27.1%	61.4%	34.3%	34.3%	0.0%	0.0%
Maximum Green (s)	22.0	22.0	14.0	38.0	19.0	19.0		
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0		
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0		
Lead/Lag			Lead		Lag	Lag		
Lead-Lag Optimize?								
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0		
Recall Mode	None	None	None	C-Max	C-Max	C-Max		
Walk Time (s)	5.0	5.0		5.0	5.0	5.0		
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0		
Pedestrian Calls (#/hr)	0	0		0	0	0		
Act Effct Green (s)	17.0	17.0	12.0	45.0	31.6	31.6		
Actuated g/C Ratio	0.24	0.24	0.17	0.64	0.45	0.45		
v/c Ratio	0.68	0.34	0.50	0.26	0.22	0.29		
Control Delay	32.4	5.5	18.6	4.1	14.5	17.5		
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		
Total Delay	32.4	5.5	18.6	4.1	14.5	17.5		

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	SEL	SER
LOS	C	A	B	A	B	B		
Approach Delay	22.3			6.3	15.3			
Approach LOS	C			A	B			
Queue Length 50th (ft)	106	0	25	5	52	59		
Queue Length 95th (ft)	162	37	24	5	93	133		
Internal Link Dist (ft)	1013			750	703		1157	
Turn Bay Length (ft)	100		100			100		
Base Capacity (vph)	539	593	352	3028	2126	662		
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	0.51	0.28	0.40	0.26	0.22	0.29		

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 70
Offset: 32 (46%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.68
Intersection Signal Delay: 12.7 Intersection LOS: B
Intersection Capacity Utilization 39.6% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 33: SR 905 EB Ramp & La Media Rd



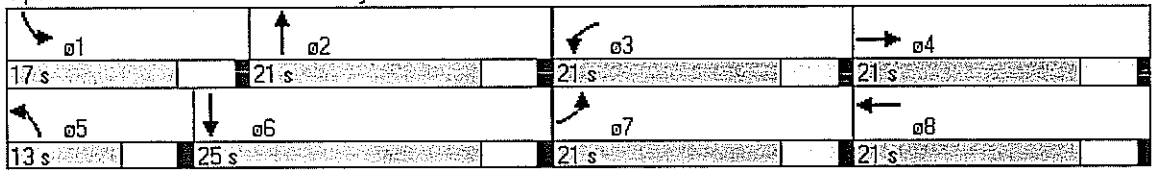
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		600	200		0	475		100
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			59			120			87			53
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)		1847			5168			2579			1034	
Travel Time (s)		31.5			88.1			44.0			17.6	
Volume (vph)	46	144	54	154	95	110	41	174	80	202	198	49
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	50	157	59	167	103	120	45	189	87	220	215	53
Lane Group Flow (vph)	50	157	59	167	103	120	45	189	87	220	215	53
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	8.0	10.0	10.0	8.0	10.0	10.0
Minimum Split (s)	21.0	21.0	21.0	21.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0
Total Split (s)	21.0	21.0	21.0	21.0	21.0	21.0	13.0	21.0	21.0	17.0	25.0	25.0
Total Split (%)	26.3%	26.3%	26.3%	26.3%	26.3%	26.3%	16.3%	26.3%	26.3%	21.3%	31.3%	31.3%
Maximum Green (s)	16.0	16.0	16.0	16.0	16.0	16.0	8.0	16.0	16.0	12.0	20.0	20.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0		0	0		0	0
Act Effct Green (s)	8.8	10.2	10.2	12.8	16.7	16.7	9.0	23.8	23.8	12.2	33.3	33.3
Actuated g/C Ratio	0.12	0.14	0.14	0.18	0.23	0.23	0.12	0.34	0.34	0.18	0.48	0.48
v/c Ratio	0.26	0.34	0.23	0.57	0.14	0.28	0.23	0.17	0.16	0.77	0.14	0.07
Control Delay	32.0	28.8	10.8	33.3	21.8	6.9	32.4	21.6	7.0	46.3	17.1	6.8
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
Total Delay	32.0	28.8	10.8	33.3	21.8	6.9	32.4	21.6	7.0	46.3	17.1	6.8

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	C	B	C	C	A	C	C	A	D	B	A
Approach Delay		25.4			22.1			19.1			29.2	
Approach LOS		C			C			B			C	
Queue Length 50th (ft)	19	32	0	64	18	0	17	33	0	88	35	0
Queue Length 95th (ft)	51	61	30	125	38	39	49	65	34	#207	67	24
Internal Link Dist (ft)		1767			5088			2499			954	
Turn Bay Length (ft)	100		100	100		600	200			475		100
Base Capacity (vph)	339	707	362	368	832	462	198	1121	559	303	1569	729
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	0.15	0.22	0.16	0.45	0.12	0.26	0.23	0.17	0.16	0.73	0.14	0.07

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 69.7
Natural Cycle: 80
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.77
Intersection Signal Delay: 24.4 Intersection LOS: C
Intersection Capacity Utilization 48.1% 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: 5: Airway Rd & Britannia Blvd



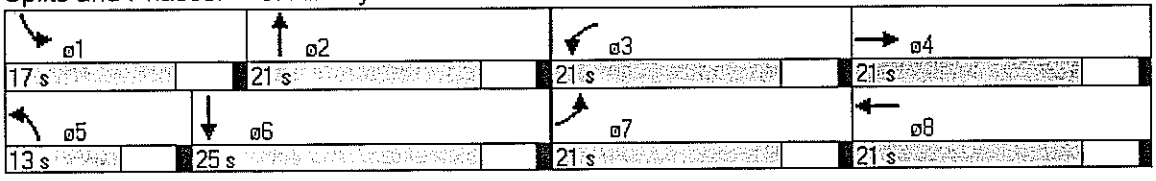
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		600	200		0	475		100
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			49			241			184			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			40			40	
Link Distance (ft)		1847			5168			2579			1034	
Travel Time (s)		31.5			88.1			44.0			17.6	
Volume (vph)	54	105	45	88	158	222	60	218	169	121	192	50
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	59	114	49	96	172	241	65	237	184	132	209	54
Lane Group Flow (vph)	59	114	49	96	172	241	65	237	184	132	209	54
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	8.0	10.0	10.0	8.0	10.0	10.0
Minimum Split (s)	21.0	21.0	21.0	21.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0
Total Split (s)	21.0	21.0	21.0	21.0	21.0	21.0	13.0	21.0	21.0	17.0	25.0	25.0
Total Split (%)	26.3%	26.3%	26.3%	26.3%	26.3%	26.3%	16.3%	26.3%	26.3%	21.3%	31.3%	31.3%
Maximum Green (s)	16.0	16.0	16.0	16.0	16.0	16.0	8.0	16.0	16.0	12.0	20.0	20.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0		0	0		0	0
Act Effct Green (s)	9.0	9.9	9.9	10.3	13.7	13.7	9.0	26.6	26.6	11.2	31.4	31.4
Actuated g/C Ratio	0.13	0.15	0.15	0.15	0.20	0.20	0.13	0.41	0.41	0.17	0.49	0.49
v/c Ratio	0.28	0.24	0.19	0.38	0.26	0.49	0.31	0.18	0.26	0.49	0.13	0.07
Control Delay	30.0	26.2	10.6	29.5	23.3	7.7	32.0	19.4	5.2	31.2	15.8	6.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.0	26.2	10.6	29.5	23.3	7.7	32.0	19.4	5.2	31.2	15.8	6.4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	C	B	C	C	A	C	B	A	C	B	A
Approach Delay		23.8			17.1			15.7			19.7	
Approach LOS		C			B			B			B	
Queue Length 50th (ft)	21	21	0	35	32	0	24	37	0	48	31	0
Queue Length 95th (ft)	56	45	27	78	60	55	63	77	47	105	63	24
Internal Link Dist (ft)		1767			5088			2499			954	
Turn Bay Length (ft)	100		100	100		600	200			475		100
Base Capacity (vph)	362	752	374	380	834	553	212	1349	712	310	1595	741
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	0.16	0.15	0.13	0.25	0.21	0.44	0.31	0.18	0.26	0.43	0.13	0.07

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 64.7
Natural Cycle: 80
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.49
Intersection Signal Delay: 18.2 Intersection LOS: B
Intersection Capacity Utilization 40.0% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 5: Airway Rd & Britannia Blvd



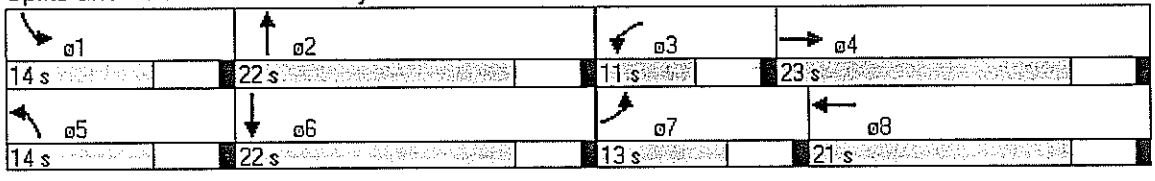
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	100		100	325		0
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.91	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1468	1641	3282	1468	1641	4715	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3282	1468	1641	3282	1468	1641	4715	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			246			121			127			70
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)		5168			6483			2507			830	
Travel Time (s)		88.1			110.5			42.7			14.1	
Volume (vph)	120	114	226	20	122	111	139	437	117	87	619	64
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	130	124	246	22	133	121	151	475	127	95	673	70
Lane Group Flow (vph)	130	124	246	22	133	121	151	475	127	95	673	70
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	8.0	10.0	10.0	8.0	10.0	10.0
Minimum Split (s)	11.0	21.0	21.0	11.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0
Total Split (s)	13.0	23.0	23.0	11.0	21.0	21.0	14.0	22.0	22.0	14.0	22.0	22.0
Total Split (%)	18.6%	32.9%	32.9%	15.7%	30.0%	30.0%	20.0%	31.4%	31.4%	20.0%	31.4%	31.4%
Maximum Green (s)	8.0	18.0	18.0	6.0	16.0	16.0	9.0	17.0	17.0	9.0	17.0	17.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	8.6	15.8	15.8	7.0	9.8	9.8	12.7	29.4	29.4	11.0	25.1	25.1
Actuated g/C Ratio	0.12	0.23	0.23	0.10	0.14	0.14	0.18	0.42	0.42	0.16	0.36	0.36
v/c Ratio	0.64	0.17	0.47	0.13	0.29	0.39	0.51	0.24	0.18	0.37	0.57	0.12
Control Delay	45.5	22.6	7.2	30.9	28.4	9.8	31.5	16.5	5.0	38.4	16.7	3.2
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
Total Delay	45.5	22.6	7.2	30.9	28.4	9.8	31.5	16.5	5.0	38.4	16.7	3.2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	D	C	A	C	C	A	C	B	A	D	B	A
Approach Delay		21.0			20.4			17.6			18.0	
Approach LOS		C			C			B			B	
Queue Length 50th (ft)	54	20	0	9	27	0	59	51	0	44	61	0
Queue Length 95th (ft)	#123	45	55	28	49	41	108	88	36	m87	#111	m6
Internal Link Dist (ft)		5088			6403			2427			750	
Turn Bay Length (ft)	100		100	100		100	100		100	325		
Base Capacity (vph)	211	947	599	164	797	448	303	1980	690	267	1175	570
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	0.62	0.13	0.41	0.13	0.17	0.27	0.50	0.24	0.18	0.36	0.57	0.12

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 70
Offset: 18 (26%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.64
Intersection Signal Delay: 18.8 Intersection LOS: B
Intersection Capacity Utilization 51.5% 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.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: Airway Rd & La Media Rd



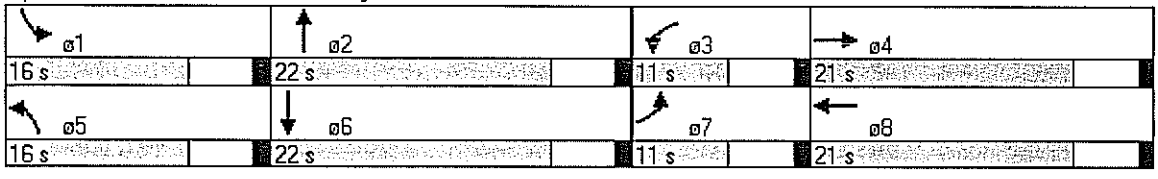
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	100		100	325		0
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.91	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1468	1641	3282	1468	1641	4715	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3282	1468	1641	3282	1468	1641	4715	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			166			104			24			143
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)		5168			6483			2507			830	
Travel Time (s)		88.1			110.5			42.7			14.1	
Volume (vph)	71	134	153	129	125	96	249	680	22	122	481	132
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	77	146	166	140	136	104	271	739	24	133	523	143
Lane Group Flow (vph)	77	146	166	140	136	104	271	739	24	133	523	143
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	8.0	10.0	10.0	8.0	10.0	10.0
Minimum Split (s)	11.0	21.0	21.0	11.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0
Total Split (s)	11.0	21.0	21.0	11.0	21.0	21.0	16.0	22.0	22.0	16.0	22.0	22.0
Total Split (%)	15.7%	30.0%	30.0%	15.7%	30.0%	30.0%	22.9%	31.4%	31.4%	22.9%	31.4%	31.4%
Maximum Green (s)	6.0	16.0	16.0	6.0	16.0	16.0	11.0	17.0	17.0	11.0	17.0	17.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	7.3	10.0	10.0	7.9	12.8	12.8	18.3	26.4	26.4	12.3	17.8	17.8
Actuated g/C Ratio	0.10	0.14	0.14	0.11	0.18	0.18	0.26	0.38	0.38	0.18	0.25	0.25
v/c Ratio	0.45	0.31	0.47	0.75	0.23	0.29	0.63	0.42	0.04	0.46	0.63	0.30
Control Delay	38.6	28.5	9.8	59.3	27.0	8.6	31.2	18.7	8.5	20.7	28.0	10.7
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
Total Delay	38.6	28.5	9.8	59.3	27.0	8.6	31.2	18.7	8.5	20.7	28.0	10.7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	D	C	A	E	C	A	C	B	A	C	C	B
Approach Delay		22.5			33.9			21.7			23.7	
Approach LOS		C			C			C			C	
Queue Length 50th (ft)	32	30	0	60	28	0	100	85	0	40	123	0
Queue Length 95th (ft)	72	53	47	#156	50	38	#205	139	17	40	171	66
Internal Link Dist (ft)		5088			6403			2427			750	
Turn Bay Length (ft)	100		100	100		100	100		100	325		
Base Capacity (vph)	171	797	482	186	849	456	429	1779	569	312	854	488
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	0.45	0.18	0.34	0.75	0.16	0.23	0.63	0.42	0.04	0.43	0.61	0.29

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 70
Offset: 66 (94%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.75
Intersection Signal Delay: 24.2 Intersection LOS: C
Intersection Capacity Utilization 54.2% 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: Airway Rd & La Media Rd



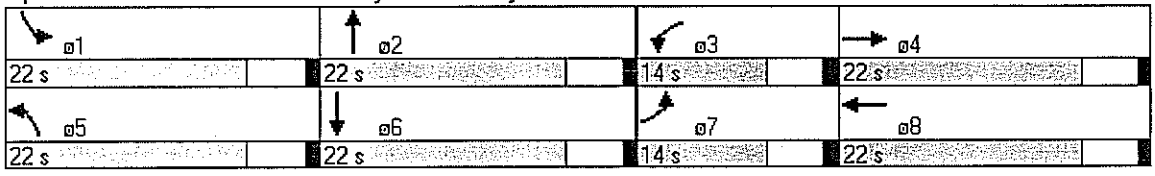
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	250		100	100		675
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			74			22			20			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			40			40	
Link Distance (ft)		6483			1406			1377			2585	
Travel Time (s)		110.5			24.0			23.5			44.1	
Volume (vph)	61	77	68	24	67	20	56	90	18	26	10	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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	66	84	74	26	73	22	61	98	20	28	11	48
Lane Group Flow (vph)	66	84	74	26	73	22	61	98	20	28	11	48
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	8.0	10.0	10.0	8.0	10.0	10.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0
Total Split (s)	14.0	22.0	22.0	14.0	22.0	22.0	22.0	22.0	22.0	22.0	22.0	22.0
Total Split (%)	17.5%	27.5%	27.5%	17.5%	27.5%	27.5%	27.5%	27.5%	27.5%	27.5%	27.5%	27.5%
Maximum Green (s)	9.0	17.0	17.0	9.0	17.0	17.0	17.0	17.0	17.0	17.0	17.0	17.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	Min	Min	Min	Min	Min	Min
Walk Time (s)		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0	0	0	0	0	0	0
Act Effct Green (s)	8.5	14.2	14.2	8.0	9.2	9.2	10.5	12.7	12.7	10.1	12.3	12.3
Actuated g/C Ratio	0.17	0.29	0.29	0.15	0.19	0.19	0.24	0.29	0.29	0.23	0.28	0.28
v/c Ratio	0.23	0.09	0.16	0.11	0.12	0.08	0.16	0.10	0.05	0.08	0.01	0.11
Control Delay	21.9	14.7	6.4	24.6	20.1	10.9	19.9	16.9	9.3	20.6	18.3	7.9
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
Total Delay	21.9	14.7	6.4	24.6	20.1	10.9	19.9	16.9	9.3	20.6	18.3	7.9

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	B	A	C	C	B	B	B	A	C	B	A
Approach Delay		14.1			19.4			17.1			13.3	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)	19	8	0	7	10	0	17	13	0	8	1	0
Queue Length 95th (ft)	49	29	28	26	26	16	45	30	14	27	7	22
Internal Link Dist (ft)		6403			1326			1297			2505	
Turn Bay Length (ft)	100		100	100		100	250		100	100		675
Base Capacity (vph)	333	1188	578	309	1025	473	599	1251	572	595	1244	586
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	0.20	0.07	0.13	0.08	0.07	0.05	0.10	0.08	0.03	0.05	0.01	0.08

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 44.4
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.23
Intersection Signal Delay: 15.9 Intersection LOS: B
Intersection Capacity Utilization 31.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 20: Airway Rd & Sanyo Ave



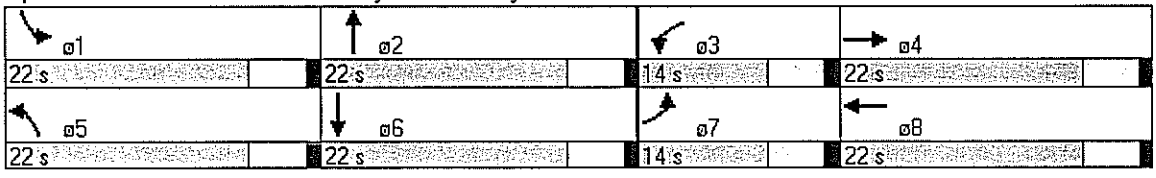
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	250		100	100		675
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			67			32			28			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			40			40	
Link Distance (ft)		6483			1406			1377			2585	
Travel Time (s)		110.5			24.0			23.5			44.1	
Volume (vph)	48	74	62	20	84	29	75	115	26	22	99	68
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	52	80	67	22	91	32	82	125	28	24	108	74
Lane Group Flow (vph)	52	80	67	22	91	32	82	125	28	24	108	74
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	8.0	10.0	10.0	8.0	10.0	10.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0
Total Split (s)	14.0	22.0	22.0	14.0	22.0	22.0	22.0	22.0	22.0	22.0	22.0	22.0
Total Split (%)	17.5%	27.5%	27.5%	17.5%	27.5%	27.5%	27.5%	27.5%	27.5%	27.5%	27.5%	27.5%
Maximum Green (s)	9.0	17.0	17.0	9.0	17.0	17.0	17.0	17.0	17.0	17.0	17.0	17.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	Min	Min	Min	Min	Min	Min
Walk Time (s)		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0	0	0	0	0	0	0
Act Effct Green (s)	8.2	11.8	11.8	7.8	9.3	9.3	10.6	12.9	12.9	10.0	12.2	12.2
Actuated g/C Ratio	0.17	0.25	0.25	0.15	0.20	0.20	0.25	0.30	0.30	0.24	0.29	0.29
v/c Ratio	0.19	0.10	0.16	0.09	0.14	0.10	0.20	0.13	0.06	0.06	0.11	0.16
Control Delay	22.1	15.6	6.8	23.9	19.2	10.0	18.7	15.4	8.3	20.2	16.9	7.2
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
Total Delay	22.1	15.6	6.8	23.9	19.2	10.0	18.7	15.4	8.3	20.2	16.9	7.2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	B	A	C	B	B	B	B	A	C	B	A
Approach Delay		14.4			17.9			15.7			13.8	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)	10	7	0	4	8	0	16	11	0	4	10	0
Queue Length 95th (ft)	43	28	27	24	32	20	56	36	16	25	35	29
Internal Link Dist (ft)		6403			1326			1297			2505	
Turn Bay Length (ft)	100		100	100		100	250		100	100		675
Base Capacity (vph)	330	1149	557	318	1068	499	622	1304	600	616	1290	622
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	0.16	0.07	0.12	0.07	0.09	0.06	0.13	0.10	0.05	0.04	0.08	0.12

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 42.3
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.20
Intersection Signal Delay: 15.3 Intersection LOS: B
Intersection Capacity Utilization 31.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 20: Airway Rd & Sanyo Ave



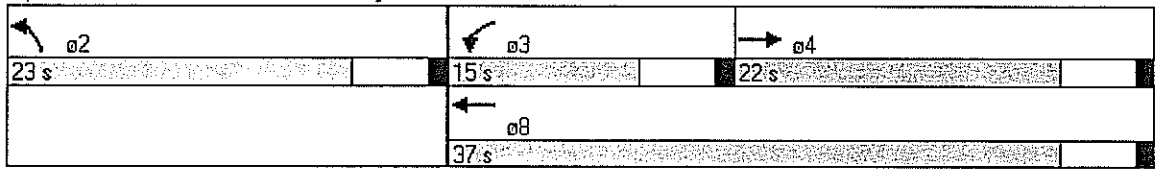
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↱	↰	↑↑	↰	↱
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		100	100		100	0
Storage Lanes		1	1		1	1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3282	1468	1641	3282	1641	1468
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3282	1468	1641	3282	1641	1468
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		66				48
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	40			40	40	
Link Distance (ft)	1406			2459	1186	
Travel Time (s)	24.0			41.9	20.2	
Volume (vph)	29	61	30	26	77	44
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	32	66	33	28	84	48
Lane Group Flow (vph)	32	66	33	28	84	48
Turn Type		Perm	Prot			Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Detector Phases	4	4	3	8	2	2
Minimum Initial (s)	10.0	10.0	8.0	10.0	8.0	8.0
Minimum Split (s)	21.0	21.0	13.0	21.0	21.0	21.0
Total Split (s)	22.0	22.0	15.0	37.0	23.0	23.0
Total Split (%)	36.7%	36.7%	25.0%	61.7%	38.3%	38.3%
Maximum Green (s)	17.0	17.0	10.0	32.0	18.0	18.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?						
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)	5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	15.0	15.0	11.5	18.8	38.5	38.5
Actuated g/C Ratio	0.24	0.24	0.18	0.30	0.72	0.72
v/c Ratio	0.04	0.16	0.11	0.03	0.07	0.05
Control Delay	8.8	4.6	12.8	4.8	7.5	4.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	8.8	4.6	12.8	4.8	7.5	4.5

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
LOS	A	A	B	A	A	A
Approach Delay	6.0			9.1	6.4	
Approach LOS	A			A	A	
Queue Length 50th (ft)	1	0	1	1	0	0
Queue Length 95th (ft)	10	20	22	4	41	17
Internal Link Dist (ft)	1326			2379	1106	
Turn Bay Length (ft)		100	100		100	
Base Capacity (vph)	1088	531	344	1597	1271	1148
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	0.03	0.12	0.10	0.02	0.07	0.04

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 53.8
Natural Cycle: 55
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.16
Intersection Signal Delay: 6.8 Intersection LOS: A
Intersection Capacity Utilization 21.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 25: Airway Rd & Paseo De Las Americas



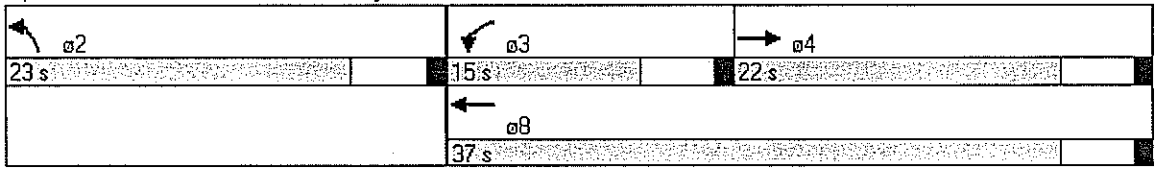
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↱	↰	↑↑	↰	↱
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		100	100		100	0
Storage Lanes		1	1		1	1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3282	1468	1641	3282	1641	1468
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3282	1468	1641	3282	1641	1468
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		92				36
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	40			40	40	
Link Distance (ft)	1406			2459	1186	
Travel Time (s)	24.0			41.9	20.2	
Volume (vph)	28	85	48	32	67	33
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	30	92	52	35	73	36
Lane Group Flow (vph)	30	92	52	35	73	36
Turn Type		Perm	Prot			Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Detector Phases	4	4	3	8	2	2
Minimum Initial (s)	10.0	10.0	8.0	10.0	8.0	8.0
Minimum Split (s)	21.0	21.0	13.0	21.0	21.0	21.0
Total Split (s)	22.0	22.0	15.0	37.0	23.0	23.0
Total Split (%)	36.7%	36.7%	25.0%	61.7%	38.3%	38.3%
Maximum Green (s)	17.0	17.0	10.0	32.0	18.0	18.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?						
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)	5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	14.1	14.1	11.9	21.9	36.1	36.1
Actuated g/C Ratio	0.23	0.23	0.20	0.36	0.69	0.69
v/c Ratio	0.04	0.22	0.16	0.03	0.06	0.03
Control Delay	10.8	5.2	12.8	4.2	9.8	6.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	10.8	5.2	12.8	4.2	9.8	6.1

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
LOS	B	A	B	A	A	A
Approach Delay	6.5			9.3	8.6	
Approach LOS	A			A	A	
Queue Length 50th (ft)	0	0	0	0	0	0
Queue Length 95th (ft)	10	24	30	5	38	15
Internal Link Dist (ft)	1326			2379	1106	
Turn Bay Length (ft)		100	100		100	
Base Capacity (vph)	1065	538	374	1680	1227	1107
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	0.03	0.17	0.14	0.02	0.06	0.03

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 52.1
Natural Cycle: 55
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.22
Intersection Signal Delay: 8.0 Intersection LOS: A
Intersection Capacity Utilization 22.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 25: Airway Rd & Paseo De Las Americas



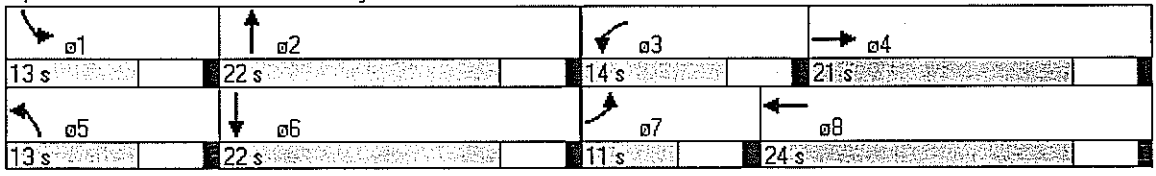
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	175		100	100		100	175		0	200		0
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			60			15			103			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)		40			40			40			40	
Link Distance (ft)		2459			2618			1171			1551	
Travel Time (s)		41.9			44.6			20.0			26.4	
Volume (vph)	33	20	55	99	12	14	39	128	95	19	187	40
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	36	22	60	108	13	15	42	139	103	21	203	43
Lane Group Flow (vph)	36	22	60	108	13	15	42	139	103	21	203	43
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	8.0	10.0	10.0	8.0	10.0	10.0
Minimum Split (s)	11.0	21.0	21.0	11.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0
Total Split (s)	11.0	21.0	21.0	14.0	24.0	24.0	13.0	22.0	22.0	13.0	22.0	22.0
Total Split (%)	15.7%	30.0%	30.0%	20.0%	34.3%	34.3%	18.6%	31.4%	31.4%	18.6%	31.4%	31.4%
Maximum Green (s)	6.0	16.0	16.0	9.0	19.0	19.0	8.0	17.0	17.0	8.0	17.0	17.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	7.8	10.3	10.3	10.2	15.7	15.7	10.0	42.3	42.3	9.9	39.5	39.5
Actuated g/C Ratio	0.11	0.14	0.14	0.14	0.22	0.22	0.13	0.63	0.63	0.13	0.59	0.59
v/c Ratio	0.21	0.05	0.23	0.46	0.02	0.05	0.19	0.07	0.11	0.10	0.10	0.05
Control Delay	27.4	21.8	9.8	27.1	18.3	11.3	25.0	10.2	4.0	26.2	12.1	6.5
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
Total Delay	27.4	21.8	9.8	27.1	18.3	11.3	25.0	10.2	4.0	26.2	12.1	6.5

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	C	A	C	B	B	C	B	A	C	B	A
Approach Delay		17.4			24.5			10.1			12.3	
Approach LOS		B			C			B			B	
Queue Length 50th (ft)	9	2	0	27	1	0	10	13	0	5	19	0
Queue Length 95th (ft)	37	12	28	80	8	13	39	39	30	24	54	20
Internal Link Dist (ft)		2379			2538			1091			1471	
Turn Bay Length (ft)	175		100	100		100	175			200		
Base Capacity (vph)	173	773	392	256	969	444	219	2074	966	211	1936	884
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	0.21	0.03	0.15	0.42	0.01	0.03	0.19	0.07	0.11	0.10	0.10	0.05

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 67
Natural Cycle: 70
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.46
Intersection Signal Delay: 14.4 Intersection LOS: B
Intersection Capacity Utilization 37.2% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 7: Airway Rd & Enrico Fermi Dr



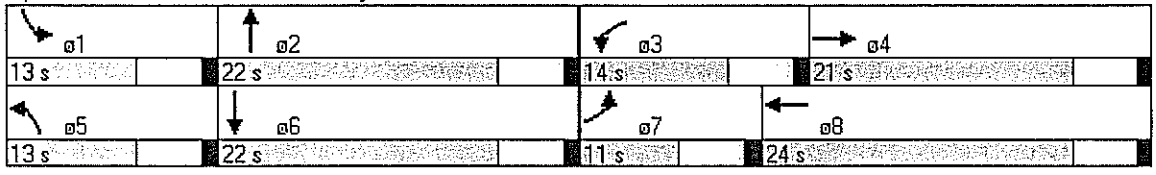
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	175		100	100		100	175		0	200		0
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			47			23			118			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			40			40	
Link Distance (ft)		2459			2618			1171			1551	
Travel Time (s)		41.9			44.6			20.0			26.4	
Volume (vph)	44	13	43	104	22	21	61	206	109	16	141	36
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	48	14	47	113	24	23	66	224	118	17	153	39
Lane Group Flow (vph)	48	14	47	113	24	23	66	224	118	17	153	39
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	8.0	10.0	10.0	8.0	10.0	10.0
Minimum Split (s)	11.0	21.0	21.0	11.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0
Total Split (s)	11.0	21.0	21.0	14.0	24.0	24.0	13.0	22.0	22.0	13.0	22.0	22.0
Total Split (%)	15.7%	30.0%	30.0%	20.0%	34.3%	34.3%	18.6%	31.4%	31.4%	18.6%	31.4%	31.4%
Maximum Green (s)	6.0	16.0	16.0	9.0	19.0	19.0	8.0	17.0	17.0	8.0	17.0	17.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	7.8	10.1	10.1	10.1	14.9	14.9	10.1	45.3	45.3	10.0	39.5	39.5
Actuated g/C Ratio	0.10	0.14	0.14	0.14	0.20	0.20	0.14	0.66	0.66	0.13	0.57	0.57
v/c Ratio	0.28	0.03	0.20	0.50	0.04	0.07	0.30	0.10	0.12	0.08	0.08	0.05
Control Delay	29.9	23.0	10.5	29.5	19.0	10.4	26.0	9.5	3.8	27.1	13.5	6.7
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
Total Delay	29.9	23.0	10.5	29.5	19.0	10.4	26.0	9.5	3.8	27.1	13.5	6.7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	C	B	C	B	B	C	A	A	C	B	A
Approach Delay		20.7			25.2			10.5			13.3	
Approach LOS		C			C			B			B	
Queue Length 50th (ft)	17	2	0	39	3	0	23	22	0	6	22	0
Queue Length 95th (ft)	45	9	25	82	12	16	55	58	32	21	42	18
Internal Link Dist (ft)		2379			2538			1091			1471	
Turn Bay Length (ft)	175		100	100		100	175			200		
Base Capacity (vph)	170	746	370	246	921	429	222	2159	1006	206	1884	859
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	0.28	0.02	0.13	0.46	0.03	0.05	0.30	0.10	0.12	0.08	0.08	0.05

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 68.9
Natural Cycle: 70
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.50
Intersection Signal Delay: 15.1 Intersection LOS: B
Intersection Capacity Utilization 37.4% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 7: Airway Rd & Enrico Fermi Dr



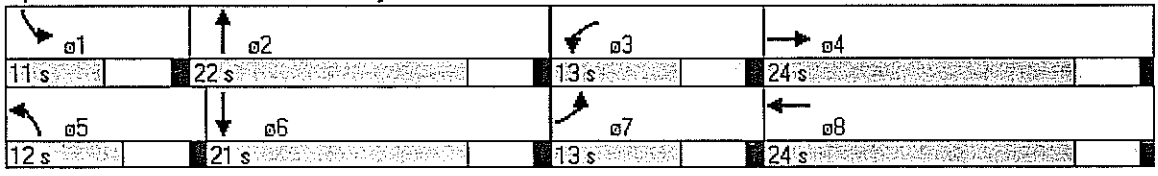
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	100		100	100		100
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			5			8			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)		2618			1746			1165			2550	
Travel Time (s)		44.6			29.8			19.9			43.5	
Volume (vph)	12	29	5	3	26	7	6	6	3	8	3	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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	13	32	5	3	28	8	7	7	3	9	3	9
Lane Group Flow (vph)	13	32	5	3	28	8	7	7	3	9	3	9
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	12.0	21.0	21.0	11.0	21.0	21.0
Total Split (s)	13.0	24.0	24.0	13.0	24.0	24.0	12.0	22.0	22.0	11.0	21.0	21.0
Total Split (%)	18.6%	34.3%	34.3%	18.6%	34.3%	34.3%	17.1%	31.4%	31.4%	15.7%	30.0%	30.0%
Maximum Green (s)	8.0	19.0	19.0	8.0	19.0	19.0	7.0	17.0	17.0	6.0	16.0	16.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	11.4	13.8	13.8	11.4	13.8	13.8	9.2	63.1	63.1	9.0	62.9	62.9
Actuated g/C Ratio	0.14	0.16	0.16	0.14	0.16	0.16	0.11	0.86	0.86	0.11	0.86	0.86
v/c Ratio	0.06	0.06	0.02	0.01	0.05	0.03	0.04	0.00	0.00	0.05	0.00	0.01
Control Delay	16.9	14.7	11.8	17.0	14.8	11.0	18.2	8.5	7.3	18.4	9.0	6.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.9	14.7	11.8	17.0	14.8	11.0	18.2	8.5	7.3	18.4	9.0	6.6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	B	B	B	B	B	B	B	A	A	B	A	A
Approach Delay		15.0			14.2			12.3			12.0	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)	2	2	0	1	2	0	1	0	0	2	0	0
Queue Length 95th (ft)	18	15	8	8	14	10	12	4	5	14	3	9
Internal Link Dist (ft)		2538			1666			1085			2470	
Turn Bay Length (ft)	100		100	100		100	100		100	100		100
Base Capacity (vph)	224	836	378	224	836	380	202	2819	1261	180	2813	1259
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	0.06	0.04	0.01	0.01	0.03	0.02	0.03	0.00	0.00	0.05	0.00	0.01

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 73.4
Natural Cycle: 70
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.06
Intersection Signal Delay: 13.9 Intersection LOS: B
Intersection Capacity Utilization 31.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 39: Airway Rd & Alta Rd



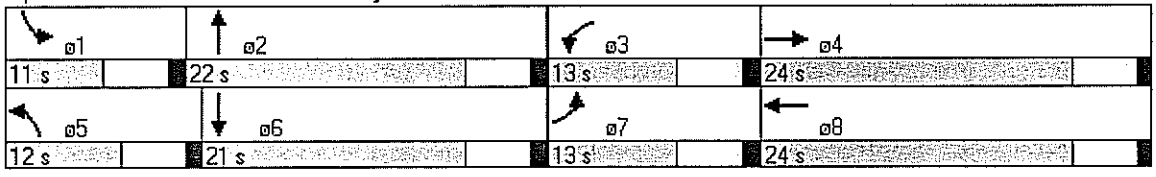
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	100		100	100		100
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			8			10			3			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)		2618			1746			1165			2550	
Travel Time (s)		44.6			29.8			19.9			43.5	
Volume (vph)	9	29	7	4	32	9	6	4	3	7	6	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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	10	32	8	4	35	10	7	4	3	8	7	14
Lane Group Flow (vph)	10	32	8	4	35	10	7	4	3	8	7	14
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	12.0	21.0	21.0	11.0	21.0	21.0
Total Split (s)	13.0	24.0	24.0	13.0	24.0	24.0	12.0	22.0	22.0	11.0	21.0	21.0
Total Split (%)	18.6%	34.3%	34.3%	18.6%	34.3%	34.3%	17.1%	31.4%	31.4%	15.7%	30.0%	30.0%
Maximum Green (s)	8.0	19.0	19.0	8.0	19.0	19.0	7.0	17.0	17.0	6.0	16.0	16.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	10.9	14.3	14.3	10.9	14.3	14.3	8.7	56.8	56.8	8.6	56.7	56.7
Actuated g/C Ratio	0.13	0.17	0.17	0.13	0.17	0.17	0.10	0.76	0.76	0.10	0.75	0.75
v/c Ratio	0.05	0.06	0.03	0.02	0.06	0.04	0.04	0.00	0.00	0.05	0.00	0.01
Control Delay	19.4	14.7	11.0	19.8	14.7	10.4	20.7	10.2	8.7	21.0	10.3	6.8
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
Total Delay	19.4	14.7	11.0	19.8	14.7	10.4	20.7	10.2	8.7	21.0	10.3	6.8

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	B	B	B	B	B	B	C	B	A	C	B	A
Approach Delay		15.1			14.2			15.1			11.6	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)	2	2	0	1	2	0	1	0	0	1	0	0
Queue Length 95th (ft)	15	15	10	8	16	11	12	3	5	14	5	11
Internal Link Dist (ft)		2538			1666			1085			2470	
Turn Bay Length (ft)	100		100	100		100	100		100	100		100
Base Capacity (vph)	210	868	394	210	868	396	189	2482	1111	168	2476	1111
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	0.05	0.04	0.02	0.02	0.04	0.03	0.04	0.00	0.00	0.05	0.00	0.01

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 75.1
Natural Cycle: 70
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.06
Intersection Signal Delay: 14.1 Intersection LOS: B
Intersection Capacity Utilization 31.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 39: Airway Rd & Alta Rd



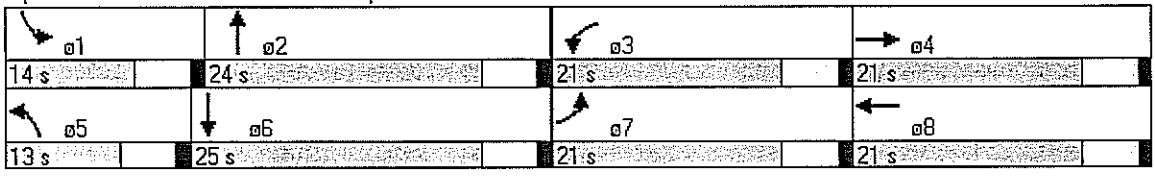
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		375	125		100	350		0
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	4715	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	4715	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			39			54			39			46
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)		1880			5156			1276			2579	
Travel Time (s)		32.0			87.9			21.8			44.0	
Volume (vph)	37	30	36	56	13	50	24	153	36	88	248	42
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	40	33	39	61	14	54	26	166	39	96	270	46
Lane Group Flow (vph)	40	33	39	61	14	54	26	166	39	96	270	46
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	8.0	10.0	10.0	8.0	10.0	10.0
Minimum Split (s)	21.0	21.0	21.0	21.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0
Total Split (s)	21.0	21.0	21.0	21.0	21.0	21.0	13.0	24.0	24.0	14.0	25.0	25.0
Total Split (%)	26.3%	26.3%	26.3%	26.3%	26.3%	26.3%	16.3%	30.0%	30.0%	17.5%	31.3%	31.3%
Maximum Green (s)	16.0	16.0	16.0	16.0	16.0	16.0	8.0	19.0	19.0	9.0	20.0	20.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0		0	0		0	0
Act Effct Green (s)	9.1	9.9	9.9	9.9	13.5	13.5	9.9	41.8	41.8	10.6	45.4	45.4
Actuated g/C Ratio	0.12	0.13	0.13	0.13	0.18	0.18	0.12	0.58	0.58	0.14	0.63	0.63
v/c Ratio	0.21	0.05	0.17	0.29	0.02	0.18	0.13	0.09	0.04	0.42	0.13	0.05
Control Delay	28.1	24.2	11.7	26.6	22.2	9.6	27.3	13.5	6.8	29.1	11.2	6.1
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
Total Delay	28.1	24.2	11.7	26.6	22.2	9.6	27.3	13.5	6.8	29.1	11.2	6.1

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	C	B	C	C	A	C	B	A	C	B	A
Approach Delay		21.2			19.0			13.9			14.8	
Approach LOS		C			B			B			B	
Queue Length 50th (ft)	14	4	0	22	1	0	9	24	0	34	25	0
Queue Length 95th (ft)	39	12	24	52	6	28	30	47	19	77	70	20
Internal Link Dist (ft)		1800			5076			1196			2499	
Turn Bay Length (ft)	100		100	100		375	125		100	350		
Base Capacity (vph)	346	1026	350	360	1131	393	204	1918	874	234	2082	948
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	0.12	0.03	0.11	0.17	0.01	0.14	0.13	0.09	0.04	0.41	0.13	0.05

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 71.5
Natural Cycle: 80
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.42
Intersection Signal Delay: 16.0 Intersection LOS: B
Intersection Capacity Utilization 34.8% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 34: Siempre Viva Rd & Britannia Blvd



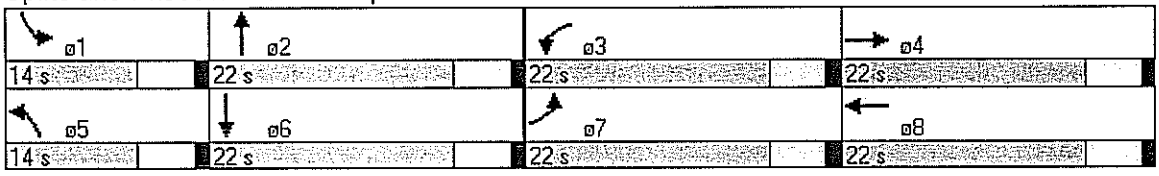
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		375	125		100	350		0
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	4715	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	4715	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			29			73			67			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)		40			40			40			40	
Link Distance (ft)		1880			5156			1276			2579	
Travel Time (s)		32.0			87.9			21.8			44.0	
Volume (vph)	47	15	27	39	33	67	39	273	62	55	168	41
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	51	16	29	42	36	73	42	297	67	60	183	45
Lane Group Flow (vph)	51	16	29	42	36	73	42	297	67	60	183	45
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	8.0	10.0	10.0	8.0	10.0	10.0
Minimum Split (s)	21.0	21.0	21.0	21.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0
Total Split (s)	22.0	22.0	22.0	22.0	22.0	22.0	14.0	22.0	22.0	14.0	22.0	22.0
Total Split (%)	27.5%	27.5%	27.5%	27.5%	27.5%	27.5%	17.5%	27.5%	27.5%	17.5%	27.5%	27.5%
Maximum Green (s)	17.0	17.0	17.0	17.0	17.0	17.0	9.0	17.0	17.0	9.0	17.0	17.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0		0	0		0	0
Act Effct Green (s)	9.5	13.5	13.5	9.2	10.2	10.2	10.1	40.1	40.1	10.4	43.3	43.3
Actuated g/C Ratio	0.13	0.18	0.18	0.12	0.14	0.14	0.13	0.57	0.57	0.14	0.62	0.62
v/c Ratio	0.24	0.02	0.10	0.21	0.06	0.28	0.20	0.16	0.08	0.27	0.09	0.05
Control Delay	25.4	21.3	10.9	26.8	22.5	9.8	26.3	13.6	5.7	25.4	11.9	6.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.4	21.3	10.9	26.8	22.5	9.8	26.3	13.6	5.7	25.4	11.9	6.6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	C	B	C	C	A	C	B	A	C	B	A
Approach Delay		20.3			17.6			13.6			13.9	
Approach LOS		C			B			B			B	
Queue Length 50th (ft)	17	1	0	14	4	0	14	43	0	20	16	0
Queue Length 95th (ft)	45	7	20	39	12	31	40	80	25	52	52	21
Internal Link Dist (ft)		1800			5076			1196			2499	
Turn Bay Length (ft)	100		100	100		375	125		100	350		
Base Capacity (vph)	383	1190	392	369	1100	398	229	1881	870	239	2030	925
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	0.13	0.01	0.07	0.11	0.03	0.18	0.18	0.16	0.08	0.25	0.09	0.05

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 70
Natural Cycle: 80
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.28
Intersection Signal Delay: 15.0 Intersection LOS: B
Intersection Capacity Utilization 34.3% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 34: Siempre Viva Rd & Britannia Blvd



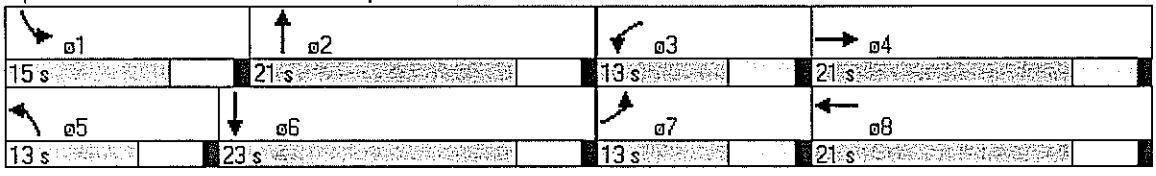
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	100		100	100		100
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	4715	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	4715	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			40			84			21			79
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)		5156			5308			1287			2507	
Travel Time (s)		87.9			90.5			21.9			42.7	
Volume (vph)	55	144	37	22	112	77	30	87	19	117	148	73
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	60	157	40	24	122	84	33	95	21	127	161	79
Lane Group Flow (vph)	60	157	40	24	122	84	33	95	21	127	161	79
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	8.0	10.0	10.0	8.0	10.0	10.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0
Total Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0	15.0	23.0	23.0
Total Split (%)	18.6%	30.0%	30.0%	18.6%	30.0%	30.0%	18.6%	30.0%	30.0%	21.4%	32.9%	32.9%
Maximum Green (s)	8.0	16.0	16.0	8.0	16.0	16.0	8.0	16.0	16.0	10.0	18.0	18.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	Min	Min	None	Min	Min
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	10.3	17.8	17.8	9.8	11.7	11.7	11.5	31.4	31.4	12.8	35.4	35.4
Actuated g/C Ratio	0.16	0.27	0.27	0.14	0.18	0.18	0.17	0.52	0.52	0.19	0.58	0.58
v/c Ratio	0.23	0.12	0.09	0.10	0.15	0.25	0.12	0.06	0.03	0.40	0.08	0.09
Control Delay	22.1	13.4	7.6	24.9	18.1	7.9	22.5	16.3	9.7	21.9	12.7	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	0.0
Total Delay	22.1	13.4	7.6	24.9	18.1	7.9	22.5	16.3	9.7	21.9	12.7	5.6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	B	A	C	B	A	C	B	A	C	B	A
Approach Delay		14.6			15.1			16.8			14.3	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)	18	11	0	7	12	0	9	13	0	37	14	0
Queue Length 95th (ft)	47	31	21	24	26	31	30	31	15	81	44	28
Internal Link Dist (ft)		5076			5228			1207			2427	
Turn Bay Length (ft)	100		100	100		100	100		100	100		100
Base Capacity (vph)	285	1548	509	266	1315	470	276	1853	838	340	2016	932
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	0.21	0.10	0.08	0.09	0.09	0.18	0.12	0.05	0.03	0.37	0.08	0.08

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 60.6
Natural Cycle: 70
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.40
Intersection Signal Delay: 14.9 Intersection LOS: B
Intersection Capacity Utilization 40.0% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 22: Siempre Viva Rd & La Media Rd



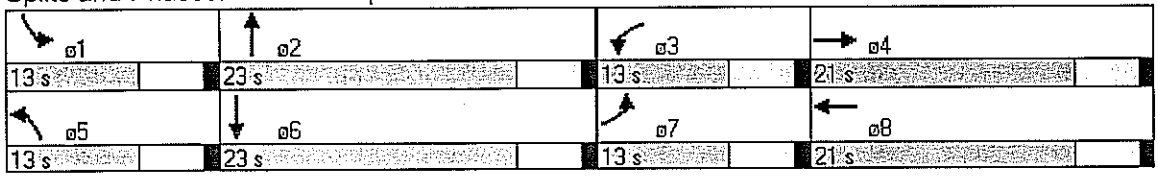
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	100		100	100		100
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	4715	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	4715	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			36			140			26			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			40			40	
Link Distance (ft)		5156			5308			1287			2507	
Travel Time (s)		87.9			90.5			21.9			42.7	
Volume (vph)	80	124	33	21	158	129	41	163	24	85	96	60
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	87	135	36	23	172	140	45	177	26	92	104	65
Lane Group Flow (vph)	87	135	36	23	172	140	45	177	26	92	104	65
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	8.0	10.0	10.0	8.0	10.0	10.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0
Total Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	13.0	23.0	23.0	13.0	23.0	23.0
Total Split (%)	18.6%	30.0%	30.0%	18.6%	30.0%	30.0%	18.6%	32.9%	32.9%	18.6%	32.9%	32.9%
Maximum Green (s)	8.0	16.0	16.0	8.0	16.0	16.0	8.0	18.0	18.0	8.0	18.0	18.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	Min	Min	None	Min	Min
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	9.7	18.4	18.4	8.8	12.0	12.0	10.5	25.1	25.1	10.6	28.1	28.1
Actuated g/C Ratio	0.14	0.28	0.28	0.12	0.18	0.18	0.15	0.40	0.40	0.16	0.45	0.45
v/c Ratio	0.36	0.10	0.08	0.11	0.20	0.36	0.18	0.13	0.04	0.36	0.07	0.09
Control Delay	24.1	12.7	7.3	24.8	17.3	7.3	23.0	15.8	9.0	23.6	14.5	6.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.1	12.7	7.3	24.8	17.3	7.3	23.0	15.8	9.0	23.6	14.5	6.6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	B	A	C	B	A	C	B	A	C	B	A
Approach Delay		15.8			13.6			16.4			15.7	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)	25	9	0	7	17	0	13	25	0	26	9	0
Queue Length 95th (ft)	62	27	19	24	33	38	38	50	17	65	32	26
Internal Link Dist (ft)		5076			5228			1207			2427	
Turn Bay Length (ft)	100		100	100		100	100		100	100		100
Base Capacity (vph)	256	1584	517	234	1332	515	245	1599	728	256	1689	787
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	0.34	0.09	0.07	0.10	0.13	0.27	0.18	0.11	0.04	0.36	0.06	0.08

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 62.6
Natural Cycle: 70
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.36
Intersection Signal Delay: 15.3 Intersection LOS: B
Intersection Capacity Utilization 40.0% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 22: Siempre Viva Rd & La Media Rd



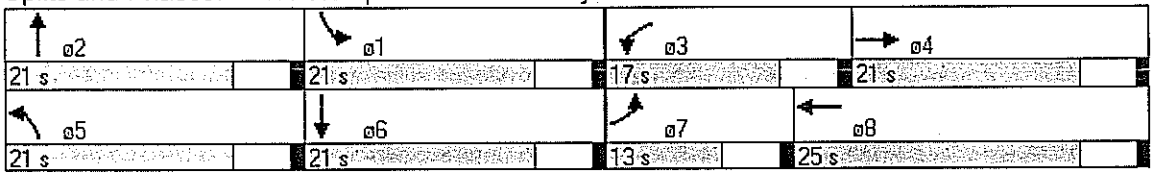
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	0		0	0		0
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	4715	1468	1641	4715	1468	1641	1727	1468	1641	1727	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	4715	1468	1641	4715	1468	1641	1727	1468	1641	1727	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			22			135			128			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)		40			40			40			40	
Link Distance (ft)		5308			1198			1155			1216	
Travel Time (s)		90.5			20.4			19.7			20.7	
Volume (vph)	33	476	20	164	486	124	31	26	118	105	30	45
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	36	517	22	178	528	135	34	28	128	114	33	49
Lane Group Flow (vph)	36	517	22	178	528	135	34	28	128	114	33	49
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0	10.0	8.0	8.0	8.0	8.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0
Total Split (s)	13.0	21.0	21.0	17.0	25.0	25.0	21.0	21.0	21.0	21.0	21.0	21.0
Total Split (%)	16.3%	26.3%	26.3%	21.3%	31.3%	31.3%	26.3%	26.3%	26.3%	26.3%	26.3%	26.3%
Maximum Green (s)	8.0	16.0	16.0	12.0	20.0	20.0	16.0	16.0	16.0	16.0	16.0	16.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	Max	Max	Max	Max	Max	Max
Walk Time (s)		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0	0	0	0	0	0	0
Act Effct Green (s)	9.0	14.3	14.3	12.1	22.8	22.8	17.0	17.0	17.0	17.0	17.0	17.0
Actuated g/C Ratio	0.11	0.19	0.19	0.16	0.30	0.30	0.22	0.22	0.22	0.22	0.22	0.22
v/c Ratio	0.20	0.59	0.08	0.69	0.38	0.25	0.09	0.07	0.30	0.31	0.09	0.13
Control Delay	35.2	31.4	11.8	46.0	23.4	6.1	25.7	25.5	7.5	28.7	25.6	9.2
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
Total Delay	35.2	31.4	11.8	46.0	23.4	6.1	25.7	25.5	7.5	28.7	25.6	9.2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	D	C	B	D	C	A	C	C	A	C	C	A
Approach Delay		30.9			25.4			13.4			23.3	
Approach LOS		C			C			B			C	
Queue Length 50th (ft)	16	84	0	81	80	0	13	11	0	47	13	0
Queue Length 95th (ft)	44	117	18	#169	111	40	37	32	42	95	36	27
Internal Link Dist (ft)		5228			1118			1075			1136	
Turn Bay Length (ft)	100		100	100		100						
Base Capacity (vph)	181	1013	333	276	1437	541	366	385	427	366	385	365
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	0.20	0.51	0.07	0.64	0.37	0.25	0.09	0.07	0.30	0.31	0.09	0.13

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 76.5
Natural Cycle: 80
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.69
Intersection Signal Delay: 25.7 Intersection LOS: C
Intersection Capacity Utilization 40.8% 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: 47: Siempre Viva Rd & Otay Center Dr



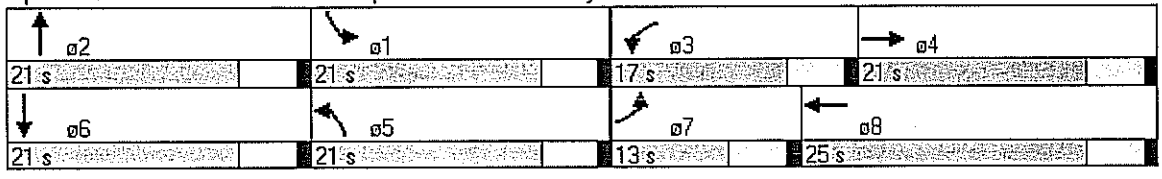
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	0		0	0		0
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	4715	1468	1641	4715	1468	1641	1727	1468	1641	1727	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	4715	1468	1641	4715	1468	1641	1727	1468	1641	1727	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			38			126			197			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)		40			40			40			40	
Link Distance (ft)		5308			1198			1155			1216	
Travel Time (s)		90.5			20.4			19.7			20.7	
Volume (vph)	50	535	35	131	524	116	22	33	181	136	28	37
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	54	582	38	142	570	126	24	36	197	148	30	40
Lane Group Flow (vph)	54	582	38	142	570	126	24	36	197	148	30	40
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0	10.0	8.0	8.0	8.0	8.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0
Total Split (s)	13.0	21.0	21.0	17.0	25.0	25.0	21.0	21.0	21.0	21.0	21.0	21.0
Total Split (%)	16.3%	26.3%	26.3%	21.3%	31.3%	31.3%	26.3%	26.3%	26.3%	26.3%	26.3%	26.3%
Maximum Green (s)	8.0	16.0	16.0	12.0	20.0	20.0	16.0	16.0	16.0	16.0	16.0	16.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lead	Lead	Lag	Lead	Lead
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	3.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	Max	Max	Max	Max	Max	Max
Walk Time (s)		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)			0	0		0	0	0	0	0	0	0
Act Effct Green (s)	9.0	18.1	18.1	11.9	26.2	26.2	17.0	17.0	17.0	17.0	17.0	17.0
Actuated g/C Ratio	0.11	0.23	0.23	0.15	0.33	0.33	0.21	0.21	0.21	0.21	0.21	0.21
v/c Ratio	0.29	0.54	0.10	0.58	0.37	0.22	0.07	0.10	0.42	0.42	0.08	0.12
Control Delay	37.2	29.9	9.9	52.2	20.6	5.7	25.9	26.3	7.4	31.7	26.1	9.8
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
Total Delay	37.2	29.9	9.9	52.2	20.6	5.7	25.9	26.3	7.4	31.7	26.1	9.8

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	D	C	A	D	C	A	C	C	A	C	C	A
Approach Delay		29.3			23.7			11.8			26.9	
Approach LOS		C			C			B			C	
Queue Length 50th (ft)	25	96	0	71	59	2	10	15	0	64	12	0
Queue Length 95th (ft)	60	132	24	126	97	30	29	39	52	119	34	24
Internal Link Dist (ft)		5228			1118			1075			1136	
Turn Bay Length (ft)	100		100	100		100						
Base Capacity (vph)	185	1069	362	267	1544	565	349	367	467	349	367	343
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	0.29	0.54	0.10	0.53	0.37	0.22	0.07	0.10	0.42	0.42	0.08	0.12

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 32 (40%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.58
Intersection Signal Delay: 24.4 Intersection LOS: C
Intersection Capacity Utilization 41.8% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 47: Siempre Viva Rd & Otay Center Dr



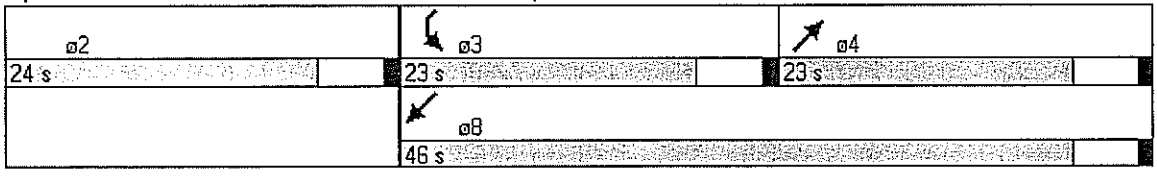
Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	200	
Storage Lanes	0	2		2	2	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)		50	50	50	50	50
Trailing Detector (ft)		0	0	0	0	0
Turning Speed (mph)	15	9		9	15	
Lane Util. Factor	1.00	0.88	0.91	0.88	0.97	0.91
Frt		0.850		0.850		
Flt Protected					0.950	
Satd. Flow (prot)	0	2584	4715	2584	3183	4715
Flt Permitted					0.950	
Satd. Flow (perm)	0	2584	4715	2584	3183	4715
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		1038		372		
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	65		40			40
Link Distance (ft)	1134		1198			210
Travel Time (s)	11.9		20.4			3.6
Volume (vph)	0	483	471	342	418	897
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	0	525	512	372	454	975
Lane Group Flow (vph)	0	525	512	372	454	975
Turn Type		custom		Perm	Prot	
Protected Phases			4		3	8
Permitted Phases		2		4		
Detector Phases		2	4	4	3	8
Minimum Initial (s)		8.0	10.0	10.0	8.0	10.0
Minimum Split (s)		21.0	21.0	21.0	13.0	21.0
Total Split (s)	0.0	24.0	23.0	23.0	23.0	46.0
Total Split (%)	0.0%	34.3%	32.9%	32.9%	32.9%	65.7%
Maximum Green (s)		19.0	18.0	18.0	18.0	41.0
Yellow Time (s)		4.0	4.0	4.0	4.0	4.0
All-Red Time (s)		1.0	1.0	1.0	1.0	1.0
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?						
Vehicle Extension (s)		3.0	3.0	3.0	3.0	3.0
Recall Mode		None	C-Max	C-Max	None	C-Max
Walk Time (s)		5.0	5.0	5.0		5.0
Flash Dont Walk (s)		11.0	11.0	11.0		11.0
Pedestrian Calls (#/hr)		0	0	0		0
Act Effct Green (s)		9.0	32.6	32.6	16.4	53.0
Actuated g/C Ratio		0.13	0.47	0.47	0.23	0.76
v/c Ratio		0.42	0.23	0.27	0.61	0.27
Control Delay		1.1	12.4	2.3	24.8	2.4
Queue Delay		0.0	0.0	0.0	0.0	0.0
Total Delay		1.1	12.4	2.3	24.8	2.4

Lane Group	NWL	NWR	NET	NER	SWL	SWT
LOS		A	B	A	C	A
Approach Delay			8.2			9.5
Approach LOS			A			A
Queue Length 50th (ft)		0	45	0	82	19
Queue Length 95th (ft)		0	78	26	105	24
Internal Link Dist (ft)	1054		1118			130
Turn Bay Length (ft)					200	
Base Capacity (vph)		1480	2196	1402	894	3570
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		0.35	0.23	0.27	0.51	0.27

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 70
Offset: 12 (17%), Referenced to phase 4:NET and 8:SWT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.61
Intersection Signal Delay: 7.5 Intersection LOS: A
Intersection Capacity Utilization 32.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 23: SR 905 SB & Siempre Viva Rd



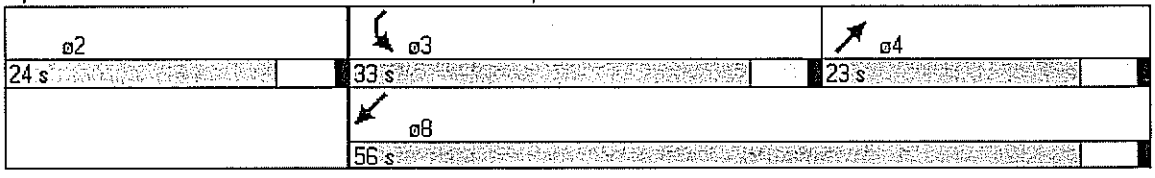
Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	200	
Storage Lanes	0	2		2	2	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)		50	50	50	50	50
Trailing Detector (ft)		0	0	0	0	0
Turning Speed (mph)	15	9		9	15	
Lane Util. Factor	1.00	0.88	0.91	0.88	0.97	0.91
Frt		0.850		0.850		
Flt Protected					0.950	
Satd. Flow (prot)	0	2584	4715	2584	3183	4715
Flt Permitted					0.950	
Satd. Flow (perm)	0	2584	4715	2584	3183	4715
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		1181		362		
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	65		40			40
Link Distance (ft)	1134		1198			210
Travel Time (s)	11.9		20.4			3.6
Volume (vph)	0	461	654	333	670	894
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	0	501	711	362	728	972
Lane Group Flow (vph)	0	501	711	362	728	972
Turn Type		custom		Perm	Prot	
Protected Phases			4		3	8
Permitted Phases		2		4		
Detector Phases		2	4	4	3	8
Minimum Initial (s)		8.0	10.0	10.0	8.0	10.0
Minimum Split (s)		21.0	21.0	21.0	13.0	21.0
Total Split (s)	0.0	24.0	23.0	23.0	33.0	56.0
Total Split (%)	0.0%	30.0%	28.8%	28.8%	41.3%	70.0%
Maximum Green (s)		19.0	18.0	18.0	28.0	51.0
Yellow Time (s)		4.0	4.0	4.0	4.0	4.0
All-Red Time (s)		1.0	1.0	1.0	1.0	1.0
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?						
Vehicle Extension (s)		3.0	3.0	3.0	3.0	3.0
Recall Mode		None	C-Max	C-Max	None	C-Max
Walk Time (s)		5.0	5.0	5.0		5.0
Flash Dont Walk (s)		11.0	11.0	11.0		11.0
Pedestrian Calls (#/hr)		0	0	0		0
Act Effct Green (s)		9.0	32.4	32.4	26.6	63.0
Actuated g/C Ratio		0.11	0.40	0.40	0.33	0.79
v/c Ratio		0.37	0.37	0.29	0.69	0.26
Control Delay		0.8	9.7	1.2	21.8	1.1
Queue Delay		0.0	0.0	0.0	0.0	0.0
Total Delay		0.8	9.7	1.2	21.8	1.1

Lane Group	NWL	NWR	NET	NER	SWL	SWT
LOS		A	A	A	C	A
Approach Delay			6.8			10.0
Approach LOS			A			A
Queue Length 50th (ft)		0	48	0	103	14
Queue Length 95th (ft)		0	71	5	118	17
Internal Link Dist (ft)	1054		1118			130
Turn Bay Length (ft)					200	
Base Capacity (vph)		1532	1908	1261	1209	3713
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		0.33	0.37	0.29	0.60	0.26

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 50 (63%), Referenced to phase 4:NET and 8:SWT, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.69
Intersection Signal Delay: 7.5 Intersection LOS: A
Intersection Capacity Utilization 38.4% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 23: SR 905 SB & Siempre Viva Rd



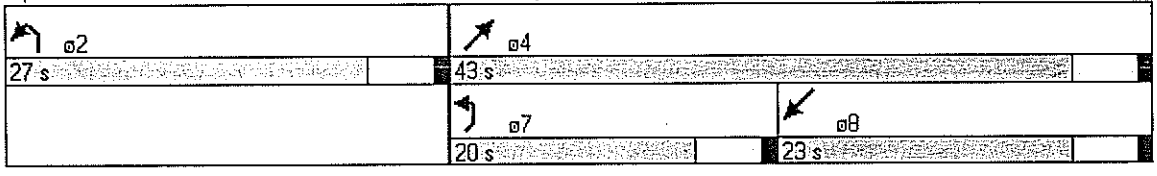
Lane Group	EBL	EBR	NBL2	NBL	NBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations											
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)	0%			0%			0%			15%	
Storage Length (ft)	0	0		0	0	250		0	0		250
Storage Lanes	0	0		2	2	2		0	0		2
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)			50		50	50	50			50	50
Trailing Detector (ft)			0		0	0	0			0	0
Turning Speed (mph)	15	9	15	15	9	15		9	15		9
Lane Util. Factor	1.00	1.00	0.97	1.00	0.88	0.97	0.91	1.00	1.00	0.91	0.88
Frt					0.850						0.850
Flt Protected			0.950			0.950					
Satd. Flow (prot)	0	0	3183	0	2584	3183	4715	0	0	4362	2390
Flt Permitted			0.950			0.950					
Satd. Flow (perm)	0	0	3183	0	2584	3183	4715	0	0	4362	2390
Right Turn on Red					Yes			Yes			Yes
Satd. Flow (RTOR)					382						455
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.11	1.11	1.11
Link Speed (mph)	65			65			40			40	
Link Distance (ft)	1165			1210			494			1118	
Travel Time (s)	12.2			12.7			8.4			19.1	
Volume (vph)	0	0	303	0	609	321	633	0	0	587	419
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	0	0	329	0	662	349	688	0	0	638	455
Lane Group Flow (vph)	0	0	329	0	662	349	688	0	0	638	455
Turn Type			Prot		custom	Prot					Perm
Protected Phases			2			7	4			8	
Permitted Phases					2						8
Detector Phases			2		2	7	4			8	8
Minimum Initial (s)			8.0		8.0	8.0	10.0			10.0	10.0
Minimum Split (s)			21.0		21.0	13.0	21.0			21.0	21.0
Total Split (s)	0.0	0.0	27.0	0.0	27.0	20.0	43.0	0.0	0.0	23.0	23.0
Total Split (%)	0.0%	0.0%	38.6%	0.0%	38.6%	28.6%	61.4%	0.0%	0.0%	32.9%	32.9%
Maximum Green (s)			22.0		22.0	15.0	38.0			18.0	18.0
Yellow Time (s)			4.0		4.0	4.0	4.0			4.0	4.0
All-Red Time (s)			1.0		1.0	1.0	1.0			1.0	1.0
Lead/Lag						Lead				Lag	Lag
Lead-Lag Optimize?											
Vehicle Extension (s)			3.0		3.0	3.0	3.0			3.0	3.0
Recall Mode			Max		Max	None	C-Max			C-Max	C-Max
Walk Time (s)			5.0		5.0		5.0			5.0	5.0
Flash Dont Walk (s)			11.0		11.0		11.0			11.0	11.0
Pedestrian Calls (#/hr)			0		0		0			0	0
Act Effct Green (s)			23.0		23.0	13.3	39.0			21.7	21.7
Actuated g/C Ratio			0.33		0.33	0.19	0.56			0.31	0.31
v/c Ratio			0.31		0.60	0.58	0.26			0.47	0.43
Control Delay			18.6		10.5	26.0	6.7			14.9	1.9
Queue Delay			0.0		0.0	0.0	0.0			0.0	0.0

Lane Group	EBL	EBR	NBL2	NBL	NBR	NEL	NET	NER	SWL	SWT	SWR
Total Delay			18.6		10.5	26.0	6.7			14.9	1.9
LOS			B		B	C	A			B	A
Approach Delay							13.2			9.5	
Approach LOS							B			A	
Queue Length 50th (ft)			54		51	69	43			45	0
Queue Length 95th (ft)			85		105	79	47			65	5
Internal Link Dist (ft)	1085			1130			414			1038	
Turn Bay Length (ft)						250					250
Base Capacity (vph)			1046		1106	728	2627			1352	1055
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			0.31		0.60	0.48	0.26			0.47	0.43

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 70
Offset: 34 (49%), Referenced to phase 4:NET and 8:SWT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.60
Intersection Signal Delay: 11.9 Intersection LOS: B
Intersection Capacity Utilization 60.9% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 31: SR 905 NB & Siempre Viva Rd



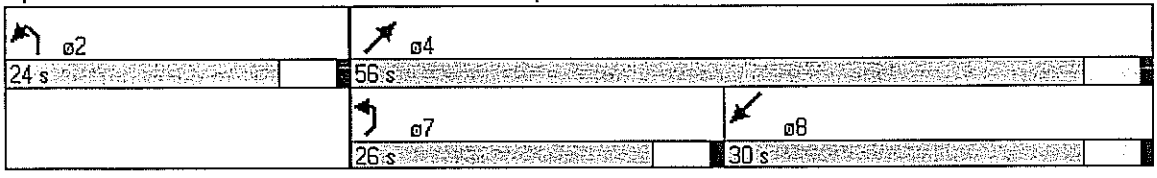
Lane Group	EBL	EBR	NBL2	NBL	NBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations											
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)	0%			0%			0%			15%	
Storage Length (ft)	0	0		0	0	250		0	0		250
Storage Lanes	0	0		2	2	2		0	0		2
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)			50		50	50	50			50	50
Trailing Detector (ft)			0		0	0	0			0	0
Turning Speed (mph)	15	9	15	15	9	15		9	15		9
Lane Util. Factor	1.00	1.00	0.97	1.00	0.88	0.97	0.91	1.00	1.00	0.91	0.88
Frt					0.850						0.850
Flt Protected			0.950			0.950					
Satd. Flow (prot)	0	0	3183	0	2584	3183	4715	0	0	4362	2390
Flt Permitted			0.950			0.950					
Satd. Flow (perm)	0	0	3183	0	2584	3183	4715	0	0	4362	2390
Right Turn on Red					Yes			Yes			Yes
Satd. Flow (RTOR)					470						578
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.11	1.11	1.11
Link Speed (mph)	65			65			40			40	
Link Distance (ft)	1165			1210			494			1118	
Travel Time (s)	12.2			12.7			8.4			19.1	
Volume (vph)	0	0	376	0	460	468	647	0	0	835	532
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	0	0	409	0	500	509	703	0	0	908	578
Lane Group Flow (vph)	0	0	409	0	500	509	703	0	0	908	578
Turn Type			Prot		custom	Prot					Perm
Protected Phases			2			7	4			8	
Permitted Phases					2						8
Detector Phases			2		2	7	4			8	8
Minimum Initial (s)			8.0		8.0	8.0	10.0			10.0	10.0
Minimum Split (s)			21.0		21.0	13.0	21.0			21.0	21.0
Total Split (s)	0.0	0.0	24.0	0.0	24.0	26.0	56.0	0.0	0.0	30.0	30.0
Total Split (%)	0.0%	0.0%	30.0%	0.0%	30.0%	32.5%	70.0%	0.0%	0.0%	37.5%	37.5%
Maximum Green (s)			19.0		19.0	21.0	51.0			25.0	25.0
Yellow Time (s)			4.0		4.0	4.0	4.0			4.0	4.0
All-Red Time (s)			1.0		1.0	1.0	1.0			1.0	1.0
Lead/Lag						Lead				Lag	Lag
Lead-Lag Optimize?											
Vehicle Extension (s)			3.0		3.0	3.0	3.0			3.0	3.0
Recall Mode			Max		Max	None	C-Max			C-Max	C-Max
Walk Time (s)			5.0		5.0		5.0			5.0	5.0
Flash Dont Walk (s)			11.0		11.0		11.0			11.0	11.0
Pedestrian Calls (#/hr)			0		0		0			0	0
Act Effct Green (s)			20.0		20.0	18.4	52.0			29.6	29.6
Actuated g/C Ratio			0.25		0.25	0.23	0.65			0.37	0.37
v/c Ratio			0.51		0.50	0.70	0.23			0.56	0.46
Control Delay			28.5		5.3	24.5	4.6			17.2	2.2
Queue Delay			0.0		0.0	0.0	0.0			0.0	0.0

Lane Group	EBL	EBR	NBL2	NBL	NBR	NEL	NET	NER	SWL	SWT	SWR
Total Delay			28.5		5.3	24.5	4.6			17.2	2.2
LOS			C		A	C	A			B	A
Approach Delay							13.0			11.4	
Approach LOS							B			B	
Queue Length 50th (ft)			90		6	97	37			76	6
Queue Length 95th (ft)			134		46	94	35			104	12
Internal Link Dist (ft)	1085			1130			414			1038	
Turn Bay Length (ft)						250					250
Base Capacity (vph)			796		999	875	3065			1614	1248
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			0.51		0.50	0.58	0.23			0.56	0.46

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 2 (3%), Referenced to phase 4:NET and 8:SWT, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.70
Intersection Signal Delay: 13.0 Intersection LOS: B
Intersection Capacity Utilization 60.9% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 31: SR 905 NB & Siempre Viva Rd



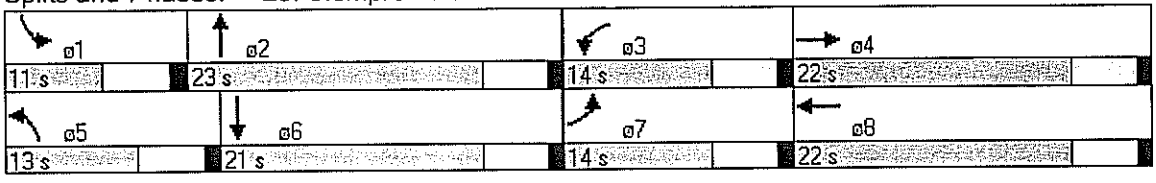
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	225		100	350		100	250		0	200		0
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	4715	1468	1641	4715	1468	1641	1727	1468	1641	1727	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	4715	1468	1641	4715	1468	1641	1727	1468	1641	1727	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			232			55			50			53
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)		1118			2383			1406			1186	
Travel Time (s)		19.1			40.6			24.0			20.2	
Volume (vph)	131	555	213	95	526	51	124	42	46	33	77	49
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	142	603	232	103	572	55	135	46	50	36	84	53
Lane Group Flow (vph)	142	603	232	103	572	55	135	46	50	36	84	53
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	11.0	21.0	21.0	11.0	21.0	21.0
Total Split (s)	14.0	22.0	22.0	14.0	22.0	22.0	13.0	23.0	23.0	11.0	21.0	21.0
Total Split (%)	20.0%	31.4%	31.4%	20.0%	31.4%	31.4%	18.6%	32.9%	32.9%	15.7%	30.0%	30.0%
Maximum Green (s)	9.0	17.0	17.0	9.0	17.0	17.0	8.0	18.0	18.0	6.0	16.0	16.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Max	Max	None	Max	Max
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	9.8	21.0	21.0	9.6	20.8	20.8	8.6	25.6	25.6	7.0	19.6	19.6
Actuated g/C Ratio	0.14	0.30	0.30	0.14	0.30	0.30	0.12	0.37	0.37	0.10	0.28	0.28
v/c Ratio	0.62	0.43	0.38	0.46	0.41	0.12	0.67	0.07	0.09	0.22	0.17	0.12
Control Delay	41.4	17.7	3.7	34.9	21.9	7.2	47.3	17.7	7.0	32.6	22.4	7.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.4	17.7	3.7	34.9	21.9	7.2	47.3	17.7	7.0	32.6	22.4	7.6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	D	B	A	C	C	A	D	B	A	C	C	A
Approach Delay		17.8			22.6			32.7			20.0	
Approach LOS		B			C			C			B	
Queue Length 50th (ft)	55	65	1	41	76	0	56	11	0	15	29	0
Queue Length 95th (ft)	m#116	96	28	86	107	25	#128	38	23	40	63	25
Internal Link Dist (ft)		1038			2303			1326			1106	
Turn Bay Length (ft)	225		100	350		100	250			200		
Base Capacity (vph)	234	1413	603	234	1401	475	211	632	569	164	483	449
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	0.61	0.43	0.38	0.44	0.41	0.12	0.64	0.07	0.09	0.22	0.17	0.12

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 70
Offset: 22 (31%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.67
Intersection Signal Delay: 21.3 Intersection LOS: C
Intersection Capacity Utilization 41.0% 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.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 28: Siempre Viva Rd & Paseo De Las Americas



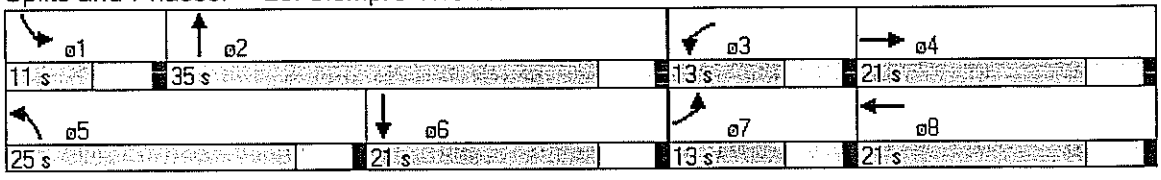
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	225		100	350		100	250		0	200		0
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	4715	1468	1641	4715	1468	1641	1727	1468	1641	1727	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	4715	1468	1641	4715	1468	1641	1727	1468	1641	1727	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			148			39			114			157
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)		1118			2383			1406			1186	
Travel Time (s)		19.1			40.6			24.0			20.2	
Volume (vph)	53	579	136	51	608	36	234	85	105	56	47	144
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	58	629	148	55	661	39	254	92	114	61	51	157
Lane Group Flow (vph)	58	629	148	55	661	39	254	92	114	61	51	157
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	11.0	21.0	21.0	11.0	21.0	21.0
Total Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	25.0	35.0	35.0	11.0	21.0	21.0
Total Split (%)	16.3%	26.3%	26.3%	16.3%	26.3%	26.3%	31.3%	43.8%	43.8%	13.8%	26.3%	26.3%
Maximum Green (s)	8.0	16.0	16.0	8.0	16.0	16.0	20.0	30.0	30.0	6.0	16.0	16.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Max	Max	None	Max	Max
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	9.0	22.2	22.2	9.0	22.2	22.2	17.4	35.4	35.4	7.0	20.6	20.6
Actuated g/C Ratio	0.11	0.28	0.28	0.11	0.28	0.28	0.22	0.44	0.44	0.09	0.26	0.26
v/c Ratio	0.31	0.48	0.29	0.30	0.51	0.09	0.71	0.12	0.16	0.42	0.11	0.32
Control Delay	44.9	23.7	5.2	37.3	27.4	9.7	40.0	15.6	4.1	44.2	25.7	6.8
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
Total Delay	44.9	23.7	5.2	37.3	27.4	9.7	40.0	15.6	4.1	44.2	25.7	6.8

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	D	C	A	D	C	A	D	B	A	D	C	A
Approach Delay		21.9			27.2			26.2			18.9	
Approach LOS		C			C			C			B	
Queue Length 50th (ft)	30	77	1	26	111	0	117	29	0	30	20	0
Queue Length 95th (ft)	m64	106	18	60	150	24	187	59	30	67	50	47
Internal Link Dist (ft)		1038			2303			1326			1106	
Turn Bay Length (ft)	225		100	350		100	250			200		
Base Capacity (vph)	185	1308	515	185	1308	436	431	764	713	144	445	495
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	0.31	0.48	0.29	0.30	0.51	0.09	0.59	0.12	0.16	0.42	0.11	0.32

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 70 (88%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.71
Intersection Signal Delay: 24.1 Intersection LOS: C
Intersection Capacity Utilization 48.0% ICU Level of Service A
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 28: Siempre Viva Rd & Paseo De Las Americas



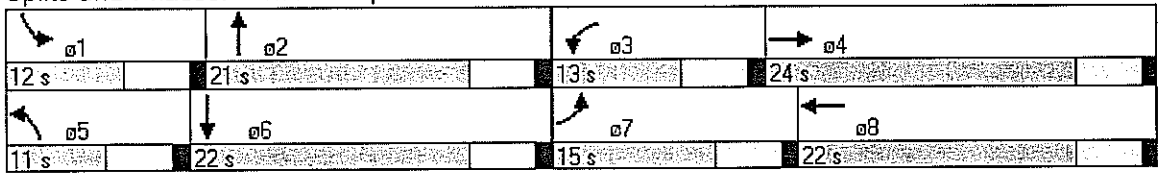
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	225		100	225		100	300		0	175		0
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.95	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850						0.850
Flt Protected	0.950						0.950			0.950		
Satd. Flow (prot)	1641	3282	1468	1727	4715	1468	1641	3282	1727	1641	3282	1468
Flt Permitted	0.950						0.950			0.950		
Satd. Flow (perm)	1641	3282	1468	1727	4715	1468	1641	3282	1727	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			37			46						137
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)		2383			2624			1336			1171	
Travel Time (s)		40.6			44.7			22.8			20.0	
Volume (vph)	123	107	34	0	94	42	14	36	0	84	58	126
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	134	116	37	0	102	46	15	39	0	91	63	137
Lane Group Flow (vph)	134	116	37	0	102	46	15	39	0	91	63	137
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	11.0	21.0	21.0	11.0	21.0	21.0
Total Split (s)	15.0	24.0	24.0	13.0	22.0	22.0	11.0	21.0	21.0	12.0	22.0	22.0
Total Split (%)	21.4%	34.3%	34.3%	18.6%	31.4%	31.4%	15.7%	30.0%	30.0%	17.1%	31.4%	31.4%
Maximum Green (s)	10.0	19.0	19.0	8.0	17.0	17.0	6.0	16.0	16.0	7.0	17.0	17.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	11.1	25.5	25.5		11.7	11.7	7.3	29.4		8.3	37.7	37.7
Actuated g/C Ratio	0.15	0.35	0.35		0.16	0.16	0.09	0.42		0.11	0.53	0.53
v/c Ratio	0.54	0.10	0.07		0.14	0.17	0.10	0.03		0.48	0.04	0.16
Control Delay	31.3	11.5	4.8		21.7	9.6	29.4	17.2		34.0	12.4	3.8
Queue Delay	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	31.3	11.5	4.8		21.7	9.6	29.4	17.2		34.0	12.4	3.8

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	B	A		C	A	C	B		C	B	A
Approach Delay		19.9			18.0			20.6			15.1	
Approach LOS		B			B			C			B	
Queue Length 50th (ft)	47	13	0		12	0	5	5		33	6	0
Queue Length 95th (ft)	94	27	15		24	24	21	15		73	21	35
Internal Link Dist (ft)		2303			2544			1256			1091	
Turn Bay Length (ft)	225		100			100	300			175		
Base Capacity (vph)	261	1179	551		1112	382	150	1369		190	1757	850
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	0.51	0.10	0.07		0.09	0.12	0.10	0.03		0.48	0.04	0.16

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 70.5
Natural Cycle: 70
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.54
Intersection Signal Delay: 17.8 Intersection LOS: B
Intersection Capacity Utilization 31.8% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 27: Siempre Viva Rd & Enrico Fermi Dr



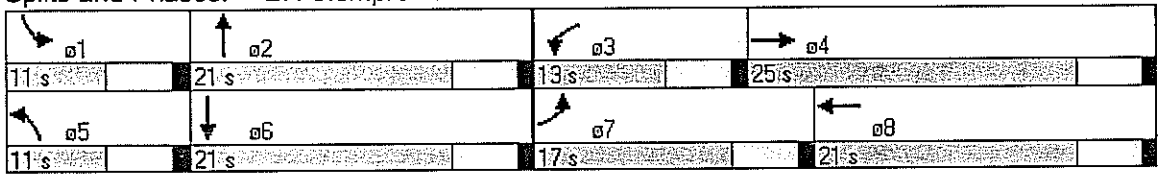
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	225		100	225		100	300		0	175		0
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.95	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850						0.850
Flt Protected	0.950						0.950			0.950		
Satd. Flow (prot)	1641	3282	1468	1727	4715	1468	1641	3282	1727	1641	3282	1468
Flt Permitted	0.950						0.950			0.950		
Satd. Flow (perm)	1641	3282	1468	1727	4715	1468	1641	3282	1727	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			29			101						147
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)		2383			2624			1336			1171	
Travel Time (s)		40.6			44.7			22.8			20.0	
Volume (vph)	139	104	27	0	118	93	37	64	0	47	39	135
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	151	113	29	0	128	101	40	70	0	51	42	147
Lane Group Flow (vph)	151	113	29	0	128	101	40	70	0	51	42	147
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	11.0	21.0	21.0	11.0	21.0	21.0
Total Split (s)	17.0	25.0	25.0	13.0	21.0	21.0	11.0	21.0	21.0	11.0	21.0	21.0
Total Split (%)	24.3%	35.7%	35.7%	18.6%	30.0%	30.0%	15.7%	30.0%	30.0%	15.7%	30.0%	30.0%
Maximum Green (s)	12.0	20.0	20.0	8.0	16.0	16.0	6.0	16.0	16.0	6.0	16.0	16.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	12.7	28.2	28.2		12.4	12.4	7.6	30.9		7.6	33.4	33.4
Actuated g/C Ratio	0.17	0.38	0.38		0.17	0.17	0.10	0.43		0.10	0.46	0.46
v/c Ratio	0.54	0.09	0.05		0.16	0.31	0.25	0.05		0.31	0.03	0.19
Control Delay	28.8	10.2	4.8		21.2	8.5	31.2	16.7		31.2	15.9	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	28.8	10.2	4.8		21.2	8.5	31.2	16.7		31.2	15.9	4.6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	B	A		C	A	C	B		C	B	A
Approach Delay		19.3			15.6			22.0			12.2	
Approach LOS		B			B			C			B	
Queue Length 50th (ft)	52	12	0		15	0	14	10		18	4	0
Queue Length 95th (ft)	102	25	12		30	36	40	24		48	16	37
Internal Link Dist (ft)		2303			2544			1256			1091	
Turn Bay Length (ft)	225		100			100	300			175		
Base Capacity (vph)	312	1274	588		1094	418	158	1409		164	1524	760
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	0.48	0.09	0.05		0.12	0.24	0.25	0.05		0.31	0.03	0.19

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 72
Natural Cycle: 70
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.54
Intersection Signal Delay: 16.7 Intersection LOS: B
Intersection Capacity Utilization 32.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 27: Siempre Viva Rd & Enrico Fermi Dr



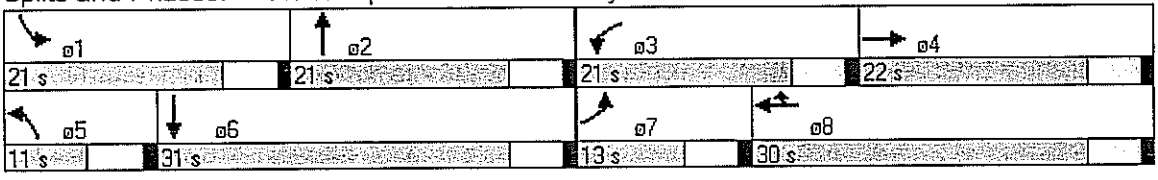
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	0		100	0		0	0		0
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1468	1641	3282	1468	1641	1727	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3282	1468	1641	3282	1468	1641	1727	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			11			13			7			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			40			40	
Link Distance (ft)		1281			1095			958			1746	
Travel Time (s)		21.8			18.7			16.3			29.8	
Volume (vph)	11	31	10	2	48	12	15	10	6	26	19	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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	12	34	11	2	52	13	16	11	7	28	21	22
Lane Group Flow (vph)	12	34	11	2	52	13	16	11	7	28	21	22
Turn Type	Prot		Perm	Prot		Prot	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8	8	5	2		1	6	
Permitted Phases			4						2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	21.0	21.0	21.0	11.0	21.0	21.0	21.0	21.0	21.0
Total Split (s)	13.0	22.0	22.0	21.0	30.0	30.0	11.0	21.0	21.0	21.0	31.0	31.0
Total Split (%)	15.3%	25.9%	25.9%	24.7%	35.3%	35.3%	12.9%	24.7%	24.7%	24.7%	36.5%	36.5%
Maximum Green (s)	8.0	17.0	17.0	16.0	25.0	25.0	6.0	16.0	16.0	16.0	26.0	26.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	None	None	Max	Max	Max
Walk Time (s)		5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0	11.0	11.0	11.0		11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0	0	0	0		0	0	0	0	0
Act Effct Green (s)	9.9	13.0	13.0	9.9	13.0	13.0	7.7	11.8	11.8	50.4	52.5	52.5
Actuated g/C Ratio	0.12	0.16	0.16	0.12	0.16	0.16	0.09	0.14	0.14	0.69	0.72	0.72
v/c Ratio	0.06	0.06	0.04	0.01	0.10	0.05	0.10	0.05	0.03	0.02	0.01	0.02
Control Delay	25.1	19.1	12.7	24.5	18.9	12.2	26.9	21.3	13.2	11.6	8.4	5.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.1	19.1	12.7	24.5	18.9	12.2	26.9	21.3	13.2	11.6	8.4	5.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	B	B	C	B	B	C	C	B	B	A	A
Approach Delay		19.1			17.8			22.3			8.6	
Approach LOS		B			B			C			A	
Queue Length 50th (ft)	3	3	0	1	5	0	4	3	0	3	1	0
Queue Length 95th (ft)	19	18	13	7	24	14	23	15	9	28	9	13
Internal Link Dist (ft)		1201			1015			878			1666	
Turn Bay Length (ft)	100					100						
Base Capacity (vph)	194	787	360	329	1016	463	154	355	307	1127	2348	1057
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	0.06	0.04	0.03	0.01	0.05	0.03	0.10	0.03	0.02	0.02	0.01	0.02

Intersection Summary

Area Type: Other
Cycle Length: 85
Actuated Cycle Length: 73.4
Natural Cycle: 85
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.10
Intersection Signal Delay: 15.9 Intersection LOS: B
Intersection Capacity Utilization 31.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 41: Siempre Viva Rd & Airway Rd



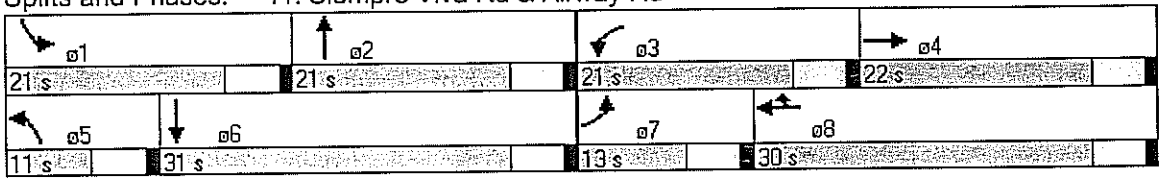
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	0		100	0		0	0		0
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1468	1641	3282	1468	1641	1727	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3282	1468	1641	3282	1468	1641	1727	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			17			80			10			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)		1281			1095			958			1746	
Travel Time (s)		21.8			18.7			16.3			29.8	
Volume (vph)	18	61	16	9	52	74	11	22	9	58	14	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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	20	66	17	10	57	80	12	24	10	63	15	11
Lane Group Flow (vph)	20	66	17	10	57	80	12	24	10	63	15	11
Turn Type	Prot		Perm	Prot		Prot	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8	8	5	2		1	6	
Permitted Phases			4						2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	21.0	21.0	21.0	11.0	21.0	21.0	21.0	21.0	21.0
Total Split (s)	13.0	22.0	22.0	21.0	30.0	30.0	11.0	21.0	21.0	21.0	31.0	31.0
Total Split (%)	15.3%	25.9%	25.9%	24.7%	35.3%	35.3%	12.9%	24.7%	24.7%	24.7%	36.5%	36.5%
Maximum Green (s)	8.0	17.0	17.0	16.0	25.0	25.0	6.0	16.0	16.0	16.0	26.0	26.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	None	None	Max	Max	Max
Walk Time (s)		5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0	11.0	11.0	11.0		11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0	0	0	0		0	0	0	0	0
Act Effct Green (s)	9.8	12.8	12.8	9.8	12.8	12.8	7.6	11.8	11.8	39.3	44.9	44.9
Actuated g/C Ratio	0.12	0.18	0.18	0.12	0.18	0.18	0.10	0.15	0.15	0.57	0.65	0.65
v/c Ratio	0.10	0.11	0.06	0.05	0.10	0.24	0.07	0.09	0.04	0.07	0.01	0.01
Control Delay	26.0	19.3	12.1	25.4	19.4	8.3	27.3	20.4	11.7	13.3	8.8	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
Total Delay	26.0	19.3	12.1	25.4	19.4	8.3	27.3	20.4	11.7	13.3	8.8	5.9

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	B	B	C	B	A	C	C	B	B	A	A
Approach Delay		19.4			13.7			20.3			11.6	
Approach LOS		B			B			C			B	
Queue Length 50th (ft)	4	7	0	2	6	0	3	5	0	6	1	0
Queue Length 95th (ft)	26	29	16	17	26	34	20	25	11	50	7	9
Internal Link Dist (ft)		1201			1015			878			1666	
Turn Bay Length (ft)	100					100						
Base Capacity (vph)	203	849	392	344	1091	542	162	389	339	937	2142	962
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	0.10	0.08	0.04	0.03	0.05	0.15	0.07	0.06	0.03	0.07	0.01	0.01

Intersection Summary

Area Type: Other
Cycle Length: 85
Actuated Cycle Length: 68.8
Natural Cycle: 85
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.24
Intersection Signal Delay: 15.6 Intersection LOS: B
Intersection Capacity Utilization 31.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 41: Siempre Viva Rd & Airway Rd



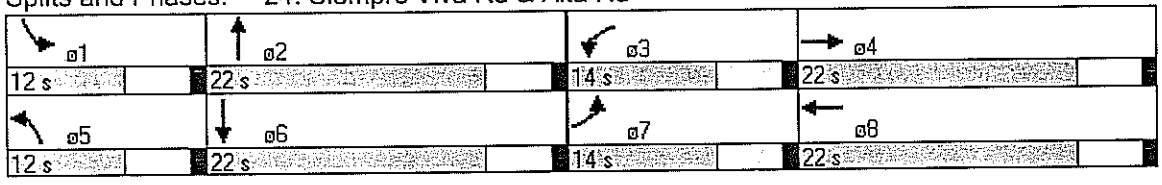
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	100		100	100		100
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950					
Satd. Flow (prot)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1727	3282	1468
Flt Permitted	0.950			0.950			0.950					
Satd. Flow (perm)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1727	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			7			2			11			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)		2624			1281			1748			1165	
Travel Time (s)		44.7			21.8			29.8			19.9	
Volume (vph)	9	87	6	16	58	2	13	5	10	0	5	11
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	10	95	7	17	63	2	14	5	11	0	5	12
Lane Group Flow (vph)	10	95	7	17	63	2	14	5	11	0	5	12
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	11.0	21.0	21.0	11.0	21.0	21.0
Total Split (s)	14.0	22.0	22.0	14.0	22.0	22.0	12.0	22.0	22.0	12.0	22.0	22.0
Total Split (%)	20.0%	31.4%	31.4%	20.0%	31.4%	31.4%	17.1%	31.4%	31.4%	17.1%	31.4%	31.4%
Maximum Green (s)	9.0	17.0	17.0	9.0	17.0	17.0	7.0	17.0	17.0	7.0	17.0	17.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	10.2	13.7	13.7	10.2	13.7	13.7	8.3	42.1	42.1		39.7	39.7
Actuated g/C Ratio	0.14	0.20	0.20	0.14	0.20	0.20	0.12	0.69	0.69		0.65	0.65
v/c Ratio	0.04	0.14	0.02	0.07	0.09	0.01	0.07	0.00	0.01		0.00	0.01
Control Delay	20.8	14.6	11.3	21.0	14.7	13.5	21.9	6.8	4.3		11.0	7.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	20.8	14.6	11.3	21.0	14.7	13.5	21.9	6.8	4.3		11.0	7.3

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	B	B	C	B	B	C	A	A		B	A
Approach Delay		14.9			16.0			12.9			8.4	
Approach LOS		B			B			B			A	
Queue Length 50th (ft)	2	7	0	3	4	0	2	0	0		0	0
Queue Length 95th (ft)	15	34	9	21	25	5	19	3	7		4	10
Internal Link Dist (ft)		2544			1201			1668			1085	
Turn Bay Length (ft)	100		100	100		100	100		100			100
Base Capacity (vph)	258	959	434	258	959	430	213	2269	1018		2142	962
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	0.04	0.10	0.02	0.07	0.07	0.00	0.07	0.00	0.01		0.00	0.01

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 60.9
Natural Cycle: 70
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.14
Intersection Signal Delay: 14.6 Intersection LOS: B
Intersection Capacity Utilization 31.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 24: Siempre Viva Rd & Alta Rd



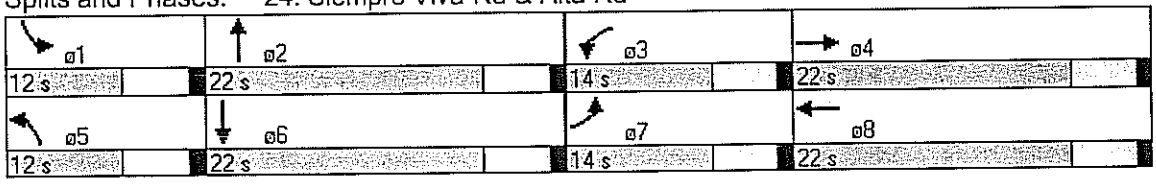
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	100		100	100		100
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850						0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1468	1641	3282	1727	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3282	1468	1641	3282	1727	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			15						20			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)		2624			1281			1748			1165	
Travel Time (s)		44.7			21.8			29.8			19.9	
Volume (vph)	13	92	14	11	96	0	7	6	18	3	6	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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	14	100	15	12	104	0	8	7	20	3	7	11
Lane Group Flow (vph)	14	100	15	12	104	0	8	7	20	3	7	11
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	11.0	21.0	21.0	11.0	21.0	21.0
Total Split (s)	14.0	22.0	22.0	14.0	22.0	22.0	12.0	22.0	22.0	12.0	22.0	22.0
Total Split (%)	20.0%	31.4%	31.4%	20.0%	31.4%	31.4%	17.1%	31.4%	31.4%	17.1%	31.4%	31.4%
Maximum Green (s)	9.0	17.0	17.0	9.0	17.0	17.0	7.0	17.0	17.0	7.0	17.0	17.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	10.3	13.7	13.7	10.3	13.7		8.3	38.8	38.8	8.1	38.7	38.7
Actuated g/C Ratio	0.15	0.21	0.21	0.15	0.21		0.12	0.66	0.66	0.12	0.65	0.65
v/c Ratio	0.06	0.14	0.05	0.05	0.15		0.04	0.00	0.02	0.02	0.00	0.01
Control Delay	20.8	14.5	9.9	20.7	14.5		21.7	10.7	6.3	21.7	10.8	7.2
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.8	14.5	9.9	20.7	14.5		21.7	10.7	6.3	21.7	10.8	7.2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	B	A	C	B		C	B	A	C	B	A
Approach Delay		14.7			15.2			10.7			10.5	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)	2	7	0	2	7		1	0	0	1	0	0
Queue Length 95th (ft)	19	35	14	17	36		14	4	13	8	5	10
Internal Link Dist (ft)		2544			1201			1668			1085	
Turn Bay Length (ft)	100		100	100			100		100	100		100
Base Capacity (vph)	266	982	450	266	982		220	2148	968	219	2143	962
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	0.05	0.10	0.03	0.05	0.11		0.04	0.00	0.02	0.01	0.00	0.01

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 59.2
Natural Cycle: 70
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.15
Intersection Signal Delay: 14.1 Intersection LOS: B
Intersection Capacity Utilization 31.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 24: Siempre Viva Rd & Alta Rd



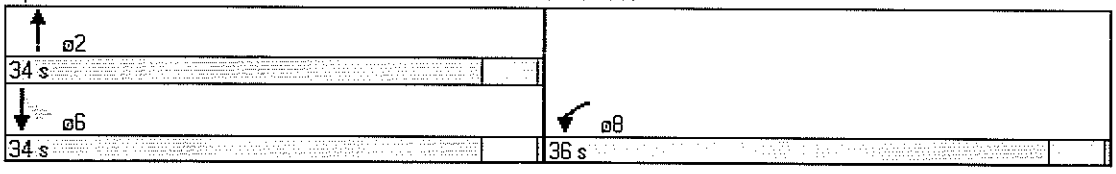
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Turning Speed (mph)	15	9		9	15	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	0	0	0	0	0	0
Flt Permitted	0.950				0.573	
Satd. Flow (perm)	0	0	0	0	0	0
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	40		40			30
Link Distance (ft)	2578		3536			527
Travel Time (s)	43.9		60.3			12.0
Volume (vph)	103	25	215	51	44	263
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	112	27	234	55	48	286
Lane Group Flow (vph)	112	27	234	55	48	286
Turn Type					Perm	
Protected Phases	8		2			6
Permitted Phases					6	
Minimum Split (s)	20.0		20.0		20.0	20.0
Total Split (s)	36.0	0.0	34.0	0.0	34.0	34.0
Total Split (%)	51.4%	0.0%	48.6%	0.0%	48.6%	48.6%
Maximum Green (s)	32.0		30.0		30.0	30.0
Yellow Time (s)	3.5		3.5		3.5	3.5
All-Red Time (s)	0.5		0.5		0.5	0.5
Lead/Lag						
Lead-Lag Optimize?						
Walk Time (s)	5.0		5.0		5.0	5.0
Flash Dont Walk (s)	11.0		11.0		11.0	11.0
Pedestrian Calls (#/hr)	0		0		0	0
Act Effct Green (s)	0.0	0.0	0.0	0.0	0.0	0.0
Actuated g/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
v/c Ratio	no cap	no cap	no cap	no cap	no cap	no cap
Control Delay						
Queue Delay						
Total Delay	Error	Error	Error	Error	Error	Error
LOS	F	F	F	F	F	F
Approach Delay	Err		Err			Err
Approach LOS	F		F			F
Queue Length 50th (ft)	0	0	0	0	0	0
Queue Length 95th (ft)	0	0	0	0	0	0
Internal Link Dist (ft)	2498		3456			447
Turn Bay Length (ft)						
Base Capacity (vph)	1	1	1	1	1	1
Starvation Cap Reductn	0	0	0	0	0	0

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	112.00	27.00	234.00	55.00	48.00	286.00

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 70
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
Natural Cycle: 40
Control Type: Pretimed
Maximum v/c Ratio: Err
Intersection Signal Delay: Err — Intersection LOS: F
Intersection Capacity Utilization Err% — ICU Level of Service H
Analysis Period (min) 15

Splits and Phases: 109: Lone Star Rd & La Media Rd



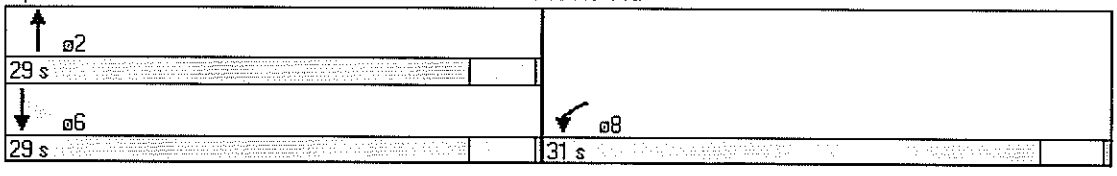
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Turning Speed (mph)	15	9		9	15	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	0	0	0	0	0	0
Flt Permitted	0.950				0.491	
Satd. Flow (perm)	0	0	0	0	0	0
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	40		40			30
Link Distance (ft)	2578		3536			479
Travel Time (s)	43.9		60.3			10.9
Volume (vph)	56	48	290	113	28	237
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	61	52	315	123	30	258
Lane Group Flow (vph)	61	52	315	123	30	258
Turn Type					Perm	
Protected Phases	8		2			6
Permitted Phases					6	
Minimum Split (s)	20.0		20.0		20.0	20.0
Total Split (s)	31.0	0.0	29.0	0.0	29.0	29.0
Total Split (%)	51.7%	0.0%	48.3%	0.0%	48.3%	48.3%
Maximum Green (s)	27.0		25.0		25.0	25.0
Yellow Time (s)	3.5		3.5		3.5	3.5
All-Red Time (s)	0.5		0.5		0.5	0.5
Lead/Lag						
Lead-Lag Optimize?						
Walk Time (s)	5.0		5.0		5.0	5.0
Flash Dont Walk (s)	11.0		11.0		11.0	11.0
Pedestrian Calls (#/hr)	0		0		0	0
Act Effct Green (s)	0.0	0.0	0.0	0.0	0.0	0.0
Actuated g/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
v/c Ratio	no cap	no cap	no cap	no cap	no cap	no cap
Control Delay						
Queue Delay						
Total Delay	Error	Error	Error	Error	Error	Error
LOS	F	F	F	F	F	F
Approach Delay	Err		Err			Err
Approach LOS	F		F			F
Queue Length 50th (ft)	0	0	0	0	0	0
Queue Length 95th (ft)	0	0	0	0	0	0
Internal Link Dist (ft)	2498		3456			399
Turn Bay Length (ft)						
Base Capacity (vph)	1	1	1	1	1	1
Starvation Cap Reductn	0	0	0	0	0	0

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	61.00	52.00	315.00	123.00	30.00	258.00

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
Natural Cycle: 40
Control Type: Pretimed
Maximum v/c Ratio: Err
Intersection Signal Delay: Err Intersection LOS: F
Intersection Capacity Utilization Err% ICU Level of Service H
Analysis Period (min) 15

Splits and Phases: 109: Lone Star Rd & La Media Rd



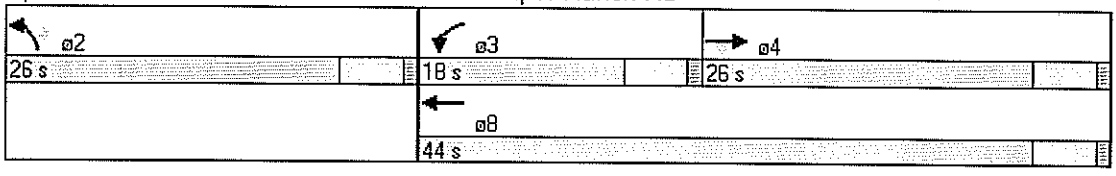
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↱	↰	↑↑	↰	↱
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		100	100		0	0
Storage Lanes		1	1		1	1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3282	1468	1641	3282	1641	1468
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3282	1468	1641	3282	1641	1468
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		47				5
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	40			40	40	
Link Distance (ft)	2578			2580	978	
Travel Time (s)	43.9			44.0	16.7	
Volume (vph)	70	43	23	46	44	5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	76	47	25	50	48	5
Lane Group Flow (vph)	76	47	25	50	48	5
Turn Type		Perm	Prot			Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Detector Phases	4	4	3	8	2	2
Minimum Initial (s)	10.0	10.0	8.0	10.0	8.0	8.0
Minimum Split (s)	21.0	21.0	13.0	21.0	21.0	21.0
Total Split (s)	26.0	26.0	18.0	44.0	26.0	26.0
Total Split (%)	37.1%	37.1%	25.7%	62.9%	37.1%	37.1%
Maximum Green (s)	21.0	21.0	13.0	39.0	21.0	21.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Max	C-Max	None	C-Max	Max	Max
Walk Time (s)	5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	34.7	34.7	9.1	40.0	22.0	22.0
Actuated g/C Ratio	0.50	0.50	0.13	0.57	0.31	0.31
v/c Ratio	0.05	0.06	0.12	0.03	0.09	0.01
Control Delay	11.7	5.1	28.4	6.6	17.7	11.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.7	5.1	28.4	6.6	17.7	11.0

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
LOS	B	A	C	A	B	B
Approach Delay	9.1			13.9	17.0	
Approach LOS	A			B	B	
Queue Length 50th (ft)	6	0	10	4	14	0
Queue Length 95th (ft)	3	0	30	11	37	7
Internal Link Dist (ft)	2498			2500	898	
Turn Bay Length (ft)		100	100			
Base Capacity (vph)	1629	752	328	1875	516	465
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	0.05	0.06	0.08	0.03	0.09	0.01

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 70
Offset: 18 (26%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.12
Intersection Signal Delay: 12.2 Intersection LOS: B
Intersection Capacity Utilization 21.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 114: Lone Star Rd & Piper Ranch Rd



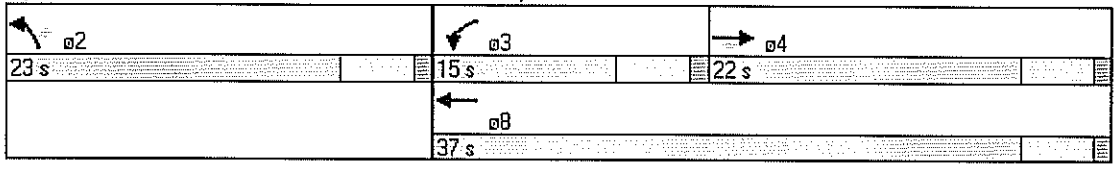
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		100	100		0	0
Storage Lanes		1	1		1	1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3282	1468	1641	3282	1641	1468
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3282	1468	1641	3282	1641	1468
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		52				27
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	40			40	40	
Link Distance (ft)	2578			2580	978	
Travel Time (s)	43.9			44.0	16.7	
Volume (vph)	51	48	6	77	28	25
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	55	52	7	84	30	27
Lane Group Flow (vph)	55	52	7	84	30	27
Turn Type		Perm	Prot			Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Detector Phases	4	4	3	8	2	2
Minimum Initial (s)	10.0	10.0	8.0	10.0	8.0	8.0
Minimum Split (s)	21.0	21.0	13.0	21.0	21.0	21.0
Total Split (s)	22.0	22.0	15.0	37.0	23.0	23.0
Total Split (%)	36.7%	36.7%	25.0%	61.7%	38.3%	38.3%
Maximum Green (s)	17.0	17.0	10.0	32.0	18.0	18.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Max	C-Max	None	C-Max	Max	Max
Walk Time (s)	5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	30.4	30.4	9.0	33.0	19.0	19.0
Actuated g/C Ratio	0.51	0.51	0.15	0.55	0.32	0.32
v/c Ratio	0.03	0.07	0.03	0.05	0.06	0.06
Control Delay	9.6	4.4	39.7	1.9	11.6	4.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	9.6	4.4	39.7	1.9	11.6	4.5

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
LOS	A	A	D	A	B	A
Approach Delay	7.1			4.8	8.2	
Approach LOS	A			A	A	
Queue Length 50th (ft)	4	0	3	1	5	0
Queue Length 95th (ft)	0	0	15	7	17	4
Internal Link Dist (ft)	2498			2500	898	
Turn Bay Length (ft)		100	100			
Base Capacity (vph)	1663	770	301	1805	520	483
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	0.03	0.07	0.02	0.05	0.06	0.06

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 14 (23%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.07
Intersection Signal Delay: 6.5 Intersection LOS: A
Intersection Capacity Utilization 21.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 114: Lone Star Rd & Piper Ranch Rd



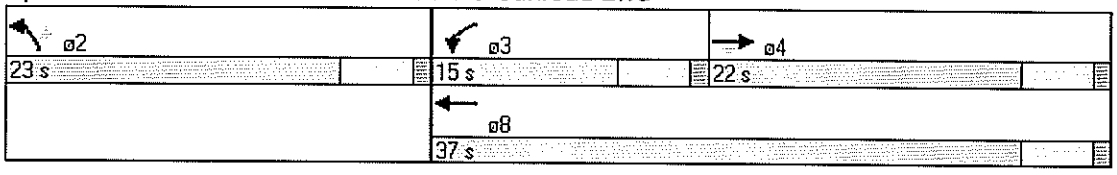
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↱	↰	↑↑	↰	↱
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		100	100		0	0
Storage Lanes		1	1		1	1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3282	1468	1641	3282	1641	1468
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3282	1468	1641	3282	1641	1468
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		14				13
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	40			40	40	
Link Distance (ft)	2580			1378	980	
Travel Time (s)	44.0			23.5	16.7	
Volume (vph)	102	13	7	88	6	12
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	111	14	8	96	7	13
Lane Group Flow (vph)	111	14	8	96	7	13
Turn Type		Perm	Prot			Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Detector Phases	4	4	3	8	2	2
Minimum Initial (s)	10.0	10.0	8.0	10.0	8.0	8.0
Minimum Split (s)	21.0	21.0	13.0	21.0	21.0	21.0
Total Split (s)	22.0	22.0	15.0	37.0	23.0	23.0
Total Split (%)	36.7%	36.7%	25.0%	61.7%	38.3%	38.3%
Maximum Green (s)	17.0	17.0	10.0	32.0	18.0	18.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Max	C-Max	None	C-Max	Max	Max
Walk Time (s)	5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	30.4	30.4	9.0	33.0	19.0	19.0
Actuated g/C Ratio	0.51	0.51	0.15	0.55	0.32	0.32
v/c Ratio	0.07	0.02	0.03	0.05	0.01	0.03
Control Delay	9.5	6.4	6.9	0.2	14.3	8.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	9.5	6.4	6.9	0.2	14.3	8.2

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
LOS	A	A	A	A	B	A
Approach Delay	9.1			0.7	10.3	
Approach LOS	A			A	B	
Queue Length 50th (ft)	8	0	0	0	2	0
Queue Length 95th (ft)	29	10	4	0	9	10
Internal Link Dist (ft)	2500			1298	900	
Turn Bay Length (ft)		100	100			
Base Capacity (vph)	1663	751	301	1805	520	474
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	0.07	0.02	0.03	0.05	0.01	0.03

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 14 (23%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.07
Intersection Signal Delay: 5.7 Intersection LOS: A
Intersection Capacity Utilization 21.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 119: Lone Star Rd & Sunroad Blvd



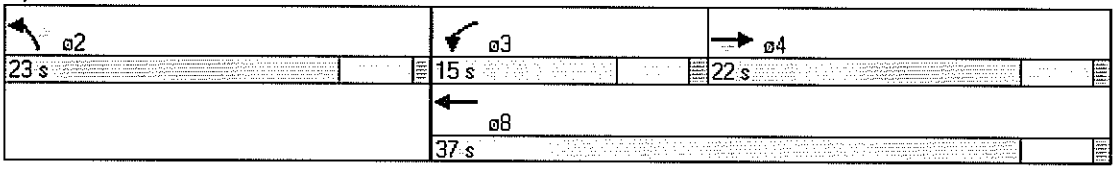
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		100	100		0	0
Storage Lanes		1	1		1	1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3282	1468	1641	3282	1641	1468
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3282	1468	1641	3282	1641	1468
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		8				9
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	40			40	40	
Link Distance (ft)	2580			1378	980	
Travel Time (s)	44.0			23.5	16.7	
Volume (vph)	97	7	13	112	14	8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	105	8	14	122	15	9
Lane Group Flow (vph)	105	8	14	122	15	9
Turn Type		Perm	Prot			Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Detector Phases	4	4	3	8	2	2
Minimum Initial (s)	10.0	10.0	8.0	10.0	8.0	8.0
Minimum Split (s)	21.0	21.0	13.0	21.0	21.0	21.0
Total Split (s)	22.0	22.0	15.0	37.0	23.0	23.0
Total Split (%)	36.7%	36.7%	25.0%	61.7%	38.3%	38.3%
Maximum Green (s)	17.0	17.0	10.0	32.0	18.0	18.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Max	C-Max	None	C-Max	Max	Max
Walk Time (s)	5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	30.4	30.4	9.0	33.0	19.0	19.0
Actuated g/C Ratio	0.51	0.51	0.15	0.55	0.32	0.32
v/c Ratio	0.06	0.01	0.06	0.07	0.03	0.02
Control Delay	7.4	5.0	6.5	0.2	14.4	8.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	7.4	5.0	6.5	0.2	14.4	8.8

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
LOS	A	A	A	A	B	A
Approach Delay	7.2			0.9	12.3	
Approach LOS	A			A	B	
Queue Length 50th (ft)	5	0	0	0	4	0
Queue Length 95th (ft)	17	4	5	0	15	8
Internal Link Dist (ft)	2500			1298	900	
Turn Bay Length (ft)		100	100			
Base Capacity (vph)	1663	748	301	1805	520	471
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	0.06	0.01	0.05	0.07	0.03	0.02

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 42 (70%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.07
Intersection Signal Delay: 4.5 Intersection LOS: A
Intersection Capacity Utilization 21.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 119: Lone Star Rd & Sunroad Blvd



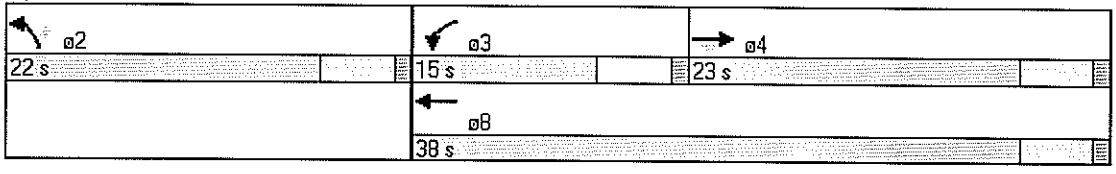
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3282	1468	1641	3282	1641	1468
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3282	1468	1641	3282	1641	1468
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		4				21
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	40			40	40	
Link Distance (ft)	1378			1407	1725	
Travel Time (s)	23.5			24.0	29.4	
Volume (vph)	130	4	14	105	3	19
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	141	4	15	114	3	21
Lane Group Flow (vph)	141	4	15	114	3	21
Turn Type		Perm	Prot			Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Detector Phases	4	4	3	8	2	2
Minimum Initial (s)	10.0	10.0	8.0	10.0	8.0	8.0
Minimum Split (s)	21.0	21.0	13.0	21.0	21.0	21.0
Total Split (s)	23.0	23.0	15.0	38.0	22.0	22.0
Total Split (%)	38.3%	38.3%	25.0%	63.3%	36.7%	36.7%
Maximum Green (s)	18.0	18.0	10.0	33.0	17.0	17.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	C-Max	C-Max
Walk Time (s)	5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	11.0	11.0	9.0	13.6	42.2	42.2
Actuated g/C Ratio	0.18	0.18	0.15	0.23	0.70	0.70
v/c Ratio	0.23	0.01	0.06	0.15	0.00	0.02
Control Delay	16.6	9.0	19.9	15.8	6.3	3.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.6	9.0	19.9	15.8	6.3	3.6
LOS	B	A	B	B	A	A
Approach Delay	16.4			16.3	3.9	

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Approach LOS	B			B	A	
Queue Length 50th (ft)	23	0	6	22	0	0
Queue Length 95th (ft)	47	7	22	32	4	9
Internal Link Dist (ft)	1298			1327	1645	
Turn Bay Length (ft)						
Base Capacity (vph)	1039	468	301	1860	1154	1039
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	0.14	0.01	0.05	0.06	0.00	0.02

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 14 (23%), Referenced to phase 2:NBL and 6:, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.23
Intersection Signal Delay: 15.3 Intersection LOS: B
Intersection Capacity Utilization 25.0% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 36: Lone Star Rd & Zinser Rd



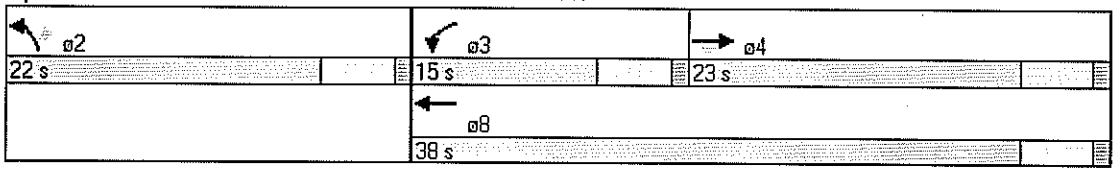
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3282	1468	1641	3282	1641	1468
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3282	1468	1641	3282	1641	1468
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		4				16
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	40			40	40	
Link Distance (ft)	1378			1407	1725	
Travel Time (s)	23.5			24.0	29.4	
Volume (vph)	115	4	21	143	4	15
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	125	4	23	155	4	16
Lane Group Flow (vph)	125	4	23	155	4	16
Turn Type		Perm	Prot			Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Detector Phases	4	4	3	8	2	2
Minimum Initial (s)	10.0	10.0	8.0	10.0	8.0	8.0
Minimum Split (s)	21.0	21.0	13.0	21.0	21.0	21.0
Total Split (s)	23.0	23.0	15.0	38.0	22.0	22.0
Total Split (%)	38.3%	38.3%	25.0%	63.3%	36.7%	36.7%
Maximum Green (s)	18.0	18.0	10.0	33.0	17.0	17.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	C-Max	C-Max
Walk Time (s)	5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	12.0	12.0	9.0	14.6	41.2	41.2
Actuated g/C Ratio	0.20	0.20	0.15	0.24	0.69	0.69
v/c Ratio	0.19	0.01	0.09	0.19	0.00	0.02
Control Delay	12.4	5.8	16.5	12.2	7.2	4.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.4	5.8	16.5	12.2	7.2	4.4
LOS	B	A	B	B	A	A
Approach Delay	12.2			12.8	5.0	

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Approach LOS	B			B	A	
Queue Length 50th (ft)	16	0	6	21	1	0
Queue Length 95th (ft)	31	5	21	28	5	9
Internal Link Dist (ft)	1298			1327	1645	
Turn Bay Length (ft)						
Base Capacity (vph)	1039	468	301	1860	1127	1013
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	0.12	0.01	0.08	0.08	0.00	0.02

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 42 (70%), Referenced to phase 2:NBL and 6:, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.19
Intersection Signal Delay: 12.1 Intersection LOS: B
Intersection Capacity Utilization 21.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 36: Lone Star Rd & Zinser Rd



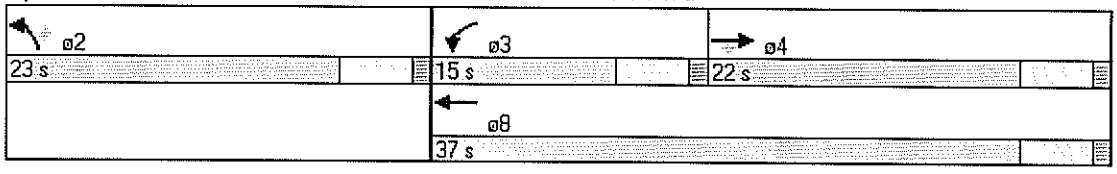
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		100	100		0	0
Storage Lanes		1	1		1	1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3282	1468	1641	3282	1641	1468
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3282	1468	1641	3282	1641	1468
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		33				14
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	40			40	40	
Link Distance (ft)	1407			2180	3108	
Travel Time (s)	24.0			37.2	53.0	
Volume (vph)	140	30	14	108	28	13
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	152	33	15	117	30	14
Lane Group Flow (vph)	152	33	15	117	30	14
Turn Type		Perm	Prot			Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Detector Phases	4	4	3	8	2	2
Minimum Initial (s)	10.0	10.0	8.0	10.0	8.0	8.0
Minimum Split (s)	21.0	21.0	13.0	21.0	21.0	21.0
Total Split (s)	22.0	22.0	15.0	37.0	23.0	23.0
Total Split (%)	36.7%	36.7%	25.0%	61.7%	38.3%	38.3%
Maximum Green (s)	17.0	17.0	10.0	32.0	18.0	18.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Max	C-Max	None	C-Max	Max	Max
Walk Time (s)	5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	30.4	30.4	9.0	33.0	19.0	19.0
Actuated g/C Ratio	0.51	0.51	0.15	0.55	0.32	0.32
v/c Ratio	0.09	0.04	0.06	0.06	0.06	0.03
Control Delay	2.8	0.3	16.8	6.8	16.6	10.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	2.8	0.3	16.8	6.8	16.6	10.8

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
LOS	A	A	B	A	B	B
Approach Delay	2.3			7.9	14.7	
Approach LOS	A			A	B	
Queue Length 50th (ft)	2	0	4	10	10	2
Queue Length 95th (ft)	10	0	16	21	30	15
Internal Link Dist (ft)	1327			2100	3028	
Turn Bay Length (ft)		100	100			
Base Capacity (vph)	1663	760	301	1805	520	474
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	0.09	0.04	0.05	0.06	0.06	0.03

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 10 (17%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.09
Intersection Signal Delay: 5.9 Intersection LOS: A
Intersection Capacity Utilization 25.0% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 102: Lone Star Rd & Vann Center Blvd



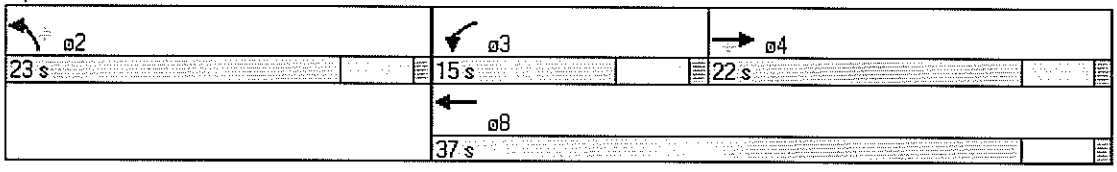
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		100	100		0	0
Storage Lanes		1	1		1	1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3282	1468	1641	3282	1641	1468
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3282	1468	1641	3282	1641	1468
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		34				16
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	40			40	40	
Link Distance (ft)	1407			2180	3108	
Travel Time (s)	24.0			37.2	53.0	
Volume (vph)	119	31	14	154	32	15
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	129	34	15	167	35	16
Lane Group Flow (vph)	129	34	15	167	35	16
Turn Type		Perm	Prot			Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Detector Phases	4	4	3	8	2	2
Minimum Initial (s)	10.0	10.0	8.0	10.0	8.0	8.0
Minimum Split (s)	21.0	21.0	13.0	21.0	21.0	21.0
Total Split (s)	22.0	22.0	15.0	37.0	23.0	23.0
Total Split (%)	36.7%	36.7%	25.0%	61.7%	38.3%	38.3%
Maximum Green (s)	17.0	17.0	10.0	32.0	18.0	18.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Max	C-Max	None	C-Max	Max	Max
Walk Time (s)	5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	30.4	30.4	9.0	33.0	19.0	19.0
Actuated g/C Ratio	0.51	0.51	0.15	0.55	0.32	0.32
v/c Ratio	0.08	0.04	0.06	0.09	0.07	0.03
Control Delay	2.1	0.1	27.4	5.4	17.8	11.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	2.1	0.1	27.4	5.4	17.8	11.2

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
LOS	A	A	C	A	B	B
Approach Delay	1.7			7.2	15.7	
Approach LOS	A			A	B	
Queue Length 50th (ft)	2	0	6	14	11	2
Queue Length 95th (ft)	6	0	22	24	32	15
Internal Link Dist (ft)	1327			2100	3028	
Turn Bay Length (ft)		100	100			
Base Capacity (vph)	1663	761	301	1805	520	476
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	0.08	0.04	0.05	0.09	0.07	0.03

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 42 (70%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.09
Intersection Signal Delay: 6.0 Intersection LOS: A
Intersection Capacity Utilization 21.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 102: Lone Star Rd & Vann Center Blvd



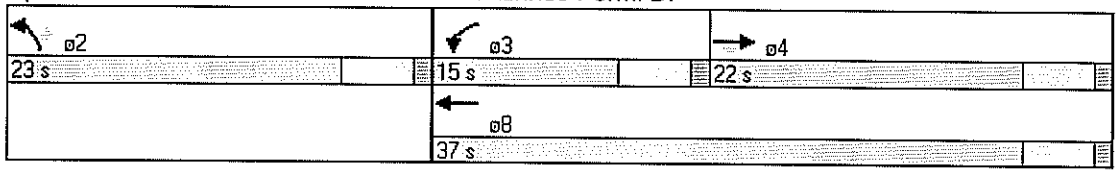
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		100	100		0	0
Storage Lanes		1	1		1	1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3282	1468	1641	3282	1641	1468
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3282	1468	1641	3282	1641	1468
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		68				28
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	40			40	40	
Link Distance (ft)	2180			2880	3122	
Travel Time (s)	37.2			49.1	53.2	
Volume (vph)	144	63	61	93	61	26
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	157	68	66	101	66	28
Lane Group Flow (vph)	157	68	66	101	66	28
Turn Type		Perm	Prot			Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Detector Phases	4	4	3	8	2	2
Minimum Initial (s)	10.0	10.0	8.0	10.0	8.0	8.0
Minimum Split (s)	21.0	21.0	13.0	21.0	21.0	21.0
Total Split (s)	22.0	22.0	15.0	37.0	23.0	23.0
Total Split (%)	36.7%	36.7%	25.0%	61.7%	38.3%	38.3%
Maximum Green (s)	17.0	17.0	10.0	32.0	18.0	18.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Max	C-Max	None	C-Max	Max	Max
Walk Time (s)	5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	24.6	24.6	9.6	33.0	19.0	19.0
Actuated g/C Ratio	0.41	0.41	0.16	0.55	0.32	0.32
v/c Ratio	0.12	0.11	0.25	0.06	0.13	0.06
Control Delay	6.3	0.8	24.5	6.4	15.5	6.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	6.3	0.8	24.5	6.4	15.5	6.8

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
LOS	A	A	C	A	B	A
Approach Delay	4.6			13.6	12.9	
Approach LOS	A			B	B	
Queue Length 50th (ft)	8	0	22	7	17	0
Queue Length 95th (ft)	15	1	50	16	41	15
Internal Link Dist (ft)	2100			2800	3042	
Turn Bay Length (ft)		100	100			
Base Capacity (vph)	1348	643	301	1805	520	484
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	0.12	0.11	0.22	0.06	0.13	0.06

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 40 (67%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.25
Intersection Signal Delay: 9.3 Intersection LOS: A
Intersection Capacity Utilization 31.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 108: Lone Star Rd & Enrico Fermi Dr



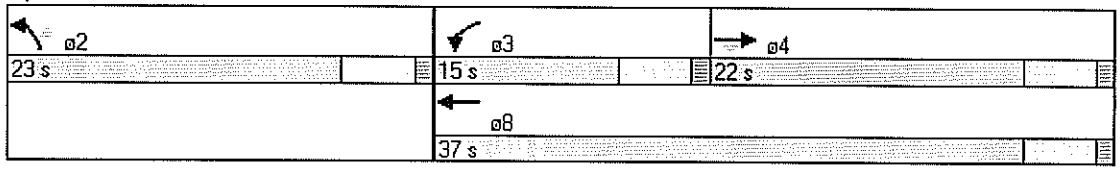
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↱	↰	↑↑	↰	↱
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		100	100		0	0
Storage Lanes		1	1		1	1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3282	1468	1641	3282	1641	1468
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3282	1468	1641	3282	1641	1468
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		73				61
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	40			40	40	
Link Distance (ft)	2180			2880	3122	
Travel Time (s)	37.2			49.1	53.2	
Volume (vph)	102	67	29	159	69	56
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	111	73	32	173	75	61
Lane Group Flow (vph)	111	73	32	173	75	61
Turn Type		Perm	Prot			Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Detector Phases	4	4	3	8	2	2
Minimum Initial (s)	10.0	10.0	8.0	10.0	8.0	8.0
Minimum Split (s)	21.0	21.0	13.0	21.0	21.0	21.0
Total Split (s)	22.0	22.0	15.0	37.0	23.0	23.0
Total Split (%)	36.7%	36.7%	25.0%	61.7%	38.3%	38.3%
Maximum Green (s)	17.0	17.0	10.0	32.0	18.0	18.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Max	C-Max	None	C-Max	Max	Max
Walk Time (s)	5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	27.7	27.7	9.1	33.0	19.0	19.0
Actuated g/C Ratio	0.46	0.46	0.15	0.55	0.32	0.32
v/c Ratio	0.07	0.10	0.13	0.10	0.14	0.12
Control Delay	6.6	2.6	23.4	6.6	15.7	5.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	6.6	2.6	23.4	6.6	15.7	5.5

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
LOS	A	A	C	A	B	A
Approach Delay	5.0			9.2	11.1	
Approach LOS	A			A	B	
Queue Length 50th (ft)	2	0	10	14	19	0
Queue Length 95th (ft)	10	0	31	25	45	22
Internal Link Dist (ft)	2100			2800	3042	
Turn Bay Length (ft)		100	100			
Base Capacity (vph)	1516	717	301	1805	520	507
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	0.07	0.10	0.11	0.10	0.14	0.12

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 20 (33%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.14
Intersection Signal Delay: 8.2 Intersection LOS: A
Intersection Capacity Utilization 21.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 108: Lone Star Rd & Enrico Fermi Dr



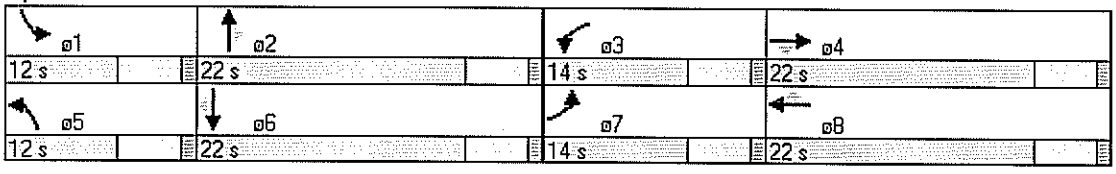
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	100		100	100		100
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			25			36			5			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			40			40	
Link Distance (ft)		2880			3964			3128			879	
Travel Time (s)		49.1			67.6			53.3			15.0	
Volume (vph)	81	72	23	6	46	33	8	13	5	29	44	58
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	88	78	25	7	50	36	9	14	5	32	48	63
Lane Group Flow (vph)	88	78	25	7	50	36	9	14	5	32	48	63
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	11.0	21.0	21.0	11.0	21.0	21.0
Total Split (s)	14.0	22.0	22.0	14.0	22.0	22.0	12.0	22.0	22.0	12.0	22.0	22.0
Total Split (%)	20.0%	31.4%	31.4%	20.0%	31.4%	31.4%	17.1%	31.4%	31.4%	17.1%	31.4%	31.4%
Maximum Green (s)	9.0	17.0	17.0	9.0	17.0	17.0	7.0	17.0	17.0	7.0	17.0	17.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	10.6	19.8	19.8	9.9	12.4	12.4	8.0	39.5	39.5	8.3	42.1	42.1
Actuated g/C Ratio	0.15	0.27	0.27	0.13	0.17	0.17	0.10	0.59	0.59	0.11	0.62	0.62
v/c Ratio	0.37	0.09	0.06	0.03	0.09	0.13	0.05	0.01	0.01	0.17	0.02	0.07
Control Delay	25.3	14.6	8.8	25.7	20.1	10.0	27.0	15.4	11.0	26.4	12.2	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	0.0
Total Delay	25.3	14.6	8.8	25.7	20.1	10.0	27.0	15.4	11.0	26.4	12.2	4.9

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	B	A	C	C	A	C	B	B	C	B	A
Approach Delay		18.8			16.6			18.3			12.2	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)	23	5	0	2	6	0	2	1	0	8	4	0
Queue Length 95th (ft)	68	29	17	12	21	21	14	7	7	33	17	24
Internal Link Dist (ft)		2800			3884			3048			799	
Turn Bay Length (ft)	100		100	100		100	100		100	100		100
Base Capacity (vph)	253	1018	473	229	816	392	188	1924	863	195	2051	941
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	0.35	0.08	0.05	0.03	0.06	0.09	0.05	0.01	0.01	0.16	0.02	0.07

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 67.4
Natural Cycle: 70
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.37
Intersection Signal Delay: 16.2 Intersection LOS: B
Intersection Capacity Utilization 31.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 59: Lone Star Rd & Alta Rd



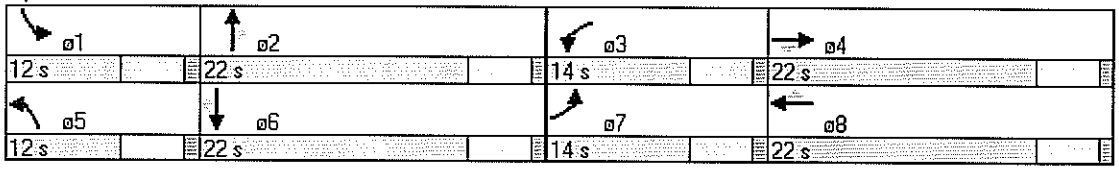
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	100		100	100		100
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			10			35			8			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)		40			40			40			40	
Link Distance (ft)		2880			3964			3128			879	
Travel Time (s)		49.1			67.6			53.3			15.0	
Volume (vph)	64	50	9	5	79	32	25	48	7	37	15	90
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	70	54	10	5	86	35	27	52	8	40	16	98
Lane Group Flow (vph)	70	54	10	5	86	35	27	52	8	40	16	98
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	11.0	21.0	21.0	11.0	21.0	21.0
Total Split (s)	14.0	22.0	22.0	14.0	22.0	22.0	12.0	22.0	22.0	12.0	22.0	22.0
Total Split (%)	20.0%	31.4%	31.4%	20.0%	31.4%	31.4%	17.1%	31.4%	31.4%	17.1%	31.4%	31.4%
Maximum Green (s)	9.0	17.0	17.0	9.0	17.0	17.0	7.0	17.0	17.0	7.0	17.0	17.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	10.6	19.7	19.7	9.9	12.4	12.4	8.3	39.4	39.4	8.4	39.4	39.4
Actuated g/C Ratio	0.15	0.27	0.27	0.13	0.17	0.17	0.11	0.59	0.59	0.11	0.59	0.59
v/c Ratio	0.29	0.06	0.02	0.02	0.15	0.13	0.15	0.03	0.01	0.22	0.01	0.11
Control Delay	24.1	14.9	11.0	25.4	19.7	10.0	26.2	14.4	10.0	26.9	15.3	4.8
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
Total Delay	24.1	14.9	11.0	25.4	19.7	10.0	26.2	14.4	10.0	26.9	15.3	4.8

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	B	B	C	B	B	C	B	A	C	B	A
Approach Delay		19.4			17.2			17.6			11.6	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)	18	4	0	1	10	0	7	5	0	10	1	0
Queue Length 95th (ft)	57	22	11	10	32	21	30	18	9	39	8	29
Internal Link Dist (ft)		2800			3884			3048			799	
Turn Bay Length (ft)	100		100	100		100	100		100	100		100
Base Capacity (vph)	253	1020	463	230	818	392	196	1924	864	196	1924	901
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	0.28	0.05	0.02	0.02	0.11	0.09	0.14	0.03	0.01	0.20	0.01	0.11

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 67.2
Natural Cycle: 70
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.29
Intersection Signal Delay: 16.2 Intersection LOS: B
Intersection Capacity Utilization 31.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 59: Lone Star Rd & Alta Rd



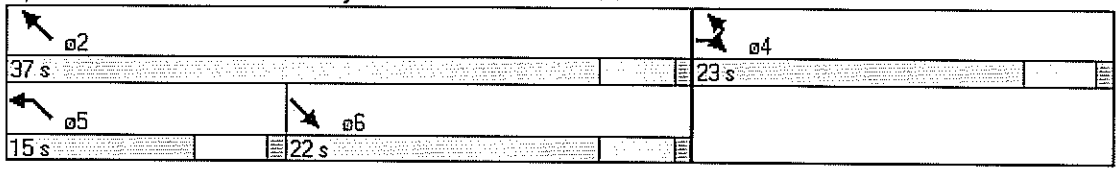
Lane Group	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		100	100	
Storage Lanes	1	1		1	1	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)	15	9		9	15	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	0.95
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1641	1468	3282	1468	1641	3282
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1641	1468	3282	1468	1641	3282
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		12		12		
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	50		40			40
Link Distance (ft)	1980		3964			2219
Travel Time (s)	27.0		67.6			37.8
Volume (vph)	10	11	41	11	9	36
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	11	12	45	12	10	39
Lane Group Flow (vph)	11	12	45	12	10	39
Turn Type		Prot		Perm	Prot	
Protected Phases	4	4	6		5	2
Permitted Phases				6		
Detector Phases	4	4	6	6	5	2
Minimum Initial (s)	8.0	8.0	10.0	10.0	8.0	10.0
Minimum Split (s)	21.0	21.0	21.0	21.0	13.0	21.0
Total Split (s)	23.0	23.0	22.0	22.0	15.0	37.0
Total Split (%)	38.3%	38.3%	36.7%	36.7%	25.0%	61.7%
Maximum Green (s)	18.0	18.0	17.0	17.0	10.0	32.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	Max	Max	None	Max
Walk Time (s)	5.0	5.0	5.0	5.0		5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0		11.0
Pedestrian Calls (#/hr)	0	0	0	0		0
Act Effct Green (s)	10.4	10.4	81.2	81.2	10.4	86.0
Actuated g/C Ratio	0.10	0.10	0.88	0.88	0.10	0.93
v/c Ratio	0.07	0.07	0.02	0.01	0.06	0.01
Control Delay	17.9	10.5	4.2	3.9	17.8	1.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	17.9	10.5	4.2	3.9	17.8	1.4

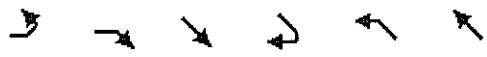
Lane Group	EBL	EBR	SET	SER	NWL	NWT
LOS	B	B	A	A	B	A
Approach Delay	14.1		4.2			4.7
Approach LOS	B		A			A
Queue Length 50th (ft)	7	0	0	0	6	0
Queue Length 95th (ft)	13	11	11	7	12	4
Internal Link Dist (ft)	1900		3884			2139
Turn Bay Length (ft)				100	100	
Base Capacity (vph)	310	287	2888	1293	198	3059
Starvation 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	0.04	0.04	0.02	0.01	0.05	0.01

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 92.3
Natural Cycle: 55
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.07
Intersection Signal Delay: 6.1 Intersection LOS: A
Intersection Capacity Utilization 21.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 97: Otay Mesa Rd & Lone Star Rd





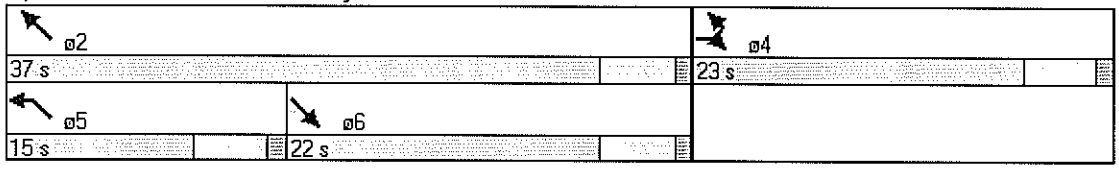
Lane Group	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		100	100	
Storage Lanes	1	1		1	1	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)	15	9		9	15	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	0.95
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1641	1468	3282	1468	1641	3282
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1641	1468	3282	1468	1641	3282
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		11		12		
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	50		40			40
Link Distance (ft)	1980		3964			2219
Travel Time (s)	27.0		67.6			37.8
Volume (vph)	12	10	39	11	12	45
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	13	11	42	12	13	49
Lane Group Flow (vph)	13	11	42	12	13	49
Turn Type		Prot		Perm	Prot	
Protected Phases	4	4	6		5	2
Permitted Phases				6		
Detector Phases	4	4	6	6	5	2
Minimum Initial (s)	8.0	8.0	10.0	10.0	8.0	10.0
Minimum Split (s)	21.0	21.0	21.0	21.0	13.0	21.0
Total Split (s)	23.0	23.0	22.0	22.0	15.0	37.0
Total Split (%)	38.3%	38.3%	36.7%	36.7%	25.0%	61.7%
Maximum Green (s)	18.0	18.0	17.0	17.0	10.0	32.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	Max	Max	None	Max
Walk Time (s)	5.0	5.0	5.0	5.0		5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0		11.0
Pedestrian Calls (#/hr)	0	0	0	0		0
Act Effct Green (s)	10.4	10.4	79.3	79.3	10.4	84.0
Actuated g/C Ratio	0.10	0.10	0.88	0.88	0.10	0.93
v/c Ratio	0.08	0.07	0.01	0.01	0.08	0.02
Control Delay	18.1	10.7	4.3	3.9	18.1	1.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.1	10.7	4.3	3.9	18.1	1.4

Lane Group	EBL	EBR	SET	SER	NWL	NWT
LOS	B	B	A	A	B	A
Approach Delay	14.7		4.2			4.9
Approach LOS	B		A			A
Queue Length 50th (ft)	8	0	0	0	8	0
Queue Length 95th (ft)	14	10	11	7	14	5
Internal Link Dist (ft)	1900		3884			2139
Turn Bay Length (ft)				100	100	
Base Capacity (vph)	316	291	2888	1293	202	3059
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	0.04	0.04	0.01	0.01	0.06	0.02

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 90.1
Natural Cycle: 55
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.08
Intersection Signal Delay: 6.3 Intersection LOS: A
Intersection Capacity Utilization 21.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 97: Otay Mesa Rd & Lone Star Rd



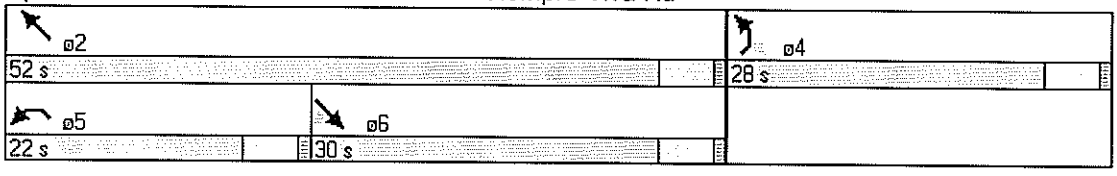
Lane Group	SET	SER	NWL	NWT	NEL	NER
Lane Configurations	↑↑↑	↱	↰	↑↑↑	↰	↱
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		100	100		0	0
Storage Lanes		1	1		1	1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3282	1468	1641	3282	1641	1468
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3282	1468	1641	3282	1641	1468
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		37				42
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	40			40	40	
Link Distance (ft)	2219			1303	1385	
Travel Time (s)	37.8			22.2	23.6	
Volume (vph)	4	34	14	5	40	39
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	4	37	15	5	43	42
Lane Group Flow (vph)	4	37	15	5	43	42
Turn Type		Perm	Prot			Perm
Protected Phases	6		5	2	4	
Permitted Phases		6				4
Detector Phases	6	6	5	2	4	4
Minimum Initial (s)	8.0	8.0	6.0	8.0	10.0	10.0
Minimum Split (s)	21.0	21.0	13.0	21.0	21.0	21.0
Total Split (s)	30.0	30.0	22.0	52.0	28.0	28.0
Total Split (%)	37.5%	37.5%	27.5%	65.0%	35.0%	35.0%
Maximum Green (s)	25.0	25.0	17.0	47.0	23.0	23.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Max	Max	None	Max	C-Max	C-Max
Walk Time (s)	5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	45.5	45.5	7.3	48.0	24.0	24.0
Actuated g/C Ratio	0.57	0.57	0.09	0.60	0.30	0.30
v/c Ratio	0.00	0.04	0.10	0.00	0.09	0.09
Control Delay	10.0	4.1	34.6	6.4	15.3	3.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	10.0	4.1	34.6	6.4	15.3	3.5

Lane Group	SET	SER	NWL	NWT	NEL	NER
LOS	A	A	C	A	B	A
Approach Delay	4.7			27.5	9.5	
Approach LOS	A			C	A	
Queue Length 50th (ft)	0	0	7	0	10	1
Queue Length 95th (ft)	3	16	24	2	24	9
Internal Link Dist (ft)	2139			1223	1305	
Turn Bay Length (ft)		100	100			
Base Capacity (vph)	1866	851	369	1969	492	470
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	0.00	0.04	0.04	0.00	0.09	0.09

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 36 (45%), Referenced to phase 4:NEL, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.10
Intersection Signal Delay: 10.6 Intersection LOS: B
Intersection Capacity Utilization 22.4% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 43: Lone Star Rd & Siempre Viva Rd



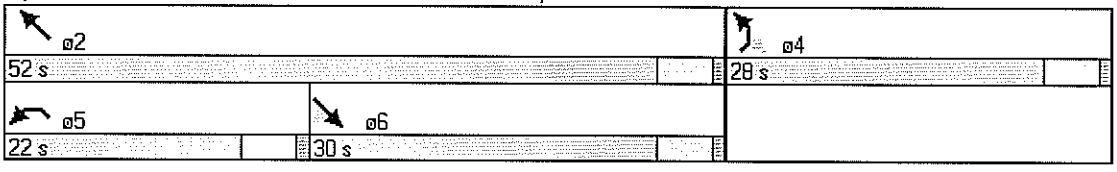
Lane Group	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		100	100		0	0
Storage Lanes		1	1		1	1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3282	1468	1641	3282	1641	1468
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3282	1468	1641	3282	1641	1468
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		48				17
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	40			40	40	
Link Distance (ft)	2219			1303	1383	
Travel Time (s)	37.8			22.2	23.6	
Volume (vph)	5	44	43	4	37	16
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	5	48	47	4	40	17
Lane Group Flow (vph)	5	48	47	4	40	17
Turn Type		Perm	Prot			Perm
Protected Phases	6		5	2	4	
Permitted Phases		6				4
Detector Phases	6	6	5	2	4	4
Minimum Initial (s)	8.0	8.0	6.0	8.0	10.0	10.0
Minimum Split (s)	21.0	21.0	13.0	21.0	21.0	21.0
Total Split (s)	30.0	30.0	22.0	52.0	28.0	28.0
Total Split (%)	37.5%	37.5%	27.5%	65.0%	35.0%	35.0%
Maximum Green (s)	25.0	25.0	17.0	47.0	23.0	23.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Max	Max	None	Max	C-Max	C-Max
Walk Time (s)	5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	39.7	39.7	8.7	48.0	24.0	24.0
Actuated g/C Ratio	0.50	0.50	0.11	0.60	0.30	0.30
v/c Ratio	0.00	0.06	0.26	0.00	0.08	0.04
Control Delay	13.6	4.9	35.9	6.5	19.0	8.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	13.6	4.9	35.9	6.5	19.0	8.5

Lane Group	SET	SER	NWL	NWT	NEL	NER
LOS	B	A	D	A	B	A
Approach Delay	5.7			33.6	15.8	
Approach LOS	A			C	B	
Queue Length 50th (ft)	1	0	22	0	12	0
Queue Length 95th (ft)	4	19	52	2	30	11
Internal Link Dist (ft)	2139			1223	1303	
Turn Bay Length (ft)		100	100			
Base Capacity (vph)	1630	753	369	1969	492	452
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	0.00	0.06	0.13	0.00	0.08	0.04

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 26 (33%), Referenced to phase 4:NEL, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.26
Intersection Signal Delay: 18.1 Intersection LOS: B
Intersection Capacity Utilization 24.0% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 43: Lone Star Rd & Siempre Viva Rd



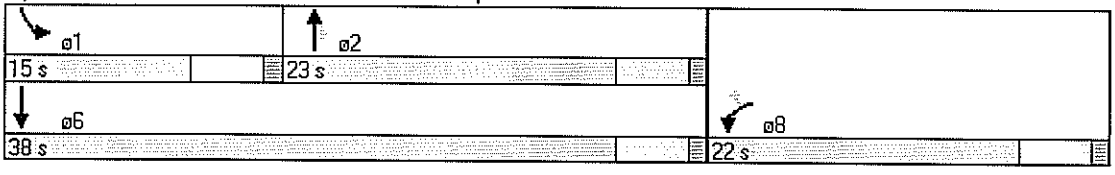
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		100	100	
Storage Lanes	1	1		1	1	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)	15	9		9	15	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	0.95
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1641	1468	3282	1468	1641	3282
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1641	1468	3282	1468	1641	3282
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		30		153		
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	40		40			40
Link Distance (ft)	2560		2568			978
Travel Time (s)	43.6		43.8			16.7
Volume (vph)	127	28	108	141	38	92
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	138	30	117	153	41	100
Lane Group Flow (vph)	138	30	117	153	41	100
Turn Type		Perm		Perm	Prot	
Protected Phases	8		2		1	6
Permitted Phases		8		2		
Detector Phases	8	8	2	2	1	6
Minimum Initial (s)	10.0	10.0	8.0	8.0	6.0	8.0
Minimum Split (s)	21.0	21.0	21.0	21.0	13.0	21.0
Total Split (s)	22.0	22.0	23.0	23.0	15.0	38.0
Total Split (%)	36.7%	36.7%	38.3%	38.3%	25.0%	63.3%
Maximum Green (s)	17.0	17.0	18.0	18.0	10.0	33.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	Max	Max	None	Max
Walk Time (s)	5.0	5.0	5.0	5.0		5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0		11.0
Pedestrian Calls (#/hr)	0	0	0	0		0
Act Effct Green (s)	13.8	13.8	43.6	43.6	9.1	50.3
Actuated g/C Ratio	0.19	0.19	0.62	0.62	0.12	0.72
v/c Ratio	0.45	0.10	0.06	0.16	0.21	0.04
Control Delay	22.8	7.9	8.4	3.1	24.2	3.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.8	7.9	8.4	3.1	24.2	3.9

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
LOS	C	A	A	A	C	A
Approach Delay	20.1		5.4			9.8
Approach LOS	C		A			A
Queue Length 50th (ft)	40	0	5	0	12	4
Queue Length 95th (ft)	78	16	28	31	35	13
Internal Link Dist (ft)	2480		2488			898
Turn Bay Length (ft)				100	100	
Base Capacity (vph)	416	395	2040	970	249	2352
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	0.33	0.08	0.06	0.16	0.16	0.04

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 70.2
Natural Cycle: 55
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.45
Intersection Signal Delay: 10.7 Intersection LOS: B
Intersection Capacity Utilization 23.8% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 117: Zinser Rd & Piper Ranch Rd



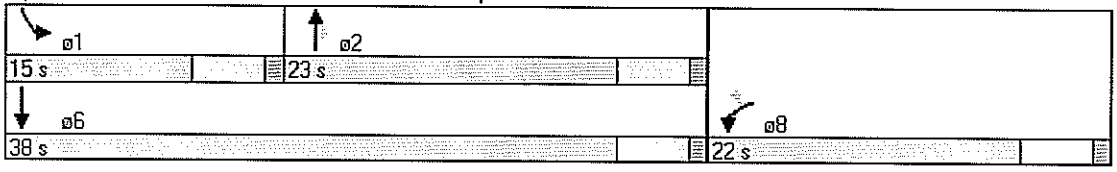
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		100	100	
Storage Lanes	1	1		1	1	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)	15	9		9	15	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	0.95
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1641	1468	3282	1468	1641	3282
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1641	1468	3282	1468	1641	3282
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		46		152		
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	40		40			40
Link Distance (ft)	2560		2568			978
Travel Time (s)	43.6		43.8			16.7
Volume (vph)	155	42	101	140	31	119
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	168	46	110	152	34	129
Lane Group Flow (vph)	168	46	110	152	34	129
Turn Type		Perm		Perm	Prot	
Protected Phases	8		2		1	6
Permitted Phases		8		2		
Detector Phases	8	8	2	2	1	6
Minimum Initial (s)	10.0	10.0	8.0	8.0	6.0	8.0
Minimum Split (s)	21.0	21.0	21.0	21.0	13.0	21.0
Total Split (s)	22.0	22.0	23.0	23.0	15.0	38.0
Total Split (%)	36.7%	36.7%	38.3%	38.3%	25.0%	63.3%
Maximum Green (s)	17.0	17.0	18.0	18.0	10.0	33.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Max	C-Max	Max	Max	None	Max
Walk Time (s)	5.0	5.0	5.0	5.0		5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0		11.0
Pedestrian Calls (#/hr)	0	0	0	0		0
Act Effct Green (s)	18.0	18.0	28.8	28.8	7.9	34.0
Actuated g/C Ratio	0.30	0.30	0.48	0.48	0.13	0.57
v/c Ratio	0.34	0.10	0.07	0.19	0.16	0.07
Control Delay	18.8	6.2	11.0	3.7	22.7	5.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.8	6.2	11.0	3.7	22.7	5.5

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
LOS	B	A	B	A	C	A
Approach Delay	16.1		6.8			9.1
Approach LOS	B		A			A
Queue Length 50th (ft)	47	0	8	0	11	10
Queue Length 95th (ft)	92	19	28	32	28	17
Internal Link Dist (ft)	2480		2488			898
Turn Bay Length (ft)				100	100	
Base Capacity (vph)	492	473	1577	784	301	1860
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	0.34	0.10	0.07	0.19	0.11	0.07

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 0 (0%), Referenced to phase 8:WBL, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.34
Intersection Signal Delay: 10.5 Intersection LOS: B
Intersection Capacity Utilization 23.6% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 117: Zinser Rd & Piper Ranch Rd



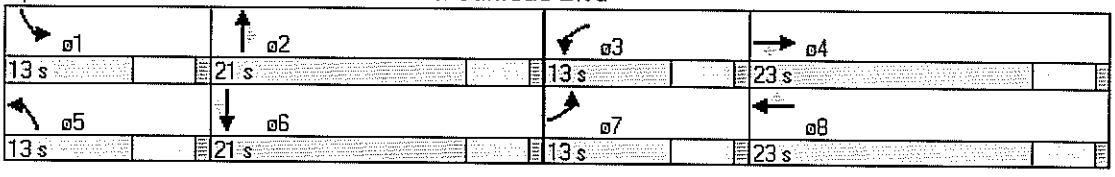
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	100		100	100		100
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			52			1			17			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)		2560			1725			3203			980	
Travel Time (s)		43.6			29.4			54.6			16.7	
Volume (vph)	15	39	48	9	52	1	26	23	16	1	31	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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	16	42	52	10	57	1	28	25	17	1	34	10
Lane Group Flow (vph)	16	42	52	10	57	1	28	25	17	1	34	10
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0
Total Split (s)	13.0	23.0	23.0	13.0	23.0	23.0	13.0	21.0	21.0	13.0	21.0	21.0
Total Split (%)	18.6%	32.9%	32.9%	18.6%	32.9%	32.9%	18.6%	30.0%	30.0%	18.6%	30.0%	30.0%
Maximum Green (s)	8.0	18.0	18.0	8.0	18.0	18.0	8.0	16.0	16.0	8.0	16.0	16.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	10.3	13.9	13.9	10.3	13.9	13.9	8.6	41.0	41.0	8.0	40.6	40.6
Actuated g/C Ratio	0.14	0.20	0.20	0.14	0.20	0.20	0.12	0.65	0.65	0.11	0.65	0.65
v/c Ratio	0.07	0.06	0.15	0.04	0.09	0.00	0.14	0.01	0.02	0.01	0.02	0.01
Control Delay	20.7	14.6	7.3	20.6	14.4	14.0	21.6	9.8	6.4	22.0	10.2	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
Total Delay	20.7	14.6	7.3	20.6	14.4	14.0	21.6	9.8	6.4	22.0	10.2	7.8

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	B	A	C	B	B	C	A	A	C	B	A
Approach Delay		12.1			15.3			13.7			9.9	
Approach LOS		B			B			B			A	
Queue Length 50th (ft)	2	3	0	2	4	0	5	1	0	0	1	0
Queue Length 95th (ft)	20	18	25	15	23	4	29	11	12	5	14	10
Internal Link Dist (ft)		2480			1645			3123			900	
Turn Bay Length (ft)	100		100	100		100	100		100	100		100
Base Capacity (vph)	230	979	474	230	979	438	230	2139	963	229	2118	951
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	0.07	0.04	0.11	0.04	0.06	0.00	0.12	0.01	0.02	0.00	0.02	0.01

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 62.9
Natural Cycle: 70
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.15
Intersection Signal Delay: 12.9 Intersection LOS: B
Intersection Capacity Utilization 31.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 120: Zinser Rd & Sunroad Blvd



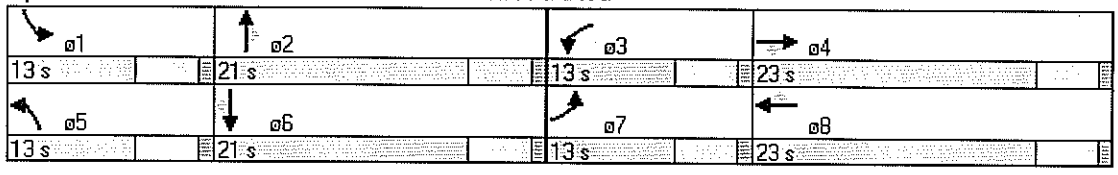
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	100		100	100		100
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			32			1			39			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			40			40	
Link Distance (ft)		2560			1725			3203			980	
Travel Time (s)		43.6			29.4			54.6			16.7	
Volume (vph)	10	57	29	17	43	1	53	5	36	1	26	16
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	11	62	32	18	47	1	58	5	39	1	28	17
Lane Group Flow (vph)	11	62	32	18	47	1	58	5	39	1	28	17
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0
Total Split (s)	13.0	23.0	23.0	13.0	23.0	23.0	13.0	21.0	21.0	13.0	21.0	21.0
Total Split (%)	18.6%	32.9%	32.9%	18.6%	32.9%	32.9%	18.6%	30.0%	30.0%	18.6%	30.0%	30.0%
Maximum Green (s)	8.0	18.0	18.0	8.0	18.0	18.0	8.0	16.0	16.0	8.0	16.0	16.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	10.1	13.3	13.3	10.1	13.3	13.3	9.2	43.8	43.8	7.9	40.0	40.0
Actuated g/C Ratio	0.13	0.19	0.19	0.13	0.19	0.19	0.13	0.68	0.68	0.11	0.62	0.62
v/c Ratio	0.05	0.10	0.11	0.08	0.08	0.00	0.27	0.00	0.04	0.01	0.01	0.02
Control Delay	22.6	16.3	9.1	22.7	16.5	16.0	22.7	10.4	4.9	24.0	12.2	7.9
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
Total Delay	22.6	16.3	9.1	22.7	16.5	16.0	22.7	10.4	4.9	24.0	12.2	7.9

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	B	A	C	B	B	C	B	A	C	B	A
Approach Delay		14.7			18.2			15.3			10.9	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)	2	4	0	3	3	0	9	0	0	0	1	0
Queue Length 95th (ft)	16	24	20	22	20	4	49	4	18	5	12	13
Internal Link Dist (ft)		2480			1645			3123			900	
Turn Bay Length (ft)	100		100	100		100	100		100	100		100
Base Capacity (vph)	221	926	437	221	926	415	233	2226	1008	219	2031	915
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	0.05	0.07	0.07	0.08	0.05	0.00	0.25	0.00	0.04	0.00	0.01	0.02

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 64.6
Natural Cycle: 70
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.27
Intersection Signal Delay: 15.1 Intersection LOS: B
Intersection Capacity Utilization 31.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 120: Zinser Rd & Sunroad Blvd



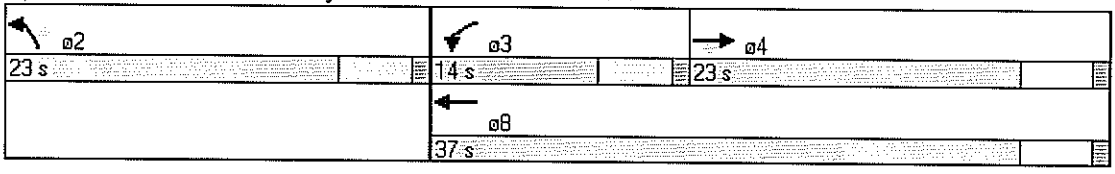
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↱	↰↰	↑↑↑	↰↰	↱
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		525	525		175	0
Storage Lanes		1	2		2	1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.91	1.00	0.97	0.91	0.97	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	4715	1468	3183	4715	3183	1468
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	4715	1468	3183	4715	3183	1468
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		214				382
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	50			50	40	
Link Distance (ft)	1820			5187	681	
Travel Time (s)	24.8			70.7	11.6	
Volume (vph)	553	197	200	387	209	351
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	601	214	217	421	227	382
Lane Group Flow (vph)	601	214	217	421	227	382
Turn Type		Perm	Prot			Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Detector Phases	4	4	3	8	2	2
Minimum Initial (s)	10.0	10.0	8.0	10.0	8.0	8.0
Minimum Split (s)	21.0	21.0	13.0	21.0	21.0	21.0
Total Split (s)	23.0	23.0	14.0	37.0	23.0	23.0
Total Split (%)	38.3%	38.3%	23.3%	61.7%	38.3%	38.3%
Maximum Green (s)	18.0	18.0	9.0	32.0	18.0	18.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Max	C-Max	None	C-Max	Max	Max
Walk Time (s)	5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	19.4	19.4	9.6	33.0	19.0	19.0
Actuated g/C Ratio	0.32	0.32	0.16	0.55	0.32	0.32
v/c Ratio	0.40	0.35	0.42	0.16	0.23	0.53
Control Delay	16.8	4.5	25.4	6.9	12.7	5.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.8	4.5	25.4	6.9	12.7	5.7

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
LOS	B	A	C	A	B	A
Approach Delay	13.6			13.2	8.3	
Approach LOS	B			B	A	
Queue Length 50th (ft)	61	0	36	24	25	0
Queue Length 95th (ft)	88	40	64	37	44	2
Internal Link Dist (ft)	1740			5107	601	
Turn Bay Length (ft)		525	525		175	
Base Capacity (vph)	1521	619	531	2593	1008	726
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	0.40	0.35	0.41	0.16	0.23	0.53

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 24 (40%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.53
Intersection Signal Delay: 11.9 Intersection LOS: B
Intersection Capacity Utilization 39.1% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 3: Otay Mesa Rd & Britannia Blvd



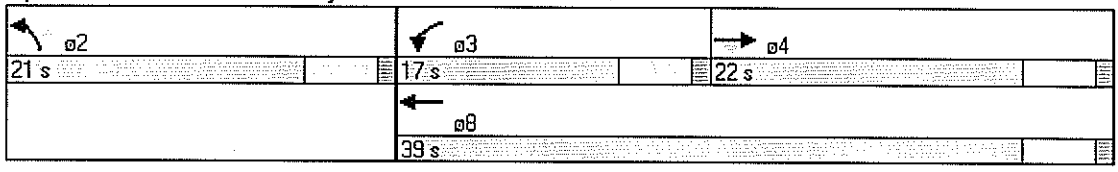
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↱	↰↰	↑↑↑	↰↰	↱
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		525	525		175	0
Storage Lanes		1	2		2	1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.91	1.00	0.97	0.91	0.97	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	4715	1468	3183	4715	3183	1468
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	4715	1468	3183	4715	3183	1468
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		250				240
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	50			50	40	
Link Distance (ft)	1820			5187	681	
Travel Time (s)	24.8			70.7	11.6	
Volume (vph)	425	230	386	608	216	221
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	462	250	420	661	235	240
Lane Group Flow (vph)	462	250	420	661	235	240
Turn Type		Perm	Prot			Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Detector Phases	4	4	3	8	2	2
Minimum Initial (s)	10.0	10.0	8.0	10.0	8.0	8.0
Minimum Split (s)	21.0	21.0	13.0	21.0	21.0	21.0
Total Split (s)	22.0	22.0	17.0	39.0	21.0	21.0
Total Split (%)	36.7%	36.7%	28.3%	65.0%	35.0%	35.0%
Maximum Green (s)	17.0	17.0	12.0	34.0	16.0	16.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Max	C-Max	None	C-Max	Max	Max
Walk Time (s)	5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	18.7	18.7	12.3	35.0	17.0	17.0
Actuated g/C Ratio	0.31	0.31	0.20	0.58	0.28	0.28
v/c Ratio	0.31	0.40	0.64	0.24	0.26	0.41
Control Delay	16.7	4.8	26.8	6.3	15.1	6.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.7	4.8	26.8	6.3	15.1	6.3

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
LOS	B	A	C	A	B	A
Approach Delay	12.5			14.3	10.7	
Approach LOS	B			B	B	
Queue Length 50th (ft)	46	0	71	37	22	0
Queue Length 95th (ft)	70	44	111	53	56	46
Internal Link Dist (ft)	1740			5107	601	
Turn Bay Length (ft)		525	525		175	
Base Capacity (vph)	1470	629	690	2750	902	588
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	0.31	0.40	0.61	0.24	0.26	0.41

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 16 (27%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.64
Intersection Signal Delay: 13.0 Intersection LOS: B
Intersection Capacity Utilization 36.0% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 3: Otay Mesa Rd & Britannia Blvd



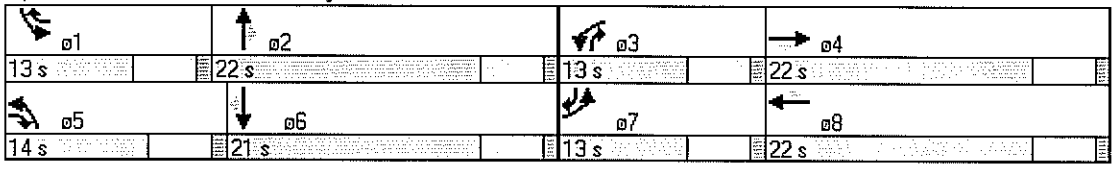
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	525		1000	525		0	250		100	250		100
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.86	1.00	1.00	0.86	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	5942	1468	1641	5942	1468	1641	4715	1468	1641	4715	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	5942	1468	1641	5942	1468	1641	4715	1468	1641	4715	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			108			107			34			79
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)		50			50			40			40	
Link Distance (ft)		5187			2583			264			3536	
Travel Time (s)		70.7			35.2			4.5			60.3	
Volume (vph)	100	451	99	108	274	98	121	412	31	85	479	73
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	109	490	108	117	298	107	132	448	34	92	521	79
Lane Group Flow (vph)	109	490	108	117	298	107	132	448	34	92	521	79
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)	8.0	10.0	6.0	8.0	10.0	6.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	11.0	13.0	21.0	11.0	11.0	21.0	13.0	11.0	21.0	13.0
Total Split (s)	13.0	22.0	14.0	13.0	22.0	13.0	14.0	22.0	13.0	13.0	21.0	13.0
Total Split (%)	18.6%	31.4%	20.0%	18.6%	31.4%	18.6%	20.0%	31.4%	18.6%	18.6%	30.0%	18.6%
Maximum Green (s)	8.0	17.0	9.0	8.0	17.0	8.0	9.0	17.0	8.0	8.0	16.0	8.0
Yellow 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
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	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
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	3.0
Recall Mode	None	C-Max	None	None	C-Max	None	None	Max	None	None	Max	None
Walk Time (s)		5.0			5.0			5.0			5.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	9.0	20.6	34.1	9.0	20.6	33.1	9.5	20.7	33.7	8.5	19.8	32.8
Actuated g/C Ratio	0.13	0.29	0.49	0.13	0.29	0.47	0.14	0.30	0.48	0.12	0.28	0.47
v/c Ratio	0.52	0.28	0.14	0.55	0.17	0.14	0.59	0.32	0.05	0.46	0.39	0.11
Control Delay	38.0	20.6	3.1	39.7	19.9	3.3	38.0	21.2	5.5	36.4	22.5	3.8
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
Total Delay	38.0	20.6	3.1	39.7	19.9	3.3	38.0	21.2	5.5	36.4	22.5	3.8

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	D	C	A	D	B	A	D	C	A	D	C	A
Approach Delay		20.6			20.9			23.9			22.2	
Approach LOS		C			C			C			C	
Queue Length 50th (ft)	45	49	0	48	29	0	54	58	0	37	69	0
Queue Length 95th (ft)	92	70	24	#106	45	24	m#104	90	m15	32	38	0
Internal Link Dist (ft)		5107			2503			184			3456	
Turn Bay Length (ft)	525		1000	525			250		100	250		100
Base Capacity (vph)	211	1749	780	211	1749	760	234	1391	723	211	1334	730
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	0.52	0.28	0.14	0.55	0.17	0.14	0.56	0.32	0.05	0.44	0.39	0.11

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 70
Offset: 18 (26%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.59
Intersection Signal Delay: 21.9 Intersection LOS: C
Intersection Capacity Utilization 44.3% 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.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 8: Otay Mesa Rd & La Media Rd



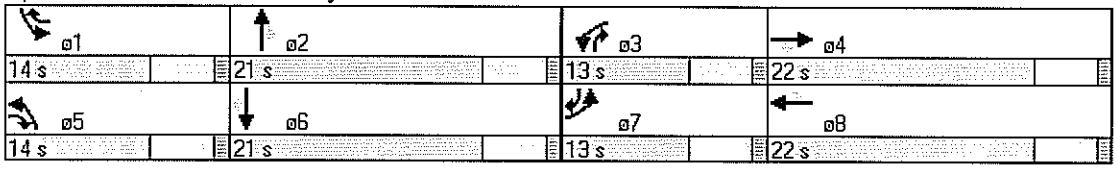
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	525		1000	525		0	250		100	250		100
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.86	1.00	1.00	0.86	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	5942	1468	1641	5942	1468	1641	4715	1468	1641	4715	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	5942	1468	1641	5942	1468	1641	4715	1468	1641	4715	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			146			101			129			120
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)		50			50			40			40	
Link Distance (ft)		5187			2583			264			3536	
Travel Time (s)		70.7			35.2			4.5			60.3	
Volume (vph)	80	301	134	35	497	93	109	527	119	108	453	110
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	87	327	146	38	540	101	118	573	129	117	492	120
Lane Group Flow (vph)	87	327	146	38	540	101	118	573	129	117	492	120
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)	8.0	10.0	6.0	8.0	10.0	6.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	11.0	13.0	21.0	11.0	11.0	21.0	13.0	11.0	21.0	13.0
Total Split (s)	13.0	22.0	14.0	13.0	22.0	14.0	14.0	21.0	13.0	14.0	21.0	13.0
Total Split (%)	18.6%	31.4%	20.0%	18.6%	31.4%	20.0%	20.0%	30.0%	18.6%	20.0%	30.0%	18.6%
Maximum Green (s)	8.0	17.0	9.0	8.0	17.0	9.0	9.0	16.0	8.0	9.0	16.0	8.0
Yellow 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
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	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
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	3.0
Recall Mode	None	C-Max	None	None	C-Max	None	None	Max	None	None	Max	None
Walk Time (s)		5.0			5.0			5.0			5.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	9.0	20.6	34.0	9.0	20.6	33.9	9.4	19.9	32.9	9.3	17.6	30.6
Actuated g/C Ratio	0.13	0.29	0.49	0.13	0.29	0.48	0.13	0.28	0.47	0.13	0.25	0.44
v/c Ratio	0.41	0.19	0.19	0.18	0.31	0.13	0.54	0.43	0.17	0.54	0.41	0.17
Control Delay	34.6	20.0	2.9	29.6	20.8	3.2	36.7	23.2	4.2	37.8	23.4	3.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.6	20.0	2.9	29.6	20.8	3.2	36.7	23.2	4.2	37.8	23.4	3.4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	B	A	C	C	A	D	C	A	D	C	A
Approach Delay		17.8			18.6			22.2			22.4	
Approach LOS		B			B			C			C	
Queue Length 50th (ft)	35	32	0	15	55	0	48	78	2	47	65	0
Queue Length 95th (ft)	76	49	27	41	77	23	97	113	34	96	94	27
Internal Link Dist (ft)		5107			2503			184			3456	
Turn Bay Length (ft)	525		1000	525			250		100	250		100
Base Capacity (vph)	211	1749	799	211	1749	777	234	1340	758	234	1188	710
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	0.41	0.19	0.18	0.18	0.31	0.13	0.50	0.43	0.17	0.50	0.41	0.17

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 70
Offset: 34 (49%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.54
Intersection Signal Delay: 20.5 Intersection LOS: C
Intersection Capacity Utilization 44.5% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 8: Otay Mesa Rd & La Media Rd



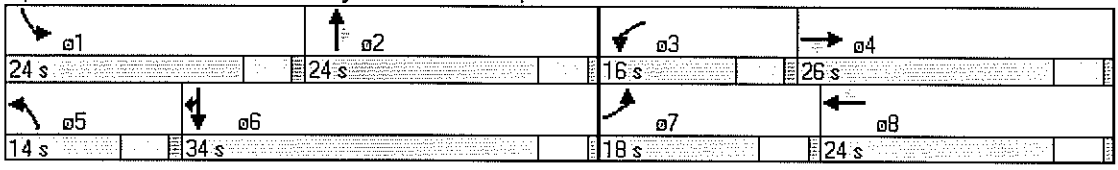
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	575		100	100		0	100		100	125		125
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	4715	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	4715	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			29			70			14			66
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)		50			50			40			40	
Link Distance (ft)		2583			1108			1296			2568	
Travel Time (s)		35.2			15.1			22.1			43.8	
Volume (vph)	90	209	27	28	136	64	19	56	13	107	74	61
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	98	227	29	30	148	70	21	61	14	116	80	66
Lane Group Flow (vph)	98	227	29	30	148	70	21	61	14	116	80	66
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Prot
Protected Phases	7	4		3	8		5	2		1	6	6
Permitted Phases			4			8			2			
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	11.0	21.0	21.0	21.0	21.0	21.0
Total Split (s)	18.0	26.0	26.0	16.0	24.0	24.0	14.0	24.0	24.0	24.0	34.0	34.0
Total Split (%)	20.0%	28.9%	28.9%	17.8%	26.7%	26.7%	15.6%	26.7%	26.7%	26.7%	37.8%	37.8%
Maximum Green (s)	13.0	21.0	21.0	11.0	19.0	19.0	9.0	19.0	19.0	19.0	29.0	29.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	Max	Max	Max
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0	0	0	0
Act Effct Green (s)	11.5	32.5	32.5	9.3	25.1	25.1	7.8	17.8	17.8	24.8	38.8	38.8
Actuated g/C Ratio	0.13	0.36	0.36	0.10	0.28	0.28	0.09	0.20	0.20	0.28	0.43	0.43
v/c Ratio	0.47	0.13	0.05	0.18	0.11	0.15	0.15	0.09	0.05	0.26	0.06	0.10
Control Delay	43.4	21.4	9.8	35.9	22.3	7.9	39.9	28.3	13.8	30.5	17.4	6.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.4	21.4	9.8	35.9	22.3	7.9	39.9	28.3	13.8	30.5	17.4	6.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	D	C	A	D	C	A	D	C	B	C	B	A
Approach Delay		26.5			19.9			28.7			20.3	
Approach LOS		C			B			C			C	
Queue Length 50th (ft)	52	27	0	17	22	10	11	14	0	56	12	0
Queue Length 95th (ft)	99	57	21	44	39	27	33	31	16	104	32	27
Internal Link Dist (ft)		2503			1028			1216			2488	
Turn Bay Length (ft)	575		100	100			100		100	125		125
Base Capacity (vph)	255	1704	549	219	1314	460	182	729	337	452	1417	671
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	0.38	0.13	0.05	0.14	0.11	0.15	0.12	0.08	0.04	0.26	0.06	0.10

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 86 (96%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.47
Intersection Signal Delay: 23.3 Intersection LOS: C
Intersection Capacity Utilization 37.6% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 12: Otay Mesa Rd & Piper Ranch Rd



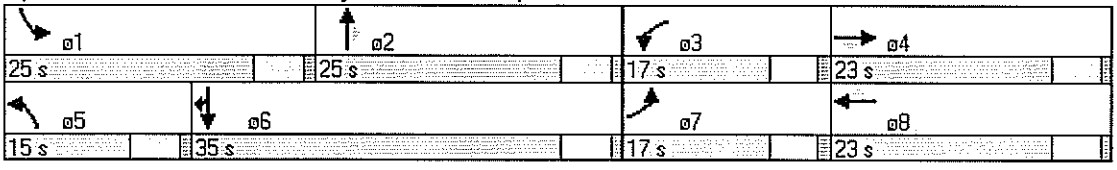
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	575		100	100		0	100		100	125		125
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	4715	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	4715	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			23			22			34			107
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)		50			50			40			40	
Link Distance (ft)		2583			1108			1296			2568	
Travel Time (s)		35.2			15.1			22.1			43.8	
Volume (vph)	67	149	21	14	230	20	30	82	31	71	61	98
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	73	162	23	15	250	22	33	89	34	77	66	107
Lane Group Flow (vph)	73	162	23	15	250	22	33	89	34	77	66	107
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Prot
Protected Phases	7	4		3	8		5	2		1	6	6
Permitted Phases			4			8			2			
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	11.0	21.0	21.0	21.0	21.0	21.0
Total Split (s)	17.0	23.0	23.0	17.0	23.0	23.0	15.0	25.0	25.0	25.0	35.0	35.0
Total Split (%)	18.9%	25.6%	25.6%	18.9%	25.6%	25.6%	16.7%	27.8%	27.8%	27.8%	38.9%	38.9%
Maximum Green (s)	12.0	18.0	18.0	12.0	18.0	18.0	10.0	20.0	20.0	20.0	30.0	30.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	Max	Max	Max
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0	0	0	0
Act Effct Green (s)	10.6	33.4	33.4	9.0	24.0	24.0	8.4	18.6	18.6	26.0	38.0	38.0
Actuated g/C Ratio	0.12	0.37	0.37	0.10	0.27	0.27	0.09	0.21	0.21	0.29	0.42	0.42
v/c Ratio	0.38	0.09	0.04	0.09	0.20	0.05	0.22	0.13	0.10	0.16	0.05	0.16
Control Delay	42.0	20.0	9.8	33.7	22.3	10.3	40.5	28.1	10.4	28.8	18.1	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	0.0
Total Delay	42.0	20.0	9.8	33.7	22.3	10.3	40.5	28.1	10.4	28.8	18.1	4.9

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	D	C	A	C	C	B	D	C	B	C	B	A
Approach Delay		25.3			22.0			26.9			15.7	
Approach LOS		C			C			C			B	
Queue Length 50th (ft)	39	20	0	8	37	3	18	21	0	35	12	0
Queue Length 95th (ft)	79	43	19	28	58	15	45	41	24	73	27	34
Internal Link Dist (ft)		2503			1028			1216			2488	
Turn Bay Length (ft)	575		100	100			100		100	125		125
Base Capacity (vph)	237	1750	559	237	1258	408	201	766	369	474	1386	682
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	0.31	0.09	0.04	0.06	0.20	0.05	0.16	0.12	0.09	0.16	0.05	0.16

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 56 (62%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.38
Intersection Signal Delay: 22.1 Intersection LOS: C
Intersection Capacity Utilization 35.6% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 12: Otay Mesa Rd & Piper Ranch Rd



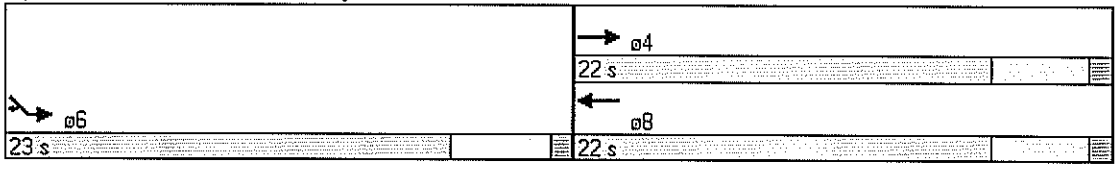
Lane Group	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations		↑↑↑	↑↑↑		↰↰	↱
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)		50	50		50	50
Trailing Detector (ft)		0	0		0	0
Turning Speed (mph)	15			9	15	9
Lane Util. Factor	1.00	0.91	0.91	1.00	0.97	1.00
Frt						0.850
Flt Protected					0.950	
Satd. Flow (prot)	0	4715	4715	0	3183	1468
Flt Permitted					0.950	
Satd. Flow (perm)	0	4715	4715	0	3183	1468
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)						160
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		50	50		65	
Link Distance (ft)		1108	1021		2555	
Travel Time (s)		15.1	13.9		26.8	
Volume (vph)	0	331	305	0	277	147
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	0	360	332	0	301	160
Lane Group Flow (vph)	0	360	332	0	301	160
Turn Type						Prot
Protected Phases		4	8		6	6
Permitted Phases						
Detector Phases		4	8		6	6
Minimum Initial (s)		10.0	10.0		8.0	8.0
Minimum Split (s)		21.0	21.0		21.0	21.0
Total Split (s)	0.0	22.0	22.0	0.0	23.0	23.0
Total Split (%)	0.0%	48.9%	48.9%	0.0%	51.1%	51.1%
Maximum Green (s)		17.0	17.0		18.0	18.0
Yellow Time (s)		4.0	4.0		4.0	4.0
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		Max	Max
Walk Time (s)		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0
Act Effct Green (s)		18.0	18.0		19.0	19.0
Actuated g/C Ratio		0.40	0.40		0.42	0.42
v/c Ratio		0.19	0.18		0.22	0.22
Control Delay		4.7	5.8		8.9	2.8
Queue Delay		0.0	0.0		0.0	0.0
Total Delay		4.7	5.8		8.9	2.8
LOS		A	A		A	A
Approach Delay		4.7	5.8		6.8	

Lane Group	EBL	EBT	WBT	WBR	SEL	SER
Approach LOS		A	A		A	
Queue Length 50th (ft)		11	18		23	0
Queue Length 95th (ft)		15	26		42	23
Internal Link Dist (ft)		1028	941		2475	
Turn Bay Length (ft)						
Base Capacity (vph)		1886	1886		1344	712
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		0.19	0.18		0.22	0.22

Intersection Summary

Area Type: Other
Cycle Length: 45
Actuated Cycle Length: 45
Offset: 40 (89%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 45
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.22
Intersection Signal Delay: 5.8 Intersection LOS: A
Intersection Capacity Utilization 24.1% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 14: Otay Mesa Rd & SR 125 SB Off



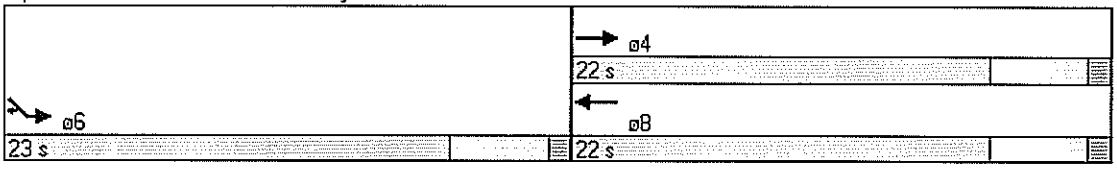
Lane Group	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations		↑↑↑	↑↑↑		↰↰	↱
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)		50	50		50	50
Trailing Detector (ft)		0	0		0	0
Turning Speed (mph)	15			9	15	9
Lane Util. Factor	1.00	0.91	0.91	1.00	0.97	1.00
Frt						0.850
Flt Protected					0.950	
Satd. Flow (prot)	0	4715	4715	0	3183	1468
Flt Permitted					0.950	
Satd. Flow (perm)	0	4715	4715	0	3183	1468
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)						120
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		50	50		65	
Link Distance (ft)		1108	1021		2555	
Travel Time (s)		15.1	13.9		26.8	
Volume (vph)	0	336	364	0	252	110
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	0	365	396	0	274	120
Lane Group Flow (vph)	0	365	396	0	274	120
Turn Type						Prot
Protected Phases		4	8		6	6
Permitted Phases						
Detector Phases		4	8		6	6
Minimum Initial (s)		10.0	10.0		8.0	8.0
Minimum Split (s)		21.0	21.0		21.0	21.0
Total Split (s)	0.0	22.0	22.0	0.0	23.0	23.0
Total Split (%)	0.0%	48.9%	48.9%	0.0%	51.1%	51.1%
Maximum Green (s)		17.0	17.0		18.0	18.0
Yellow Time (s)		4.0	4.0		4.0	4.0
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		Max	Max
Walk Time (s)		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0
Act Effct Green (s)		18.0	18.0		19.0	19.0
Actuated g/C Ratio		0.40	0.40		0.42	0.42
v/c Ratio		0.19	0.21		0.20	0.17
Control Delay		6.0	5.2		8.7	2.9
Queue Delay		0.0	0.0		0.0	0.0
Total Delay		6.0	5.2		8.7	2.9
LOS		A	A		A	A
Approach Delay		6.0	5.2		7.0	

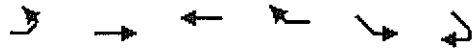
Lane Group	EBL	EBT	WBT	WBR	SEL	SER
Approach LOS		A	A		A	
Queue Length 50th (ft)		15	22		21	0
Queue Length 95th (ft)		19	30		39	20
Internal Link Dist (ft)		1028	941		2475	
Turn Bay Length (ft)						
Base Capacity (vph)		1886	1886		1344	689
Starvation Cap Reductn		0	0		0	0
Spillback Cap Reductn		0	0		0	0
Storage Cap Reductn		0	0		0	0
Reduced v/c Ratio		0.19	0.21		0.20	0.17

Intersection Summary

Area Type: Other
Cycle Length: 45
Actuated Cycle Length: 45
Offset: 8 (18%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 45
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.21
Intersection Signal Delay: 6.1 Intersection LOS: A
Intersection Capacity Utilization 26.2% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 14: Otay Mesa Rd & SR 125 SB Off





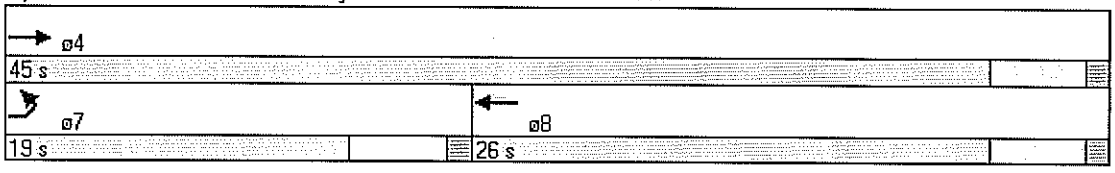
Lane Group	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100			100	0	0
Storage Lanes	1			1	0	0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50		
Trailing Detector (ft)	0	0	0	0		
Turning Speed (mph)	15			9	15	9
Lane Util. Factor	0.97	0.91	0.91	1.00	1.00	1.00
Frt				0.850		
Flt Protected	0.950					
Satd. Flow (prot)	3183	4715	4715	1468	0	0
Flt Permitted	0.950					
Satd. Flow (perm)	3183	4715	4715	1468	0	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				170		
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		50	50		65	
Link Distance (ft)		1021	498		1997	
Travel Time (s)		13.9	6.8		20.9	
Volume (vph)	99	461	305	156	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	108	501	332	170	0	0
Lane Group Flow (vph)	108	501	332	170	0	0
Turn Type	Prot			Perm		
Protected Phases	7	4	8			
Permitted Phases				8		
Detector Phases	7	4	8	8		
Minimum Initial (s)	8.0	10.0	10.0	10.0		
Minimum Split (s)	13.0	21.0	21.0	21.0		
Total Split (s)	19.0	45.0	26.0	26.0	0.0	0.0
Total Split (%)	42.2%	100.0%	57.8%	57.8%	0.0%	0.0%
Maximum Green (s)	14.0	40.0	21.0	21.0		
Yellow Time (s)	4.0	4.0	4.0	4.0		
All-Red Time (s)	1.0	1.0	1.0	1.0		
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0		
Recall Mode	None	C-Max	C-Max	C-Max		
Walk Time (s)		5.0	5.0	5.0		
Flash Dont Walk (s)		11.0	11.0	11.0		
Pedestrian Calls (#/hr)		0	0	0		
Act Effct Green (s)	9.0	45.0	34.8	34.8		
Actuated g/C Ratio	0.20	1.00	0.77	0.77		
v/c Ratio	0.17	0.11	0.09	0.14		
Control Delay	13.4	0.1	2.4	0.8		
Queue Delay	0.0	0.0	0.0	0.0		
Total Delay	13.4	0.1	2.4	0.8		

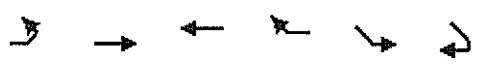
Lane Group	EBL	EBT	WBT	WBR	SEL	SER
LOS	B	A	A	A		
Approach Delay		2.4	1.8			
Approach LOS		A	A			
Queue Length 50th (ft)	8	0	9	0		
Queue Length 95th (ft)	30	0	14	8		
Internal Link Dist (ft)		941	418		1917	
Turn Bay Length (ft)	100			100		
Base Capacity (vph)	1061	4715	3646	1174		
Starvation Cap Reductn	0	0	0	0		
Spillback Cap Reductn	0	0	0	0		
Storage Cap Reductn	0	0	0	0		
Reduced v/c Ratio	0.10	0.11	0.09	0.14		

Intersection Summary

Area Type: Other
Cycle Length: 45
Actuated Cycle Length: 45
Offset: 24 (53%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 40
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.17
Intersection Signal Delay: 2.2 Intersection LOS: A
Intersection Capacity Utilization 24.1% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 40: Otay Mesa Rd & SR 125 NB On





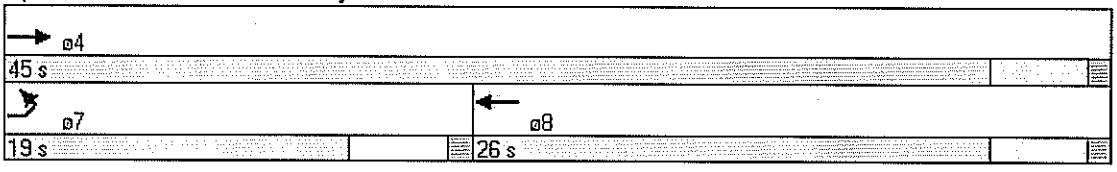
Lane Group	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100			100	0	0
Storage Lanes	1			1	0	0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50		
Trailing Detector (ft)	0	0	0	0		
Turning Speed (mph)	15			9	15	9
Lane Util. Factor	0.97	0.91	0.91	1.00	1.00	1.00
Frt				0.850		
Flt Protected	0.950					
Satd. Flow (prot)	3183	4715	4715	1468	0	0
Flt Permitted	0.950					
Satd. Flow (perm)	3183	4715	4715	1468	0	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				226		
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		50	50		65	
Link Distance (ft)		1021	498		1997	
Travel Time (s)		13.9	6.8		20.9	
Volume (vph)	162	416	411	208	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	176	452	447	226	0	0
Lane Group Flow (vph)	176	452	447	226	0	0
Turn Type	Prot			Perm		
Protected Phases	7	4	8			
Permitted Phases				8		
Detector Phases	7	4	8	8		
Minimum Initial (s)	8.0	10.0	10.0	10.0		
Minimum Split (s)	13.0	21.0	21.0	21.0		
Total Split (s)	19.0	45.0	26.0	26.0	0.0	0.0
Total Split (%)	42.2%	100.0%	57.8%	57.8%	0.0%	0.0%
Maximum Green (s)	14.0	40.0	21.0	21.0		
Yellow Time (s)	4.0	4.0	4.0	4.0		
All-Red Time (s)	1.0	1.0	1.0	1.0		
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0		
Recall Mode	None	C-Max	C-Max	C-Max		
Walk Time (s)		5.0	5.0	5.0		
Flash Dont Walk (s)		11.0	11.0	11.0		
Pedestrian Calls (#/hr)		0	0	0		
Act Effct Green (s)	9.1	45.0	31.3	31.3		
Actuated g/C Ratio	0.20	1.00	0.70	0.70		
v/c Ratio	0.27	0.10	0.14	0.21		
Control Delay	11.7	0.0	2.9	0.9		
Queue Delay	0.0	0.0	0.0	0.0		
Total Delay	11.7	0.0	2.9	0.9		

Lane Group	EBL	EBT	WBT	WBR	SEL	SER
LOS	B	A	A	A		
Approach Delay		3.3	2.2			
Approach LOS		A	A			
Queue Length 50th (ft)	14	0	13	0		
Queue Length 95th (ft)	38	0	18	9		
Internal Link Dist (ft)		941	418		1917	
Turn Bay Length (ft)	100			100		
Base Capacity (vph)	1061	4715	3278	1089		
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	0.10	0.14	0.21		

Intersection Summary

Area Type: Other
Cycle Length: 45
Actuated Cycle Length: 45
Offset: 36 (80%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 40
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.27
Intersection Signal Delay: 2.8 Intersection LOS: A
Intersection Capacity Utilization 26.2% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 40: Otay Mesa Rd & SR 125 NB On



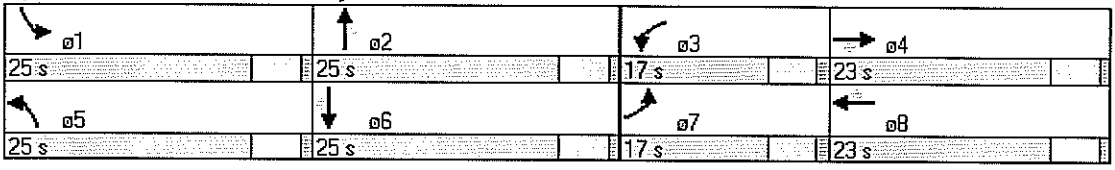
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	100		100	100		100
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	4715	1468	1641	4715	1468	1641	1727	1468	1641	1727	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	4715	1468	1641	4715	1468	1641	1727	1468	1641	1727	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			9			5			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)		50			50			40			40	
Link Distance (ft)		498			1276			499			1183	
Travel Time (s)		6.8			17.4			8.5			20.2	
Volume (vph)	52	273	8	9	127	5	6	4	3	5	3	34
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	57	297	9	10	138	5	7	4	3	5	3	37
Lane Group Flow (vph)	57	297	9	10	138	5	7	4	3	5	3	37
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0
Total Split (s)	17.0	23.0	23.0	17.0	23.0	23.0	25.0	25.0	25.0	25.0	25.0	25.0
Total Split (%)	18.9%	25.6%	25.6%	18.9%	25.6%	25.6%	27.8%	27.8%	27.8%	27.8%	27.8%	27.8%
Maximum Green (s)	12.0	18.0	18.0	12.0	18.0	18.0	20.0	20.0	20.0	20.0	20.0	20.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	Min	Min	Min	Min	Min	Min
Walk Time (s)		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0	0	0	0	0	0	0
Act Effct Green (s)	9.8	59.2	59.2	9.0	53.2	53.2	7.2	9.1	9.1	7.1	9.0	9.0
Actuated g/C Ratio	0.11	0.66	0.66	0.10	0.59	0.59	0.08	0.10	0.10	0.08	0.10	0.10
v/c Ratio	0.32	0.10	0.01	0.06	0.05	0.01	0.05	0.02	0.02	0.04	0.02	0.20
Control Delay	47.0	4.2	3.1	37.8	9.5	6.8	39.0	36.8	25.3	39.0	36.7	15.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.0	4.2	3.1	37.8	9.5	6.8	39.0	36.8	25.3	39.0	36.7	15.6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	D	A	A	D	A	A	D	D	C	D	D	B
Approach Delay		10.9			11.2			35.4			19.6	
Approach LOS		B			B			D			B	
Queue Length 50th (ft)	28	13	1	5	12	0	4	2	0	3	2	0
Queue Length 95th (ft)	75	24	4	21	24	5	17	12	8	13	10	29
Internal Link Dist (ft)		418			1196			419			1103	
Turn Bay Length (ft)	100		100	100		100	100		100	100		100
Base Capacity (vph)	237	3099	968	237	2787	870	383	403	345	383	403	371
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	0.24	0.10	0.01	0.04	0.05	0.01	0.02	0.01	0.01	0.01	0.01	0.10

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 52 (58%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.32
Intersection Signal Delay: 12.3 Intersection LOS: B
Intersection Capacity Utilization 31.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 18: Otay Mesa Rd & Harvest Rd



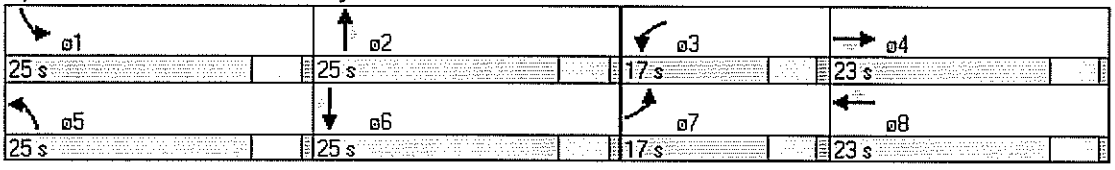
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	100		100	100		100
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	4715	1468	1641	4715	1468	1641	1727	1468	1641	1727	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	4715	1468	1641	4715	1468	1641	1727	1468	1641	1727	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			8			7			11			62
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)		50			50			40			40	
Link Distance (ft)		498			1276			499			1183	
Travel Time (s)		6.8			17.4			8.5			20.2	
Volume (vph)	38	220	7	4	204	6	9	4	10	5	4	57
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	41	239	8	4	222	7	10	4	11	5	4	62
Lane Group Flow (vph)	41	239	8	4	222	7	10	4	11	5	4	62
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0
Total Split (s)	17.0	23.0	23.0	17.0	23.0	23.0	25.0	25.0	25.0	25.0	25.0	25.0
Total Split (%)	18.9%	25.6%	25.6%	18.9%	25.6%	25.6%	27.8%	27.8%	27.8%	27.8%	27.8%	27.8%
Maximum Green (s)	12.0	18.0	18.0	12.0	18.0	18.0	20.0	20.0	20.0	20.0	20.0	20.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	Min	Min	Min	Min	Min	Min
Walk Time (s)		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0	0	0	0	0	0	0
Act Effct Green (s)	9.3	58.8	58.8	9.0	53.3	53.3	7.3	9.4	9.4	7.1	9.2	9.2
Actuated g/C Ratio	0.10	0.65	0.65	0.10	0.59	0.59	0.08	0.10	0.10	0.08	0.10	0.10
v/c Ratio	0.24	0.08	0.01	0.02	0.08	0.01	0.07	0.02	0.07	0.04	0.02	0.30
Control Delay	41.0	4.7	3.4	37.0	9.3	6.3	39.2	36.0	19.9	39.0	36.5	14.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.0	4.7	3.4	37.0	9.3	6.3	39.2	36.0	19.9	39.0	36.5	14.4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	D	A	A	D	A	A	D	D	B	D	D	B
Approach Delay		9.8			9.7			30.2			17.4	
Approach LOS		A			A			C			B	
Queue Length 50th (ft)	21	11	1	2	20	0	5	2	0	3	2	0
Queue Length 95th (ft)	55	27	3	12	36	7	21	12	16	13	12	37
Internal Link Dist (ft)		418			1196			419			1103	
Turn Bay Length (ft)	100		100	100		100	100		100	100		100
Base Capacity (vph)	237	3082	963	237	2792	872	383	403	351	383	403	390
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	0.17	0.08	0.01	0.02	0.08	0.01	0.03	0.01	0.03	0.01	0.01	0.16

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 20 (22%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.30
Intersection Signal Delay: 11.5 Intersection LOS: B
Intersection Capacity Utilization 32.2% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 18: Otay Mesa Rd & Harvest Rd



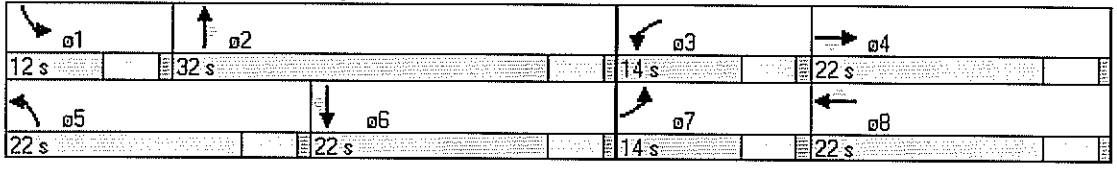
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	75		100	100		100
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	4715	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	4715	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			70			18			42			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)		50			50			40			40	
Link Distance (ft)		1276			1405			2585			3203	
Travel Time (s)		17.4			19.2			44.1			54.6	
Volume (vph)	22	175	64	30	61	17	41	33	39	11	47	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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	24	190	70	33	66	18	45	36	42	12	51	5
Lane Group Flow (vph)	24	190	70	33	66	18	45	36	42	12	51	5
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	21.0	21.0	21.0	11.0	21.0	21.0
Total Split (s)	14.0	22.0	22.0	14.0	22.0	22.0	22.0	32.0	32.0	12.0	22.0	22.0
Total Split (%)	17.5%	27.5%	27.5%	17.5%	27.5%	27.5%	27.5%	40.0%	40.0%	15.0%	27.5%	27.5%
Maximum Green (s)	9.0	17.0	17.0	9.0	17.0	17.0	17.0	27.0	27.0	7.0	17.0	17.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	Min	Min	Min	None	None	None
Walk Time (s)		5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0	11.0	11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0	0	0	0		0	0
Act Effct Green (s)	9.7	13.1	13.1	9.7	15.6	15.6	18.5	20.9	20.9	7.8	9.6	9.6
Actuated g/C Ratio	0.17	0.26	0.26	0.18	0.31	0.31	0.40	0.45	0.45	0.14	0.18	0.18
v/c Ratio	0.09	0.15	0.16	0.11	0.04	0.04	0.07	0.02	0.06	0.05	0.09	0.02
Control Delay	21.3	13.6	7.1	19.2	11.8	8.3	17.0	13.2	6.7	21.8	18.3	13.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.3	13.6	7.1	19.2	11.8	8.3	17.0	13.2	6.7	21.8	18.3	13.6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	B	A	B	B	A	B	B	A	C	B	B
Approach Delay		12.6			13.4			12.4			18.6	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)	2	5	0	3	1	0	4	1	0	1	2	0
Queue Length 95th (ft)	24	35	27	29	15	13	36	15	21	16	20	8
Internal Link Dist (ft)		1196			1325			2505			3123	
Turn Bay Length (ft)	100		100	100		100	75		100	100		100
Base Capacity (vph)	303	1710	577	315	1854	588	834	1999	910	251	976	440
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	0.08	0.11	0.12	0.10	0.04	0.03	0.05	0.02	0.05	0.05	0.05	0.01

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 46.6
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.16
Intersection Signal Delay: 13.4 Intersection LOS: B
Intersection Capacity Utilization 33.9% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 21: Otay Mesa Rd & Sunroad Blvd



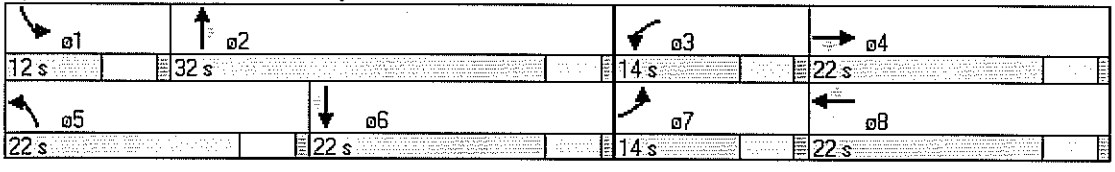
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	75		100	100		100
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	4715	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	4715	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			49			13			36			27
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)		50			50			40			40	
Link Distance (ft)		1276			1405			2585			3203	
Travel Time (s)		17.4			19.2			44.1			54.6	
Volume (vph)	5	148	45	43	96	12	71	52	33	19	36	25
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	5	161	49	47	104	13	77	57	36	21	39	27
Lane Group Flow (vph)	5	161	49	47	104	13	77	57	36	21	39	27
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	21.0	21.0	21.0	11.0	21.0	21.0
Total Split (s)	14.0	22.0	22.0	14.0	22.0	22.0	22.0	32.0	32.0	12.0	22.0	22.0
Total Split (%)	17.5%	27.5%	27.5%	17.5%	27.5%	27.5%	27.5%	40.0%	40.0%	15.0%	27.5%	27.5%
Maximum Green (s)	9.0	17.0	17.0	9.0	17.0	17.0	17.0	27.0	27.0	7.0	17.0	17.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	Min	Min	Min	None	None	None
Walk Time (s)		5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0	11.0	11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0	0	0	0		0	0
Act Effct Green (s)	11.2	14.4	14.4	11.3	17.4	17.4	28.9	31.6	31.6	9.2	11.1	11.1
Actuated g/C Ratio	0.18	0.24	0.24	0.18	0.29	0.29	0.54	0.59	0.59	0.15	0.18	0.18
v/c Ratio	0.02	0.14	0.12	0.15	0.08	0.03	0.09	0.03	0.04	0.09	0.07	0.09
Control Delay	21.6	14.1	8.1	19.7	11.6	9.1	15.5	12.2	6.8	22.9	18.9	10.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.6	14.1	8.1	19.7	11.6	9.1	15.5	12.2	6.8	22.9	18.9	10.6

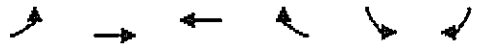
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	B	A	B	B	A	B	B	A	C	B	B
Approach Delay		12.9			13.7			12.5			17.3	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)	1	4	0	4	2	0	7	2	0	2	2	0
Queue Length 95th (ft)	9	32	23	38	22	12	53	21	19	23	17	18
Internal Link Dist (ft)		1196			1325			2505			3123	
Turn Bay Length (ft)	100		100	100		100	75		100	100		100
Base Capacity (vph)	313	1581	525	325	1723	545	1002	2262	1023	261	988	461
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	0.02	0.10	0.09	0.14	0.06	0.02	0.08	0.03	0.04	0.08	0.04	0.06

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 53.3
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.15
Intersection Signal Delay: 13.6 Intersection LOS: B
Intersection Capacity Utilization 35.6% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 21: Otay Mesa Rd & Sunroad Blvd





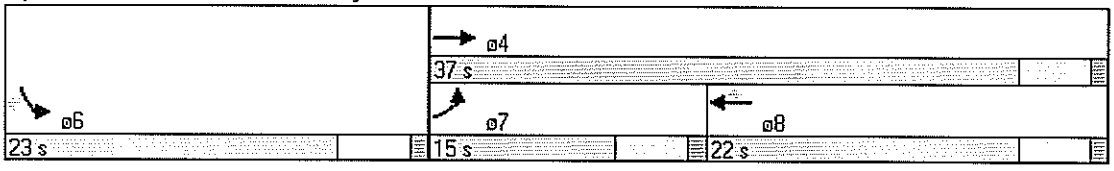
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100			100	100	0
Storage Lanes	1			1	1	1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)	15			9	15	9
Lane Util. Factor	1.00	0.91	0.91	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1641	4715	4715	1468	1641	1468
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1641	4715	4715	1468	1641	1468
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				18		16
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		50	50		40	
Link Distance (ft)		1405	2231		3108	
Travel Time (s)		19.2	30.4		53.0	
Volume (vph)	18	214	111	17	16	15
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	20	233	121	18	17	16
Lane Group Flow (vph)	20	233	121	18	17	16
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)	8.0	10.0	10.0	10.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	21.0	21.0	21.0
Total Split (s)	15.0	37.0	22.0	22.0	23.0	23.0
Total Split (%)	25.0%	61.7%	36.7%	36.7%	38.3%	38.3%
Maximum Green (s)	10.0	32.0	17.0	17.0	18.0	18.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max	C-Max	C-Max	Min	Min
Walk Time (s)		5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0	0	0	0
Act Effct Green (s)	9.0	43.0	40.4	40.4	9.0	9.0
Actuated g/C Ratio	0.15	0.72	0.67	0.67	0.15	0.15
v/c Ratio	0.08	0.07	0.04	0.02	0.07	0.07
Control Delay	22.9	2.6	4.5	3.2	11.6	6.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.9	2.6	4.5	3.2	11.6	6.3

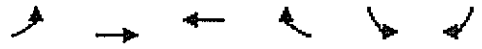
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
LOS	C	A	A	A	B	A
Approach Delay		4.2	4.4		9.0	
Approach LOS		A	A		A	
Queue Length 50th (ft)	6	6	3	0	6	0
Queue Length 95th (ft)	22	11	15	8	12	0
Internal Link Dist (ft)		1325	2151		3028	
Turn Bay Length (ft)	100			100	100	
Base Capacity (vph)	301	3379	3175	994	520	476
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	0.07	0.07	0.04	0.02	0.03	0.03

Intersection Summary

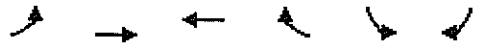
Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 42 (70%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.08
Intersection Signal Delay: 4.6 Intersection LOS: A
Intersection Capacity Utilization 21.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 106: Otay Mesa Rd & Vann Center Blvd





Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100			100	100	0
Storage Lanes	1			1	1	1
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	0.91	0.91	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1641	4715	4715	1468	1641	1468
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1641	4715	4715	1468	1641	1468
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				20		22
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		50	50		40	
Link Distance (ft)		1405	2231		3108	
Travel Time (s)		19.2	30.4		53.0	
Volume (vph)	17	202	139	18	19	20
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	18	220	151	20	21	22
Lane Group Flow (vph)	18	220	151	20	21	22
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)	8.0	10.0	10.0	10.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	21.0	21.0	21.0
Total Split (s)	15.0	37.0	22.0	22.0	23.0	23.0
Total Split (%)	25.0%	61.7%	36.7%	36.7%	38.3%	38.3%
Maximum Green (s)	10.0	32.0	17.0	17.0	18.0	18.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max	C-Max	C-Max	Min	Min
Walk Time (s)		5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0	0	0	0
Act Effct Green (s)	9.0	43.0	40.4	40.4	9.0	9.0
Actuated g/C Ratio	0.15	0.72	0.67	0.67	0.15	0.15
v/c Ratio	0.07	0.07	0.05	0.02	0.09	0.09
Control Delay	22.9	2.6	4.5	3.1	11.3	6.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.9	2.6	4.5	3.1	11.3	6.2

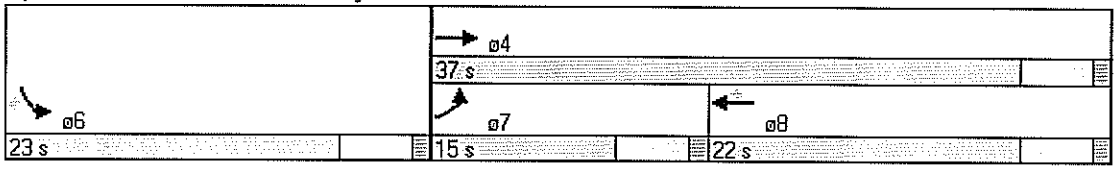


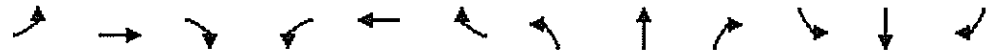
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
LOS	C	A	A	A	B	A
Approach Delay		4.1	4.3		8.7	
Approach LOS		A	A		A	
Queue Length 50th (ft)	6	6	4	0	8	0
Queue Length 95th (ft)	21	11	17	8	14	1
Internal Link Dist (ft)		1325	2151		3028	
Turn Bay Length (ft)	100			100	100	
Base Capacity (vph)	301	3379	3175	995	520	480
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	0.06	0.07	0.05	0.02	0.04	0.05

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 10 (17%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.09
Intersection Signal Delay: 4.6 Intersection LOS: A
Intersection Capacity Utilization 27.5% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 106: Otay Mesa Rd & Vann Center Blvd





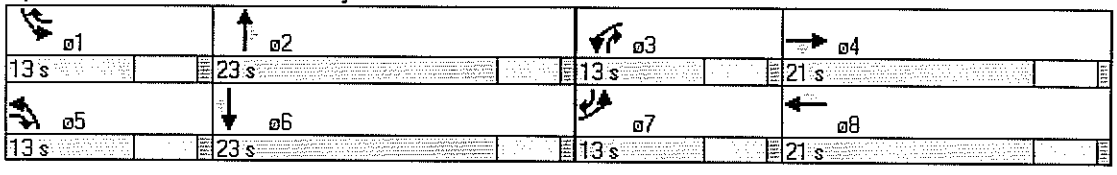
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	325		100	100		100
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	4715	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	4715	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			145			45			100			83
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)		50			50			40			40	
Link Distance (ft)		2231			2821			551			3122	
Travel Time (s)		30.4			38.5			9.4			53.2	
Volume (vph)	24	52	133	43	50	41	71	208	92	28	135	76
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	26	57	145	47	54	45	77	226	100	30	147	83
Lane Group Flow (vph)	26	57	145	47	54	45	77	226	100	30	147	83
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)	6.0	8.0	8.0	6.0	8.0	8.0	8.0	10.0	6.0	8.0	10.0	6.0
Minimum Split (s)	13.0	21.0	13.0	13.0	21.0	13.0	13.0	21.0	13.0	13.0	21.0	13.0
Total Split (s)	13.0	21.0	13.0	13.0	21.0	13.0	13.0	23.0	13.0	13.0	23.0	13.0
Total Split (%)	18.6%	30.0%	18.6%	18.6%	30.0%	18.6%	18.6%	32.9%	18.6%	18.6%	32.9%	18.6%
Maximum Green (s)	8.0	16.0	8.0	8.0	16.0	8.0	8.0	18.0	8.0	8.0	18.0	8.0
Yellow 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
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	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
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	3.0
Recall Mode	None	None	None	None	None	None	None	Max	None	None	None	None
Walk Time (s)		5.0			5.0			5.0			5.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	8.3	9.8	17.6	8.7	10.1	17.9	9.8	33.0	35.6	9.8	33.0	35.3
Actuated g/C Ratio	0.14	0.16	0.29	0.14	0.16	0.29	0.16	0.58	0.58	0.16	0.58	0.58
v/c Ratio	0.12	0.08	0.28	0.20	0.07	0.10	0.30	0.12	0.11	0.12	0.08	0.09
Control Delay	24.8	22.4	4.5	25.2	22.1	5.6	26.0	12.9	2.4	24.1	13.2	2.5
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
Total Delay	24.8	22.4	4.5	25.2	22.1	5.6	26.0	12.9	2.4	24.1	13.2	2.5

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	C	A	C	C	A	C	B	A	C	B	A
Approach Delay		11.3			18.0			12.8			11.1	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)	9	6	0	16	6	0	26	32	0	10	20	0
Queue Length 95th (ft)	28	16	31	42	16	18	61	56	19	31	39	17
Internal Link Dist (ft)		2151			2741			471			3042	
Turn Bay Length (ft)	100		100	100		100	325		100	100		100
Base Capacity (vph)	258	1223	521	259	1228	458	259	1919	888	259	1919	878
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	0.10	0.05	0.28	0.18	0.04	0.10	0.30	0.12	0.11	0.12	0.08	0.09

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 56.5
Natural Cycle: 70
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.30
Intersection Signal Delay: 12.8 Intersection LOS: B
Intersection Capacity Utilization 34.0% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 54: Otay Mesa Rd & Enrico Fermi Dr



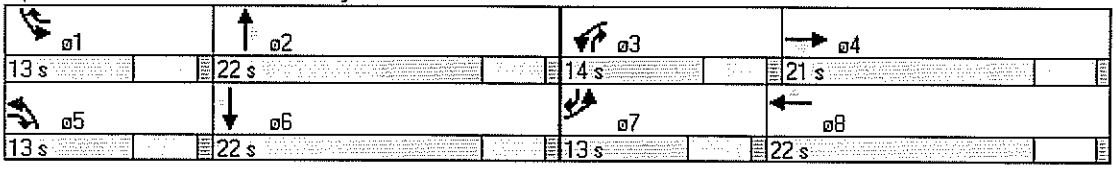
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	325		100	100		100
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	4715	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	4715	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			172			34			51			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)		50			50			40			40	
Link Distance (ft)		2231			2821			551			3122	
Travel Time (s)		30.4			38.5			9.4			53.2	
Volume (vph)	84	55	158	101	58	31	49	148	47	45	229	27
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	91	60	172	110	63	34	53	161	51	49	249	29
Lane Group Flow (vph)	91	60	172	110	63	34	53	161	51	49	249	29
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)	6.0	8.0	8.0	6.0	8.0	8.0	8.0	10.0	6.0	8.0	10.0	6.0
Minimum Split (s)	13.0	21.0	13.0	13.0	21.0	13.0	13.0	21.0	13.0	13.0	21.0	13.0
Total Split (s)	13.0	21.0	13.0	14.0	22.0	13.0	13.0	22.0	14.0	13.0	22.0	13.0
Total Split (%)	18.6%	30.0%	18.6%	20.0%	31.4%	18.6%	18.6%	31.4%	20.0%	18.6%	31.4%	18.6%
Maximum Green (s)	8.0	16.0	8.0	9.0	17.0	8.0	8.0	17.0	9.0	8.0	17.0	8.0
Yellow 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
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	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
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	3.0
Recall Mode	None	None	None	None	None	None	None	Max	None	None	None	None
Walk Time (s)		5.0			5.0			5.0			5.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	9.1	9.8	19.0	10.6	10.9	22.1	10.2	33.2	47.7	9.8	28.9	40.4
Actuated g/C Ratio	0.13	0.13	0.27	0.15	0.16	0.30	0.15	0.49	0.68	0.13	0.43	0.56
v/c Ratio	0.44	0.09	0.33	0.44	0.09	0.07	0.22	0.10	0.05	0.22	0.18	0.03
Control Delay	30.2	22.8	4.5	27.8	21.5	5.6	25.3	13.9	2.9	25.8	15.0	3.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.2	22.8	4.5	27.8	21.5	5.6	25.3	13.9	2.9	25.8	15.0	3.6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	C	A	C	C	A	C	B	A	C	B	A
Approach Delay		15.2			22.2			14.1			15.6	
Approach LOS		B			C			B			B	
Queue Length 50th (ft)	32	7	0	38	7	0	18	23	0	16	37	0
Queue Length 95th (ft)	70	17	34	80	17	15	46	43	13	43	63	10
Internal Link Dist (ft)		2151			2741			471			3042	
Turn Bay Length (ft)	100		100	100		100	325		100	100		100
Base Capacity (vph)	221	1067	524	264	1195	470	239	1612	1015	221	1474	837
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	0.41	0.06	0.33	0.42	0.05	0.07	0.22	0.10	0.05	0.22	0.17	0.03

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 67.5
Natural Cycle: 70
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.44
Intersection Signal Delay: 16.4 Intersection LOS: B
Intersection Capacity Utilization 37.3% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 54: Otay Mesa Rd & Enrico Fermi Dr



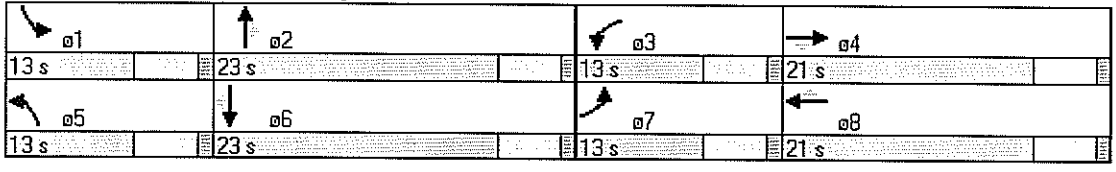
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	100		100	100		100
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			29			2			12			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)		50			50			40			40	
Link Distance (ft)		2821			1980			2550			3128	
Travel Time (s)		38.5			27.0			43.5			53.3	
Volume (vph)	29	23	27	8	9	2	22	18	11	3	26	17
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	32	25	29	9	10	2	24	20	12	3	28	18
Lane Group Flow (vph)	32	25	29	9	10	2	24	20	12	3	28	18
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	8.0	10.0	10.0	8.0	10.0	10.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0
Total Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	13.0	23.0	23.0	13.0	23.0	23.0
Total Split (%)	18.6%	30.0%	30.0%	18.6%	30.0%	30.0%	18.6%	32.9%	32.9%	18.6%	32.9%	32.9%
Maximum Green (s)	8.0	16.0	16.0	8.0	16.0	16.0	8.0	18.0	18.0	8.0	18.0	18.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	Min	Min	None	Min	Min
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	10.4	12.8	12.8	10.1	12.5	12.5	12.5	49.4	49.4	12.5	49.4	49.4
Actuated g/C Ratio	0.15	0.19	0.19	0.15	0.18	0.18	0.18	0.84	0.84	0.18	0.84	0.84
v/c Ratio	0.13	0.04	0.10	0.04	0.02	0.01	0.08	0.01	0.01	0.01	0.01	0.01
Control Delay	14.0	12.2	7.3	14.6	13.3	12.0	13.4	8.8	7.1	13.7	8.3	6.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.0	12.2	7.3	14.6	13.3	12.0	13.4	8.8	7.1	13.7	8.3	6.4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	B	B	A	B	B	B	B	A	A	B	A	A
Approach Delay		11.2			13.8			10.4			7.9	
Approach LOS		B			B			B			A	
Queue Length 50th (ft)	2	0	0	1	0	0	1	0	0	0	0	0
Queue Length 95th (ft)	28	11	17	13	6	5	23	10	11	6	12	13
Internal Link Dist (ft)		2741			1900			2470			3048	
Turn Bay Length (ft)	100		100	100		100	100		100	100		100
Base Capacity (vph)	296	937	440	295	933	419	296	2827	1266	296	2827	1267
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	0.11	0.03	0.07	0.03	0.01	0.00	0.08	0.01	0.01	0.01	0.01	0.01

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 58.7
Natural Cycle: 70
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.13
Intersection Signal Delay: 10.5 Intersection LOS: B
Intersection Capacity Utilization 31.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 37: Otay Mesa Rd & Alta Rd



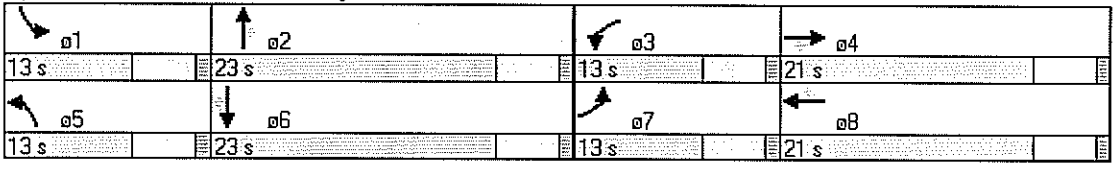
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	100		100	100		100
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			26			3			10			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)		50			50			40			40	
Link Distance (ft)		2821			1980			2550			3128	
Travel Time (s)		38.5			27.0			43.5			53.3	
Volume (vph)	19	10	24	12	25	3	29	29	9	2	20	32
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	21	11	26	13	27	3	32	32	10	2	22	35
Lane Group Flow (vph)	21	11	26	13	27	3	32	32	10	2	22	35
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	8.0	10.0	10.0	8.0	10.0	10.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0
Total Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	13.0	23.0	23.0	13.0	23.0	23.0
Total Split (%)	18.6%	30.0%	30.0%	18.6%	30.0%	30.0%	18.6%	32.9%	32.9%	18.6%	32.9%	32.9%
Maximum Green (s)	8.0	16.0	16.0	8.0	16.0	16.0	8.0	18.0	18.0	8.0	18.0	18.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	Min	Min	None	Min	Min
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	10.5	12.8	12.8	10.3	12.7	12.7	12.7	50.6	50.6	12.7	50.6	50.6
Actuated g/C Ratio	0.15	0.18	0.18	0.15	0.18	0.18	0.18	0.84	0.84	0.18	0.84	0.84
v/c Ratio	0.08	0.02	0.09	0.05	0.05	0.01	0.11	0.01	0.01	0.01	0.01	0.03
Control Delay	13.9	12.8	7.7	14.2	12.6	11.0	13.4	8.1	7.2	14.0	8.6	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
Total Delay	13.9	12.8	7.7	14.2	12.6	11.0	13.4	8.1	7.2	14.0	8.6	5.2

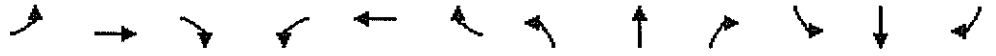
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	B	B	A	B	B	B	B	A	A	B	A	A
Approach Delay		10.9			13.0			10.3			6.8	
Approach LOS		B			B			B			A	
Queue Length 50th (ft)	1	0	0	1	0	0	2	0	0	0	0	0
Queue Length 95th (ft)	21	6	17	16	12	5	28	13	10	5	10	18
Internal Link Dist (ft)		2741			1900			2470			3048	
Turn Bay Length (ft)	100		100	100		100	100		100	100		100
Base Capacity (vph)	294	929	434	293	927	417	295	2828	1266	295	2828	1270
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	0.07	0.01	0.06	0.04	0.03	0.01	0.11	0.01	0.01	0.01	0.01	0.03

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 60.2
Natural Cycle: 70
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.11
Intersection Signal Delay: 10.0 Intersection LOS: B
Intersection Capacity Utilization 31.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 37: Otay Mesa Rd & Alta Rd





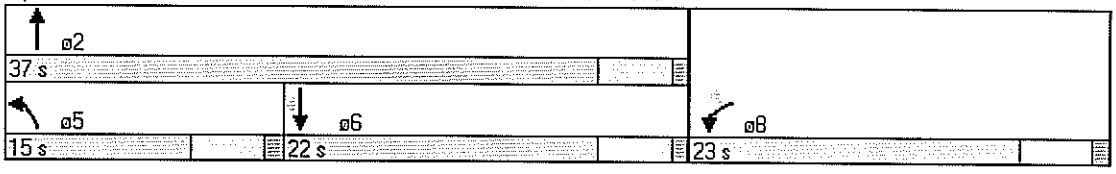
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	100		0	100		100	0		100
Storage Lanes	0		0	1		1	2		0	0		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)				50		50	50	50			50	50
Trailing Detector (ft)				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	0.97	0.95	1.00	1.00	0.95	1.00
Frt						0.850						0.850
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	0	0	1641	0	1468	3183	3282	0	0	3282	1468
Flt Permitted				0.950			0.950					
Satd. Flow (perm)	0	0	0	1641	0	1468	3183	3282	0	0	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						89						323
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)		65			65			40			40	
Link Distance (ft)		921			877			880			681	
Travel Time (s)		9.7			9.2			15.0			11.6	
Volume (vph)	0	0	0	58	0	82	153	395	0	0	81	297
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	0	0	0	63	0	89	166	429	0	0	88	323
Lane Group Flow (vph)	0	0	0	63	0	89	166	429	0	0	88	323
Turn Type				Prot		custom	Prot					Perm
Protected Phases				8			5	2			6	
Permitted Phases						8						6
Detector Phases				8		8	5	2			6	6
Minimum Initial (s)				8.0		8.0	8.0	10.0			10.0	10.0
Minimum Split (s)				21.0		21.0	13.0	21.0			21.0	21.0
Total Split (s)	0.0	0.0	0.0	23.0	0.0	23.0	15.0	37.0	0.0	0.0	22.0	22.0
Total Split (%)	0.0%	0.0%	0.0%	38.3%	0.0%	38.3%	25.0%	61.7%	0.0%	0.0%	36.7%	36.7%
Maximum Green (s)				18.0		18.0	10.0	32.0			17.0	17.0
Yellow Time (s)				4.0		4.0	4.0	4.0			4.0	4.0
All-Red Time (s)				1.0		1.0	1.0	1.0			1.0	1.0
Lead/Lag							Lead				Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)				3.0		3.0	3.0	3.0			3.0	3.0
Recall Mode				None		None	None	C-Max			C-Max	C-Max
Walk Time (s)				5.0		5.0		5.0			5.0	5.0
Flash Dont Walk (s)				11.0		11.0		11.0			11.0	11.0
Pedestrian Calls (#/hr)				0		0		0			0	0
Act Effct Green (s)				9.5		9.5	9.8	45.9			34.7	34.7
Actuated g/C Ratio				0.16		0.16	0.16	0.76			0.58	0.58
v/c Ratio				0.24		0.29	0.32	0.17			0.05	0.33
Control Delay				24.4		8.7	22.5	1.5			3.9	1.9
Queue Delay				0.0		0.0	0.0	0.0			0.0	0.0
Total Delay				24.4		8.7	22.5	1.5			3.9	1.9

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS				C		A	C	A			A	A
Approach Delay								7.4			2.3	
Approach LOS								A			A	
Queue Length 50th (ft)				21		0	27	6			4	0
Queue Length 95th (ft)				49		32	46	16			6	0
Internal Link Dist (ft)		841			797			800			601	
Turn Bay Length (ft)				100			100					100
Base Capacity (vph)				520		526	593	2510			1897	985
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				0.12		0.17	0.28	0.17			0.05	0.33

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 30 (50%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.33
Intersection Signal Delay: 6.6 Intersection LOS: A
Intersection Capacity Utilization 41.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 66: SR 905 WB On & Britannia Blvd



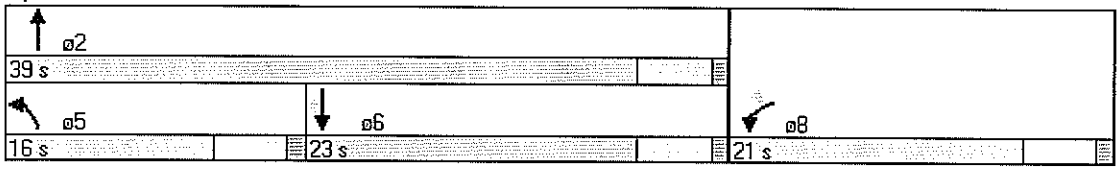
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	100		0	100		100	0		100
Storage Lanes	0		0	1		1	2		0	0		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)				50		50	50	50			50	50
Trailing Detector (ft)				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	0.97	0.95	1.00	1.00	0.95	1.00
Frt						0.850						0.850
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	0	0	1641	0	1468	3183	3282	0	0	3282	1468
Flt Permitted				0.950			0.950					
Satd. Flow (perm)	0	0	0	1641	0	1468	3183	3282	0	0	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						77						289
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)		65			65			40			40	
Link Distance (ft)		921			877			880			681	
Travel Time (s)		9.7			9.2			15.0			11.6	
Volume (vph)	0	0	0	80	0	71	331	416	0	0	340	266
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	0	0	0	87	0	77	360	452	0	0	370	289
Lane Group Flow (vph)	0	0	0	87	0	77	360	452	0	0	370	289
Turn Type				Prot		custom	Prot					Perm
Protected Phases				8			5	2			6	
Permitted Phases						8						6
Detector Phases				8		8	5	2			6	6
Minimum Initial (s)				8.0		8.0	8.0	10.0			10.0	10.0
Minimum Split (s)				21.0		21.0	13.0	21.0			21.0	21.0
Total Split (s)	0.0	0.0	0.0	21.0	0.0	21.0	16.0	39.0	0.0	0.0	23.0	23.0
Total Split (%)	0.0%	0.0%	0.0%	35.0%	0.0%	35.0%	26.7%	65.0%	0.0%	0.0%	38.3%	38.3%
Maximum Green (s)				16.0		16.0	11.0	34.0			18.0	18.0
Yellow Time (s)				4.0		4.0	4.0	4.0			4.0	4.0
All-Red Time (s)				1.0		1.0	1.0	1.0			1.0	1.0
Lead/Lag							Lead				Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)				3.0		3.0	3.0	3.0			3.0	3.0
Recall Mode				None		None	None	C-Max			C-Max	C-Max
Walk Time (s)				5.0		5.0		5.0			5.0	5.0
Flash Dont Walk (s)				11.0		11.0		11.0			11.0	11.0
Pedestrian Calls (#/hr)				0		0		0			0	0
Act Effct Green (s)				10.1		10.1	14.2	45.3			26.3	26.3
Actuated g/C Ratio				0.17		0.17	0.24	0.76			0.44	0.44
v/c Ratio				0.32		0.25	0.48	0.18			0.26	0.36
Control Delay				24.8		8.2	16.0	2.2			9.3	3.4
Queue Delay				0.0		0.0	0.0	0.0			0.0	0.0
Total Delay				24.8		8.2	16.0	2.2			9.3	3.4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS				C		A	B	A			A	A
Approach Delay								8.3			6.7	
Approach LOS								A			A	
Queue Length 50th (ft)				29		0	32	11			20	0
Queue Length 95th (ft)				60		29	59	21			57	m5
Internal Link Dist (ft)		841			797			800			601	
Turn Bay Length (ft)				100			100					100
Base Capacity (vph)				465		471	779	2479			1441	806
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				0.19		0.16	0.46	0.18			0.26	0.36

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.48
Intersection Signal Delay: 8.5 Intersection LOS: A
Intersection Capacity Utilization 42.6% ICU Level of Service A
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 66: SR 905 WB On & Britannia Blvd



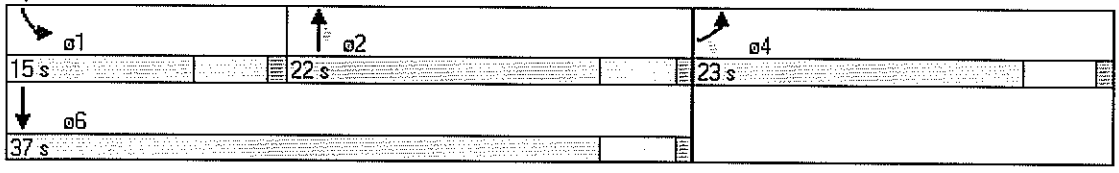
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	0		0	0		100	100		0
Storage Lanes	2		1	0		0	0		1	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50		50					50	50	50	50	
Trailing Detector (ft)	0		0					0	0	0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850						0.850			
Flt Protected	0.950									0.950		
Satd. Flow (prot)	3183	0	1468	0	0	0	0	3282	1468	1641	3282	0
Flt Permitted	0.950									0.950		
Satd. Flow (perm)	3183	0	1468	0	0	0	0	3282	1468	1641	3282	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			327						79			
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)		65			65			40			40	
Link Distance (ft)		891			856			1034			880	
Travel Time (s)		9.3			9.0			17.6			15.0	
Volume (vph)	242	0	301	0	0	0	0	153	73	64	139	0
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	263	0	327	0	0	0	0	166	79	70	151	0
Lane Group Flow (vph)	263	0	327	0	0	0	0	166	79	70	151	0
Turn Type	Prot		custom						Perm	Prot		
Protected Phases	4							2		1	6	
Permitted Phases			4						2			
Detector Phases	4		4					2	2	1	6	
Minimum Initial (s)	8.0		8.0					10.0	10.0	8.0	10.0	
Minimum Split (s)	21.0		21.0					21.0	21.0	13.0	21.0	
Total Split (s)	23.0	0.0	23.0	0.0	0.0	0.0	0.0	22.0	22.0	15.0	37.0	0.0
Total Split (%)	38.3%	0.0%	38.3%	0.0%	0.0%	0.0%	0.0%	36.7%	36.7%	25.0%	61.7%	0.0%
Maximum Green (s)	18.0		18.0					17.0	17.0	10.0	32.0	
Yellow Time (s)	4.0		4.0					4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0					1.0	1.0	1.0	1.0	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0		3.0					3.0	3.0	3.0	3.0	
Recall Mode	None		None					C-Max	C-Max	None	C-Max	
Walk Time (s)	5.0		5.0					5.0	5.0		5.0	
Flash Dont Walk (s)	11.0		11.0					11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0		0					0	0		0	
Act Effct Green (s)	11.6		11.6					31.8	31.8	9.8	40.4	
Actuated g/C Ratio	0.19		0.19					0.53	0.53	0.16	0.67	
v/c Ratio	0.43		0.60					0.10	0.10	0.26	0.07	
Control Delay	22.8		7.8					10.3	4.2	22.5	2.4	
Queue Delay	0.0		0.0					0.0	0.0	0.0	0.0	
Total Delay	22.8		7.8					10.3	4.2	22.5	2.4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C		A					B	A	C	A	
Approach Delay								8.4			8.8	
Approach LOS								A			A	
Queue Length 50th (ft)	44		0					16	0	20	2	
Queue Length 95th (ft)	66		52					40	24	54	12	
Internal Link Dist (ft)		811			776			954			800	
Turn Bay Length (ft)	100								100	100		
Base Capacity (vph)	1008		688					1737	814	306	2208	
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	0.26		0.48					0.10	0.10	0.23	0.07	

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 2 (3%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.60
Intersection Signal Delay: 11.9 Intersection LOS: B
Intersection Capacity Utilization 41.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 69: SR 905 EB Off & Britannia Blvd



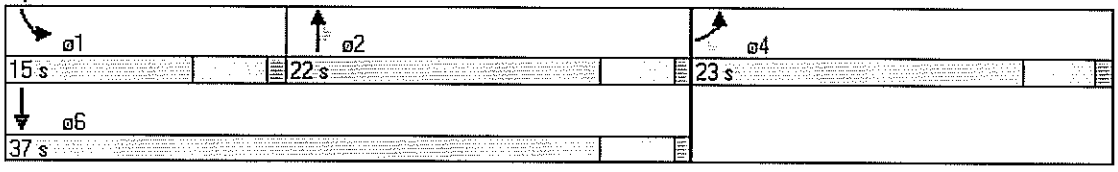
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	0		0	0		100	100		0
Storage Lanes	2		1	0		0	0		1	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50		50					50	50	50	50	
Trailing Detector (ft)	0		0					0	0	0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850						0.850			
Flt Protected	0.950									0.950		
Satd. Flow (prot)	3183	0	1468	0	0	0	0	3282	1468	1641	3282	0
Flt Permitted	0.950									0.950		
Satd. Flow (perm)	3183	0	1468	0	0	0	0	3282	1468	1641	3282	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			184						70			
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)		65			65			40			40	
Link Distance (ft)		891			856			1034			880	
Travel Time (s)		9.3			9.0			17.6			15.0	
Volume (vph)	327	0	169	0	0	0	0	89	64	90	420	0
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	355	0	184	0	0	0	0	97	70	98	457	0
Lane Group Flow (vph)	355	0	184	0	0	0	0	97	70	98	457	0
Turn Type	Prot		custom						Perm	Prot		
Protected Phases	4							2		1	6	
Permitted Phases			4						2			
Detector Phases	4		4					2	2	1	6	
Minimum Initial (s)	8.0		8.0					10.0	10.0	8.0	10.0	
Minimum Split (s)	21.0		21.0					21.0	21.0	13.0	21.0	
Total Split (s)	23.0	0.0	23.0	0.0	0.0	0.0	0.0	22.0	22.0	15.0	37.0	0.0
Total Split (%)	38.3%	0.0%	38.3%	0.0%	0.0%	0.0%	0.0%	36.7%	36.7%	25.0%	61.7%	0.0%
Maximum Green (s)	18.0		18.0					17.0	17.0	10.0	32.0	
Yellow Time (s)	4.0		4.0					4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0					1.0	1.0	1.0	1.0	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0		3.0					3.0	3.0	3.0	3.0	
Recall Mode	None		None					C-Max	C-Max	None	C-Max	
Walk Time (s)	5.0		5.0					5.0	5.0		5.0	
Flash Dont Walk (s)	11.0		11.0					11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0		0					0	0		0	
Act Effct Green (s)	12.7		12.7					27.4	27.4	10.6	39.3	
Actuated g/C Ratio	0.21		0.21					0.46	0.46	0.18	0.66	
v/c Ratio	0.53		0.40					0.06	0.10	0.34	0.21	
Control Delay	23.5		6.3					12.8	5.0	20.3	8.3	
Queue Delay	0.0		0.0					0.0	0.0	0.0	0.0	
Total Delay	23.5		6.3					12.8	5.0	20.3	8.3	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C		A					B	A	C	A	
Approach Delay								9.5			10.4	
Approach LOS								A			B	
Queue Length 50th (ft)	59		0					10	0	33	51	
Queue Length 95th (ft)	86		39					27	24	80	100	
Internal Link Dist (ft)		811			776			954			800	
Turn Bay Length (ft)	100								100	100		
Base Capacity (vph)	1008		591					1498	708	316	2152	
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	0.35		0.31					0.06	0.10	0.31	0.21	

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.53
Intersection Signal Delay: 13.4 Intersection LOS: B
Intersection Capacity Utilization 42.6% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 69: SR 905 EB Off & Britannia Blvd



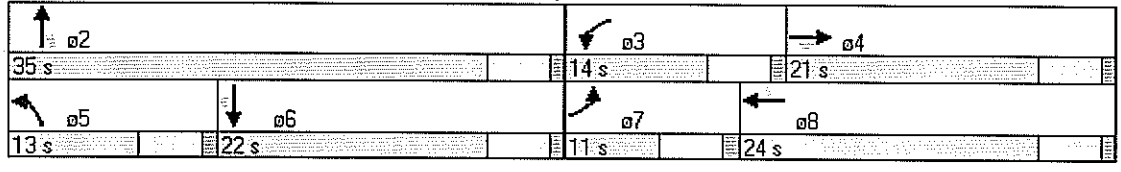
Lane Group	EBL	EBT	EBR2	WBL	WBT	WBR	NBL	NBT	NBR2	SBT	SBR
Lane Configurations											
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			100		0	0				0
Storage Lanes	1			1		1	1				1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading 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		9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	0.91	1.00
Frt						0.850					0.850
Flt Protected	0.950			0.950			0.950				
Satd. Flow (prot)	1641	1727	1727	1641	1727	1468	1641	4715	1727	4715	1468
Flt Permitted	0.950			0.950			0.950				
Satd. Flow (perm)	1641	1727	1727	1641	1727	1468	1641	4715	1727	4715	1468
Right Turn on Red			Yes			Yes			Yes		Yes
Satd. Flow (RTOR)						230					25
Headway Factor	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)		65			65			40		40	
Link Distance (ft)		431			1666			263		264	
Travel Time (s)		4.5			17.5			4.5		4.5	
Volume (vph)	19	0	0	89	24	212	13	0	0	762	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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	21	0	0	97	26	230	14	0	0	828	25
Lane Group Flow (vph)	21	0	0	97	26	230	14	0	0	828	25
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm		Perm
Protected Phases	7	4		3	8		5	2		6	
Permitted Phases			4			8			2		6
Detector Phases	7	4	4	3	8	8	5	2	2	6	6
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	8.0	10.0	10.0	10.0	10.0
Minimum Split (s)	11.0	21.0	21.0	11.0	21.0	21.0	13.0	21.0	21.0	21.0	21.0
Total Split (s)	11.0	21.0	21.0	14.0	24.0	24.0	13.0	35.0	35.0	22.0	22.0
Total Split (%)	15.7%	30.0%	30.0%	20.0%	34.3%	34.3%	18.6%	50.0%	50.0%	31.4%	31.4%
Maximum Green (s)	6.0	16.0	16.0	9.0	19.0	19.0	8.0	30.0	30.0	17.0	17.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
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
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead			Lag	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	None	C-Max	C-Max	C-Max	C-Max
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0	0	0
Act Effct Green (s)	7.0			12.1	10.3	10.3	9.0			46.9	46.9
Actuated g/C Ratio	0.10			0.17	0.15	0.15	0.13			0.67	0.67
v/c Ratio	0.13			0.34	0.10	0.56	0.07			0.26	0.03
Control Delay	30.8			26.7	26.0	9.8	28.5			3.4	0.6
Queue Delay	0.0			0.0	0.0	0.0	0.0			0.1	0.0
Total Delay	30.8			26.7	26.0	9.8	28.5			3.4	0.6

Lane Group	EBL	EBT	EBR2	WBL	WBT	WBR	NBL	NBT	NBR2	SBT	SBR
LOS	C			C	C	A	C			A	A
Approach Delay					15.7					3.4	
Approach LOS					B					A	
Queue Length 50th (ft)	8			38	10	1	7			6	0
Queue Length 95th (ft)	28			m60	m28	53	m21			142	m1
Internal Link Dist (ft)		351			1586			183		184	
Turn Bay Length (ft)				100							
Base Capacity (vph)	164			301	493	584	211			3162	993
Starvation Cap Reductn	0			0	0	0	0			900	0
Spillback Cap Reductn	0			0	0	0	0			0	0
Storage Cap Reductn	0			0	0	0	0			0	0
Reduced v/c Ratio	0.13			0.32	0.05	0.39	0.07			0.37	0.03

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 70
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.56
Intersection Signal Delay: 7.6 Intersection LOS: A
Intersection Capacity Utilization 33.0% ICU Level of Service A
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 118: SR 905 WB Off Ramp & La Media Rd



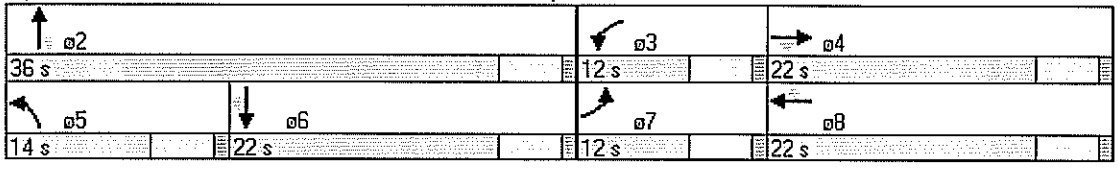
Lane Group	EBL	EBT	EBR2	WBL	WBT	WBR	NBL	NBT	NBR2	SBT	SBR
Lane Configurations											
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			100		0	0				0
Storage Lanes	1			1		1	1				1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading 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		9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	0.91	1.00
Frt						0.850					0.850
Flt Protected	0.950			0.950			0.950				
Satd. Flow (prot)	1641	1727	1727	1641	1727	1468	1641	4715	1727	4715	1468
Flt Permitted	0.950			0.950			0.950				
Satd. Flow (perm)	1641	1727	1727	1641	1727	1468	1641	4715	1727	4715	1468
Right Turn on Red			Yes			Yes			Yes		Yes
Satd. Flow (RTOR)						137					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
Link Speed (mph)		65			65			40		40	
Link Distance (ft)		431			1666			263		264	
Travel Time (s)		4.5			17.5			4.5		4.5	
Volume (vph)	25	0	0	63	22	126	12	0	0	695	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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	27	0	0	68	24	137	13	0	0	755	22
Lane Group Flow (vph)	27	0	0	68	24	137	13	0	0	755	22
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm		Perm
Protected Phases	7	4		3	8		5	2		6	
Permitted Phases			4			8			2		6
Detector Phases	7	4	4	3	8	8	5	2	2	6	6
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	8.0	10.0	10.0	10.0	10.0
Minimum Split (s)	11.0	21.0	21.0	11.0	21.0	21.0	13.0	21.0	21.0	21.0	21.0
Total Split (s)	12.0	22.0	22.0	12.0	22.0	22.0	14.0	36.0	36.0	22.0	22.0
Total Split (%)	17.1%	31.4%	31.4%	17.1%	31.4%	31.4%	20.0%	51.4%	51.4%	31.4%	31.4%
Maximum Green (s)	7.0	17.0	17.0	7.0	17.0	17.0	9.0	31.0	31.0	17.0	17.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
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
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead			Lag	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	None	C-Max	C-Max	C-Max	C-Max
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0	0	0
Act Effct Green (s)	7.4			13.5	9.5	9.5	9.0			48.5	48.5
Actuated g/C Ratio	0.11			0.19	0.14	0.14	0.13			0.69	0.69
v/c Ratio	0.16			0.21	0.10	0.43	0.06			0.23	0.02
Control Delay	30.5			22.2	27.1	10.2	26.8			3.1	0.7
Queue Delay	0.0			0.0	0.0	0.0	0.0			0.1	0.0
Total Delay	30.5			22.2	27.1	10.2	26.8			3.2	0.7

Lane Group	EBL	EBT	EBR2	WBL	WBT	WBR	NBL	NBT	NBR2	SBT	SBR
LOS	C			C	C	B	C			A	A
Approach Delay					15.5					3.1	
Approach LOS					B					A	
Queue Length 50th (ft)	11			27	9	0	6			7	0
Queue Length 95th (ft)	32			46	28	44	m18			41	m0
Internal Link Dist (ft)		351			1586			183		184	
Turn Bay Length (ft)				100							
Base Capacity (vph)	188			326	444	479	234			3266	1024
Starvation Cap Reductn	0			0	0	0	0			1059	0
Spillback Cap Reductn	0			0	0	0	0			0	0
Storage Cap Reductn	0			0	0	0	0			0	0
Reduced v/c Ratio	0.14			0.21	0.05	0.29	0.06			0.34	0.02

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 70
Offset: 10 (14%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.43
Intersection Signal Delay: 6.8 Intersection LOS: A
Intersection Capacity Utilization 31.7% ICU Level of Service A
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 118: SR 905 WB Off Ramp & La Media Rd



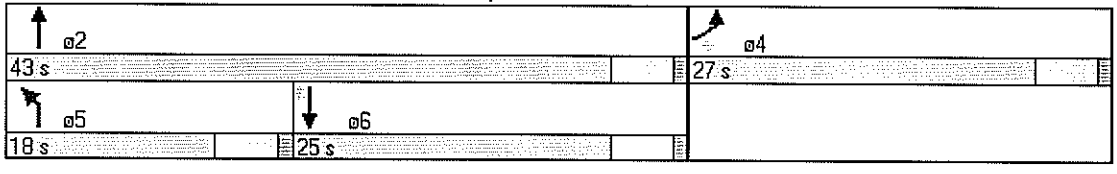
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	SBR2	SEL	SER
Lane Configurations									
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100	0	100			100		0	0
Storage Lanes	1	1	1			1		0	0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50		50		
Trailing Detector (ft)	0	0	0	0	0		0		
Turning Speed (mph)	15	9	15			9	9	15	9
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	1.00	1.00	1.00	1.00
Frt		0.850					0.850		
Flt Protected	0.950		0.950						
Satd. Flow (prot)	1641	1468	1641	4715	4715	0	1468	0	0
Flt Permitted	0.950		0.950						
Satd. Flow (perm)	1641	1468	1641	4715	4715	0	1468	0	0
Right Turn on Red		Yes					Yes		
Satd. Flow (RTOR)		289					124		
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	65			40	40			65	
Link Distance (ft)	1093			830	1237			1237	
Travel Time (s)	11.5			14.1	21.1			13.0	
Volume (vph)	201	266	57	471	507	0	114	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	218	289	62	512	551	0	124	0	0
Lane Group Flow (vph)	218	289	62	512	551	0	124	0	0
Turn Type		Perm	Prot				Perm		
Protected Phases	4		5	2	6				
Permitted Phases		4					6		
Detector Phases	4	4	5	2	6		6		
Minimum Initial (s)	8.0	8.0	8.0	10.0	10.0		10.0		
Minimum Split (s)	21.0	21.0	13.0	21.0	21.0		21.0		
Total Split (s)	27.0	27.0	18.0	43.0	25.0	0.0	25.0	0.0	0.0
Total Split (%)	38.6%	38.6%	25.7%	61.4%	35.7%	0.0%	35.7%	0.0%	0.0%
Maximum Green (s)	22.0	22.0	13.0	38.0	20.0		20.0		
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0		
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0		
Lead/Lag			Lead		Lag		Lag		
Lead-Lag Optimize?									
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0		
Recall Mode	None	None	None	C-Max	C-Max		C-Max		
Walk Time (s)	5.0	5.0		5.0	5.0		5.0		
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0		
Pedestrian Calls (#/hr)	0	0		0	0		0		
Act Effct Green (s)	15.1	15.1	9.8	46.9	38.3		38.3		
Actuated g/C Ratio	0.22	0.22	0.14	0.67	0.55		0.55		
v/c Ratio	0.62	0.53	0.27	0.16	0.21		0.14		
Control Delay	31.8	6.7	25.8	6.8	4.6		0.6		
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0		
Total Delay	31.8	6.7	25.8	6.8	4.6		0.6		

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	SBR2	SEL	SER
LOS	C	A	C	A	A		A		
Approach Delay	17.5			8.8	3.9				
Approach LOS	B			A	A				
Queue Length 50th (ft)	86	0	24	17	20		0		
Queue Length 95th (ft)	134	50	m58	83	14		0		
Internal Link Dist (ft)	1013			750	1157			1157	
Turn Bay Length (ft)	100		100				100		
Base Capacity (vph)	539	676	328	3159	2578		859		
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	0.40	0.43	0.19	0.16	0.21		0.14		

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 70
Offset: 24 (34%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.62
Intersection Signal Delay: 9.4 Intersection LOS: A
Intersection Capacity Utilization 37.6% ICU Level of Service A
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 33: SR 905 EB Ramp & La Media Rd



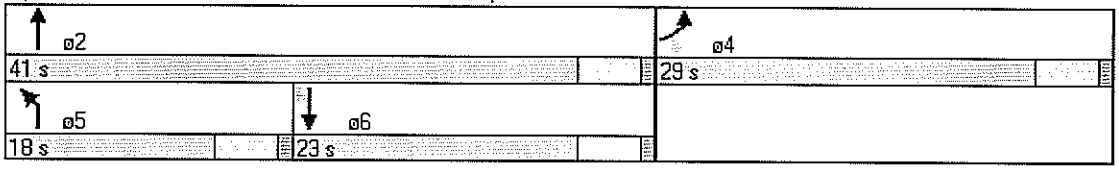
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	SBR2	SEL	SER
Lane Configurations									
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100	0	100			100		0	0
Storage Lanes	1	1	1			1		0	0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50		50		
Trailing Detector (ft)	0	0	0	0	0		0		
Turning Speed (mph)	15	9	15			9	9	15	9
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	1.00	1.00	1.00	1.00
Frt		0.850					0.850		
Flt Protected	0.950		0.950						
Satd. Flow (prot)	1641	1468	1641	4715	4715	0	1468	0	0
Flt Permitted	0.950		0.950						
Satd. Flow (perm)	1641	1468	1641	4715	4715	0	1468	0	0
Right Turn on Red		Yes					Yes		
Satd. Flow (RTOR)		178					145		
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	65			40	40			65	
Link Distance (ft)	1093			830	1237			1237	
Travel Time (s)	11.5			14.1	21.1			13.0	
Volume (vph)	266	164	98	752	417	0	133	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	289	178	107	817	453	0	145	0	0
Lane Group Flow (vph)	289	178	107	817	453	0	145	0	0
Turn Type		Perm	Prot				Perm		
Protected Phases	4		5	2	6				
Permitted Phases		4					6		
Detector Phases	4	4	5	2	6		6		
Minimum Initial (s)	8.0	8.0	8.0	10.0	10.0		10.0		
Minimum Split (s)	21.0	21.0	13.0	21.0	21.0		21.0		
Total Split (s)	29.0	29.0	18.0	41.0	23.0	0.0	23.0	0.0	0.0
Total Split (%)	41.4%	41.4%	25.7%	58.6%	32.9%	0.0%	32.9%	0.0%	0.0%
Maximum Green (s)	24.0	24.0	13.0	36.0	18.0		18.0		
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0		
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0		
Lead/Lag			Lead		Lag		Lag		
Lead-Lag Optimize?									
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0		
Recall Mode	None	None	None	C-Max	C-Max		C-Max		
Walk Time (s)	5.0	5.0		5.0	5.0		5.0		
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0		
Pedestrian Calls (#/hr)	0	0		0	0		0		
Act Effct Green (s)	17.9	17.9	10.5	44.1	34.8		34.8		
Actuated g/C Ratio	0.26	0.26	0.15	0.63	0.50		0.50		
v/c Ratio	0.69	0.35	0.43	0.28	0.19		0.18		
Control Delay	31.5	5.1	19.3	2.1	6.2		0.8		
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0		
Total Delay	31.5	5.1	19.3	2.1	6.2		0.8		

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	SBR2	SEL	SER
LOS	C	A	B	A	A		A		
Approach Delay	21.5			4.1	4.9				
Approach LOS	C			A	A				
Queue Length 50th (ft)	113	0	20	6	24		0		
Queue Length 95th (ft)	163	37	26	9	20		0		
Internal Link Dist (ft)	1013			750	1157			1157	
Turn Bay Length (ft)	100		100				100		
Base Capacity (vph)	586	639	328	2969	2343		802		
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	0.49	0.28	0.33	0.28	0.19		0.18		

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 70
Offset: 24 (34%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.69
Intersection Signal Delay: 8.4 Intersection LOS: A
Intersection Capacity Utilization 39.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 33: SR 905 EB Ramp & La Media Rd



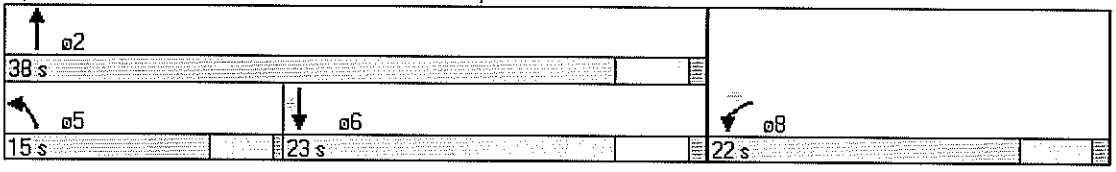
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	100		0	100		100	100		100
Storage Lanes	0		0	1		1	1		0	0		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)				50		50	50	50			50	50
Trailing Detector (ft)				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	0.95	1.00	1.00	0.95	1.00
Frt						0.850						0.850
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	0	0	1641	0	1468	1641	3282	0	0	3282	1468
Flt Permitted				0.950			0.950					
Satd. Flow (perm)	0	0	0	1641	0	1468	1641	3282	0	0	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						226						111
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)		65			65			40			40	
Link Distance (ft)		1054			1015			1153			551	
Travel Time (s)		11.1			10.6			19.7			9.4	
Volume (vph)	0	0	0	170	0	208	125	112	0	0	225	102
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	0	0	0	185	0	226	136	122	0	0	245	111
Lane Group Flow (vph)	0	0	0	185	0	226	136	122	0	0	245	111
Turn Type				Prot		custom	Prot					Perm
Protected Phases				8			5	2			6	
Permitted Phases						8						6
Detector Phases				8		8	5	2			6	6
Minimum Initial (s)				8.0		8.0	4.0	10.0			10.0	10.0
Minimum Split (s)				21.0		21.0	8.0	21.0			21.0	21.0
Total Split (s)	0.0	0.0	0.0	22.0	0.0	22.0	15.0	38.0	0.0	0.0	23.0	23.0
Total Split (%)	0.0%	0.0%	0.0%	36.7%	0.0%	36.7%	25.0%	63.3%	0.0%	0.0%	38.3%	38.3%
Maximum Green (s)				17.0		17.0	11.0	33.0			18.0	18.0
Yellow Time (s)				4.0		4.0	3.5	4.0			4.0	4.0
All-Red Time (s)				1.0		1.0	0.5	1.0			1.0	1.0
Lead/Lag							Lead				Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)				3.0		3.0	3.0	3.0			3.0	3.0
Recall Mode				None		None	None	C-Max			C-Max	C-Max
Walk Time (s)				5.0		5.0		5.0			5.0	5.0
Flash Dont Walk (s)				11.0		11.0		11.0			11.0	11.0
Pedestrian Calls (#/hr)				0		0		0			0	0
Act Effct Green (s)				12.8		12.8	8.3	39.2			28.8	28.8
Actuated g/C Ratio				0.21		0.21	0.14	0.65			0.48	0.48
v/c Ratio				0.53		0.46	0.60	0.06			0.16	0.15
Control Delay				25.9		6.3	30.4	0.6			11.5	4.1
Queue Delay				0.0		0.0	0.0	0.0			0.0	0.0
Total Delay				25.9		6.3	30.4	0.6			11.5	4.1

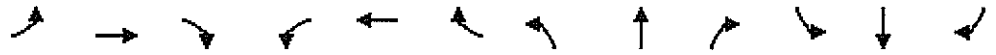
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS				C		A	C	A			B	A
Approach Delay								16.3			9.2	
Approach LOS								B			A	
Queue Length 50th (ft)				60		0	31	0			25	0
Queue Length 95th (ft)				102		42	58	1			58	29
Internal Link Dist (ft)		974			935			1073			471	
Turn Bay Length (ft)				100			100					100
Base Capacity (vph)				492		599	304	2144			1577	763
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				0.38		0.38	0.45	0.06			0.16	0.15

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 28 (47%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.60
Intersection Signal Delay: 13.4 Intersection LOS: B
Intersection Capacity Utilization 36.8% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 44: SR 11 WB Ramp & Enrico Fermi Dr





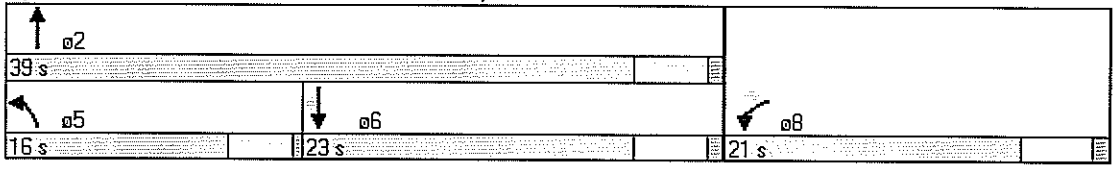
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	100		0	100		100	100		100
Storage Lanes	0		0	1		1	1		0	0		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)				50		50	50	50			50	50
Trailing Detector (ft)				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	0.95	1.00	1.00	0.95	1.00
Frt						0.850						0.850
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	0	0	1641	0	1468	1641	3282	0	0	3282	1468
Flt Permitted				0.950			0.950					
Satd. Flow (perm)	0	0	0	1641	0	1468	1641	3282	0	0	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						186						184
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)		65			65			40			40	
Link Distance (ft)		1054			1015			1153			551	
Travel Time (s)		11.1			10.6			19.7			9.4	
Volume (vph)	0	0	0	209	0	171	139	119	0	0	252	169
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	0	0	0	227	0	186	151	129	0	0	274	184
Lane Group Flow (vph)	0	0	0	227	0	186	151	129	0	0	274	184
Turn Type				Prot		custom	Prot					Perm
Protected Phases				8			5	2			6	
Permitted Phases						8						6
Detector Phases				8		8	5	2			6	6
Minimum Initial (s)				8.0		8.0	4.0	10.0			10.0	10.0
Minimum Split (s)				21.0		21.0	8.0	21.0			21.0	21.0
Total Split (s)	0.0	0.0	0.0	21.0	0.0	21.0	16.0	39.0	0.0	0.0	23.0	23.0
Total Split (%)	0.0%	0.0%	0.0%	35.0%	0.0%	35.0%	26.7%	65.0%	0.0%	0.0%	38.3%	38.3%
Maximum Green (s)				16.0		16.0	12.0	34.0			18.0	18.0
Yellow Time (s)				4.0		4.0	3.5	4.0			4.0	4.0
All-Red Time (s)				1.0		1.0	0.5	1.0			1.0	1.0
Lead/Lag							Lead				Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)				3.0		3.0	3.0	3.0			3.0	3.0
Recall Mode				None		None	None	C-Max			C-Max	C-Max
Walk Time (s)				5.0		5.0		5.0			5.0	5.0
Flash Dont Walk (s)				11.0		11.0		11.0			11.0	11.0
Pedestrian Calls (#/hr)				0		0		0			0	0
Act Effct Green (s)				13.6		13.6	8.8	38.4			27.7	27.7
Actuated g/C Ratio				0.23		0.23	0.15	0.64			0.46	0.46
v/c Ratio				0.61		0.39	0.63	0.06			0.18	0.24
Control Delay				27.5		5.9	29.5	0.2			12.1	3.6
Queue Delay				0.0		0.0	0.0	0.0			0.0	0.0
Total Delay				27.5		5.9	29.5	0.2			12.1	3.6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS				C		A	C	A			B	A
Approach Delay								16.0			8.7	
Approach LOS								B			A	
Queue Length 50th (ft)				73		0	25	0			30	0
Queue Length 95th (ft)				126		39	56	0			62	36
Internal Link Dist (ft)		974			935			1073			471	
Turn Bay Length (ft)				100			100					100
Base Capacity (vph)				465		549	328	2098			1513	776
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				0.49		0.34	0.46	0.06			0.18	0.24

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 2 (3%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.63
Intersection Signal Delay: 13.7 Intersection LOS: B
Intersection Capacity Utilization 41.2% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 44: SR 11 WB Ramp & Enrico Fermi Dr



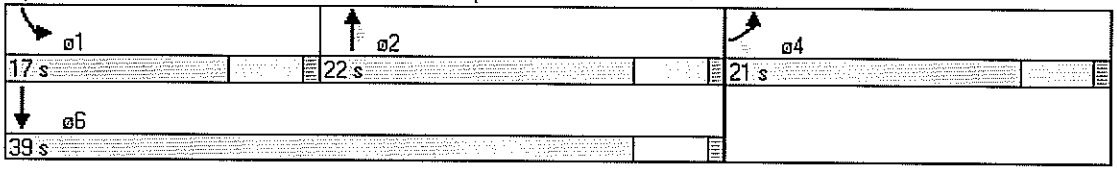
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	500		0	0		0	0		100	100		0
Storage Lanes	1		1	0		0	0		1	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50		50					50	50	50	50	
Trailing Detector (ft)	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	0.95	1.00	1.00	0.95	1.00
Frt			0.850						0.850			
Flt Protected	0.950									0.950		
Satd. Flow (prot)	1641	0	1468	0	0	0	0	3282	1468	1641	3282	0
Flt Permitted	0.950									0.950		
Satd. Flow (perm)	1641	0	1468	0	0	0	0	3282	1468	1641	3282	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			88						204			
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)		65			65			40			40	
Link Distance (ft)		1141			922			869			1153	
Travel Time (s)		12.0			9.7			14.8			19.7	
Volume (vph)	64	0	81	0	0	0	0	173	188	154	241	0
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	70	0	88	0	0	0	0	188	204	167	262	0
Lane Group Flow (vph)	70	0	88	0	0	0	0	188	204	167	262	0
Turn Type	Prot		custom						Perm	Prot		
Protected Phases	4							2		1	6	
Permitted Phases			4						2			
Detector Phases	4		4					2	2	1	6	
Minimum Initial (s)	8.0		8.0					10.0	10.0	8.0	10.0	
Minimum Split (s)	21.0		21.0					21.0	21.0	13.0	21.0	
Total Split (s)	21.0	0.0	21.0	0.0	0.0	0.0	0.0	22.0	22.0	17.0	39.0	0.0
Total Split (%)	35.0%	0.0%	35.0%	0.0%	0.0%	0.0%	0.0%	36.7%	36.7%	28.3%	65.0%	0.0%
Maximum Green (s)	16.0		16.0					17.0	17.0	12.0	34.0	
Yellow Time (s)	4.0		4.0					4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0					1.0	1.0	1.0	1.0	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0		3.0					3.0	3.0	3.0	3.0	
Recall Mode	None		None					C-Max	C-Max	None	C-Max	
Walk Time (s)	5.0		5.0					5.0	5.0		5.0	
Flash Dont Walk (s)	11.0		11.0					11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0		0					0	0		0	
Act Effct Green (s)	9.7		9.7					32.1	32.1	12.2	45.7	
Actuated g/C Ratio	0.16		0.16					0.54	0.54	0.20	0.76	
v/c Ratio	0.27		0.28					0.11	0.23	0.50	0.10	
Control Delay	24.5		8.5					11.6	3.6	21.3	1.4	
Queue Delay	0.0		0.0					0.0	0.0	0.0	0.0	
Total Delay	24.5		8.5					11.6	3.6	21.3	1.4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C		A					B	A	C	A	
Approach Delay								7.4			9.1	
Approach LOS								A			A	
Queue Length 50th (ft)	23		0					18	0	44	2	
Queue Length 95th (ft)	52		31					47	40	66	14	
Internal Link Dist (ft)		1061			842			789			1073	
Turn Bay Length (ft)	500								100	100		
Base Capacity (vph)	465		479					1757	881	392	2502	
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		0.18					0.11	0.23	0.43	0.10	

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.50
Intersection Signal Delay: 9.5 Intersection LOS: A
Intersection Capacity Utilization 36.8% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 91: SR 11 EB Ramp & Enrico Fermi Dr



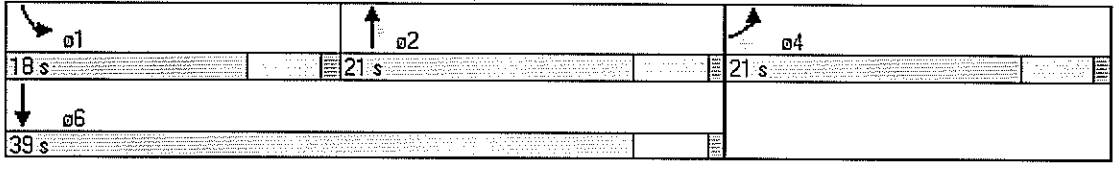
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	500		0	0		0	0		100	100		0
Storage Lanes	1		1	0		0	0		1	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50		50					50	50	50	50	
Trailing Detector (ft)	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	0.95	1.00	1.00	0.95	1.00
Frt			0.850						0.850			
Flt Protected	0.950									0.950		
Satd. Flow (prot)	1641	0	1468	0	0	0	0	3282	1468	1641	3282	0
Flt Permitted	0.950									0.950		
Satd. Flow (perm)	1641	0	1468	0	0	0	0	3282	1468	1641	3282	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			108						205			
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)		65			65			40			40	
Link Distance (ft)		1141			922			869			1153	
Travel Time (s)		12.0			9.7			14.8			19.7	
Volume (vph)	33	0	99	0	0	0	0	225	189	231	230	0
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	36	0	108	0	0	0	0	245	205	251	250	0
Lane Group Flow (vph)	36	0	108	0	0	0	0	245	205	251	250	0
Turn Type	Prot		custom						Perm	Prot		
Protected Phases	4							2		1	6	
Permitted Phases			4						2			
Detector Phases	4		4					2	2	1	6	
Minimum Initial (s)	8.0		8.0					10.0	10.0	8.0	10.0	
Minimum Split (s)	21.0		21.0					21.0	21.0	13.0	21.0	
Total Split (s)	21.0	0.0	21.0	0.0	0.0	0.0	0.0	21.0	21.0	18.0	39.0	0.0
Total Split (%)	35.0%	0.0%	35.0%	0.0%	0.0%	0.0%	0.0%	35.0%	35.0%	30.0%	65.0%	0.0%
Maximum Green (s)	16.0		16.0					16.0	16.0	13.0	34.0	
Yellow Time (s)	4.0		4.0					4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0					1.0	1.0	1.0	1.0	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0		3.0					3.0	3.0	3.0	3.0	
Recall Mode	None		None					C-Max	C-Max	None	C-Max	
Walk Time (s)	5.0		5.0					5.0	5.0		5.0	
Flash Dont Walk (s)	11.0		11.0					11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0		0					0	0		0	
Act Effct Green (s)	9.3		9.3					26.2	26.2	15.1	46.1	
Actuated g/C Ratio	0.16		0.16					0.44	0.44	0.25	0.77	
v/c Ratio	0.14		0.34					0.17	0.27	0.61	0.10	
Control Delay	23.2		8.8					13.5	4.0	22.0	3.5	
Queue Delay	0.0		0.0					0.0	0.0	0.0	0.0	
Total Delay	23.2		8.8					13.5	4.0	22.0	3.5	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C		A					B	A	C	A	
Approach Delay								9.2			12.8	
Approach LOS								A			B	
Queue Length 50th (ft)	12		0					30	0	65	12	
Queue Length 95th (ft)	33		35					61	41	97	27	
Internal Link Dist (ft)		1061			842			789			1073	
Turn Bay Length (ft)	500								100	100		
Base Capacity (vph)	465		493					1434	757	452	2522	
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	0.08		0.22					0.17	0.27	0.56	0.10	

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 32 (53%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.61
Intersection Signal Delay: 11.3 Intersection LOS: B
Intersection Capacity Utilization 41.2% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 91: SR 11 EB Ramp & Enrico Fermi Dr



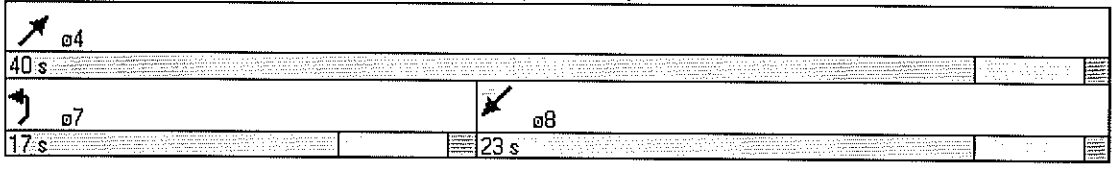
Lane Group	EBL	EBR	NEL	NET	SWT	SWR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	100			100
Storage Lanes	0	0	1			1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)			50	50	50	50
Trailing Detector (ft)			0	0	0	0
Turning Speed (mph)	15	9	15			9
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Frt						0.850
Flt Protected			0.950			
Satd. Flow (prot)	0	0	1641	3282	3282	1468
Flt Permitted			0.950			
Satd. Flow (perm)	0	0	1641	3282	3282	1468
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						39
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	65			40	40	
Link Distance (ft)	934			751	1385	
Travel Time (s)	9.8			12.8	23.6	
Volume (vph)	0	0	45	43	9	36
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	0	0	49	47	10	39
Lane Group Flow (vph)	0	0	49	47	10	39
Turn Type			Prot			Perm
Protected Phases			7	4	8	
Permitted Phases						8
Detector Phases			7	4	8	8
Minimum Initial (s)			8.0	10.0	10.0	10.0
Minimum Split (s)			13.0	15.0	21.0	21.0
Total Split (s)	0.0	0.0	17.0	40.0	23.0	23.0
Total Split (%)	0.0%	0.0%	42.5%	100.0%	57.5%	57.5%
Maximum Green (s)			12.0	35.0	18.0	18.0
Yellow Time (s)			4.0	4.0	4.0	4.0
All-Red Time (s)			1.0	1.0	1.0	1.0
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?						
Vehicle Extension (s)			3.0	3.0	3.0	3.0
Recall Mode			None	C-Max	C-Max	C-Max
Walk Time (s)					5.0	5.0
Flash Dont Walk (s)					11.0	11.0
Pedestrian Calls (#/hr)					0	0
Act Effct Green (s)			9.0	40.0	36.6	36.6
Actuated g/C Ratio			0.22	1.00	0.92	0.92
v/c Ratio			0.13	0.01	0.00	0.03
Control Delay			7.3	0.0	2.8	1.8
Queue Delay			0.0	0.0	0.0	0.0
Total Delay			7.3	0.0	2.8	1.8

Lane Group	EBL	EBR	NEL	NET	SWT	SWR
LOS			A	A	A	A
Approach Delay				3.7	2.0	
Approach LOS				A	A	
Queue Length 50th (ft)			8	0	0	0
Queue Length 95th (ft)			19	0	3	14
Internal Link Dist (ft)	854			671	1305	
Turn Bay Length (ft)			100			100
Base Capacity (vph)			533	3282	3003	1347
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			0.09	0.01	0.00	0.03

Intersection Summary

Area Type: Other
Cycle Length: 40
Actuated Cycle Length: 40
Offset: 24 (60%), Referenced to phase 4:NET and 8:SWT, Start of Green
Natural Cycle: 40
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.13
Intersection Signal Delay: 3.2 Intersection LOS: A
Intersection Capacity Utilization 21.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 62: SR 11 WB On-Ramp & Siempre Viva Rd



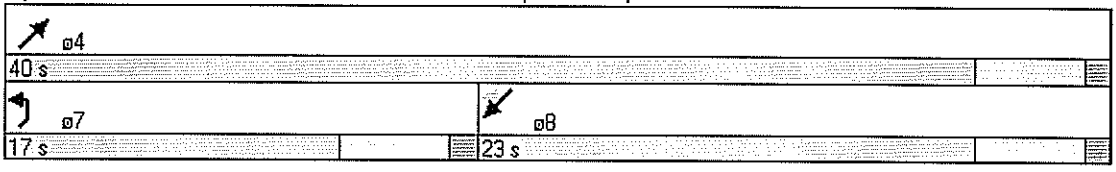
Lane Group	EBL	EBR	NEL	NET	SWT	SWR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	100			100
Storage Lanes	0	0	1			1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)			50	50	50	50
Trailing Detector (ft)			0	0	0	0
Turning Speed (mph)	15	9	15			9
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Frt						0.850
Flt Protected			0.950			
Satd. Flow (prot)	0	0	1641	3282	3282	1468
Flt Permitted			0.950			
Satd. Flow (perm)	0	0	1641	3282	3282	1468
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						66
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	65			40	40	
Link Distance (ft)	941			751	1383	
Travel Time (s)	9.9			12.8	23.6	
Volume (vph)	0	0	58	25	31	61
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	0	0	63	27	34	66
Lane Group Flow (vph)	0	0	63	27	34	66
Turn Type			Prot			Perm
Protected Phases			7	4	8	
Permitted Phases						8
Detector Phases			7	4	8	8
Minimum Initial (s)			8.0	10.0	10.0	10.0
Minimum Split (s)			13.0	15.0	21.0	21.0
Total Split (s)	0.0	0.0	17.0	40.0	23.0	23.0
Total Split (%)	0.0%	0.0%	42.5%	100.0%	57.5%	57.5%
Maximum Green (s)			12.0	35.0	18.0	18.0
Yellow Time (s)			4.0	4.0	4.0	4.0
All-Red Time (s)			1.0	1.0	1.0	1.0
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?						
Vehicle Extension (s)			3.0	3.0	3.0	3.0
Recall Mode			None	C-Max	C-Max	C-Max
Walk Time (s)					5.0	5.0
Flash Dont Walk (s)					11.0	11.0
Pedestrian Calls (#/hr)					0	0
Act Effct Green (s)			9.0	40.0	36.6	36.6
Actuated g/C Ratio			0.22	1.00	0.92	0.92
v/c Ratio			0.17	0.01	0.01	0.05
Control Delay			8.3	0.0	0.7	0.1
Queue Delay			0.0	0.0	0.0	0.0
Total Delay			8.3	0.0	0.7	0.1

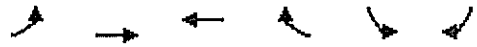
Lane Group	EBL	EBR	NEL	NET	SWT	SWR
LOS			A	A	A	A
Approach Delay				5.8	0.3	
Approach LOS				A	A	
Queue Length 50th (ft)			12	0	0	0
Queue Length 95th (ft)			26	0	2	1
Internal Link Dist (ft)	861			671	1303	
Turn Bay Length (ft)			100			100
Base Capacity (vph)			533	3282	3003	1349
Starvation Cap Reductn			0	0	0	0
Spillback Cap Reductn			0	0	0	0
Storage Cap Reductn			0	0	0	0
Reduced v/c Ratio			0.12	0.01	0.01	0.05

Intersection Summary

Area Type: Other
Cycle Length: 40
Actuated Cycle Length: 40
Offset: 36 (90%), Referenced to phase 4:NET and 8:SWT, Start of Green
Natural Cycle: 40
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.17
Intersection Signal Delay: 2.9 Intersection LOS: A
Intersection Capacity Utilization 21.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 62: SR 11 WB On-Ramp & Siempre Viva Rd





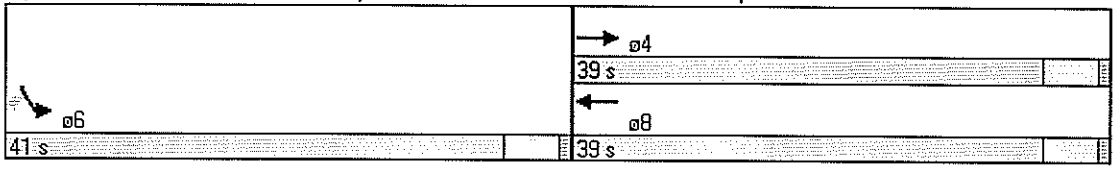
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↰	↱
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			0	500	0
Storage Lanes	0			0	1	1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)		50	50		50	50
Trailing Detector (ft)		0	0		0	0
Turning Speed (mph)	15			9	15	9
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Frt						0.850
Flt Protected					0.950	
Satd. Flow (prot)	0	3282	3282	0	1641	1468
Flt Permitted					0.950	
Satd. Flow (perm)	0	3282	3282	0	1641	1468
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)						49
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40	40		65	
Link Distance (ft)		1095	751		1002	
Travel Time (s)		18.7	12.8		10.5	
Volume (vph)	0	78	9	0	10	45
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	0	85	10	0	11	49
Lane Group Flow (vph)	0	85	10	0	11	49
Turn Type						Perm
Protected Phases		4	8		6	
Permitted Phases						6
Detector Phases		4	8		6	6
Minimum Initial (s)		10.0	10.0		8.0	8.0
Minimum Split (s)		21.0	21.0		21.0	21.0
Total Split (s)	0.0	39.0	39.0	0.0	41.0	41.0
Total Split (%)	0.0%	48.8%	48.8%	0.0%	51.3%	51.3%
Maximum Green (s)		34.0	34.0		36.0	36.0
Yellow Time (s)		4.0	4.0		4.0	4.0
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		Max	Max
Walk Time (s)		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0
Act Effct Green (s)		35.0	35.0		37.0	37.0
Actuated g/C Ratio		0.44	0.44		0.46	0.46
v/c Ratio		0.06	0.01		0.01	0.07
Control Delay		13.2	8.3		11.8	4.2
Queue Delay		0.0	0.0		0.0	0.0
Total Delay		13.2	8.3		11.8	4.2

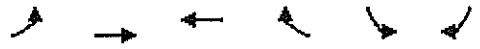
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
LOS		B	A		B	A
Approach Delay		13.2	8.3		5.6	
Approach LOS		B	A		A	
Queue Length 50th (ft)		12	1		3	0
Queue Length 95th (ft)		25	3		11	17
Internal Link Dist (ft)		1015	671		922	
Turn Bay Length (ft)					500	
Base Capacity (vph)		1436	1436		759	705
Starvation Cap Reductn		0	0		0	0
Spillback Cap Reductn		0	0		0	0
Storage Cap Reductn		0	0		0	0
Reduced v/c Ratio		0.06	0.01		0.01	0.07

Intersection Summary

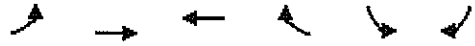
Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 45
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.07
Intersection Signal Delay: 9.9 Intersection LOS: A
Intersection Capacity Utilization 21.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 94: Siempre Viva Rd & SR 11 EB Off-Ramp





Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↰	↱
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			0	500	0
Storage Lanes	0			0	1	1
Total Lost Time (s)	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
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Frt						0.850
Flt Protected					0.950	
Satd. Flow (prot)	0	3282	3282	0	1641	1468
Flt Permitted					0.950	
Satd. Flow (perm)	0	3282	3282	0	1641	1468
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)						54
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40	40		65	
Link Distance (ft)		1095	751		1002	
Travel Time (s)		18.7	12.8		10.5	
Volume (vph)	0	74	31	0	1	50
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	0	80	34	0	1	54
Lane Group Flow (vph)	0	80	34	0	1	54
Turn Type						Perm
Protected Phases		4	8		6	
Permitted Phases						6
Detector Phases		4	8		6	6
Minimum Initial (s)		10.0	10.0		8.0	8.0
Minimum Split (s)		21.0	21.0		21.0	21.0
Total Split (s)	0.0	39.0	39.0	0.0	41.0	41.0
Total Split (%)	0.0%	48.8%	48.8%	0.0%	51.3%	51.3%
Maximum Green (s)		34.0	34.0		36.0	36.0
Yellow Time (s)		4.0	4.0		4.0	4.0
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		Max	Max
Walk Time (s)		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0
Act Effct Green (s)		35.0	35.0		37.0	37.0
Actuated g/C Ratio		0.44	0.44		0.46	0.46
v/c Ratio		0.06	0.02		0.00	0.08
Control Delay		13.2	5.6		12.0	4.0
Queue Delay		0.0	0.0		0.0	0.0
Total Delay		13.2	5.6		12.0	4.0

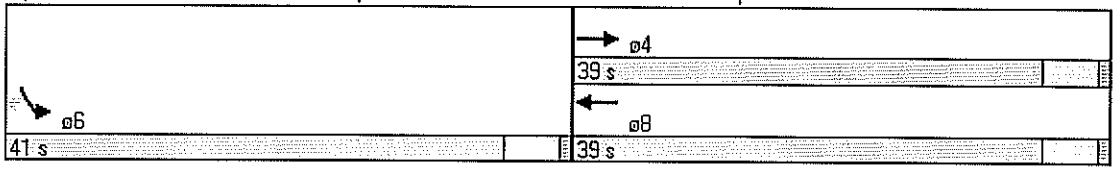


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
LOS		B	A		B	A
Approach Delay		13.2	5.6		4.2	
Approach LOS		B	A		A	
Queue Length 50th (ft)		11	2		0	0
Queue Length 95th (ft)		24	3		3	18
Internal Link Dist (ft)		1015	671		922	
Turn Bay Length (ft)					500	
Base Capacity (vph)		1436	1436		759	708
Starvation Cap Reductn		0	0		0	0
Spillback Cap Reductn		0	0		0	0
Storage Cap Reductn		0	0		0	0
Reduced v/c Ratio		0.06	0.02		0.00	0.08

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 10 (13%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 45
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.08
Intersection Signal Delay: 8.7 Intersection LOS: A
Intersection Capacity Utilization 21.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 94: Siempre Viva Rd & SR 11 EB Off-Ramp



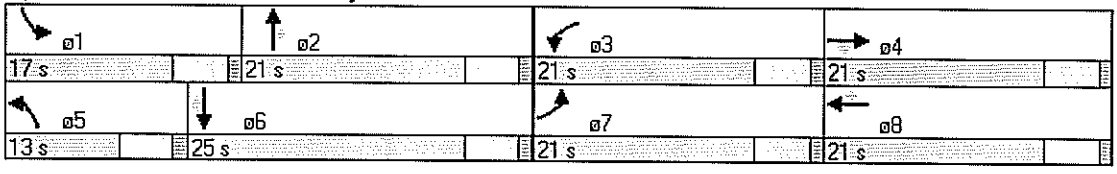
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		600	200		0	475		100
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			57			120			84			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			40			40	
Link Distance (ft)		1847			5168			2579			1034	
Travel Time (s)		31.5			88.1			44.0			17.6	
Volume (vph)	46	139	52	148	92	110	40	175	77	201	198	50
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	50	151	57	161	100	120	43	190	84	218	215	54
Lane Group Flow (vph)	50	151	57	161	100	120	43	190	84	218	215	54
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	8.0	10.0	10.0	8.0	10.0	10.0
Minimum Split (s)	21.0	21.0	21.0	21.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0
Total Split (s)	21.0	21.0	21.0	21.0	21.0	21.0	13.0	21.0	21.0	17.0	25.0	25.0
Total Split (%)	26.3%	26.3%	26.3%	26.3%	26.3%	26.3%	16.3%	26.3%	26.3%	21.3%	31.3%	31.3%
Maximum Green (s)	16.0	16.0	16.0	16.0	16.0	16.0	8.0	16.0	16.0	12.0	20.0	20.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0		0	0		0	0
Act Effct Green (s)	8.9	10.2	10.2	12.8	16.6	16.6	9.1	24.8	24.8	12.3	34.1	34.1
Actuated g/C Ratio	0.12	0.14	0.14	0.17	0.23	0.23	0.12	0.35	0.35	0.17	0.48	0.48
v/c Ratio	0.26	0.33	0.23	0.56	0.14	0.28	0.22	0.17	0.15	0.77	0.14	0.07
Control Delay	31.9	28.7	10.9	33.0	21.8	7.0	32.1	21.2	6.9	46.4	16.8	6.7
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
Total Delay	31.9	28.7	10.9	33.0	21.8	7.0	32.1	21.2	6.9	46.4	16.8	6.7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	C	B	C	C	A	C	C	A	D	B	A
Approach Delay		25.4			21.9			18.9			29.0	
Approach LOS		C			C			B			C	
Queue Length 50th (ft)	19	30	0	61	18	0	16	33	0	86	34	0
Queue Length 95th (ft)	51	59	30	120	38	39	47	65	33	#203	67	25
Internal Link Dist (ft)		1767			5088			2499			954	
Turn Bay Length (ft)	100		100	100		600	200			475		100
Base Capacity (vph)	335	697	357	363	819	456	195	1143	566	298	1573	732
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	0.15	0.22	0.16	0.44	0.12	0.26	0.22	0.17	0.15	0.73	0.14	0.07

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 71.1
Natural Cycle: 80
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.77
Intersection Signal Delay: 24.2 Intersection LOS: C
Intersection Capacity Utilization 47.7% 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: 5: Airway Rd & Britannia Blvd



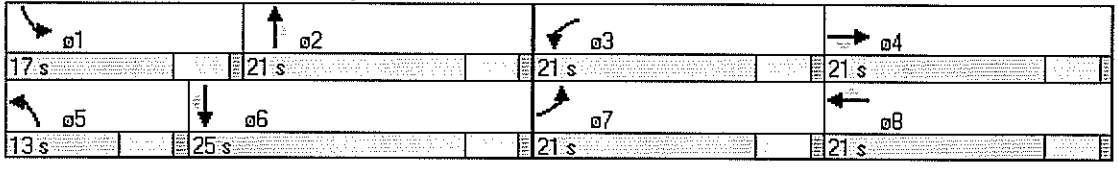
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		600	200		0	475		100
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			48			240			177			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			40			40	
Link Distance (ft)		1847			5168			2579			1034	
Travel Time (s)		31.5			88.1			44.0			17.6	
Volume (vph)	55	101	44	85	153	221	58	218	163	120	192	51
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	60	110	48	92	166	240	63	237	177	130	209	55
Lane Group Flow (vph)	60	110	48	92	166	240	63	237	177	130	209	55
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	8.0	10.0	10.0	8.0	10.0	10.0
Minimum Split (s)	21.0	21.0	21.0	21.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0
Total Split (s)	21.0	21.0	21.0	21.0	21.0	21.0	13.0	21.0	21.0	17.0	25.0	25.0
Total Split (%)	26.3%	26.3%	26.3%	26.3%	26.3%	26.3%	16.3%	26.3%	26.3%	21.3%	31.3%	31.3%
Maximum Green (s)	16.0	16.0	16.0	16.0	16.0	16.0	8.0	16.0	16.0	12.0	20.0	20.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0		0	0		0	0
Act Effct Green (s)	9.0	9.9	9.9	10.1	13.6	13.6	9.0	26.7	26.7	11.2	31.6	31.6
Actuated g/C Ratio	0.13	0.15	0.15	0.15	0.20	0.20	0.13	0.41	0.41	0.17	0.49	0.49
v/c Ratio	0.28	0.23	0.19	0.37	0.25	0.49	0.30	0.18	0.25	0.48	0.13	0.07
Control Delay	30.1	26.0	10.6	29.5	23.3	7.8	31.8	19.3	5.3	31.0	15.8	6.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.1	26.0	10.6	29.5	23.3	7.8	31.8	19.3	5.3	31.0	15.8	6.4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	C	B	C	C	A	C	B	A	C	B	A
Approach Delay		23.7			17.0			15.7			19.5	
Approach LOS		C			B			B			B	
Queue Length 50th (ft)	22	21	0	33	31	0	23	37	0	47	31	0
Queue Length 95th (ft)	56	43	26	76	58	55	62	77	46	103	63	24
Internal Link Dist (ft)		1767			5088			2499			954	
Turn Bay Length (ft)	100		100	100		600	200			475		100
Base Capacity (vph)	361	751	373	378	830	550	211	1352	709	309	1597	743
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	0.17	0.15	0.13	0.24	0.20	0.44	0.30	0.18	0.25	0.42	0.13	0.07

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 64.9
Natural Cycle: 80
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.49
Intersection Signal Delay: 18.2 Intersection LOS: B
Intersection Capacity Utilization 40.0% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 5: Airway Rd & Britannia Blvd



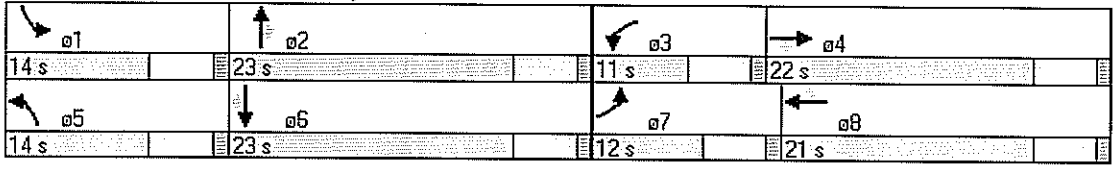
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	100		100	325		0
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.91	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1468	1641	3282	1468	1641	4715	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3282	1468	1641	3282	1468	1641	4715	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			236			124			127			67
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)		5168			6483			2507			830	
Travel Time (s)		88.1			110.5			42.7			14.1	
Volume (vph)	115	116	217	20	124	114	133	417	117	90	591	62
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	125	126	236	22	135	124	145	453	127	98	642	67
Lane Group Flow (vph)	125	126	236	22	135	124	145	453	127	98	642	67
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	8.0	10.0	10.0	8.0	10.0	10.0
Minimum Split (s)	11.0	21.0	21.0	11.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0
Total Split (s)	12.0	22.0	22.0	11.0	21.0	21.0	14.0	23.0	23.0	14.0	23.0	23.0
Total Split (%)	17.1%	31.4%	31.4%	15.7%	30.0%	30.0%	20.0%	32.9%	32.9%	20.0%	32.9%	32.9%
Maximum Green (s)	7.0	17.0	17.0	6.0	16.0	16.0	9.0	18.0	18.0	9.0	18.0	18.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	8.1	15.5	15.5	7.0	10.0	10.0	12.4	29.7	29.7	11.0	25.8	25.8
Actuated g/C Ratio	0.12	0.22	0.22	0.10	0.14	0.14	0.18	0.42	0.42	0.16	0.37	0.37
v/c Ratio	0.65	0.17	0.46	0.13	0.29	0.39	0.50	0.23	0.18	0.38	0.53	0.12
Control Delay	48.1	23.0	7.3	30.9	28.1	9.6	31.8	16.1	4.9	39.7	13.6	2.1
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
Total Delay	48.1	23.0	7.3	30.9	28.1	9.6	31.8	16.1	4.9	39.7	13.6	2.1

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	D	C	A	C	C	A	C	B	A	D	B	A
Approach Delay		21.9			20.2			17.3			15.8	
Approach LOS		C			C			B			B	
Queue Length 50th (ft)	53	20	0	9	28	0	56	47	0	45	53	0
Queue Length 95th (ft)	#126	45	53	28	49	41	106	83	36	m88	82	m2
Internal Link Dist (ft)		5088			6403			2427			750	
Turn Bay Length (ft)	100		100	100		100	100		100	325		
Base Capacity (vph)	195	915	580	164	797	450	294	2003	697	267	1208	582
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	0.64	0.14	0.41	0.13	0.17	0.28	0.49	0.23	0.18	0.37	0.53	0.12

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 70
Offset: 28 (40%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.65
Intersection Signal Delay: 18.1 Intersection LOS: B
Intersection Capacity Utilization 50.1% 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.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: Airway Rd & La Media Rd



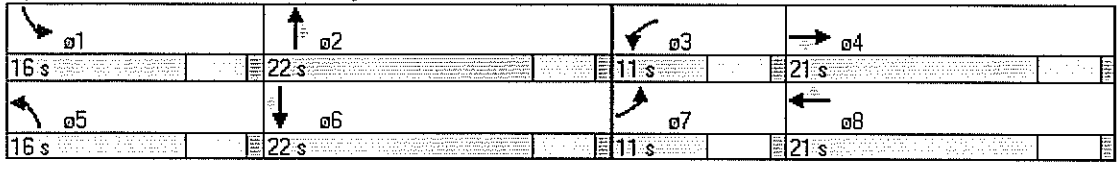
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	100		100	325		0
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.91	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1468	1641	3282	1468	1641	4715	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3282	1468	1641	3282	1468	1641	4715	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			160			108			24			138
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)		5168			6483			2507			830	
Travel Time (s)		88.1			110.5			42.7			14.1	
Volume (vph)	68	137	147	129	128	99	239	649	22	125	459	127
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	74	149	160	140	139	108	260	705	24	136	499	138
Lane Group Flow (vph)	74	149	160	140	139	108	260	705	24	136	499	138
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	8.0	10.0	10.0	8.0	10.0	10.0
Minimum Split (s)	11.0	21.0	21.0	11.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0
Total Split (s)	11.0	21.0	21.0	11.0	21.0	21.0	16.0	22.0	22.0	16.0	22.0	22.0
Total Split (%)	15.7%	30.0%	30.0%	15.7%	30.0%	30.0%	22.9%	31.4%	31.4%	22.9%	31.4%	31.4%
Maximum Green (s)	6.0	16.0	16.0	6.0	16.0	16.0	11.0	17.0	17.0	11.0	17.0	17.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	7.4	9.9	9.9	8.3	13.0	13.0	17.6	26.0	26.0	12.4	18.2	18.2
Actuated g/C Ratio	0.11	0.14	0.14	0.12	0.19	0.19	0.25	0.37	0.37	0.18	0.26	0.26
v/c Ratio	0.43	0.32	0.46	0.72	0.23	0.30	0.63	0.40	0.04	0.47	0.59	0.29
Control Delay	37.6	28.6	9.8	55.6	26.9	8.6	31.2	18.8	8.5	21.1	26.7	9.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.6	28.6	9.8	55.6	26.9	8.6	31.2	18.8	8.5	21.1	26.7	9.4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	D	C	A	E	C	A	C	B	A	C	C	A
Approach Delay		22.5			32.2			21.8			22.6	
Approach LOS		C			C			C			C	
Queue Length 50th (ft)	30	31	0	60	28	0	95	82	0	40	117	2
Queue Length 95th (ft)	69	54	46	#156	51	39	#183	133	17	52	165	63
Internal Link Dist (ft)		5088			6403			2427			750	
Turn Bay Length (ft)	100		100	100		100	100		100	325		
Base Capacity (vph)	173	797	478	194	849	459	413	1753	561	313	874	492
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	0.43	0.19	0.33	0.72	0.16	0.24	0.63	0.40	0.04	0.43	0.57	0.28

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 70
Offset: 62 (89%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.72
Intersection Signal Delay: 23.7 Intersection LOS: C
Intersection Capacity Utilization 53.1% 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: 9: Airway Rd & La Media Rd



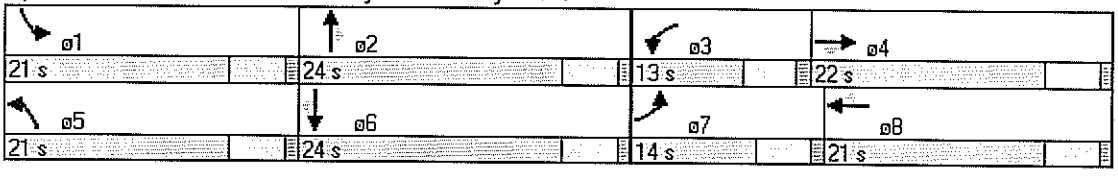
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	250		100	100		675
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			57			33			13			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			40			40	
Link Distance (ft)		6483			1406			1377			2585	
Travel Time (s)		110.5			24.0			23.5			44.1	
Volume (vph)	80	84	52	16	74	30	43	74	12	40	86	58
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	87	91	57	17	80	33	47	80	13	43	93	63
Lane Group Flow (vph)	87	91	57	17	80	33	47	80	13	43	93	63
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	8.0	10.0	10.0	8.0	10.0	10.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0
Total Split (s)	14.0	22.0	22.0	13.0	21.0	21.0	21.0	24.0	24.0	21.0	24.0	24.0
Total Split (%)	17.5%	27.5%	27.5%	16.3%	26.3%	26.3%	26.3%	30.0%	30.0%	26.3%	30.0%	30.0%
Maximum Green (s)	9.0	17.0	17.0	8.0	16.0	16.0	16.0	19.0	19.0	16.0	19.0	19.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	Min	Min	Min	Min	Min	Min
Walk Time (s)		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0	0	0	0	0	0	0
Act Effct Green (s)	8.7	14.4	14.4	7.7	9.2	9.2	10.2	12.3	12.3	10.2	12.3	12.3
Actuated g/C Ratio	0.18	0.29	0.29	0.14	0.19	0.19	0.23	0.28	0.28	0.23	0.28	0.28
v/c Ratio	0.30	0.10	0.12	0.07	0.13	0.11	0.12	0.09	0.03	0.11	0.10	0.14
Control Delay	22.5	14.3	6.6	24.2	20.0	9.8	20.0	17.5	10.6	20.2	17.6	7.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.5	14.3	6.6	24.2	20.0	9.8	20.0	17.5	10.6	20.2	17.6	7.3

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	B	A	C	C	A	C	B	B	C	B	A
Approach Delay		15.5			18.0			17.7			14.9	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)	25	8	0	5	11	0	13	11	0	12	13	0
Queue Length 95th (ft)	60	30	24	20	28	19	37	26	12	35	30	25
Internal Link Dist (ft)		6403			1326			1297			2505	
Turn Bay Length (ft)	100		100	100		100	250		100	100		675
Base Capacity (vph)	334	1201	574	283	986	464	577	1324	600	576	1323	629
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	0.26	0.08	0.10	0.06	0.08	0.07	0.08	0.06	0.02	0.07	0.07	0.10

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 44.3
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.30
Intersection Signal Delay: 16.2 Intersection LOS: B
Intersection Capacity Utilization 31.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 20: Airway Rd & Sanyo Ave



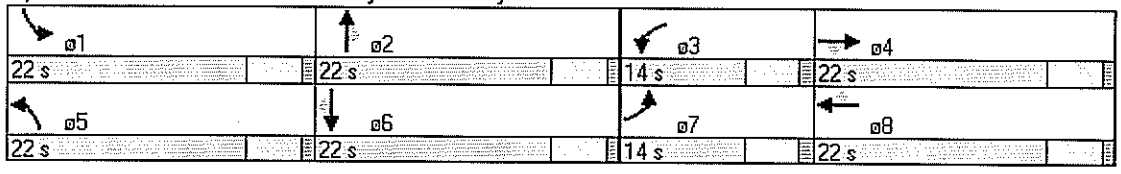
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	250		100	100		675
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			51			48			18			97
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)		6483			1406			1377			2585	
Travel Time (s)		110.5			24.0			23.5			44.1	
Volume (vph)	63	81	47	13	93	44	57	94	17	33	81	89
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	68	88	51	14	101	48	62	102	18	36	88	97
Lane Group Flow (vph)	68	88	51	14	101	48	62	102	18	36	88	97
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	8.0	10.0	10.0	8.0	10.0	10.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0
Total Split (s)	14.0	22.0	22.0	14.0	22.0	22.0	22.0	22.0	22.0	22.0	22.0	22.0
Total Split (%)	17.5%	27.5%	27.5%	17.5%	27.5%	27.5%	27.5%	27.5%	27.5%	27.5%	27.5%	27.5%
Maximum Green (s)	9.0	17.0	17.0	9.0	17.0	17.0	17.0	17.0	17.0	17.0	17.0	17.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	Min	Min	Min	Min	Min	Min
Walk Time (s)		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0	0	0	0	0	0	0
Act Effct Green (s)	8.5	14.4	14.4	7.7	9.3	9.3	10.5	12.6	12.6	10.2	12.3	12.3
Actuated g/C Ratio	0.17	0.29	0.29	0.14	0.19	0.19	0.24	0.28	0.28	0.23	0.28	0.28
v/c Ratio	0.24	0.09	0.11	0.06	0.16	0.15	0.16	0.11	0.04	0.10	0.10	0.20
Control Delay	22.2	14.4	6.7	24.5	20.2	9.0	20.1	17.2	9.8	20.6	17.9	6.8
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
Total Delay	22.2	14.4	6.7	24.5	20.2	9.0	20.1	17.2	9.8	20.6	17.9	6.8

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	B	A	C	C	A	C	B	A	C	B	A
Approach Delay		15.1			17.3			17.5			13.5	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)	19	8	0	4	14	0	17	14	0	10	12	0
Queue Length 95th (ft)	51	29	24	18	34	24	46	32	14	32	30	33
Internal Link Dist (ft)		6403			1326			1297			2505	
Turn Bay Length (ft)	100		100	100		100	250		100	100		675
Base Capacity (vph)	332	1190	565	307	1024	491	598	1248	569	595	1242	616
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	0.20	0.07	0.09	0.05	0.10	0.10	0.10	0.08	0.03	0.06	0.07	0.16

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 44.5
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.24
Intersection Signal Delay: 15.6 Intersection LOS: B
Intersection Capacity Utilization 31.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 20: Airway Rd & Sanyo Ave



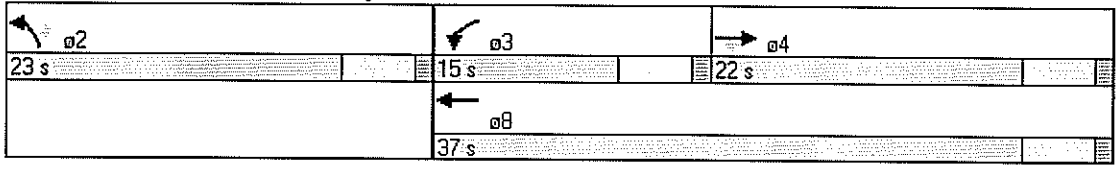
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↱	↰	↑↑	↰	↱
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		100	100		100	0
Storage Lanes		1	1		1	1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3282	1468	1641	3282	1641	1468
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3282	1468	1641	3282	1641	1468
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		14				12
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	40			40	40	
Link Distance (ft)	1406			2459	1186	
Travel Time (s)	24.0			41.9	20.2	
Volume (vph)	36	13	7	32	17	11
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	39	14	8	35	18	12
Lane Group Flow (vph)	39	14	8	35	18	12
Turn Type		Perm	Prot			Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Detector Phases	4	4	3	8	2	2
Minimum Initial (s)	10.0	10.0	8.0	10.0	8.0	8.0
Minimum Split (s)	21.0	21.0	13.0	21.0	21.0	21.0
Total Split (s)	22.0	22.0	15.0	37.0	23.0	23.0
Total Split (%)	36.7%	36.7%	25.0%	61.7%	38.3%	38.3%
Maximum Green (s)	17.0	17.0	10.0	32.0	18.0	18.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?						
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)	5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	15.3	15.3	12.7	20.0	52.6	52.6
Actuated g/C Ratio	0.21	0.21	0.17	0.27	0.84	0.84
v/c Ratio	0.06	0.04	0.03	0.04	0.01	0.01
Control Delay	8.2	5.8	10.0	4.6	6.9	5.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	8.2	5.8	10.0	4.6	6.9	5.6

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
LOS	A	A	A	A	A	A
Approach Delay	7.6			5.6	6.4	
Approach LOS	A			A	A	
Queue Length 50th (ft)	2	0	1	1	0	0
Queue Length 95th (ft)	11	9	9	4	14	9
Internal Link Dist (ft)	1326			2379	1106	
Turn Bay Length (ft)		100	100		100	
Base Capacity (vph)	953	436	334	1449	1435	1285
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	0.04	0.03	0.02	0.02	0.01	0.01

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 62.3
Natural Cycle: 55
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.06
Intersection Signal Delay: 6.6 Intersection LOS: A
Intersection Capacity Utilization 21.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 25: Airway Rd & Paseo De Las Americas



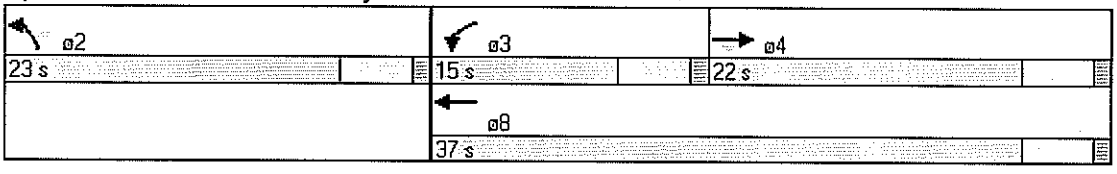
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↱	↰	↑↑	↰	↱
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		100	100		100	0
Storage Lanes		1	1		1	1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3282	1468	1641	3282	1641	1468
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3282	1468	1641	3282	1641	1468
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		20				9
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	40			40	40	
Link Distance (ft)	1406			2459	1186	
Travel Time (s)	24.0			41.9	20.2	
Volume (vph)	36	18	12	40	14	8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	39	20	13	43	15	9
Lane Group Flow (vph)	39	20	13	43	15	9
Turn Type		Perm	Prot			Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Detector Phases	4	4	3	8	2	2
Minimum Initial (s)	10.0	10.0	8.0	10.0	8.0	8.0
Minimum Split (s)	21.0	21.0	13.0	21.0	21.0	21.0
Total Split (s)	22.0	22.0	15.0	37.0	23.0	23.0
Total Split (%)	36.7%	36.7%	25.0%	61.7%	38.3%	38.3%
Maximum Green (s)	17.0	17.0	10.0	32.0	18.0	18.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?						
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)	5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	15.1	15.1	12.5	19.4	47.9	47.9
Actuated g/C Ratio	0.22	0.22	0.19	0.28	0.84	0.84
v/c Ratio	0.05	0.06	0.04	0.05	0.01	0.01
Control Delay	8.2	5.4	9.9	4.6	7.1	5.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	8.2	5.4	9.9	4.6	7.1	5.9

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
LOS	A	A	A	A	A	A
Approach Delay	7.3			5.8	6.7	
Approach LOS	A			A	A	
Queue Length 50th (ft)	1	0	1	1	0	0
Queue Length 95th (ft)	11	10	12	5	13	8
Internal Link Dist (ft)	1326			2379	1106	
Turn Bay Length (ft)		100	100		100	
Base Capacity (vph)	1007	464	356	1512	1435	1285
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	0.04	0.04	0.04	0.03	0.01	0.01

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 56.8
Natural Cycle: 55
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.06
Intersection Signal Delay: 6.6 Intersection LOS: A
Intersection Capacity Utilization 21.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 25: Airway Rd & Paseo De Las Americas



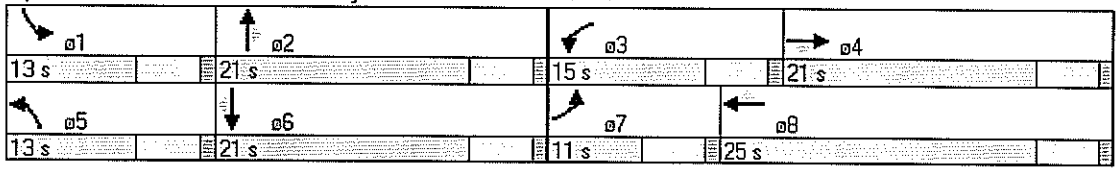
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	175		100	100		100	175		0	200		0
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			76			23			122			77
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)		2459			2618			1171			869	
Travel Time (s)		41.9			44.6			20.0			14.8	
Volume (vph)	57	31	70	117	19	21	49	209	112	29	240	71
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	62	34	76	127	21	23	53	227	122	32	261	77
Lane Group Flow (vph)	62	34	76	127	21	23	53	227	122	32	261	77
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	8.0	10.0	10.0	8.0	10.0	10.0
Minimum Split (s)	11.0	21.0	21.0	11.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0
Total Split (s)	11.0	21.0	21.0	15.0	25.0	25.0	13.0	21.0	21.0	13.0	21.0	21.0
Total Split (%)	15.7%	30.0%	30.0%	21.4%	35.7%	35.7%	18.6%	30.0%	30.0%	18.6%	30.0%	30.0%
Maximum Green (s)	6.0	16.0	16.0	10.0	20.0	20.0	8.0	16.0	16.0	8.0	16.0	16.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	8.0	10.5	10.5	11.0	15.9	15.9	10.3	41.0	41.0	10.2	38.2	38.2
Actuated g/C Ratio	0.11	0.14	0.14	0.15	0.22	0.22	0.14	0.61	0.61	0.14	0.56	0.56
v/c Ratio	0.35	0.07	0.27	0.51	0.03	0.07	0.23	0.11	0.13	0.14	0.14	0.09
Control Delay	31.2	22.8	9.4	28.5	18.2	9.9	25.4	12.4	4.6	26.0	14.1	5.5
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
Total Delay	31.2	22.8	9.4	28.5	18.2	9.9	25.4	12.4	4.6	26.0	14.1	5.5

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	C	A	C	B	A	C	B	A	C	B	A
Approach Delay		19.9			24.7			11.7			13.3	
Approach LOS		B			C			B			B	
Queue Length 50th (ft)	22	5	0	43	2	0	18	23	0	11	40	0
Queue Length 95th (ft)	55	16	31	90	11	16	47	61	34	33	70	27
Internal Link Dist (ft)		2379			2538			1091			789	
Turn Bay Length (ft)	175		100	100		100	175			200		
Base Capacity (vph)	177	771	403	278	988	458	231	1987	937	223	1850	861
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	0.35	0.04	0.19	0.46	0.02	0.05	0.23	0.11	0.13	0.14	0.14	0.09

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 67.7
Natural Cycle: 70
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.51
Intersection Signal Delay: 15.5 Intersection LOS: B
Intersection Capacity Utilization 38.1% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 7: Airway Rd & Enrico Fermi Dr



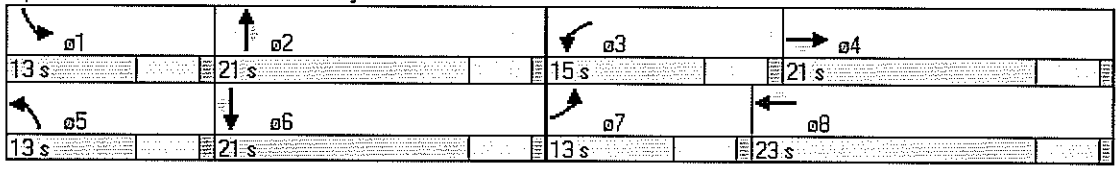
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	175		100	100		100	175		0	200		0
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			60			34			140			68
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)		2459			2618			1171			869	
Travel Time (s)		41.9			44.6			20.0			14.8	
Volume (vph)	78	21	55	123	35	31	78	305	129	24	181	63
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	85	23	60	134	38	34	85	332	140	26	197	68
Lane Group Flow (vph)	85	23	60	134	38	34	85	332	140	26	197	68
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	8.0	10.0	10.0	8.0	10.0	10.0
Minimum Split (s)	11.0	21.0	21.0	11.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0
Total Split (s)	13.0	21.0	21.0	15.0	23.0	23.0	13.0	21.0	21.0	13.0	21.0	21.0
Total Split (%)	18.6%	30.0%	30.0%	21.4%	32.9%	32.9%	18.6%	30.0%	30.0%	18.6%	30.0%	30.0%
Maximum Green (s)	8.0	16.0	16.0	10.0	18.0	18.0	8.0	16.0	16.0	8.0	16.0	16.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	9.2	10.2	10.2	10.8	11.5	11.5	10.0	38.6	38.6	10.1	35.9	35.9
Actuated g/C Ratio	0.14	0.15	0.15	0.16	0.17	0.17	0.15	0.61	0.61	0.14	0.56	0.56
v/c Ratio	0.38	0.05	0.22	0.52	0.07	0.12	0.36	0.17	0.15	0.11	0.11	0.08
Control Delay	27.9	23.0	9.9	28.7	21.1	10.2	26.9	12.4	4.4	25.7	14.1	5.8
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
Total Delay	27.9	23.0	9.9	28.7	21.1	10.2	26.9	12.4	4.4	25.7	14.1	5.8

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	C	A	C	C	B	C	B	A	C	B	A
Approach Delay		20.8			24.3			12.6			13.2	
Approach LOS		C			C			B			B	
Queue Length 50th (ft)	29	4	0	46	6	0	29	35	0	9	30	0
Queue Length 95th (ft)	67	13	28	93	17	20	67	85	36	28	54	25
Internal Link Dist (ft)		2379			2538			1091			789	
Turn Bay Length (ft)	175		100	100		100	175			200		
Base Capacity (vph)	239	794	401	288	876	417	239	1989	945	231	1851	858
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	0.36	0.03	0.15	0.47	0.04	0.08	0.36	0.17	0.15	0.11	0.11	0.08

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 63.7
Natural Cycle: 70
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.52
Intersection Signal Delay: 15.8 Intersection LOS: B
Intersection Capacity Utilization 38.6% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 7: Airway Rd & Enrico Fermi Dr



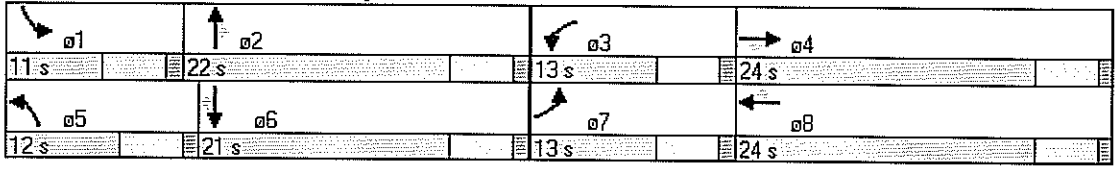
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	100		100	100		100
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			3			9			2			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			40			40	
Link Distance (ft)		2618			1746			1165			2550	
Travel Time (s)		44.6			29.8			19.9			43.5	
Volume (vph)	24	31	3	2	28	8	3	3	2	9	2	16
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	26	34	3	2	30	9	3	3	2	10	2	17
Lane Group Flow (vph)	26	34	3	2	30	9	3	3	2	10	2	17
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	12.0	21.0	21.0	11.0	21.0	21.0
Total Split (s)	13.0	24.0	24.0	13.0	24.0	24.0	12.0	22.0	22.0	11.0	21.0	21.0
Total Split (%)	18.6%	34.3%	34.3%	18.6%	34.3%	34.3%	17.1%	31.4%	31.4%	15.7%	30.0%	30.0%
Maximum Green (s)	8.0	19.0	19.0	8.0	19.0	19.0	7.0	17.0	17.0	6.0	16.0	16.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	11.3	13.6	13.6	11.3	13.6	13.6	8.9	60.0	60.0	8.9	59.9	59.9
Actuated g/C Ratio	0.14	0.17	0.17	0.14	0.17	0.17	0.11	0.86	0.86	0.11	0.86	0.86
v/c Ratio	0.11	0.06	0.01	0.01	0.05	0.04	0.02	0.00	0.00	0.05	0.00	0.01
Control Delay	17.0	14.7	12.7	17.5	14.8	10.9	18.3	8.7	8.0	18.3	9.0	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	0.0
Total Delay	17.0	14.7	12.7	17.5	14.8	10.9	18.3	8.7	8.0	18.3	9.0	5.6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	B	B	B	B	B	B	B	A	A	B	A	A
Approach Delay		15.6			14.1			12.1			10.2	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)	4	2	0	0	2	0	1	0	0	2	0	0
Queue Length 95th (ft)	27	16	6	6	14	10	8	3	4	15	2	12
Internal Link Dist (ft)		2538			1666			1085			2470	
Turn Bay Length (ft)	100		100	100		100	100		100	100		100
Base Capacity (vph)	231	859	386	231	859	391	207	2819	1261	185	2817	1262
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	0.11	0.04	0.01	0.01	0.03	0.02	0.01	0.00	0.00	0.05	0.00	0.01

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 69.8
Natural Cycle: 70
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.11
Intersection Signal Delay: 13.8 Intersection LOS: B
Intersection Capacity Utilization 31.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 39: Airway Rd & Alta Rd



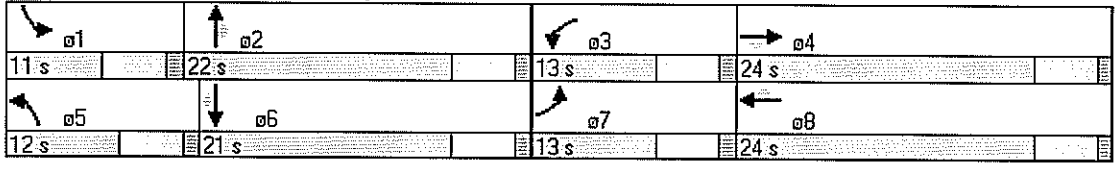
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	100		100	100		100
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			4			11			2			28
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)		2618			1746			1165			2550	
Travel Time (s)		44.6			29.8			19.9			43.5	
Volume (vph)	18	31	4	2	34	10	3	2	2	8	4	26
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	20	34	4	2	37	11	3	2	2	9	4	28
Lane Group Flow (vph)	20	34	4	2	37	11	3	2	2	9	4	28
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	12.0	21.0	21.0	11.0	21.0	21.0
Total Split (s)	13.0	24.0	24.0	13.0	24.0	24.0	12.0	22.0	22.0	11.0	21.0	21.0
Total Split (%)	18.6%	34.3%	34.3%	18.6%	34.3%	34.3%	17.1%	31.4%	31.4%	15.7%	30.0%	30.0%
Maximum Green (s)	8.0	19.0	19.0	8.0	19.0	19.0	7.0	17.0	17.0	6.0	16.0	16.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	10.7	13.9	13.9	10.7	13.9	13.9	8.4	53.9	53.9	8.4	53.9	53.9
Actuated g/C Ratio	0.13	0.17	0.17	0.13	0.17	0.17	0.10	0.76	0.76	0.10	0.76	0.76
v/c Ratio	0.09	0.06	0.02	0.01	0.07	0.04	0.02	0.00	0.00	0.05	0.00	0.03
Control Delay	19.4	14.7	12.2	20.0	14.7	10.4	21.0	10.5	9.0	21.1	10.5	5.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.4	14.7	12.2	20.0	14.7	10.4	21.0	10.5	9.0	21.1	10.5	5.5

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	B	B	B	B	B	B	C	B	A	C	B	A
Approach Delay		16.2			14.0			14.6			9.4	
Approach LOS		B			B			B			A	
Queue Length 50th (ft)	3	2	0	0	2	0	1	0	0	2	0	0
Queue Length 95th (ft)	23	16	7	6	17	12	8	2	4	14	3	16
Internal Link Dist (ft)		2538			1666			1085			2470	
Turn Bay Length (ft)	100		100	100		100	100		100	100		100
Base Capacity (vph)	215	885	399	215	885	403	193	2482	1111	171	2480	1116
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	0.09	0.04	0.01	0.01	0.04	0.03	0.02	0.00	0.00	0.05	0.00	0.03

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 71.3
Natural Cycle: 70
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.09
Intersection Signal Delay: 13.6 Intersection LOS: B
Intersection Capacity Utilization 31.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 39: Airway Rd & Alta Rd



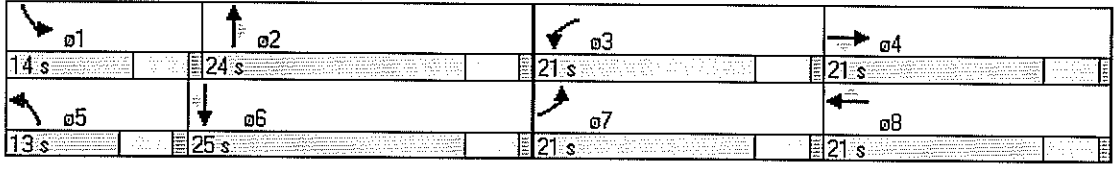
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		375	125		100	350		0
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	4715	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	4715	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			39			51			38			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)		40			40			40			40	
Link Distance (ft)		1880			5156			1276			2579	
Travel Time (s)		32.0			87.9			21.8			44.0	
Volume (vph)	36	27	36	55	12	47	24	150	35	82	244	41
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	39	29	39	60	13	51	26	163	38	89	265	45
Lane Group Flow (vph)	39	29	39	60	13	51	26	163	38	89	265	45
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	8.0	10.0	10.0	8.0	10.0	10.0
Minimum Split (s)	21.0	21.0	21.0	21.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0
Total Split (s)	21.0	21.0	21.0	21.0	21.0	21.0	13.0	24.0	24.0	14.0	25.0	25.0
Total Split (%)	26.3%	26.3%	26.3%	26.3%	26.3%	26.3%	16.3%	30.0%	30.0%	17.5%	31.3%	31.3%
Maximum Green (s)	16.0	16.0	16.0	16.0	16.0	16.0	8.0	19.0	19.0	9.0	20.0	20.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0		0	0		0	0
Act Effct Green (s)	9.0	9.9	9.9	9.8	13.5	13.5	9.8	42.0	42.0	10.5	45.6	45.6
Actuated g/C Ratio	0.11	0.13	0.13	0.13	0.18	0.18	0.12	0.58	0.58	0.14	0.63	0.63
v/c Ratio	0.21	0.05	0.18	0.29	0.02	0.17	0.13	0.08	0.04	0.40	0.13	0.05
Control Delay	27.9	24.2	11.6	26.6	22.2	9.8	27.2	13.4	6.7	28.6	11.2	6.1
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
Total Delay	27.9	24.2	11.6	26.6	22.2	9.8	27.2	13.4	6.7	28.6	11.2	6.1

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	C	B	C	C	A	C	B	A	C	B	A
Approach Delay		21.0			19.2			13.9			14.5	
Approach LOS		C			B			B			B	
Queue Length 50th (ft)	14	3	0	21	1	0	9	23	0	31	25	0
Queue Length 95th (ft)	38	11	24	52	6	26	30	46	19	73	68	20
Internal Link Dist (ft)		1800			5076			1196			2499	
Turn Bay Length (ft)	100		100	100		375	125		100	350		
Base Capacity (vph)	343	1017	347	357	1122	389	202	1919	874	232	2081	947
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	0.11	0.03	0.11	0.17	0.01	0.13	0.13	0.08	0.04	0.38	0.13	0.05

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 71.9
Natural Cycle: 80
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.40
Intersection Signal Delay: 15.8 Intersection LOS: B
Intersection Capacity Utilization 34.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 34: Siempre Viva Rd & Britannia Blvd



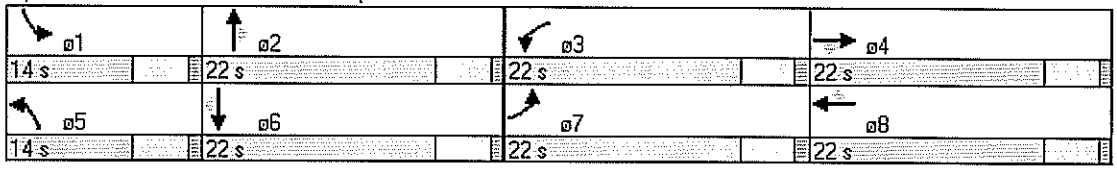
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		375	125		100	350		0
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	4715	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	4715	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			29			68			65			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)		40			40			40			40	
Link Distance (ft)		1880			5156			1276			2579	
Travel Time (s)		32.0			87.9			21.8			44.0	
Volume (vph)	45	13	27	38	30	63	39	268	60	51	165	39
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	49	14	29	41	33	68	42	291	65	55	179	42
Lane Group Flow (vph)	49	14	29	41	33	68	42	291	65	55	179	42
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	8.0	10.0	10.0	8.0	10.0	10.0
Minimum Split (s)	21.0	21.0	21.0	21.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0
Total Split (s)	22.0	22.0	22.0	22.0	22.0	22.0	14.0	22.0	22.0	14.0	22.0	22.0
Total Split (%)	27.5%	27.5%	27.5%	27.5%	27.5%	27.5%	17.5%	27.5%	27.5%	17.5%	27.5%	27.5%
Maximum Green (s)	17.0	17.0	17.0	17.0	17.0	17.0	9.0	17.0	17.0	9.0	17.0	17.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0		0	0		0	0
Act Effct Green (s)	9.4	13.4	13.4	9.1	10.2	10.2	10.1	40.4	40.4	10.3	43.6	43.6
Actuated g/C Ratio	0.13	0.18	0.18	0.12	0.13	0.13	0.13	0.57	0.57	0.14	0.62	0.62
v/c Ratio	0.24	0.02	0.10	0.21	0.05	0.27	0.20	0.15	0.07	0.25	0.09	0.05
Control Delay	25.3	21.2	10.9	26.6	22.5	10.0	26.2	13.5	5.7	25.2	11.9	6.7
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
Total Delay	25.3	21.2	10.9	26.6	22.5	10.0	26.2	13.5	5.7	25.2	11.9	6.7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	C	B	C	C	A	C	B	A	C	B	A
Approach Delay		20.1			17.7			13.6			13.7	
Approach LOS		C			B			B			B	
Queue Length 50th (ft)	16	1	0	14	3	0	14	42	0	18	16	0
Queue Length 95th (ft)	44	6	20	39	11	30	40	77	25	48	51	20
Internal Link Dist (ft)		1800			5076			1196			2499	
Turn Bay Length (ft)	100		100	100		375	125		100	350		
Base Capacity (vph)	379	1179	389	366	1089	391	227	1883	870	236	2030	924
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	0.13	0.01	0.07	0.11	0.03	0.17	0.19	0.15	0.07	0.23	0.09	0.05

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 70.5
Natural Cycle: 80
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.27
Intersection Signal Delay: 14.9 Intersection LOS: B
Intersection Capacity Utilization 34.2% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 34: Siempre Viva Rd & Britannia Blvd



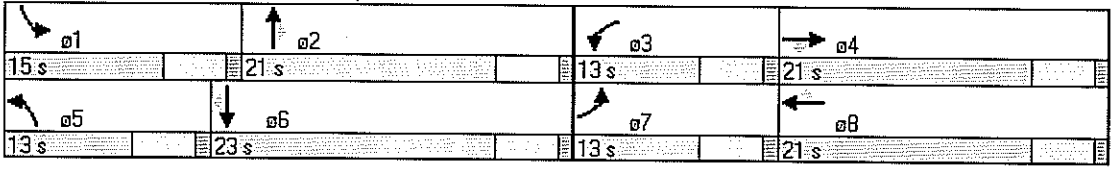
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	100		100	100		100
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	4715	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	4715	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			39			84			21			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			40			40	
Link Distance (ft)		5156			5308			1287			2507	
Travel Time (s)		87.9			90.5			21.9			42.7	
Volume (vph)	51	147	36	23	115	77	29	85	19	118	144	68
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	55	160	39	25	125	84	32	92	21	128	157	74
Lane Group Flow (vph)	55	160	39	25	125	84	32	92	21	128	157	74
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	8.0	10.0	10.0	8.0	10.0	10.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0
Total Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0	15.0	23.0	23.0
Total Split (%)	18.6%	30.0%	30.0%	18.6%	30.0%	30.0%	18.6%	30.0%	30.0%	21.4%	32.9%	32.9%
Maximum Green (s)	8.0	16.0	16.0	8.0	16.0	16.0	8.0	16.0	16.0	10.0	18.0	18.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	Min	Min	None	Min	Min
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	10.3	17.7	17.7	9.8	11.7	11.7	11.5	31.4	31.4	12.8	35.5	35.5
Actuated g/C Ratio	0.16	0.27	0.27	0.14	0.18	0.18	0.17	0.52	0.52	0.19	0.59	0.59
v/c Ratio	0.21	0.13	0.09	0.11	0.15	0.25	0.12	0.05	0.03	0.40	0.08	0.08
Control Delay	22.0	13.5	7.7	24.9	18.1	7.9	22.4	16.4	9.7	21.9	12.7	5.8
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
Total Delay	22.0	13.5	7.7	24.9	18.1	7.9	22.4	16.4	9.7	21.9	12.7	5.8

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	B	A	C	B	A	C	B	A	C	B	A
Approach Delay		14.4			15.2			16.7			14.6	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)	16	11	0	7	12	0	9	13	0	37	14	0
Queue Length 95th (ft)	44	32	21	25	26	31	29	30	15	81	44	26
Internal Link Dist (ft)		5076			5228			1207			2427	
Turn Bay Length (ft)	100		100	100		100	100		100	100		100
Base Capacity (vph)	285	1545	507	266	1315	470	276	1853	838	340	2018	931
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	0.19	0.10	0.08	0.09	0.10	0.18	0.12	0.05	0.03	0.38	0.08	0.08

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 60.6
Natural Cycle: 70
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.40
Intersection Signal Delay: 15.0 Intersection LOS: B
Intersection Capacity Utilization 40.0% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 22: Siempre Viva Rd & La Media Rd



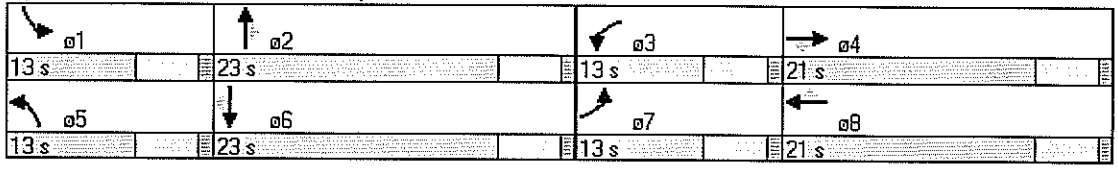
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	100		100	100		100
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	4715	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	4715	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			35			140			27			62
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)		5156			5308			1287			2507	
Travel Time (s)		87.9			90.5			21.9			42.7	
Volume (vph)	75	127	32	21	162	129	40	159	25	85	94	57
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	82	138	35	23	176	140	43	173	27	92	102	62
Lane Group Flow (vph)	82	138	35	23	176	140	43	173	27	92	102	62
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	8.0	10.0	10.0	8.0	10.0	10.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0
Total Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	13.0	23.0	23.0	13.0	23.0	23.0
Total Split (%)	18.6%	30.0%	30.0%	18.6%	30.0%	30.0%	18.6%	32.9%	32.9%	18.6%	32.9%	32.9%
Maximum Green (s)	8.0	16.0	16.0	8.0	16.0	16.0	8.0	18.0	18.0	8.0	18.0	18.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	Min	Min	None	Min	Min
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	9.7	18.3	18.3	8.8	12.0	12.0	10.5	25.1	25.1	10.6	28.1	28.1
Actuated g/C Ratio	0.14	0.28	0.28	0.12	0.18	0.18	0.15	0.40	0.40	0.16	0.45	0.45
v/c Ratio	0.34	0.10	0.08	0.11	0.20	0.36	0.18	0.13	0.04	0.36	0.07	0.09
Control Delay	23.7	12.7	7.3	24.7	17.3	7.3	22.9	15.8	8.9	23.6	14.5	6.7
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
Total Delay	23.7	12.7	7.3	24.7	17.3	7.3	22.9	15.8	8.9	23.6	14.5	6.7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	B	A	C	B	A	C	B	A	C	B	A
Approach Delay		15.5			13.7			16.3			15.9	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)	23	9	0	7	18	0	12	24	0	26	9	0
Queue Length 95th (ft)	59	27	19	24	34	38	36	49	17	65	32	25
Internal Link Dist (ft)		5076			5228			1207			2427	
Turn Bay Length (ft)	100		100	100		100	100		100	100		100
Base Capacity (vph)	256	1585	517	234	1333	515	245	1599	729	256	1690	786
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	0.32	0.09	0.07	0.10	0.13	0.27	0.18	0.11	0.04	0.36	0.06	0.08

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 62.6
Natural Cycle: 70
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.36
Intersection Signal Delay: 15.2 Intersection LOS: B
Intersection Capacity Utilization 40.0% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 22: Siempre Viva Rd & La Media Rd



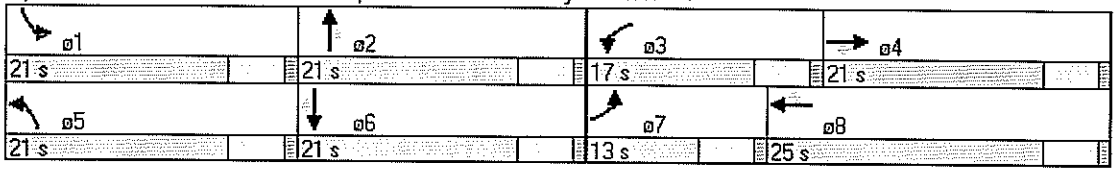
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	0		0	0		0
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	4715	1468	1641	4715	1468	1641	1727	1468	1641	1727	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	4715	1468	1641	4715	1468	1641	1727	1468	1641	1727	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			23			128			123			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			40			40	
Link Distance (ft)		5308			1198			1155			1216	
Travel Time (s)		90.5			20.4			19.7			20.7	
Volume (vph)	34	464	21	157	474	118	32	26	113	100	30	46
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	37	504	23	171	515	128	35	28	123	109	33	50
Lane Group Flow (vph)	37	504	23	171	515	128	35	28	123	109	33	50
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0	10.0	8.0	8.0	8.0	8.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0
Total Split (s)	13.0	21.0	21.0	17.0	25.0	25.0	21.0	21.0	21.0	21.0	21.0	21.0
Total Split (%)	16.3%	26.3%	26.3%	21.3%	31.3%	31.3%	26.3%	26.3%	26.3%	26.3%	26.3%	26.3%
Maximum Green (s)	8.0	16.0	16.0	12.0	20.0	20.0	16.0	16.0	16.0	16.0	16.0	16.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	Max	Max	Max	Max	Max	Max
Walk Time (s)		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0	0	0	0	0	0	0
Act Effct Green (s)	9.0	14.2	14.2	12.0	22.6	22.6	17.0	17.0	17.0	17.0	17.0	17.0
Actuated g/C Ratio	0.11	0.19	0.19	0.16	0.30	0.30	0.22	0.22	0.22	0.22	0.22	0.22
v/c Ratio	0.20	0.57	0.08	0.66	0.37	0.24	0.10	0.07	0.29	0.30	0.09	0.14
Control Delay	35.2	31.2	11.6	44.4	23.3	6.1	25.7	25.5	7.5	28.4	25.6	9.2
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
Total Delay	35.2	31.2	11.6	44.4	23.3	6.1	25.7	25.5	7.5	28.4	25.6	9.2

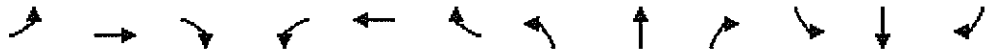
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	D	C	B	D	C	A	C	C	A	C	C	A
Approach Delay		30.7			25.1			13.6			22.9	
Approach LOS		C			C			B			C	
Queue Length 50th (ft)	16	81	0	77	78	0	14	11	0	44	13	0
Queue Length 95th (ft)	45	114	18	#159	108	40	38	32	42	91	36	27
Internal Link Dist (ft)		5228			1118			1075			1136	
Turn Bay Length (ft)	100		100	100		100						
Base Capacity (vph)	182	1015	334	276	1432	535	367	386	423	367	386	367
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	0.20	0.50	0.07	0.62	0.36	0.24	0.10	0.07	0.29	0.30	0.09	0.14

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 76.3
Natural Cycle: 80
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.66
Intersection Signal Delay: 25.4 Intersection LOS: C
Intersection Capacity Utilization 39.9% 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: 47: Siempre Viva Rd & Otay Center Dr





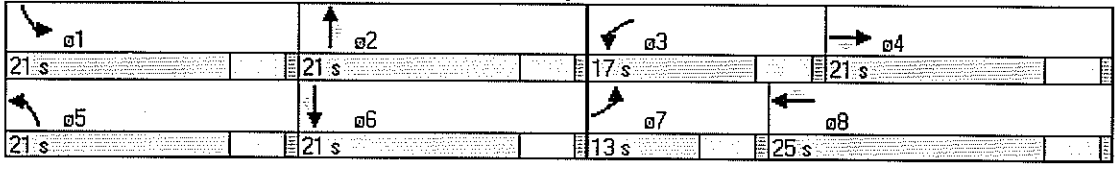
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	0		0	0		0
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	4715	1468	1641	4715	1468	1641	1727	1468	1641	1727	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	4715	1468	1641	4715	1468	1641	1727	1468	1641	1727	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			39			120			187			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)		40			40			40			40	
Link Distance (ft)		5308			1198			1155			1216	
Travel Time (s)		90.5			20.4			19.7			20.7	
Volume (vph)	51	521	36	124	511	110	23	33	172	130	28	38
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	55	566	39	135	555	120	25	36	187	141	30	41
Lane Group Flow (vph)	55	566	39	135	555	120	25	36	187	141	30	41
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0	10.0	8.0	8.0	8.0	8.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0
Total Split (s)	13.0	21.0	21.0	17.0	25.0	25.0	21.0	21.0	21.0	21.0	21.0	21.0
Total Split (%)	16.3%	26.3%	26.3%	21.3%	31.3%	31.3%	26.3%	26.3%	26.3%	26.3%	26.3%	26.3%
Maximum Green (s)	8.0	16.0	16.0	12.0	20.0	20.0	16.0	16.0	16.0	16.0	16.0	16.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	Max	Max	Max	Max	Max	Max
Walk Time (s)		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0	0	0	0	0	0	0
Act Effct Green (s)	9.0	18.2	18.2	11.8	26.2	26.2	17.0	17.0	17.0	17.0	17.0	17.0
Actuated g/C Ratio	0.11	0.23	0.23	0.15	0.33	0.33	0.21	0.21	0.21	0.21	0.21	0.21
v/c Ratio	0.30	0.53	0.11	0.56	0.36	0.21	0.07	0.10	0.41	0.40	0.08	0.12
Control Delay	37.3	29.6	9.9	49.2	23.9	8.9	26.0	26.3	7.4	31.3	26.1	9.8
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
Total Delay	37.3	29.6	9.9	49.2	23.9	8.9	26.0	26.3	7.4	31.3	26.1	9.8

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	D	C	A	D	C	A	C	C	A	C	C	A
Approach Delay		29.1			25.9			12.0			26.4	
Approach LOS		C			C			B			C	
Queue Length 50th (ft)	26	93	0	73	72	3	10	15	0	61	12	0
Queue Length 95th (ft)	60	128	24	131	96	36	30	39	50	114	34	25
Internal Link Dist (ft)		5228			1118			1075			1136	
Turn Bay Length (ft)	100		100	100		100						
Base Capacity (vph)	185	1073	364	267	1544	562	349	367	459	349	367	344
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	0.30	0.53	0.11	0.51	0.36	0.21	0.07	0.10	0.41	0.40	0.08	0.12

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 48 (60%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.56
Intersection Signal Delay: 25.3 Intersection LOS: C
Intersection Capacity Utilization 40.8% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 47: Siempre Viva Rd & Otay Center Dr



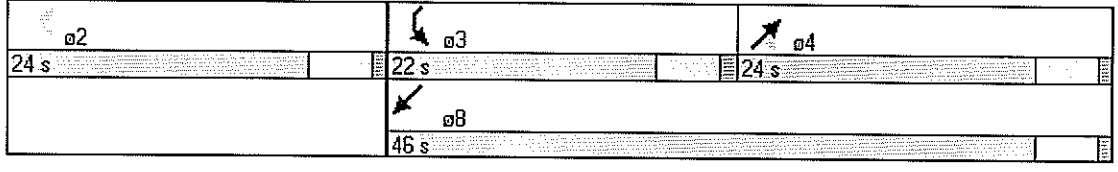
Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	200	
Storage Lanes	0	2		2	2	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)		50	50	50	50	50
Trailing Detector (ft)		0	0	0	0	0
Turning Speed (mph)	15	9		9	15	
Lane Util. Factor	1.00	0.88	0.91	0.88	0.97	0.91
Frt		0.850		0.850		
Flt Protected					0.950	
Satd. Flow (prot)	0	2584	4715	2584	3183	4715
Flt Permitted					0.950	
Satd. Flow (perm)	0	2584	4715	2584	3183	4715
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		1036		320		
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	65		40			40
Link Distance (ft)	1134		1198			210
Travel Time (s)	11.9		20.4			3.6
Volume (vph)	0	523	411	294	378	780
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	0	568	447	320	411	848
Lane Group Flow (vph)	0	568	447	320	411	848
Turn Type		custom		Perm	Prot	
Protected Phases			4		3	8
Permitted Phases		2		4		
Detector Phases		2	4	4	3	8
Minimum Initial (s)		8.0	10.0	10.0	8.0	10.0
Minimum Split (s)		21.0	21.0	21.0	13.0	21.0
Total Split (s)	0.0	24.0	24.0	24.0	22.0	46.0
Total Split (%)	0.0%	34.3%	34.3%	34.3%	31.4%	65.7%
Maximum Green (s)		19.0	19.0	19.0	17.0	41.0
Yellow Time (s)		4.0	4.0	4.0	4.0	4.0
All-Red Time (s)		1.0	1.0	1.0	1.0	1.0
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?						
Vehicle Extension (s)		3.0	3.0	3.0	3.0	3.0
Recall Mode		None	C-Max	C-Max	None	C-Max
Walk Time (s)		5.0	5.0	5.0		5.0
Flash Dont Walk (s)		11.0	11.0	11.0		11.0
Pedestrian Calls (#/hr)		0	0	0		0
Act Effct Green (s)		9.0	32.6	32.6	16.4	53.0
Actuated g/C Ratio		0.13	0.47	0.47	0.23	0.76
v/c Ratio		0.46	0.20	0.23	0.55	0.24
Control Delay		1.2	12.0	2.2	21.0	3.1
Queue Delay		0.0	0.0	0.0	0.0	0.0
Total Delay		1.2	12.0	2.2	21.0	3.1

Lane Group	NWL	NWR	NET	NER	SWL	SWT
LOS		A	B	A	C	A
Approach Delay			7.9			9.0
Approach LOS			A			A
Queue Length 50th (ft)		0	39	0	64	37
Queue Length 95th (ft)		0	65	23	82	46
Internal Link Dist (ft)	1054		1118			130
Turn Bay Length (ft)					200	
Base Capacity (vph)		1478	2199	1376	847	3570
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		0.38	0.20	0.23	0.49	0.24

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 70
Offset: 28 (40%), Referenced to phase 4:NET and 8:SWT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.55
Intersection Signal Delay: 7.0 Intersection LOS: A
Intersection Capacity Utilization 33.3% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 23: SR 905 SB & Siempre Viva Rd



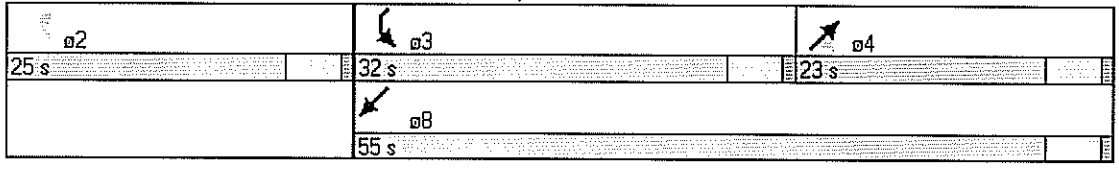
Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	200	
Storage Lanes	0	2		2	2	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)		50	50	50	50	50
Trailing Detector (ft)		0	0	0	0	0
Turning Speed (mph)	15	9		9	15	
Lane Util. Factor	1.00	0.88	0.91	0.88	0.97	0.91
Frt		0.850		0.850		
Flt Protected					0.950	
Satd. Flow (prot)	0	2584	4715	2584	3183	4715
Flt Permitted					0.950	
Satd. Flow (perm)	0	2584	4715	2584	3183	4715
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		1175		312		
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	65		40			40
Link Distance (ft)	1134		1198			210
Travel Time (s)	11.9		20.4			3.6
Volume (vph)	0	495	570	287	606	776
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	0	538	620	312	659	843
Lane Group Flow (vph)	0	538	620	312	659	843
Turn Type		custom		Perm	Prot	
Protected Phases			4		3	8
Permitted Phases		2		4		
Detector Phases		2	4	4	3	8
Minimum Initial (s)		8.0	10.0	10.0	8.0	10.0
Minimum Split (s)		21.0	21.0	21.0	13.0	21.0
Total Split (s)	0.0	25.0	23.0	23.0	32.0	55.0
Total Split (%)	0.0%	31.3%	28.8%	28.8%	40.0%	68.8%
Maximum Green (s)		20.0	18.0	18.0	27.0	50.0
Yellow Time (s)		4.0	4.0	4.0	4.0	4.0
All-Red Time (s)		1.0	1.0	1.0	1.0	1.0
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?						
Vehicle Extension (s)		3.0	3.0	3.0	3.0	3.0
Recall Mode		None	C-Max	C-Max	None	C-Max
Walk Time (s)		5.0	5.0	5.0		5.0
Flash Dont Walk (s)		11.0	11.0	11.0		11.0
Pedestrian Calls (#/hr)		0	0	0		0
Act Effct Green (s)		9.0	35.7	35.7	23.3	63.0
Actuated g/C Ratio		0.11	0.45	0.45	0.29	0.79
v/c Ratio		0.40	0.29	0.24	0.71	0.23
Control Delay		0.9	5.8	0.5	25.1	1.7
Queue Delay		0.0	0.0	0.0	0.0	0.0
Total Delay		0.9	5.8	0.5	25.1	1.7

Lane Group	NWL	NWR	NET	NER	SWL	SWT
LOS		A	A	A	C	A
Approach Delay			4.0			12.0
Approach LOS			A			B
Queue Length 50th (ft)		0	17	0	128	10
Queue Length 95th (ft)		0	38	0	127	13
Internal Link Dist (ft)	1054		1118			130
Turn Bay Length (ft)					200	
Base Capacity (vph)		1545	2104	1326	1139	3713
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		0.35	0.29	0.24	0.58	0.23

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 78 (98%), Referenced to phase 4:NET and 8:SWT, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.71
Intersection Signal Delay: 7.5 Intersection LOS: A
Intersection Capacity Utilization 35.0% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 23: SR 905 SB & Siempre Viva Rd



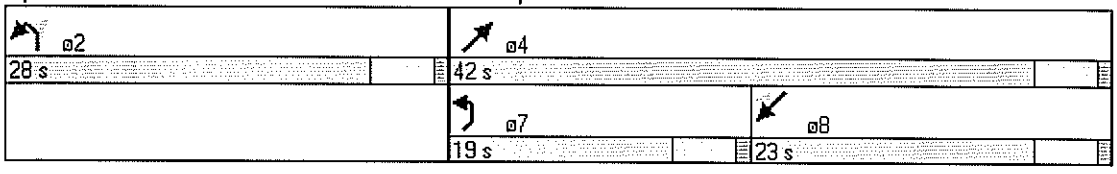
Lane Group	EBL	EBR	NBL2	NBL	NBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations											
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)	0%			0%			0%			15%	
Storage Length (ft)	0	0		0	0	250		0	0		250
Storage Lanes	0	0		2	2	2		0	0		2
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)			50		50	50	50			50	50
Trailing Detector (ft)			0		0	0	0			0	0
Turning Speed (mph)	15	9	15	15	9	15		9	15		9
Lane Util. Factor	1.00	1.00	0.97	1.00	0.88	0.97	0.91	1.00	1.00	0.91	0.88
Frt					0.850						0.850
Flt Protected			0.950			0.950					
Satd. Flow (prot)	0	0	3183	0	2584	3183	4715	0	0	4362	2390
Flt Permitted			0.950			0.950					
Satd. Flow (perm)	0	0	3183	0	2584	3183	4715	0	0	4362	2390
Right Turn on Red					Yes			Yes			Yes
Satd. Flow (RTOR)					341						410
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.11	1.11	1.11
Link Speed (mph)	65			65			40			40	
Link Distance (ft)	1165			1210			494			1118	
Travel Time (s)	12.2			12.7			8.4			19.1	
Volume (vph)	0	0	261	0	551	275	659	0	0	532	377
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	0	0	284	0	599	299	716	0	0	578	410
Lane Group Flow (vph)	0	0	284	0	599	299	716	0	0	578	410
Turn Type			Prot		custom	Prot					Perm
Protected Phases			2			7	4			8	
Permitted Phases					2						8
Detector Phases			2		2	7	4			8	8
Minimum Initial (s)			8.0		8.0	8.0	10.0			10.0	10.0
Minimum Split (s)			21.0		21.0	13.0	21.0			21.0	21.0
Total Split (s)	0.0	0.0	28.0	0.0	28.0	19.0	42.0	0.0	0.0	23.0	23.0
Total Split (%)	0.0%	0.0%	40.0%	0.0%	40.0%	27.1%	60.0%	0.0%	0.0%	32.9%	32.9%
Maximum Green (s)			23.0		23.0	14.0	37.0			18.0	18.0
Yellow Time (s)			4.0		4.0	4.0	4.0			4.0	4.0
All-Red Time (s)			1.0		1.0	1.0	1.0			1.0	1.0
Lead/Lag						Lead				Lag	Lag
Lead-Lag Optimize?											
Vehicle Extension (s)			3.0		3.0	3.0	3.0			3.0	3.0
Recall Mode			Max		Max	None	C-Max			C-Max	C-Max
Walk Time (s)			5.0		5.0		5.0			5.0	5.0
Flash Dont Walk (s)			11.0		11.0		11.0			11.0	11.0
Pedestrian Calls (#/hr)			0		0		0			0	0
Act Effct Green (s)			24.0		24.0	12.3	38.0			21.7	21.7
Actuated g/C Ratio			0.34		0.34	0.18	0.54			0.31	0.31
v/c Ratio			0.26		0.54	0.53	0.28			0.43	0.40
Control Delay			17.4		9.6	24.6	5.6			14.6	2.2
Queue Delay			0.0		0.0	0.0	0.0			0.0	0.0

Lane Group	EBL	EBR	NBL2	NBL	NBR	NEL	NET	NER	SWL	SWT	SWR
Total Delay			17.4		9.6	24.6	5.6			14.6	2.2
LOS			B		A	C	A			B	A
Approach Delay							11.2			9.4	
Approach LOS							B			A	
Queue Length 50th (ft)			44		45	44	31			38	0
Queue Length 95th (ft)			72		93	64	41			61	7
Internal Link Dist (ft)	1085			1130			414			1038	
Turn Bay Length (ft)						250					250
Base Capacity (vph)			1091		1110	682	2560			1350	1023
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			0.26		0.54	0.44	0.28			0.43	0.40

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 70
Offset: 46 (66%), Referenced to phase 4:NET and 8:SWT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.54
Intersection Signal Delay: 10.9 Intersection LOS: B
Intersection Capacity Utilization 38.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 31: SR 905 NB & Siempre Viva Rd



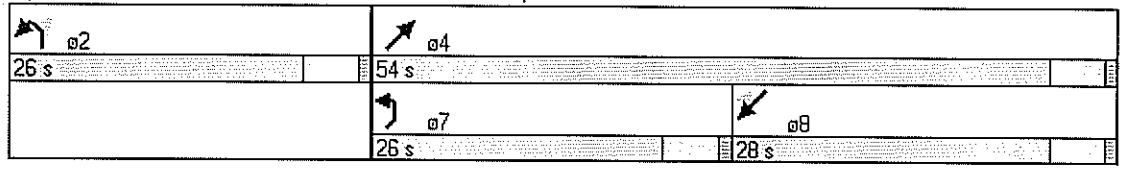
Lane Group	EBL	EBR	NBL2	NBL	NBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations											
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)	0%			0%			0%			15%	
Storage Length (ft)	0	0		0	0	250		0	0		250
Storage Lanes	0	0		2	2	2		0	0		2
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)			50		50	50	50			50	50
Trailing Detector (ft)			0		0	0	0			0	0
Turning Speed (mph)	15	9	15	15	9	15		9	15		9
Lane Util. Factor	1.00	1.00	0.97	1.00	0.88	0.97	0.91	1.00	1.00	0.91	0.88
Frt					0.850						0.850
Flt Protected			0.950			0.950					
Satd. Flow (prot)	0	0	3183	0	2584	3183	4715	0	0	4362	2390
Flt Permitted			0.950			0.950					
Satd. Flow (perm)	0	0	3183	0	2584	3183	4715	0	0	4362	2390
Right Turn on Red					Yes			Yes			Yes
Satd. Flow (RTOR)					426						520
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.11	1.11	1.11
Link Speed (mph)	65			65			40			40	
Link Distance (ft)	1165			1210			494			1118	
Travel Time (s)	12.2			12.7			8.4			19.1	
Volume (vph)	0	0	323	0	416	401	664	0	0	756	478
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	0	0	351	0	452	436	722	0	0	822	520
Lane Group Flow (vph)	0	0	351	0	452	436	722	0	0	822	520
Turn Type			Prot		custom	Prot					Perm
Protected Phases			2			7	4			8	
Permitted Phases					2						8
Detector Phases			2		2	7	4			8	8
Minimum Initial (s)			8.0		8.0	8.0	10.0			10.0	10.0
Minimum Split (s)			21.0		21.0	13.0	21.0			21.0	21.0
Total Split (s)	0.0	0.0	26.0	0.0	26.0	26.0	54.0	0.0	0.0	28.0	28.0
Total Split (%)	0.0%	0.0%	32.5%	0.0%	32.5%	32.5%	67.5%	0.0%	0.0%	35.0%	35.0%
Maximum Green (s)			21.0		21.0	21.0	49.0			23.0	23.0
Yellow Time (s)			4.0		4.0	4.0	4.0			4.0	4.0
All-Red Time (s)			1.0		1.0	1.0	1.0			1.0	1.0
Lead/Lag						Lead				Lag	Lag
Lead-Lag Optimize?											
Vehicle Extension (s)			3.0		3.0	3.0	3.0			3.0	3.0
Recall Mode			Max		Max	None	C-Max			C-Max	C-Max
Walk Time (s)			5.0		5.0		5.0			5.0	5.0
Flash Dont Walk (s)			11.0		11.0		11.0			11.0	11.0
Pedestrian Calls (#/hr)			0		0		0			0	0
Act Effct Green (s)			22.0		22.0	17.8	50.0			28.2	28.2
Actuated g/C Ratio			0.28		0.28	0.22	0.62			0.35	0.35
v/c Ratio			0.40		0.44	0.61	0.24			0.53	0.44
Control Delay			25.3		4.8	23.9	4.1			16.6	2.2
Queue Delay			0.0		0.0	0.0	0.0			0.0	0.0

Lane Group	EBL	EBR	NBL2	NBL	NBR	NEL	NET	NER	SWL	SWT	SWR
Total Delay			25.3		4.8	23.9	4.1			16.6	2.2
LOS			C		A	C	A			B	A
Approach Delay							11.5			11.0	
Approach LOS							B			B	
Queue Length 50th (ft)			73		5	75	27			68	6
Queue Length 95th (ft)			110		42	81	36			92	12
Internal Link Dist (ft)	1085			1130			414			1038	
Turn Bay Length (ft)						250					250
Base Capacity (vph)			875		1019	875	2947			1537	1179
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			0.40		0.44	0.50	0.24			0.53	0.44

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 22 (28%), Referenced to phase 4:NET and 8:SWT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.61
Intersection Signal Delay: 11.9 Intersection LOS: B
Intersection Capacity Utilization 34.8% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 31: SR 905 NB & Siempre Viva Rd



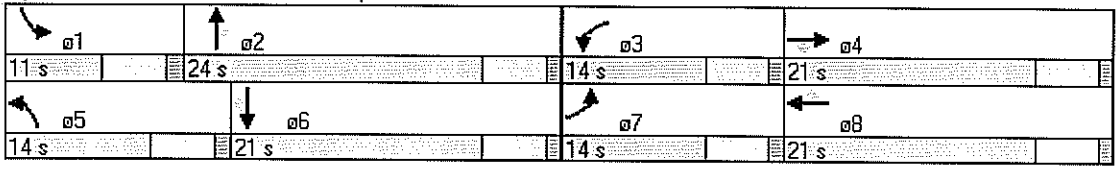
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	225		100	350		100	250		0	200		0
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	4715	1468	1641	4715	1468	1641	1727	1468	1641	1727	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	4715	1468	1641	4715	1468	1641	1727	1468	1641	1727	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			238			57			55			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			40			40	
Link Distance (ft)		1118			2383			1406			1186	
Travel Time (s)		19.1			40.6			24.0			20.2	
Volume (vph)	126	658	219	105	540	52	128	43	51	34	79	47
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	137	715	238	114	587	57	139	47	55	37	86	51
Lane Group Flow (vph)	137	715	238	114	587	57	139	47	55	37	86	51
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	11.0	21.0	21.0	11.0	21.0	21.0
Total Split (s)	14.0	21.0	21.0	14.0	21.0	21.0	14.0	24.0	24.0	11.0	21.0	21.0
Total Split (%)	20.0%	30.0%	30.0%	20.0%	30.0%	30.0%	20.0%	34.3%	34.3%	15.7%	30.0%	30.0%
Maximum Green (s)	9.0	16.0	16.0	9.0	16.0	16.0	9.0	19.0	19.0	6.0	16.0	16.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Max	Max	None	Max	Max
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	9.8	19.9	19.9	9.7	19.8	19.8	9.4	26.6	26.6	7.0	19.8	19.8
Actuated g/C Ratio	0.14	0.28	0.28	0.14	0.28	0.28	0.13	0.38	0.38	0.10	0.28	0.28
v/c Ratio	0.60	0.53	0.40	0.50	0.44	0.12	0.63	0.07	0.09	0.23	0.18	0.11
Control Delay	40.9	20.3	4.8	36.3	23.0	7.4	42.5	17.0	6.5	32.7	22.4	7.7
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
Total Delay	40.9	20.3	4.8	36.3	23.0	7.4	42.5	17.0	6.5	32.7	22.4	7.7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	D	C	A	D	C	A	D	B	A	C	C	A
Approach Delay		19.5			23.8			29.3			20.3	
Approach LOS		B			C			C			C	
Queue Length 50th (ft)	58	77	0	46	80	0	57	11	0	15	30	0
Queue Length 95th (ft)	#120	119	34	93	112	25	#122	38	24	41	64	24
Internal Link Dist (ft)		1038			2303			1326			1106	
Turn Bay Length (ft)	225		100	350		100	250			200		
Base Capacity (vph)	234	1342	588	234	1334	456	234	656	592	164	488	452
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	0.59	0.53	0.40	0.49	0.44	0.13	0.59	0.07	0.09	0.23	0.18	0.11

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 70
Offset: 36 (51%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.63
Intersection Signal Delay: 22.0 Intersection LOS: C
Intersection Capacity Utilization 43.1% 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: 28: Siempre Viva Rd & Paseo De Las Americas



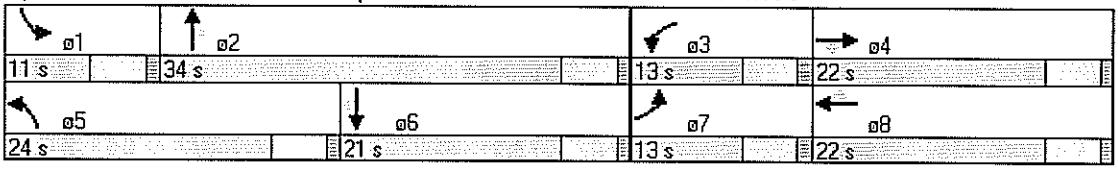
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	225		100	350		100	250		0	200		0
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	4715	1468	1641	4715	1468	1641	1727	1468	1641	1727	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	4715	1468	1641	4715	1468	1641	1727	1468	1641	1727	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			153			40			125			150
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)		1118			2383			1406			1186	
Travel Time (s)		19.1			40.6			24.0			20.2	
Volume (vph)	51	674	141	56	624	37	241	87	115	57	48	138
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	55	733	153	61	678	40	262	95	125	62	52	150
Lane Group Flow (vph)	55	733	153	61	678	40	262	95	125	62	52	150
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	11.0	21.0	21.0	11.0	21.0	21.0
Total Split (s)	13.0	22.0	22.0	13.0	22.0	22.0	24.0	34.0	34.0	11.0	21.0	21.0
Total Split (%)	16.3%	27.5%	27.5%	16.3%	27.5%	27.5%	30.0%	42.5%	42.5%	13.8%	26.3%	26.3%
Maximum Green (s)	8.0	17.0	17.0	8.0	17.0	17.0	19.0	29.0	29.0	6.0	16.0	16.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Max	Max	None	Max	Max
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	9.0	23.2	23.2	9.0	23.2	23.2	17.2	32.2	32.2	7.0	19.8	19.8
Actuated g/C Ratio	0.11	0.29	0.29	0.11	0.29	0.29	0.22	0.40	0.40	0.09	0.25	0.25
v/c Ratio	0.30	0.54	0.29	0.33	0.50	0.09	0.74	0.14	0.19	0.43	0.12	0.32
Control Delay	46.5	21.4	3.5	38.1	26.5	9.2	42.2	17.2	4.2	44.5	26.1	7.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.5	21.4	3.5	38.1	26.5	9.2	42.2	17.2	4.2	44.5	26.1	7.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	D	C	A	D	C	A	D	B	A	D	C	A
Approach Delay		20.0			26.5			27.4			19.5	
Approach LOS		B			C			C			B	
Queue Length 50th (ft)	29	78	1	29	112	0	120	31	0	30	21	0
Queue Length 95th (ft)	65	108	13	65	152	24	196	63	32	68	51	46
Internal Link Dist (ft)		1038			2303			1326			1106	
Turn Bay Length (ft)	225		100	350		100	250			200		
Base Capacity (vph)	185	1367	535	185	1367	454	410	695	666	144	427	476
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	0.30	0.54	0.29	0.33	0.50	0.09	0.64	0.14	0.19	0.43	0.12	0.32

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 12 (15%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.74
Intersection Signal Delay: 23.4 Intersection LOS: C
Intersection Capacity Utilization 49.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 28: Siempre Viva Rd & Paseo De Las Americas



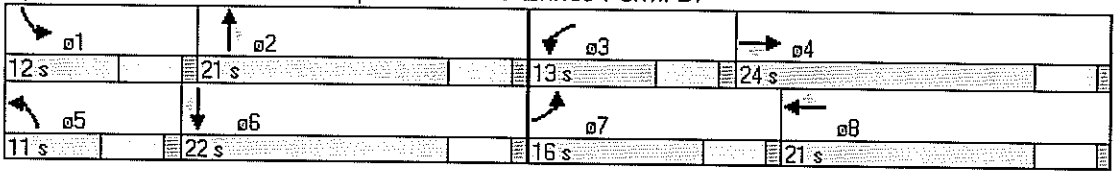
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	225		100	225		100	300		0	175		0
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.95	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3282	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			90			64			8			162
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)		2383			2624			1336			1171	
Travel Time (s)		40.6			44.7			22.8			20.0	
Volume (vph)	189	223	83	15	158	59	35	60	7	117	98	149
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	205	242	90	16	172	64	38	65	8	127	107	162
Lane Group Flow (vph)	205	242	90	16	172	64	38	65	8	127	107	162
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	11.0	21.0	21.0	11.0	21.0	21.0
Total Split (s)	16.0	24.0	24.0	13.0	21.0	21.0	11.0	21.0	21.0	12.0	22.0	22.0
Total Split (%)	22.9%	34.3%	34.3%	18.6%	30.0%	30.0%	15.7%	30.0%	30.0%	17.1%	31.4%	31.4%
Maximum Green (s)	11.0	19.0	19.0	8.0	16.0	16.0	6.0	16.0	16.0	7.0	17.0	17.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	11.4	21.0	21.0	9.2	11.0	11.0	7.1	24.6	24.6	7.8	29.4	29.4
Actuated g/C Ratio	0.18	0.34	0.34	0.13	0.18	0.18	0.11	0.41	0.41	0.13	0.49	0.49
v/c Ratio	0.68	0.22	0.16	0.07	0.21	0.21	0.22	0.05	0.01	0.61	0.07	0.20
Control Delay	37.2	15.3	5.7	27.9	23.0	8.9	30.7	17.9	10.7	41.3	15.0	4.5
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
Total Delay	37.2	15.3	5.7	27.9	23.0	8.9	30.7	17.9	10.7	41.3	15.0	4.5

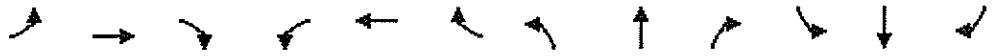
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	D	B	A	C	C	A	C	B	B	D	B	A
Approach Delay		22.1			19.7			21.7			19.1	
Approach LOS		C			B			C			B	
Queue Length 50th (ft)	75	29	0	6	21	0	14	10	0	48	11	0
Queue Length 95th (ft)	#159	71	31	21	38	29	39	23	9	#114	33	38
Internal Link Dist (ft)		2303			2544			1256			1091	
Turn Bay Length (ft)	225		100	225		100	300			175		
Base Capacity (vph)	314	1218	601	215	1171	413	176	1354	610	213	1620	807
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	0.65	0.20	0.15	0.07	0.15	0.15	0.22	0.05	0.01	0.60	0.07	0.20

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 59.6
Natural Cycle: 70
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.68
Intersection Signal Delay: 20.7 Intersection LOS: C
Intersection Capacity Utilization 42.0% 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: 27: Siempre Viva Rd & Enrico Fermi Dr





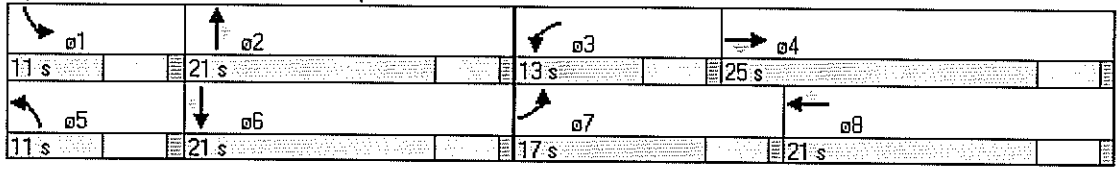
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	225		100	225		100	300		0	175		0
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.95	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3282	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			74			140			17			173
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)		2383			2624			1336			1171	
Travel Time (s)		40.6			44.7			22.8			20.0	
Volume (vph)	203	214	68	7	197	129	91	108	16	65	67	159
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	221	233	74	8	214	140	99	117	17	71	73	173
Lane Group Flow (vph)	221	233	74	8	214	140	99	117	17	71	73	173
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	11.0	21.0	21.0	11.0	21.0	21.0
Total Split (s)	17.0	25.0	25.0	13.0	21.0	21.0	11.0	21.0	21.0	11.0	21.0	21.0
Total Split (%)	24.3%	35.7%	35.7%	18.6%	30.0%	30.0%	15.7%	30.0%	30.0%	15.7%	30.0%	30.0%
Maximum Green (s)	12.0	20.0	20.0	8.0	16.0	16.0	6.0	16.0	16.0	6.0	16.0	16.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	12.1	25.0	25.0	9.1	11.3	11.3	7.0	19.3	19.3	7.0	17.2	17.2
Actuated g/C Ratio	0.20	0.41	0.41	0.13	0.18	0.18	0.11	0.32	0.32	0.11	0.28	0.28
v/c Ratio	0.68	0.17	0.11	0.04	0.25	0.36	0.55	0.11	0.04	0.40	0.08	0.32
Control Delay	35.9	14.3	5.6	27.3	23.4	8.1	40.2	17.6	9.3	34.7	18.2	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	0.0
Total Delay	35.9	14.3	5.6	27.3	23.4	8.1	40.2	17.6	9.3	34.7	18.2	5.6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	D	B	A	C	C	A	D	B	A	C	B	A
Approach Delay		22.1			17.6			26.6			15.0	
Approach LOS		C			B			C			B	
Queue Length 50th (ft)	80	27	0	3	26	0	37	18	0	26	11	0
Queue Length 95th (ft)	#167	66	28	14	45	42	#93	36	13	62	25	41
Internal Link Dist (ft)		2303			2544			1256			1091	
Turn Bay Length (ft)	225		100	225		100	300			175		
Base Capacity (vph)	346	1380	660	208	1207	480	181	1036	475	176	923	537
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	0.64	0.17	0.11	0.04	0.18	0.29	0.55	0.11	0.04	0.40	0.08	0.32

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 61.1
Natural Cycle: 70
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.68
Intersection Signal Delay: 20.1 Intersection LOS: C
Intersection Capacity Utilization 41.3% 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: 27: Siempre Viva Rd & Enrico Fermi Dr



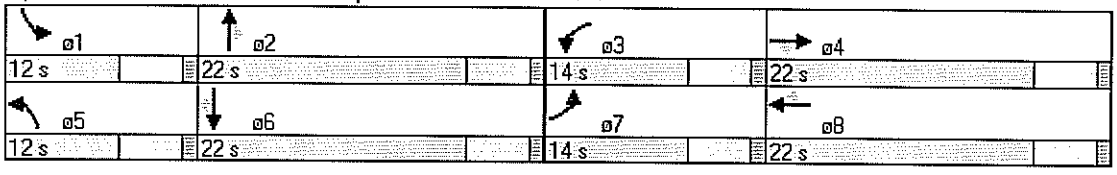
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	100		100	100		100
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950					
Satd. Flow (prot)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1727	3282	1468
Flt Permitted	0.950			0.950			0.950					
Satd. Flow (perm)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1727	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			7			2			10			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)		2624			1281			1748			1165	
Travel Time (s)		44.7			21.8			29.8			19.9	
Volume (vph)	9	125	6	14	54	2	13	5	9	0	5	11
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	10	136	7	15	59	2	14	5	10	0	5	12
Lane Group Flow (vph)	10	136	7	15	59	2	14	5	10	0	5	12
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	11.0	21.0	21.0	11.0	21.0	21.0
Total Split (s)	14.0	22.0	22.0	14.0	22.0	22.0	12.0	22.0	22.0	12.0	22.0	22.0
Total Split (%)	20.0%	31.4%	31.4%	20.0%	31.4%	31.4%	17.1%	31.4%	31.4%	17.1%	31.4%	31.4%
Maximum Green (s)	9.0	17.0	17.0	9.0	17.0	17.0	7.0	17.0	17.0	7.0	17.0	17.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	9.9	13.2	13.2	9.9	13.2	13.2	8.0	35.4	35.4		33.1	33.1
Actuated g/C Ratio	0.15	0.22	0.22	0.15	0.22	0.22	0.12	0.62	0.62		0.58	0.58
v/c Ratio	0.04	0.19	0.02	0.06	0.08	0.01	0.07	0.00	0.01		0.00	0.01
Control Delay	20.8	14.7	11.3	20.9	14.8	13.5	21.9	6.8	4.4		11.0	7.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	20.8	14.7	11.3	20.9	14.8	13.5	21.9	6.8	4.4		11.0	7.3

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	B	B	C	B	B	C	A	A		B	A
Approach Delay		15.0			16.0			13.3			8.4	
Approach LOS		B			B			B			A	
Queue Length 50th (ft)	2	10	0	2	4	0	2	0	0		0	0
Queue Length 95th (ft)	15	45	9	20	24	5	19	3	7		4	10
Internal Link Dist (ft)		2544			1201			1668			1085	
Turn Bay Length (ft)	100		100	100		100	100		100			100
Base Capacity (vph)	261	1012	458	261	1012	454	215	2018	906		1891	851
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	0.04	0.13	0.02	0.06	0.06	0.00	0.07	0.00	0.01		0.00	0.01

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 57.5
Natural Cycle: 70
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.19
Intersection Signal Delay: 14.7 Intersection LOS: B
Intersection Capacity Utilization 31.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 24: Siempre Viva Rd & Alta Rd



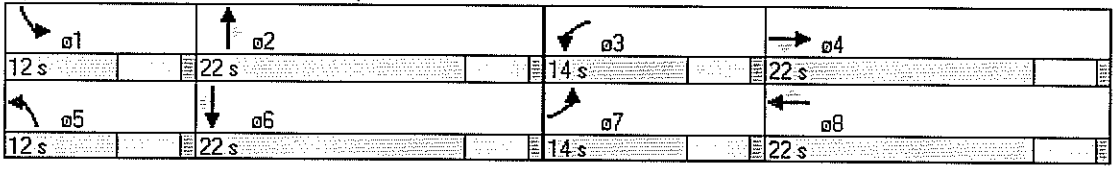
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	100		100	100		100
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850						0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1468	1641	3282	1727	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3282	1468	1641	3282	1727	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			15						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)		2624			1281			1748			1165	
Travel Time (s)		44.7			21.8			29.8			19.9	
Volume (vph)	13	126	14	10	89	0	7	6	15	2	6	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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	14	137	15	11	97	0	8	7	16	2	7	11
Lane Group Flow (vph)	14	137	15	11	97	0	8	7	16	2	7	11
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	11.0	21.0	21.0	11.0	21.0	21.0
Total Split (s)	14.0	22.0	22.0	14.0	22.0	22.0	12.0	22.0	22.0	12.0	22.0	22.0
Total Split (%)	20.0%	31.4%	31.4%	20.0%	31.4%	31.4%	17.1%	31.4%	31.4%	17.1%	31.4%	31.4%
Maximum Green (s)	9.0	17.0	17.0	9.0	17.0	17.0	7.0	17.0	17.0	7.0	17.0	17.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	9.6	12.7	12.7	9.6	12.7		7.6	30.6	30.6	7.5	30.5	30.5
Actuated g/C Ratio	0.15	0.22	0.22	0.15	0.22		0.12	0.57	0.57	0.12	0.57	0.57
v/c Ratio	0.06	0.19	0.04	0.04	0.13		0.04	0.00	0.02	0.01	0.00	0.01
Control Delay	20.8	14.7	9.9	20.6	14.6		21.7	10.5	6.5	22.0	10.8	7.2
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.8	14.7	9.9	20.6	14.6		21.7	10.5	6.5	22.0	10.8	7.2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	B	A	C	B		C	B	A	C	B	A
Approach Delay		14.8			15.2			11.3			10.0	
Approach LOS		B			B			B			A	
Queue Length 50th (ft)	2	10	0	2	7		1	0	0	0	0	0
Queue Length 95th (ft)	19	45	14	16	34		14	4	11	6	5	10
Internal Link Dist (ft)		2544			1201			1668			1085	
Turn Bay Length (ft)	100		100	100			100		100	100		100
Base Capacity (vph)	269	1044	477	269	1044		222	1875	845	221	1868	840
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	0.05	0.13	0.03	0.04	0.09		0.04	0.00	0.02	0.01	0.00	0.01

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 53.6
Natural Cycle: 70
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.19
Intersection Signal Delay: 14.3 Intersection LOS: B
Intersection Capacity Utilization 31.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 24: Siempre Viva Rd & Alta Rd



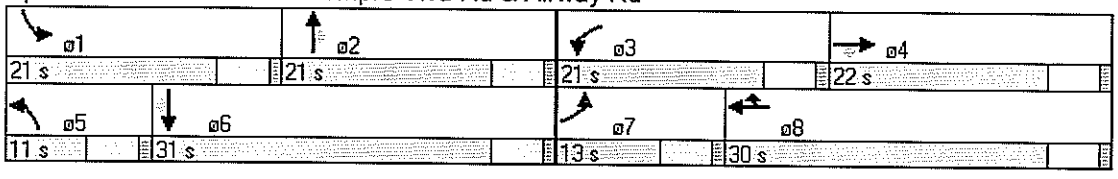
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	0		100	0		0	0		0
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1468	1641	3282	1468	1641	1727	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3282	1468	1641	3282	1468	1641	1727	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			11			14			7			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)		1281			1095			958			1746	
Travel Time (s)		21.8			18.7			16.3			29.8	
Volume (vph)	11	74	10	2	46	13	15	10	6	27	19	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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	12	80	11	2	50	14	16	11	7	29	21	21
Lane Group Flow (vph)	12	80	11	2	50	14	16	11	7	29	21	21
Turn Type	Prot		Perm	Prot		Prot	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8	8	5	2		1	6	
Permitted Phases			4						2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	21.0	21.0	21.0	11.0	21.0	21.0	21.0	21.0	21.0
Total Split (s)	13.0	22.0	22.0	21.0	30.0	30.0	11.0	21.0	21.0	21.0	31.0	31.0
Total Split (%)	15.3%	25.9%	25.9%	24.7%	35.3%	35.3%	12.9%	24.7%	24.7%	24.7%	36.5%	36.5%
Maximum Green (s)	8.0	17.0	17.0	16.0	25.0	25.0	6.0	16.0	16.0	16.0	26.0	26.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	None	None	Max	Max	Max
Walk Time (s)		5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0	11.0	11.0	11.0		11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0	0	0	0		0	0	0	0	0
Act Effct Green (s)	9.9	12.8	12.8	9.9	12.8	12.8	7.7	11.7	11.7	44.4	46.4	46.4
Actuated g/C Ratio	0.12	0.17	0.17	0.12	0.17	0.17	0.10	0.14	0.14	0.63	0.66	0.66
v/c Ratio	0.06	0.14	0.04	0.01	0.09	0.05	0.10	0.04	0.03	0.03	0.01	0.02
Control Delay	25.2	18.9	12.6	24.5	19.0	12.2	27.1	21.3	13.2	11.9	8.5	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
Total Delay	25.2	18.9	12.6	24.5	19.0	12.2	27.1	21.3	13.2	11.9	8.5	5.1

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	B	B	C	B	B	C	C	B	B	A	A
Approach Delay		18.9			17.7			22.4			8.9	
Approach LOS		B			B			C			A	
Queue Length 50th (ft)	3	8	0	1	5	0	4	2	0	3	1	0
Queue Length 95th (ft)	19	34	13	7	24	14	23	15	9	29	9	13
Internal Link Dist (ft)		1201			1015			878			1666	
Turn Bay Length (ft)	100					100						
Base Capacity (vph)	200	835	382	339	1074	490	159	365	316	1033	2160	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	0.06	0.10	0.03	0.01	0.05	0.03	0.10	0.03	0.02	0.03	0.01	0.02

Intersection Summary

Area Type: Other
Cycle Length: 85
Actuated Cycle Length: 70.5
Natural Cycle: 85
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.14
Intersection Signal Delay: 16.5 Intersection LOS: B
Intersection Capacity Utilization 31.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 41: Siempre Viva Rd & Airway Rd



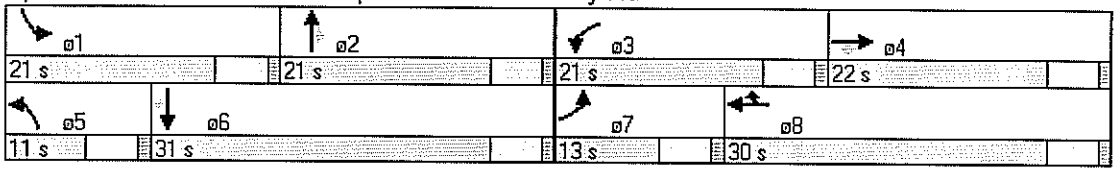
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	0		100	0		0	0		0
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1468	1641	3282	1468	1641	1727	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3282	1468	1641	3282	1468	1641	1727	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			17			83			10			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)		1281			1095			958			1746	
Travel Time (s)		21.8			18.7			16.3			29.8	
Volume (vph)	17	98	16	9	50	76	11	22	9	59	14	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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	18	107	17	10	54	83	12	24	10	64	15	11
Lane Group Flow (vph)	18	107	17	10	54	83	12	24	10	64	15	11
Turn Type	Prot		Perm	Prot		Prot	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8	8	5	2		1	6	
Permitted Phases			4						2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	21.0	21.0	21.0	11.0	21.0	21.0	21.0	21.0	21.0
Total Split (s)	13.0	22.0	22.0	21.0	30.0	30.0	11.0	21.0	21.0	21.0	31.0	31.0
Total Split (%)	15.3%	25.9%	25.9%	24.7%	35.3%	35.3%	12.9%	24.7%	24.7%	24.7%	36.5%	36.5%
Maximum Green (s)	8.0	17.0	17.0	16.0	25.0	25.0	6.0	16.0	16.0	16.0	26.0	26.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	None	None	Max	Max	Max
Walk Time (s)		5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0	11.0	11.0	11.0		11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0	0	0	0		0	0	0	0	0
Act Effct Green (s)	9.7	12.7	12.7	9.7	12.7	12.7	7.6	11.7	11.7	37.7	43.2	43.2
Actuated g/C Ratio	0.13	0.18	0.18	0.13	0.18	0.18	0.10	0.16	0.16	0.57	0.65	0.65
v/c Ratio	0.09	0.18	0.06	0.05	0.09	0.25	0.07	0.09	0.04	0.07	0.01	0.01
Control Delay	25.9	19.4	12.0	25.4	19.4	8.2	27.3	20.3	11.6	13.4	8.8	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
Total Delay	25.9	19.4	12.0	25.4	19.4	8.2	27.3	20.3	11.6	13.4	8.8	5.9

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	B	B	C	B	A	C	C	B	B	A	A
Approach Delay		19.3			13.5			20.2			11.7	
Approach LOS		B			B			C			B	
Queue Length 50th (ft)	4	11	0	2	5	0	3	5	0	6	1	0
Queue Length 95th (ft)	24	42	16	17	25	35	20	25	11	51	7	9
Internal Link Dist (ft)		1201			1015			878			1666	
Turn Bay Length (ft)	100					100						
Base Capacity (vph)	207	866	400	350	1111	552	165	396	344	928	2125	954
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	0.09	0.12	0.04	0.03	0.05	0.15	0.07	0.06	0.03	0.07	0.01	0.01

Intersection Summary

Area Type: Other
Cycle Length: 85
Actuated Cycle Length: 66.7
Natural Cycle: 85
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.25
Intersection Signal Delay: 15.8 Intersection LOS: B
Intersection Capacity Utilization 31.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 41: Siempre Viva Rd & Airway Rd



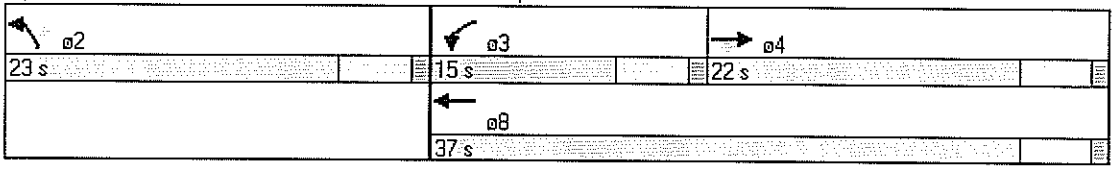
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		100	100		0	0
Storage Lanes		1	1		1	1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3282	1468	1641	3282	1641	1468
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3282	1468	1641	3282	1641	1468
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		66				9
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	40			40	40	
Link Distance (ft)	2578			2580	978	
Travel Time (s)	43.9			44.0	16.7	
Volume (vph)	70	61	32	46	62	8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	76	66	35	50	67	9
Lane Group Flow (vph)	76	66	35	50	67	9
Turn Type		Perm	Prot			Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Detector Phases	4	4	3	8	2	2
Minimum Initial (s)	10.0	10.0	8.0	10.0	8.0	8.0
Minimum Split (s)	21.0	21.0	13.0	21.0	21.0	21.0
Total Split (s)	22.0	22.0	15.0	37.0	23.0	23.0
Total Split (%)	36.7%	36.7%	25.0%	61.7%	38.3%	38.3%
Maximum Green (s)	17.0	17.0	10.0	32.0	18.0	18.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Max	C-Max	None	C-Max	Max	Max
Walk Time (s)	5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	27.7	27.7	9.1	33.0	19.0	19.0
Actuated g/C Ratio	0.46	0.46	0.15	0.55	0.32	0.32
v/c Ratio	0.05	0.09	0.14	0.03	0.13	0.02
Control Delay	11.9	5.0	28.3	4.7	9.2	3.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.9	5.0	28.3	4.7	9.2	3.8

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
LOS	B	A	C	A	A	A
Approach Delay	8.7			14.4	8.6	
Approach LOS	A			B	A	
Queue Length 50th (ft)	5	0	13	2	17	1
Queue Length 95th (ft)	22	22	38	6	18	3
Internal Link Dist (ft)	2498			2500	898	
Turn Bay Length (ft)		100	100			
Base Capacity (vph)	1514	713	301	1805	520	471
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	0.05	0.09	0.12	0.03	0.13	0.02

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 20 (33%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.14
Intersection Signal Delay: 10.2 Intersection LOS: B
Intersection Capacity Utilization 21.8% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 114: Lone Star Rd & Piper Ranch Rd



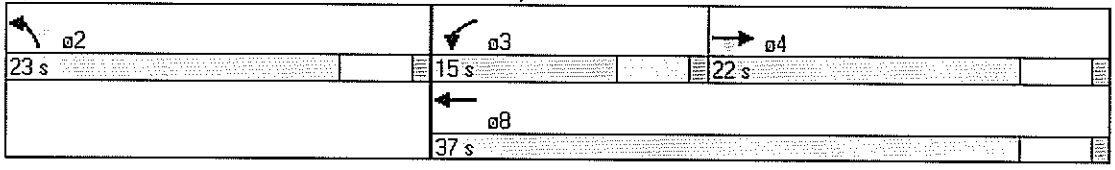
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↱	↰	↑↑	↰	↱
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		100	100		0	0
Storage Lanes		1	1		1	1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3282	1468	1641	3282	1641	1468
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3282	1468	1641	3282	1641	1468
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		74				38
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	40			40	40	
Link Distance (ft)	2578			2580	978	
Travel Time (s)	43.9			44.0	16.7	
Volume (vph)	51	68	8	77	40	35
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	55	74	9	84	43	38
Lane Group Flow (vph)	55	74	9	84	43	38
Turn Type		Perm	Prot			Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Detector Phases	4	4	3	8	2	2
Minimum Initial (s)	10.0	10.0	8.0	10.0	8.0	8.0
Minimum Split (s)	21.0	21.0	13.0	21.0	21.0	21.0
Total Split (s)	22.0	22.0	15.0	37.0	23.0	23.0
Total Split (%)	36.7%	36.7%	25.0%	61.7%	38.3%	38.3%
Maximum Green (s)	17.0	17.0	10.0	32.0	18.0	18.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Max	C-Max	None	C-Max	Max	Max
Walk Time (s)	5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	30.4	30.4	9.0	33.0	19.0	19.0
Actuated g/C Ratio	0.51	0.51	0.15	0.55	0.32	0.32
v/c Ratio	0.03	0.09	0.04	0.05	0.08	0.08
Control Delay	9.6	4.0	35.1	2.6	11.4	3.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	9.6	4.0	35.1	2.6	11.4	3.6

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
LOS	A	A	D	A	B	A
Approach Delay	6.4			5.8	7.7	
Approach LOS	A			A	A	
Queue Length 50th (ft)	4	0	4	2	7	0
Queue Length 95th (ft)	17	23	17	10	20	4
Internal Link Dist (ft)	2498			2500	898	
Turn Bay Length (ft)		100	100			
Base Capacity (vph)	1663	781	301	1805	520	491
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	0.03	0.09	0.03	0.05	0.08	0.08

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 22 (37%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.09
Intersection Signal Delay: 6.6 Intersection LOS: A
Intersection Capacity Utilization 21.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 114: Lone Star Rd & Piper Ranch Rd



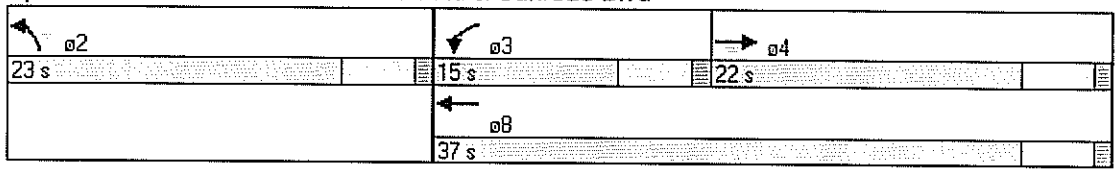
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↱	↰	↑↑↑	↰	↱
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		100	100		0	0
Storage Lanes		1	1		1	1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3282	1468	1641	3282	1641	1468
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3282	1468	1641	3282	1641	1468
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		20				12
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	40			40	40	
Link Distance (ft)	2580			1378	980	
Travel Time (s)	44.0			23.5	16.7	
Volume (vph)	87	18	7	76	9	11
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	95	20	8	83	10	12
Lane Group Flow (vph)	95	20	8	83	10	12
Turn Type		Perm	Prot			Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Detector Phases	4	4	3	8	2	2
Minimum Initial (s)	10.0	10.0	8.0	10.0	8.0	8.0
Minimum Split (s)	21.0	21.0	13.0	21.0	21.0	21.0
Total Split (s)	22.0	22.0	15.0	37.0	23.0	23.0
Total Split (%)	36.7%	36.7%	25.0%	61.7%	38.3%	38.3%
Maximum Green (s)	17.0	17.0	10.0	32.0	18.0	18.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Max	C-Max	None	C-Max	Max	Max
Walk Time (s)	5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	30.4	30.4	9.0	33.0	19.0	19.0
Actuated g/C Ratio	0.51	0.51	0.15	0.55	0.32	0.32
v/c Ratio	0.06	0.03	0.03	0.05	0.02	0.03
Control Delay	3.8	0.8	11.0	1.9	14.3	8.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	3.8	0.8	11.0	1.9	14.3	8.3

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
LOS	A	A	B	A	B	A
Approach Delay	3.3			2.7	11.0	
Approach LOS	A			A	B	
Queue Length 50th (ft)	3	0	1	1	3	0
Queue Length 95th (ft)	9	2	5	2	11	10
Internal Link Dist (ft)	2500			1298	900	
Turn Bay Length (ft)		100	100			
Base Capacity (vph)	1663	753	301	1805	520	473
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	0.06	0.03	0.03	0.05	0.02	0.03

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 4 (7%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.06
Intersection Signal Delay: 3.8 Intersection LOS: A
Intersection Capacity Utilization 21.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 119: Lone Star Rd & Sunroad Blvd



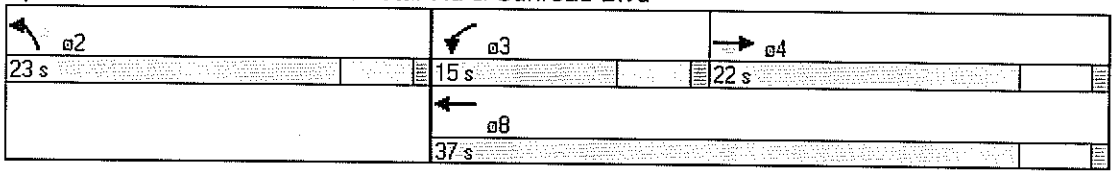
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		100	100		0	0
Storage Lanes		1	1		1	1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3282	1468	1641	3282	1641	1468
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3282	1468	1641	3282	1641	1468
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		11				9
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	40			40	40	
Link Distance (ft)	2580			1378	980	
Travel Time (s)	44.0			23.5	16.7	
Volume (vph)	83	10	13	96	20	8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	90	11	14	104	22	9
Lane Group Flow (vph)	90	11	14	104	22	9
Turn Type		Perm	Prot			Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Detector Phases	4	4	3	8	2	2
Minimum Initial (s)	10.0	10.0	8.0	10.0	8.0	8.0
Minimum Split (s)	21.0	21.0	13.0	21.0	21.0	21.0
Total Split (s)	22.0	22.0	15.0	37.0	23.0	23.0
Total Split (%)	36.7%	36.7%	25.0%	61.7%	38.3%	38.3%
Maximum Green (s)	17.0	17.0	10.0	32.0	18.0	18.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Max	C-Max	None	C-Max	Max	Max
Walk Time (s)	5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	30.4	30.4	9.0	33.0	19.0	19.0
Actuated g/C Ratio	0.51	0.51	0.15	0.55	0.32	0.32
v/c Ratio	0.05	0.01	0.06	0.06	0.04	0.02
Control Delay	6.8	3.9	8.2	0.8	14.6	8.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	6.8	3.9	8.2	0.8	14.6	8.8

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
LOS	A	A	A	A	B	A
Approach Delay	6.5			1.7	12.9	
Approach LOS	A			A	B	
Queue Length 50th (ft)	6	0	0	1	5	0
Queue Length 95th (ft)	20	4	7	2	19	8
Internal Link Dist (ft)	2500			1298	900	
Turn Bay Length (ft)		100	100			
Base Capacity (vph)	1663	749	301	1805	520	471
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	0.05	0.01	0.05	0.06	0.04	0.02

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 52 (87%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.06
Intersection Signal Delay: 5.0 Intersection LOS: A
Intersection Capacity Utilization 21.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 119: Lone Star Rd & Sunroad Blvd



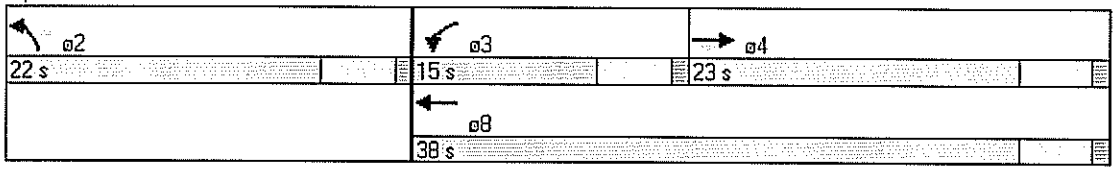
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3282	1468	1641	3282	1641	1468
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3282	1468	1641	3282	1641	1468
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		3				16
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	40			40	40	
Link Distance (ft)	1378			1407	1725	
Travel Time (s)	23.5			24.0	29.4	
Volume (vph)	87	3	11	70	3	15
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	95	3	12	76	3	16
Lane Group Flow (vph)	95	3	12	76	3	16
Turn Type		Perm	Prot			Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Detector Phases	4	4	3	8	2	2
Minimum Initial (s)	10.0	10.0	8.0	10.0	8.0	8.0
Minimum Split (s)	21.0	21.0	13.0	21.0	21.0	21.0
Total Split (s)	23.0	23.0	15.0	38.0	22.0	22.0
Total Split (%)	38.3%	38.3%	25.0%	63.3%	36.7%	36.7%
Maximum Green (s)	18.0	18.0	10.0	33.0	17.0	17.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	C-Max	C-Max
Walk Time (s)	5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	11.2	11.2	9.0	13.8	45.8	45.8
Actuated g/C Ratio	0.19	0.19	0.15	0.23	0.76	0.76
v/c Ratio	0.15	0.01	0.05	0.10	0.00	0.01
Control Delay	13.5	7.3	23.4	12.9	6.7	3.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	13.5	7.3	23.4	12.9	6.7	3.9
LOS	B	A	C	B	A	A
Approach Delay	13.3			14.3	4.4	

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Approach LOS	B			B	A	
Queue Length 50th (ft)	15	0	4	8	0	0
Queue Length 95th (ft)	35	7	15	18	4	8
Internal Link Dist (ft)	1298			1327	1645	
Turn Bay Length (ft)						
Base Capacity (vph)	1039	467	301	1860	1253	1124
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	0.09	0.01	0.04	0.04	0.00	0.01

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 2 (3%), Referenced to phase 2:NBL and 6:, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.15
Intersection Signal Delay: 12.9 Intersection LOS: B
Intersection Capacity Utilization 21.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 36: Lone Star Rd & Zinser Rd



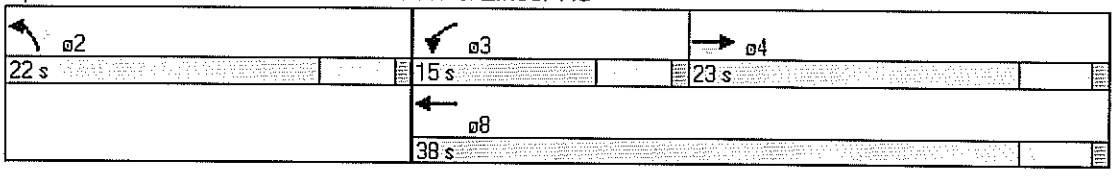
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3282	1468	1641	3282	1641	1468
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3282	1468	1641	3282	1641	1468
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		3				13
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	40			40	40	
Link Distance (ft)	1378			1407	1725	
Travel Time (s)	23.5			24.0	29.4	
Volume (vph)	77	3	17	96	4	12
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	84	3	18	104	4	13
Lane Group Flow (vph)	84	3	18	104	4	13
Turn Type		Perm	Prot			Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Detector Phases	4	4	3	8	2	2
Minimum Initial (s)	10.0	10.0	8.0	10.0	8.0	8.0
Minimum Split (s)	21.0	21.0	13.0	21.0	21.0	21.0
Total Split (s)	23.0	23.0	15.0	38.0	22.0	22.0
Total Split (%)	38.3%	38.3%	25.0%	63.3%	36.7%	36.7%
Maximum Green (s)	18.0	18.0	10.0	33.0	17.0	17.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	C-Max	C-Max
Walk Time (s)	5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	11.0	11.0	9.0	13.6	46.0	46.0
Actuated g/C Ratio	0.18	0.18	0.15	0.23	0.77	0.77
v/c Ratio	0.14	0.01	0.07	0.14	0.00	0.01
Control Delay	11.4	5.7	17.5	13.2	6.5	4.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.4	5.7	17.5	13.2	6.5	4.0
LOS	B	A	B	B	A	A
Approach Delay	11.2			13.9	4.6	

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Approach LOS	B			B	A	
Queue Length 50th (ft)	10	0	5	14	1	0
Queue Length 95th (ft)	21	5	18	20	5	7
Internal Link Dist (ft)	1298			1327	1645	
Turn Bay Length (ft)						
Base Capacity (vph)	1039	467	301	1860	1258	1128
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	0.08	0.01	0.06	0.06	0.00	0.01

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 52 (87%), Referenced to phase 2:NBL and 6:, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.14
Intersection Signal Delay: 12.1 Intersection LOS: B
Intersection Capacity Utilization 21.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 36: Lone Star Rd & Zinser Rd



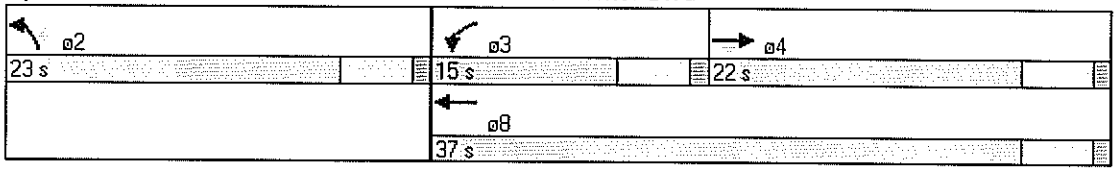
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		100	100		0	0
Storage Lanes		1	1		1	1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3282	1468	1641	3282	1641	1468
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3282	1468	1641	3282	1641	1468
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		26				11
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	40			40	40	
Link Distance (ft)	1407			2180	3108	
Travel Time (s)	24.0			37.2	53.0	
Volume (vph)	93	24	11	72	23	10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	101	26	12	78	25	11
Lane Group Flow (vph)	101	26	12	78	25	11
Turn Type		Perm	Prot			Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Detector Phases	4	4	3	8	2	2
Minimum Initial (s)	10.0	10.0	8.0	10.0	8.0	8.0
Minimum Split (s)	21.0	21.0	13.0	21.0	21.0	21.0
Total Split (s)	22.0	22.0	15.0	37.0	23.0	23.0
Total Split (%)	36.7%	36.7%	25.0%	61.7%	38.3%	38.3%
Maximum Green (s)	17.0	17.0	10.0	32.0	18.0	18.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Max	C-Max	None	C-Max	Max	Max
Walk Time (s)	5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	30.4	30.4	9.0	33.0	19.0	19.0
Actuated g/C Ratio	0.51	0.51	0.15	0.55	0.32	0.32
v/c Ratio	0.06	0.03	0.05	0.04	0.05	0.02
Control Delay	3.3	0.8	18.6	4.1	11.9	6.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	3.3	0.8	18.6	4.1	11.9	6.3

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
LOS	A	A	B	A	B	A
Approach Delay	2.8			6.1	10.2	
Approach LOS	A			A	B	
Queue Length 50th (ft)	2	0	3	4	8	2
Queue Length 95th (ft)	10	1	14	8	21	9
Internal Link Dist (ft)	1327			2100	3028	
Turn Bay Length (ft)		100	100			
Base Capacity (vph)	1663	757	301	1805	520	472
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	0.06	0.03	0.04	0.04	0.05	0.02

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 48 (80%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.06
Intersection Signal Delay: 5.0 Intersection LOS: A
Intersection Capacity Utilization 21.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 102: Lone Star Rd & Vann Center Blvd



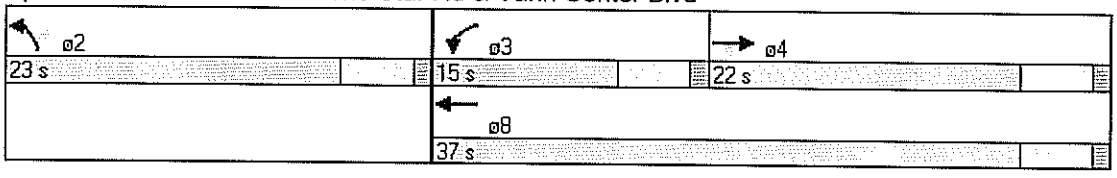
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		100	100		0	0
Storage Lanes		1	1		1	1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3282	1468	1641	3282	1641	1468
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3282	1468	1641	3282	1641	1468
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		27				13
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	40			40	40	
Link Distance (ft)	1407			2180	3108	
Travel Time (s)	24.0			37.2	53.0	
Volume (vph)	79	25	11	103	26	12
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	86	27	12	112	28	13
Lane Group Flow (vph)	86	27	12	112	28	13
Turn Type		Perm	Prot			Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Detector Phases	4	4	3	8	2	2
Minimum Initial (s)	10.0	10.0	8.0	10.0	8.0	8.0
Minimum Split (s)	21.0	21.0	13.0	21.0	21.0	21.0
Total Split (s)	22.0	22.0	15.0	37.0	23.0	23.0
Total Split (%)	36.7%	36.7%	25.0%	61.7%	38.3%	38.3%
Maximum Green (s)	17.0	17.0	10.0	32.0	18.0	18.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Max	C-Max	None	C-Max	Max	Max
Walk Time (s)	5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	30.4	30.4	9.0	33.0	19.0	19.0
Actuated g/C Ratio	0.51	0.51	0.15	0.55	0.32	0.32
v/c Ratio	0.05	0.04	0.05	0.06	0.05	0.03
Control Delay	2.3	0.1	25.5	5.1	16.9	11.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	2.3	0.1	25.5	5.1	16.9	11.3

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
LOS	A	A	C	A	B	B
Approach Delay	1.8			7.1	15.1	
Approach LOS	A			A	B	
Queue Length 50th (ft)	1	0	4	5	9	2
Queue Length 95th (ft)	5	0	16	11	28	14
Internal Link Dist (ft)	1327			2100	3028	
Turn Bay Length (ft)		100	100			
Base Capacity (vph)	1663	757	301	1805	520	474
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	0.05	0.04	0.04	0.06	0.05	0.03

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 50 (83%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.06
Intersection Signal Delay: 6.1 Intersection LOS: A
Intersection Capacity Utilization 21.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 102: Lone Star Rd & Vann Center Blvd



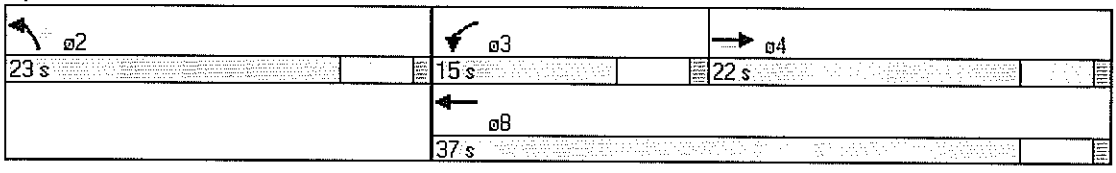
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		100	100		0	0
Storage Lanes		1	1		1	1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3282	1468	1641	3282	1641	1468
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3282	1468	1641	3282	1641	1468
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		34				13
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	40			40	40	
Link Distance (ft)	2180			2880	3122	
Travel Time (s)	37.2			49.1	53.2	
Volume (vph)	80	31	28	52	30	12
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	87	34	30	57	33	13
Lane Group Flow (vph)	87	34	30	57	33	13
Turn Type		Perm	Prot			Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Detector Phases	4	4	3	8	2	2
Minimum Initial (s)	10.0	10.0	8.0	10.0	8.0	8.0
Minimum Split (s)	21.0	21.0	13.0	21.0	21.0	21.0
Total Split (s)	22.0	22.0	15.0	37.0	23.0	23.0
Total Split (%)	36.7%	36.7%	25.0%	61.7%	38.3%	38.3%
Maximum Green (s)	17.0	17.0	10.0	32.0	18.0	18.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Max	C-Max	None	C-Max	Max	Max
Walk Time (s)	5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	27.7	27.7	9.1	33.0	19.0	19.0
Actuated g/C Ratio	0.46	0.46	0.15	0.55	0.32	0.32
v/c Ratio	0.06	0.05	0.12	0.03	0.06	0.03
Control Delay	6.3	3.6	23.4	6.3	14.8	8.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	6.3	3.6	23.4	6.3	14.8	8.2

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
LOS	A	A	C	A	B	A
Approach Delay	5.6			12.2	12.9	
Approach LOS	A			B	B	
Queue Length 50th (ft)	3	0	10	4	8	0
Queue Length 95th (ft)	11	0	30	11	25	10
Internal Link Dist (ft)	2100			2800	3042	
Turn Bay Length (ft)		100	100			
Base Capacity (vph)	1517	697	301	1805	520	474
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	0.06	0.05	0.10	0.03	0.06	0.03

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 40 (67%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.12
Intersection Signal Delay: 9.2 Intersection LOS: A
Intersection Capacity Utilization 21.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 108: Lone Star Rd & Enrico Fermi Dr



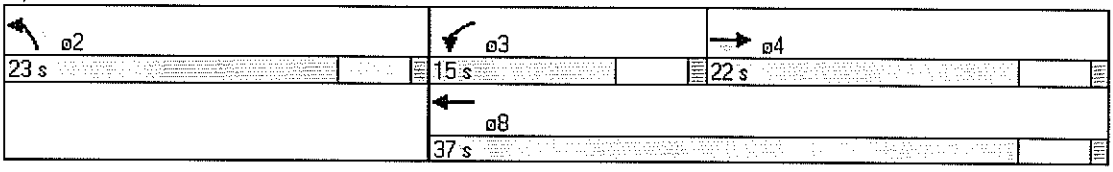
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		100	100		0	0
Storage Lanes		1	1		1	1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3282	1468	1641	3282	1641	1468
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3282	1468	1641	3282	1641	1468
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		36				27
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	40			40	40	
Link Distance (ft)	2180			2880	3122	
Travel Time (s)	37.2			49.1	53.2	
Volume (vph)	57	33	13	88	34	25
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	62	36	14	96	37	27
Lane Group Flow (vph)	62	36	14	96	37	27
Turn Type		Perm	Prot			Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Detector Phases	4	4	3	8	2	2
Minimum Initial (s)	10.0	10.0	8.0	10.0	8.0	8.0
Minimum Split (s)	21.0	21.0	13.0	21.0	21.0	21.0
Total Split (s)	22.0	22.0	15.0	37.0	23.0	23.0
Total Split (%)	36.7%	36.7%	25.0%	61.7%	38.3%	38.3%
Maximum Green (s)	17.0	17.0	10.0	32.0	18.0	18.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Max	C-Max	None	C-Max	Max	Max
Walk Time (s)	5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	30.4	30.4	9.0	33.0	19.0	19.0
Actuated g/C Ratio	0.51	0.51	0.15	0.55	0.32	0.32
v/c Ratio	0.04	0.05	0.06	0.05	0.07	0.06
Control Delay	2.7	1.5	22.6	6.4	14.9	6.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	2.7	1.5	22.6	6.4	14.9	6.8

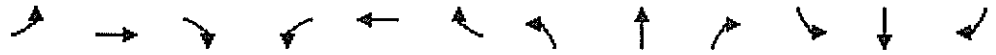
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
LOS	A	A	C	A	B	A
Approach Delay	2.3			8.5	11.5	
Approach LOS	A			A	B	
Queue Length 50th (ft)	0	1	4	7	9	0
Queue Length 95th (ft)	2	0	18	16	27	14
Internal Link Dist (ft)	2100			2800	3042	
Turn Bay Length (ft)		100	100			
Base Capacity (vph)	1663	762	301	1805	520	483
Starvation 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	0.04	0.05	0.05	0.05	0.07	0.06

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 32 (53%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.07
Intersection Signal Delay: 6.9 Intersection LOS: A
Intersection Capacity Utilization 21.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 108: Lone Star Rd & Enrico Fermi Dr





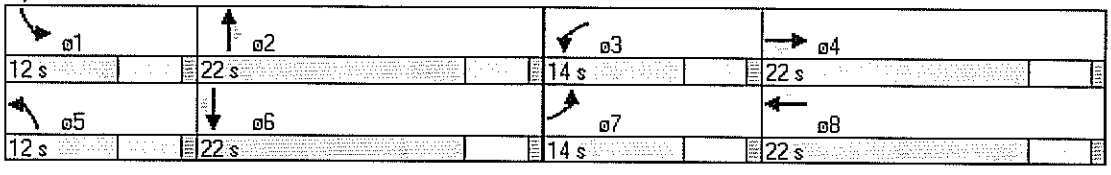
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	100		100	100		100
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			48			36			16			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			40			40	
Link Distance (ft)		2880			3964			3128			879	
Travel Time (s)		49.1			67.6			53.3			15.0	
Volume (vph)	65	50	44	19	32	33	15	26	15	29	85	46
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	71	54	48	21	35	36	16	28	16	32	92	50
Lane Group Flow (vph)	71	54	48	21	35	36	16	28	16	32	92	50
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	11.0	21.0	21.0	11.0	21.0	21.0
Total Split (s)	14.0	22.0	22.0	14.0	22.0	22.0	12.0	22.0	22.0	12.0	22.0	22.0
Total Split (%)	20.0%	31.4%	31.4%	20.0%	31.4%	31.4%	17.1%	31.4%	31.4%	17.1%	31.4%	31.4%
Maximum Green (s)	9.0	17.0	17.0	9.0	17.0	17.0	7.0	17.0	17.0	7.0	17.0	17.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	10.6	19.8	19.8	9.8	12.4	12.4	8.0	40.2	40.2	8.3	42.8	42.8
Actuated g/C Ratio	0.14	0.27	0.27	0.12	0.17	0.17	0.10	0.59	0.59	0.11	0.62	0.62
v/c Ratio	0.30	0.06	0.11	0.10	0.06	0.13	0.09	0.01	0.02	0.18	0.04	0.05
Control Delay	24.3	14.9	7.3	26.6	20.3	10.0	27.6	14.9	8.8	26.4	11.0	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	0.0
Total Delay	24.3	14.9	7.3	26.6	20.3	10.0	27.6	14.9	8.8	26.4	11.0	5.4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	B	A	C	C	A	C	B	A	C	B	A
Approach Delay		16.7			17.7			16.7			12.3	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)	18	4	0	5	4	0	4	2	0	8	8	0
Queue Length 95th (ft)	57	22	24	24	16	21	21	12	12	33	28	21
Internal Link Dist (ft)		2800			3884			3048			799	
Turn Bay Length (ft)	100		100	100		100	100		100	100		100
Base Capacity (vph)	247	1001	481	223	799	385	183	1924	867	190	2049	935
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	0.29	0.05	0.10	0.09	0.04	0.09	0.09	0.01	0.02	0.17	0.04	0.05

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 68.6
Natural Cycle: 70
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.30
Intersection Signal Delay: 15.3 Intersection LOS: B
Intersection Capacity Utilization 31.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 59: Lone Star Rd & Alta Rd



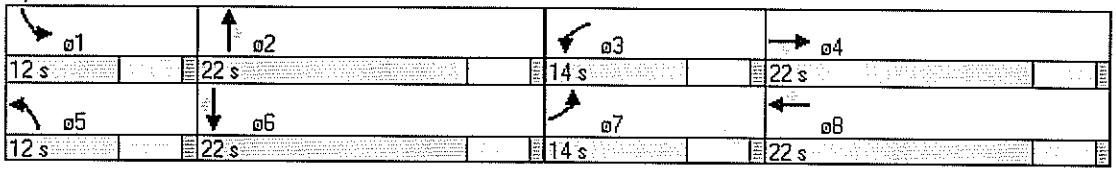
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	100		100	100		100
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			18			35			23			78
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)		2880			3964			3128			879	
Travel Time (s)		49.1			67.6			53.3			15.0	
Volume (vph)	51	35	17	16	55	32	48	93	21	37	29	72
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	55	38	18	17	60	35	52	101	23	40	32	78
Lane Group Flow (vph)	55	38	18	17	60	35	52	101	23	40	32	78
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	11.0	21.0	21.0	11.0	21.0	21.0
Total Split (s)	14.0	22.0	22.0	14.0	22.0	22.0	12.0	22.0	22.0	12.0	22.0	22.0
Total Split (%)	20.0%	31.4%	31.4%	20.0%	31.4%	31.4%	17.1%	31.4%	31.4%	17.1%	31.4%	31.4%
Maximum Green (s)	9.0	17.0	17.0	9.0	17.0	17.0	7.0	17.0	17.0	7.0	17.0	17.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	10.2	18.9	18.9	9.7	12.1	12.1	8.4	43.5	43.5	8.3	40.8	40.8
Actuated g/C Ratio	0.13	0.24	0.24	0.12	0.16	0.16	0.11	0.61	0.61	0.11	0.57	0.57
v/c Ratio	0.25	0.05	0.05	0.09	0.12	0.14	0.29	0.05	0.03	0.23	0.02	0.09
Control Delay	25.1	16.1	9.7	27.4	20.9	10.1	27.8	12.6	8.0	28.2	15.7	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
Total Delay	25.1	16.1	9.7	27.4	20.9	10.1	27.8	12.6	8.0	28.2	15.7	5.2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	B	A	C	C	B	C	B	A	C	B	A
Approach Delay		19.5			18.5			16.4			13.6	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)	19	4	0	6	10	0	18	10	0	14	4	0
Queue Length 95th (ft)	47	17	15	21	24	21	47	31	15	39	13	26
Internal Link Dist (ft)		2800			3884			3048			799	
Turn Bay Length (ft)	100		100	100		100	100		100	100		100
Base Capacity (vph)	233	934	430	214	761	367	189	2007	907	182	1880	874
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	0.24	0.04	0.04	0.08	0.08	0.10	0.28	0.05	0.03	0.22	0.02	0.09

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 71.2
Natural Cycle: 70
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.29
Intersection Signal Delay: 16.7 Intersection LOS: B
Intersection Capacity Utilization 31.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 59: Lone Star Rd & Alta Rd



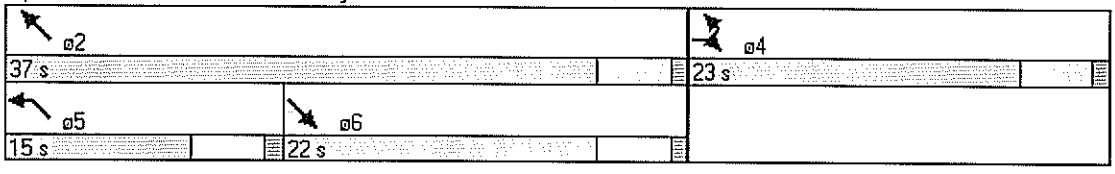
Lane Group	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		100	100	
Storage Lanes	1	1		1	1	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)	15	9		9	15	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	0.95
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1641	1468	3282	1468	1641	3282
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1641	1468	3282	1468	1641	3282
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		12		12		
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	50		40			40
Link Distance (ft)	1980		3964			2219
Travel Time (s)	27.0		67.6			37.8
Volume (vph)	10	11	41	11	9	36
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	11	12	45	12	10	39
Lane Group Flow (vph)	11	12	45	12	10	39
Turn Type		Prot		Perm	Prot	
Protected Phases	4	4	6		5	2
Permitted Phases				6		
Detector Phases	4	4	6	6	5	2
Minimum Initial (s)	8.0	8.0	10.0	10.0	8.0	10.0
Minimum Split (s)	21.0	21.0	21.0	21.0	13.0	21.0
Total Split (s)	23.0	23.0	22.0	22.0	15.0	37.0
Total Split (%)	38.3%	38.3%	36.7%	36.7%	25.0%	61.7%
Maximum Green (s)	18.0	18.0	17.0	17.0	10.0	32.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	C-Max	C-Max	None	C-Max
Walk Time (s)	5.0	5.0	5.0	5.0		5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0		11.0
Pedestrian Calls (#/hr)	0	0	0	0		0
Act Effct Green (s)	9.0	9.0	54.0	54.0	9.0	56.6
Actuated g/C Ratio	0.15	0.15	0.90	0.90	0.15	0.94
v/c Ratio	0.04	0.05	0.02	0.01	0.04	0.01
Control Delay	22.5	13.1	3.5	3.1	14.7	1.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.5	13.1	3.5	3.1	14.7	1.5

Lane Group	EBL	EBR	SET	SER	NWL	NWT
LOS	C	B	A	A	B	A
Approach Delay	17.6		3.4			4.2
Approach LOS	B		A			A
Queue Length 50th (ft)	4	0	0	0	1	0
Queue Length 95th (ft)	15	12	10	7	3	0
Internal Link Dist (ft)	1900		3884			2139
Turn Bay Length (ft)				100	100	
Base Capacity (vph)	520	473	2954	1322	301	3096
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	0.02	0.03	0.02	0.01	0.03	0.01

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 56 (93%), Referenced to phase 2:NWT and 6:SET, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.05
Intersection Signal Delay: 6.2 Intersection LOS: A
Intersection Capacity Utilization 21.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 97: Otay Mesa Rd & Lone Star Rd



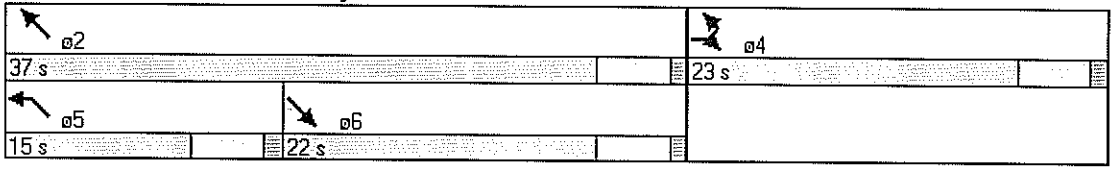
Lane Group	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		100	100	
Storage Lanes	1	1		1	1	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)	15	9		9	15	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	0.95
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1641	1468	3282	1468	1641	3282
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1641	1468	3282	1468	1641	3282
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		11		12		
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	50		40			40
Link Distance (ft)	1980		3964			2219
Travel Time (s)	27.0		67.6			37.8
Volume (vph)	12	10	39	11	12	45
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	13	11	42	12	13	49
Lane Group Flow (vph)	13	11	42	12	13	49
Turn Type		Prot		Perm	Prot	
Protected Phases	4	4	6		5	2
Permitted Phases				6		
Detector Phases	4	4	6	6	5	2
Minimum Initial (s)	8.0	8.0	10.0	10.0	8.0	10.0
Minimum Split (s)	21.0	21.0	21.0	21.0	13.0	21.0
Total Split (s)	23.0	23.0	22.0	22.0	15.0	37.0
Total Split (%)	38.3%	38.3%	36.7%	36.7%	25.0%	61.7%
Maximum Green (s)	18.0	18.0	17.0	17.0	10.0	32.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	C-Max	C-Max	None	C-Max
Walk Time (s)	5.0	5.0	5.0	5.0		5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0		11.0
Pedestrian Calls (#/hr)	0	0	0	0		0
Act Effct Green (s)	9.0	9.0	54.0	54.0	9.0	56.6
Actuated g/C Ratio	0.15	0.15	0.90	0.90	0.15	0.94
v/c Ratio	0.05	0.05	0.01	0.01	0.05	0.02
Control Delay	22.6	13.2	3.6	3.1	16.3	1.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.6	13.2	3.6	3.1	16.3	1.4

Lane Group	EBL	EBR	SET	SER	NWL	NWT
LOS	C	B	A	A	B	A
Approach Delay	18.3		3.5			4.5
Approach LOS	B		A			A
Queue Length 50th (ft)	4	0	0	0	3	0
Queue Length 95th (ft)	17	12	10	7	7	1
Internal Link Dist (ft)	1900		3884			2139
Turn Bay Length (ft)				100	100	
Base Capacity (vph)	520	472	2954	1322	301	3096
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	0.03	0.02	0.01	0.01	0.04	0.02

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 56 (93%), Referenced to phase 2:NWT and 6:SET, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.05
Intersection Signal Delay: 6.5 Intersection LOS: A
Intersection Capacity Utilization 21.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 97: Otay Mesa Rd & Lone Star Rd



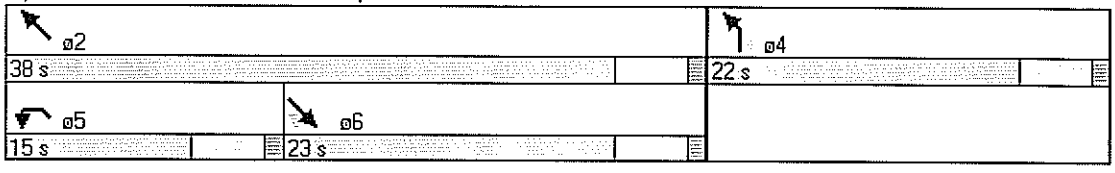
Lane Group	NBL	NBR	SET	SER	NWL	NWT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		100	100	
Storage Lanes	1	1		1	1	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)	15	9		9	15	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	0.95
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1641	1468	3282	1468	1641	3282
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1641	1468	3282	1468	1641	3282
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		42		37		
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	40		40			40
Link Distance (ft)	3238		2219			1303
Travel Time (s)	55.2		37.8			22.2
Volume (vph)	40	39	4	34	14	5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	43	42	4	37	15	5
Lane Group Flow (vph)	43	42	4	37	15	5
Turn Type		Perm		Perm	Prot	
Protected Phases	4		6		5	2
Permitted Phases		4		6		
Detector Phases	4	4	6	6	5	2
Minimum Initial (s)	10.0	10.0	8.0	8.0	6.0	8.0
Minimum Split (s)	21.0	21.0	21.0	21.0	13.0	21.0
Total Split (s)	22.0	22.0	23.0	23.0	15.0	38.0
Total Split (%)	36.7%	36.7%	38.3%	38.3%	25.0%	63.3%
Maximum Green (s)	17.0	17.0	18.0	18.0	10.0	33.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Max	C-Max	Max	Max	None	Max
Walk Time (s)	5.0	5.0	5.0	5.0		5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0		11.0
Pedestrian Calls (#/hr)	0	0	0	0		0
Act Effct Green (s)	18.0	18.0	31.6	31.6	7.2	34.0
Actuated g/C Ratio	0.30	0.30	0.53	0.53	0.12	0.57
v/c Ratio	0.09	0.09	0.00	0.05	0.08	0.00
Control Delay	15.8	6.3	7.5	2.9	24.1	5.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	15.8	6.3	7.5	2.9	24.1	5.6

Lane Group	NBL	NBR	SET	SER	NWL	NWT
LOS	B	A	A	A	C	A
Approach Delay	11.1		3.3			19.5
Approach LOS	B		A			B
Queue Length 50th (ft)	11	0	0	0	5	0
Queue Length 95th (ft)	31	19	1	1	19	2
Internal Link Dist (ft)	3158		2139			1223
Turn Bay Length (ft)				100	100	
Base Capacity (vph)	492	470	1726	790	301	1860
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	0.09	0.09	0.00	0.05	0.05	0.00

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 48 (80%), Referenced to phase 4:NBL, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.09
Intersection Signal Delay: 10.1 Intersection LOS: B
Intersection Capacity Utilization 22.4% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 43: Siempre Viva Rd & Lone Star Rd



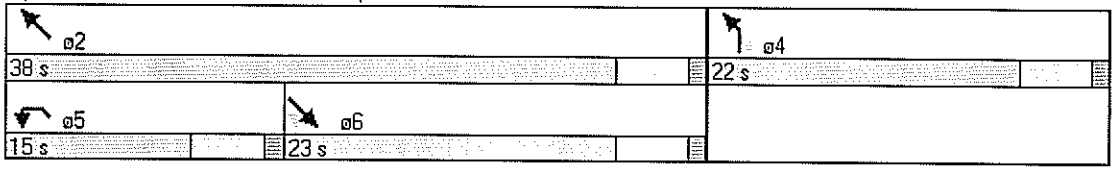
Lane Group	NBL	NBR	SET	SER	NWL	NWT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		100	100	
Storage Lanes	1	1		1	1	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)	15	9		9	15	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	0.95
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1641	1468	3282	1468	1641	3282
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1641	1468	3282	1468	1641	3282
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		17		48		
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	40		40			40
Link Distance (ft)	3238		2219			1303
Travel Time (s)	55.2		37.8			22.2
Volume (vph)	37	16	5	44	43	4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	40	17	5	48	47	4
Lane Group Flow (vph)	40	17	5	48	47	4
Turn Type		Perm		Perm	Prot	
Protected Phases	4		6		5	2
Permitted Phases		4		6		
Detector Phases	4	4	6	6	5	2
Minimum Initial (s)	10.0	10.0	8.0	8.0	6.0	8.0
Minimum Split (s)	21.0	21.0	21.0	21.0	13.0	21.0
Total Split (s)	22.0	22.0	23.0	23.0	15.0	38.0
Total Split (%)	36.7%	36.7%	38.3%	38.3%	25.0%	63.3%
Maximum Green (s)	17.0	17.0	18.0	18.0	10.0	33.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Max	C-Max	Max	Max	None	Max
Walk Time (s)	5.0	5.0	5.0	5.0		5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0		11.0
Pedestrian Calls (#/hr)	0	0	0	0		0
Act Effct Green (s)	18.0	18.0	28.5	28.5	8.1	34.0
Actuated g/C Ratio	0.30	0.30	0.48	0.48	0.14	0.57
v/c Ratio	0.08	0.04	0.00	0.07	0.21	0.00
Control Delay	15.7	8.1	10.6	4.0	24.9	5.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	15.7	8.1	10.6	4.0	24.9	5.8

Lane Group	NBL	NBR	SET	SER	NWL	NWT
LOS	B	A	B	A	C	A
Approach Delay	13.5		4.6			23.4
Approach LOS	B		A			C
Queue Length 50th (ft)	10	0	0	0	16	0
Queue Length 95th (ft)	29	12	2	1	40	2
Internal Link Dist (ft)	3158		2139			1223
Turn Bay Length (ft)				100	100	
Base Capacity (vph)	492	452	1560	723	301	1860
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	0.08	0.04	0.00	0.07	0.16	0.00

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 48 (80%), Referenced to phase 4:NBL, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.21
Intersection Signal Delay: 13.7 Intersection LOS: B
Intersection Capacity Utilization 24.0% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 43: Siempre Viva Rd & Lone Star Rd



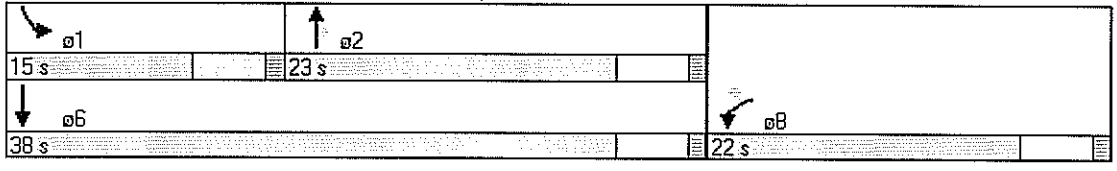
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		100	100	
Storage Lanes	1	1		1	1	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)	15	9		9	15	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	0.95
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1641	1468	3282	1468	1641	3282
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1641	1468	3282	1468	1641	3282
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		36		141		
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	40		40			40
Link Distance (ft)	2560		2568			978
Travel Time (s)	43.6		43.8			16.7
Volume (vph)	117	33	128	130	45	108
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	127	36	139	141	49	117
Lane Group Flow (vph)	127	36	139	141	49	117
Turn Type		Perm		Perm	Prot	
Protected Phases	8		2		1	6
Permitted Phases		8		2		
Detector Phases	8	8	2	2	1	6
Minimum Initial (s)	10.0	10.0	8.0	8.0	6.0	8.0
Minimum Split (s)	21.0	21.0	21.0	21.0	13.0	21.0
Total Split (s)	22.0	22.0	23.0	23.0	15.0	38.0
Total Split (%)	36.7%	36.7%	38.3%	38.3%	25.0%	63.3%
Maximum Green (s)	17.0	17.0	18.0	18.0	10.0	33.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Max	C-Max	Max	Max	None	Max
Walk Time (s)	5.0	5.0	5.0	5.0		5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0		11.0
Pedestrian Calls (#/hr)	0	0	0	0		0
Act Effct Green (s)	18.0	18.0	28.7	28.7	8.0	34.0
Actuated g/C Ratio	0.30	0.30	0.48	0.48	0.13	0.57
v/c Ratio	0.26	0.08	0.09	0.18	0.22	0.06
Control Delay	17.7	6.6	11.0	3.8	23.1	4.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	17.7	6.6	11.0	3.8	23.1	4.1

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
LOS	B	A	B	A	C	A
Approach Delay	15.3		7.4			9.7
Approach LOS	B		A			A
Queue Length 50th (ft)	34	0	10	0	13	6
Queue Length 95th (ft)	72	17	34	31	35	10
Internal Link Dist (ft)	2480		2488			898
Turn Bay Length (ft)				100	100	
Base Capacity (vph)	492	466	1571	776	301	1860
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	0.26	0.08	0.09	0.18	0.16	0.06

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 56 (93%), Referenced to phase 8:WBL, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.26
Intersection Signal Delay: 10.1 Intersection LOS: B
Intersection Capacity Utilization 30.0% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 117: Zinser Rd & Piper Ranch Rd



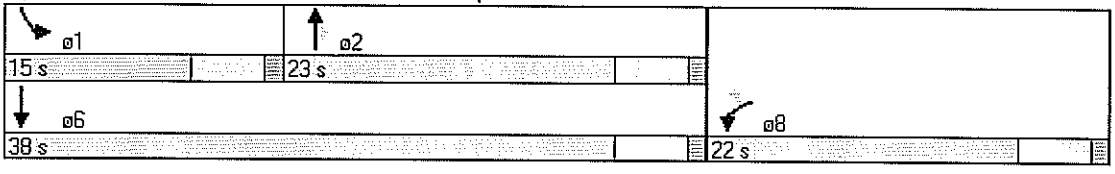
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		100	100	
Storage Lanes	1	1		1	1	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)	15	9		9	15	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	0.95
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1641	1468	3282	1468	1641	3282
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1641	1468	3282	1468	1641	3282
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		53		140		
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	40		40			40
Link Distance (ft)	2560		2568			978
Travel Time (s)	43.6		43.8			16.7
Volume (vph)	143	49	119	129	36	140
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	155	53	129	140	39	152
Lane Group Flow (vph)	155	53	129	140	39	152
Turn Type		Perm		Perm	Prot	
Protected Phases	8		2		1	6
Permitted Phases		8		2		
Detector Phases	8	8	2	2	1	6
Minimum Initial (s)	10.0	10.0	8.0	8.0	6.0	8.0
Minimum Split (s)	21.0	21.0	21.0	21.0	13.0	21.0
Total Split (s)	22.0	22.0	23.0	23.0	15.0	38.0
Total Split (%)	36.7%	36.7%	38.3%	38.3%	25.0%	63.3%
Maximum Green (s)	17.0	17.0	18.0	18.0	10.0	33.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Max	C-Max	Max	Max	None	Max
Walk Time (s)	5.0	5.0	5.0	5.0		5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0		11.0
Pedestrian Calls (#/hr)	0	0	0	0		0
Act Effct Green (s)	18.0	18.0	28.7	28.7	8.1	34.0
Actuated g/C Ratio	0.30	0.30	0.48	0.48	0.14	0.57
v/c Ratio	0.32	0.11	0.08	0.18	0.18	0.08
Control Delay	18.5	6.0	11.1	3.8	24.1	5.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.5	6.0	11.1	3.8	24.1	5.4

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
LOS	B	A	B	A	C	A
Approach Delay	15.3		7.3			9.2
Approach LOS	B		A			A
Queue Length 50th (ft)	43	0	10	0	12	11
Queue Length 95th (ft)	86	21	33	32	33	16
Internal Link Dist (ft)	2480		2488			898
Turn Bay Length (ft)				100	100	
Base Capacity (vph)	492	478	1569	775	301	1860
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	0.32	0.11	0.08	0.18	0.13	0.08

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 6 (10%), Referenced to phase 8:WBL, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.32
Intersection Signal Delay: 10.3 Intersection LOS: B
Intersection Capacity Utilization 23.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 117: Zinser Rd & Piper Ranch Rd



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)	100		100	100		100	100		100	100		100
Storage Lanes	1		1	1		1	1		1	1		1
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	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			39			2			17			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)		2560			1725			3203			980	
Travel Time (s)		43.6			29.4			54.6			16.7	
Volume (vph)	13	38	36	9	50	2	20	22	16	2	29	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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	14	41	39	10	54	2	22	24	17	2	32	9
Lane Group Flow (vph)	14	41	39	10	54	2	22	24	17	2	32	9
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0
Total Split (s)	13.0	23.0	23.0	13.0	23.0	23.0	13.0	21.0	21.0	13.0	21.0	21.0
Total Split (%)	18.6%	32.9%	32.9%	18.6%	32.9%	32.9%	18.6%	30.0%	30.0%	18.6%	30.0%	30.0%
Maximum Green (s)	8.0	18.0	18.0	8.0	18.0	18.0	8.0	16.0	16.0	8.0	16.0	16.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	10.6	13.6	13.6	10.6	13.6	13.6	8.8	46.9	46.9	8.3	46.5	46.5
Actuated g/C Ratio	0.15	0.19	0.19	0.15	0.19	0.19	0.12	0.76	0.76	0.12	0.75	0.75
v/c Ratio	0.06	0.07	0.12	0.04	0.09	0.01	0.11	0.01	0.02	0.01	0.01	0.01
Control Delay	19.5	14.6	7.9	19.6	14.5	13.0	20.1	9.0	6.4	21.5	9.3	7.9
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
Total Delay	19.5	14.6	7.9	19.6	14.5	13.0	20.1	9.0	6.4	21.5	9.3	7.9

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	B	B	A	B	B	B	C	A	A	C	A	A
Approach Delay		12.6			15.2			12.2			9.6	
Approach LOS		B			B			B			A	
Queue Length 50th (ft)	1	1	0	1	2	0	2	0	0	0	0	0
Queue Length 95th (ft)	19	18	22	15	22	5	25	10	12	6	13	9
Internal Link Dist (ft)		2480			1645			3123			900	
Turn Bay Length (ft)	100		100	100		100	100		100	100		100
Base Capacity (vph)	240	934	446	240	934	419	239	2480	1113	238	2459	1102
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	0.06	0.04	0.09	0.04	0.06	0.00	0.09	0.01	0.02	0.01	0.01	0.01

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 62.1
Natural Cycle: 70
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.13
Intersection Signal Delay: 12.6 Intersection LOS: B
Intersection Capacity Utilization 31.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 120: Zinser Rd & Sunroad Blvd

ø1	ø2	ø3	ø4
13 s	21 s	13 s	23 s
ø5	ø6	ø7	ø8
13 s	21 s	13 s	23 s

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)	100		100	100		100	100		100	100		100
Storage Lanes	1		1	1		1	1		1	1		1
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	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			24			2			40			15
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)		2560			1725			3203			980	
Travel Time (s)		43.6			29.4			54.6			16.7	
Volume (vph)	9	55	22	18	42	2	40	4	37	2	24	14
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	10	60	24	20	46	2	43	4	40	2	26	15
Lane Group Flow (vph)	10	60	24	20	46	2	43	4	40	2	26	15
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0
Total Split (s)	13.0	23.0	23.0	13.0	23.0	23.0	13.0	21.0	21.0	13.0	21.0	21.0
Total Split (%)	18.6%	32.9%	32.9%	18.6%	32.9%	32.9%	18.6%	30.0%	30.0%	18.6%	30.0%	30.0%
Maximum Green (s)	8.0	18.0	18.0	8.0	18.0	18.0	8.0	16.0	16.0	8.0	16.0	16.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	10.5	13.0	13.0	10.5	13.0	13.0	9.2	50.0	50.0	8.2	46.3	46.3
Actuated g/C Ratio	0.14	0.18	0.18	0.14	0.18	0.18	0.13	0.78	0.78	0.11	0.72	0.72
v/c Ratio	0.04	0.10	0.09	0.09	0.08	0.01	0.20	0.00	0.03	0.01	0.01	0.01
Control Delay	21.6	16.3	9.8	21.4	16.5	15.0	20.5	10.0	4.8	23.0	11.3	8.1
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
Total Delay	21.6	16.3	9.8	21.4	16.5	15.0	20.5	10.0	4.8	23.0	11.3	8.1

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	B	A	C	B	B	C	A	A	C	B	A
Approach Delay		15.2			17.9			12.8			10.8	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)	1	2	0	2	1	0	4	0	0	0	0	0
Queue Length 95th (ft)	15	24	17	23	20	5	40	3	18	6	12	12
Internal Link Dist (ft)		2480			1645			3123			900	
Turn Bay Length (ft)	100		100	100		100	100		100	100		100
Base Capacity (vph)	231	882	412	231	882	396	243	2570	1158	229	2379	1068
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	0.04	0.07	0.06	0.09	0.05	0.01	0.18	0.00	0.03	0.01	0.01	0.01

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 63.9
Natural Cycle: 70
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.20
Intersection Signal Delay: 14.5 Intersection LOS: B
Intersection Capacity Utilization 31.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 120: Zinser Rd & Sunroad Blvd

ø1	ø2	ø3	ø4
13 s	21 s	13 s	23 s
ø5	ø6	ø7	ø8
13 s	21 s	13 s	23 s

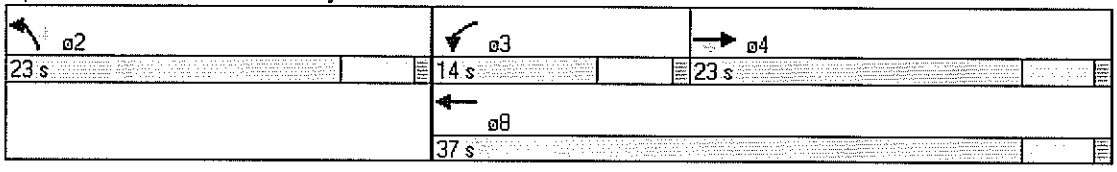
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↱	↰↰	↑↑↑	↰↰	↱
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		525	525		175	0
Storage Lanes		1	2		2	1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.91	1.00	0.97	0.91	0.97	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	4715	1468	3183	4715	3183	1468
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	4715	1468	3183	4715	3183	1468
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		214				350
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	50			50	40	
Link Distance (ft)	1820			5187	681	
Travel Time (s)	24.8			70.7	11.6	
Volume (vph)	491	197	184	343	209	322
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	534	214	200	373	227	350
Lane Group Flow (vph)	534	214	200	373	227	350
Turn Type		Perm	Prot			Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Detector Phases	4	4	3	8	2	2
Minimum Initial (s)	10.0	10.0	8.0	10.0	8.0	8.0
Minimum Split (s)	21.0	21.0	13.0	21.0	21.0	21.0
Total Split (s)	23.0	23.0	14.0	37.0	23.0	23.0
Total Split (%)	38.3%	38.3%	23.3%	61.7%	38.3%	38.3%
Maximum Green (s)	18.0	18.0	9.0	32.0	18.0	18.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Max	C-Max	None	C-Max	Max	Max
Walk Time (s)	5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	19.4	19.4	9.6	33.0	19.0	19.0
Actuated g/C Ratio	0.32	0.32	0.16	0.55	0.32	0.32
v/c Ratio	0.35	0.35	0.39	0.14	0.23	0.50
Control Delay	16.4	4.5	25.0	6.8	12.2	6.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.4	4.5	25.0	6.8	12.2	6.7

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
LOS	B	A	C	A	B	A
Approach Delay	13.0			13.1	8.9	
Approach LOS	B			B	A	
Queue Length 50th (ft)	53	0	33	21	28	0
Queue Length 95th (ft)	78	40	60	33	52	93
Internal Link Dist (ft)	1740			5107	601	
Turn Bay Length (ft)		525	525		175	
Base Capacity (vph)	1525	619	531	2593	1008	704
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	0.35	0.35	0.38	0.14	0.23	0.50

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 14 (23%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.50
Intersection Signal Delay: 11.8 Intersection LOS: B
Intersection Capacity Utilization 36.1% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 3: Otay Mesa Rd & Britannia Blvd



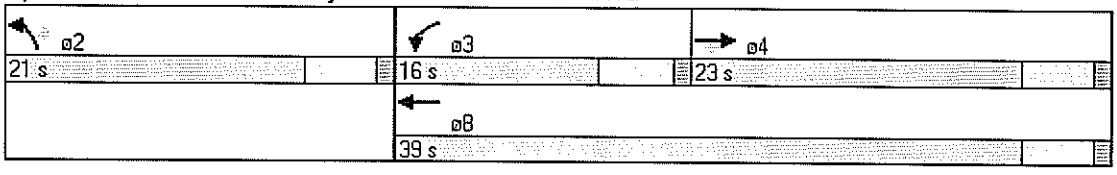
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↱	↰↰	↑↑↑	↰↰	↱
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		525	525		175	0
Storage Lanes		1	2		2	1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.91	1.00	0.97	0.91	0.97	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	4715	1468	3183	4715	3183	1468
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	4715	1468	3183	4715	3183	1468
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		250				220
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	50			50	40	
Link Distance (ft)	1820			5187	681	
Travel Time (s)	24.8			70.7	11.6	
Volume (vph)	378	230	355	541	216	202
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	411	250	386	588	235	220
Lane Group Flow (vph)	411	250	386	588	235	220
Turn Type		Perm	Prot			Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Detector Phases	4	4	3	8	2	2
Minimum Initial (s)	10.0	10.0	8.0	10.0	8.0	8.0
Minimum Split (s)	21.0	21.0	13.0	21.0	21.0	21.0
Total Split (s)	23.0	23.0	16.0	39.0	21.0	21.0
Total Split (%)	38.3%	38.3%	26.7%	65.0%	35.0%	35.0%
Maximum Green (s)	18.0	18.0	11.0	34.0	16.0	16.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Max	C-Max	None	C-Max	Max	Max
Walk Time (s)	5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	19.5	19.5	11.5	35.0	17.0	17.0
Actuated g/C Ratio	0.32	0.32	0.19	0.58	0.28	0.28
v/c Ratio	0.27	0.39	0.63	0.21	0.26	0.38
Control Delay	15.8	4.5	27.4	6.2	16.7	8.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	15.8	4.5	27.4	6.2	16.7	8.7

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
LOS	B	A	C	A	B	A
Approach Delay	11.5			14.6	12.8	
Approach LOS	B			B	B	
Queue Length 50th (ft)	39	0	65	32	32	0
Queue Length 95th (ft)	61	43	105	47	57	66
Internal Link Dist (ft)	1740			5107	601	
Turn Bay Length (ft)		525	525		175	
Base Capacity (vph)	1531	646	637	2750	902	574
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	0.27	0.39	0.61	0.21	0.26	0.38

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 30 (50%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.63
Intersection Signal Delay: 13.2 Intersection LOS: B
Intersection Capacity Utilization 35.1% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 3: Otay Mesa Rd & Britannia Blvd



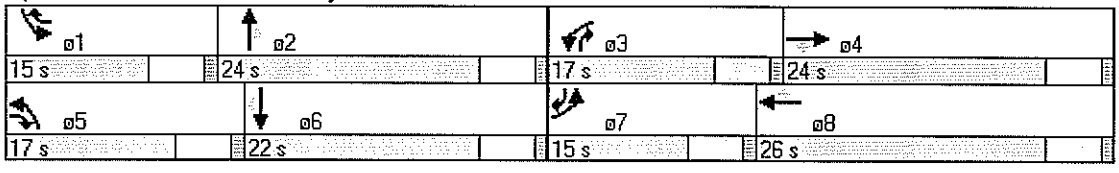
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	525		1000	525		0	250		100	250		100
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.86	1.00	1.00	0.86	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	5942	1468	1641	5942	1468	1641	4715	1468	1641	4715	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	5942	1468	1641	5942	1468	1641	4715	1468	1641	4715	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			99			107			35			72
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)		50			50			40			40	
Link Distance (ft)		5187			2583			264			3536	
Travel Time (s)		70.7			35.2			4.5			60.3	
Volume (vph)	91	360	91	109	218	98	112	445	32	85	517	66
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	99	391	99	118	237	107	122	484	35	92	562	72
Lane Group Flow (vph)	99	391	99	118	237	107	122	484	35	92	562	72
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)	8.0	10.0	6.0	8.0	10.0	6.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	11.0	13.0	21.0	11.0	11.0	21.0	13.0	11.0	21.0	13.0
Total Split (s)	15.0	24.0	17.0	17.0	26.0	15.0	17.0	24.0	17.0	15.0	22.0	15.0
Total Split (%)	18.8%	30.0%	21.3%	21.3%	32.5%	18.8%	21.3%	30.0%	21.3%	18.8%	27.5%	18.8%
Maximum Green (s)	10.0	19.0	12.0	12.0	21.0	10.0	12.0	19.0	12.0	10.0	17.0	10.0
Yellow 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
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	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
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	3.0
Recall Mode	None	C-Max	None	None	C-Max	None	None	Max	None	None	Max	None
Walk Time (s)		5.0			5.0			5.0			5.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	10.3	24.2	39.4	11.4	25.3	39.1	11.2	23.4	38.9	9.8	19.8	34.0
Actuated g/C Ratio	0.13	0.30	0.49	0.14	0.32	0.49	0.14	0.29	0.49	0.12	0.25	0.42
v/c Ratio	0.47	0.22	0.13	0.50	0.13	0.14	0.53	0.35	0.05	0.46	0.48	0.11
Control Delay	39.9	22.7	3.3	46.3	20.5	1.3	42.2	20.8	2.8	39.9	27.9	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	0.0
Total Delay	39.9	22.7	3.3	46.3	20.5	1.3	42.2	20.8	2.8	39.9	27.9	4.4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	D	C	A	D	C	A	D	C	A	D	C	A
Approach Delay		22.3			22.6			23.8			27.1	
Approach LOS		C			C			C			C	
Queue Length 50th (ft)	46	44	0	60	20	0	48	71	0	43	89	0
Queue Length 95th (ft)	93	65	24	112	33	6	101	90	m0	87	125	23
Internal Link Dist (ft)		5107			2503			184			3456	
Turn Bay Length (ft)	525		1000	525			250		100	250		100
Base Capacity (vph)	226	1795	803	267	1881	793	267	1381	759	226	1165	679
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	0.22	0.12	0.44	0.13	0.13	0.46	0.35	0.05	0.41	0.48	0.11

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.53
Intersection Signal Delay: 24.2 Intersection LOS: C
Intersection Capacity Utilization 44.5% ICU Level of Service A
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 8: Otay Mesa Rd & La Media Rd



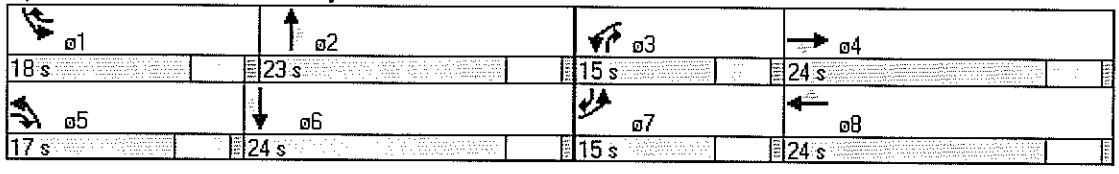
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	525		1000	525		0	250		100	250		100
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.86	1.00	1.00	0.86	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	5942	1468	1641	5942	1468	1641	4715	1468	1641	4715	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	5942	1468	1641	5942	1468	1641	4715	1468	1641	4715	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			134			101			130			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)		50			50			40			40	
Link Distance (ft)		5187			2583			264			3536	
Travel Time (s)		70.7			35.2			4.5			60.3	
Volume (vph)	73	240	123	35	396	93	100	569	120	108	490	100
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	79	261	134	38	430	101	109	618	130	117	533	109
Lane Group Flow (vph)	79	261	134	38	430	101	109	618	130	117	533	109
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)	8.0	10.0	6.0	8.0	10.0	6.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	11.0	13.0	21.0	11.0	11.0	21.0	13.0	11.0	21.0	13.0
Total Split (s)	15.0	24.0	17.0	15.0	24.0	18.0	17.0	23.0	15.0	18.0	24.0	15.0
Total Split (%)	18.8%	30.0%	21.3%	18.8%	30.0%	22.5%	21.3%	28.8%	18.8%	22.5%	30.0%	18.8%
Maximum Green (s)	10.0	19.0	12.0	10.0	19.0	13.0	12.0	18.0	10.0	13.0	19.0	10.0
Yellow 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
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	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
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	3.0
Recall Mode	None	C-Max	None	None	C-Max	None	None	Max	None	None	Max	None
Walk Time (s)		5.0			5.0			5.0			5.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	10.0	24.2	39.1	9.4	23.6	39.0	10.9	23.9	37.3	11.4	22.1	36.1
Actuated g/C Ratio	0.12	0.30	0.49	0.12	0.30	0.49	0.14	0.30	0.47	0.14	0.28	0.45
v/c Ratio	0.38	0.15	0.17	0.20	0.25	0.13	0.49	0.44	0.17	0.50	0.41	0.15
Control Delay	37.7	22.0	3.0	42.7	20.8	0.9	46.3	18.9	2.4	38.7	25.3	3.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0
Total Delay	37.7	22.0	3.0	42.7	20.8	0.9	46.3	19.1	2.4	38.7	25.3	3.6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	D	C	A	D	C	A	D	B	A	D	C	A
Approach Delay		19.2			18.8			20.0			24.2	
Approach LOS		B			B			C			C	
Queue Length 50th (ft)	37	28	0	20	36	0	36	100	11	54	80	0
Queue Length 95th (ft)	77	45	28	m47	52	m0	106	65	0	101	114	27
Internal Link Dist (ft)		5107			2503			184			3456	
Turn Bay Length (ft)	525		1000	525			250		100	250		100
Base Capacity (vph)	226	1796	820	226	1752	812	267	1409	781	287	1304	740
Starvation Cap Reductn	0	0	0	0	0	0	0	178	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	0.35	0.15	0.16	0.17	0.25	0.12	0.41	0.50	0.17	0.41	0.41	0.15

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 78 (98%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.50
Intersection Signal Delay: 20.8 Intersection LOS: C
Intersection Capacity Utilization 45.3% ICU Level of Service A
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 8: Otay Mesa Rd & La Media Rd



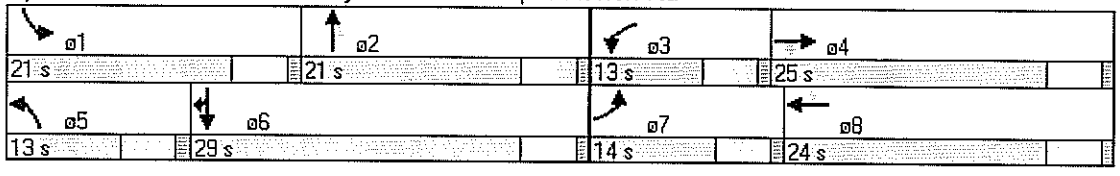
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	575		100	100		0	100		100	125		125
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	4715	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	4715	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			110			66			35			64
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)		50			50			40			40	
Link Distance (ft)		2583			1108			1296			2568	
Travel Time (s)		35.2			15.1			22.1			43.8	
Volume (vph)	86	183	101	68	119	61	72	118	32	102	157	59
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	93	199	110	74	129	66	78	128	35	111	171	64
Lane Group Flow (vph)	93	199	110	74	129	66	78	128	35	111	171	64
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Prot
Protected Phases	7	4		3	8		5	2		1	6	6
Permitted Phases			4			8			2			
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	11.0	21.0	21.0	21.0	21.0	21.0
Total Split (s)	14.0	25.0	25.0	13.0	24.0	24.0	13.0	21.0	21.0	21.0	29.0	29.0
Total Split (%)	17.5%	31.3%	31.3%	16.3%	30.0%	30.0%	16.3%	26.3%	26.3%	26.3%	36.3%	36.3%
Maximum Green (s)	9.0	20.0	20.0	8.0	19.0	19.0	8.0	16.0	16.0	16.0	24.0	24.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	Max	Max	Max
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0	0	0	0
Act Effct Green (s)	9.4	23.6	23.6	9.0	25.8	25.8	8.5	15.4	15.4	21.2	27.7	27.7
Actuated g/C Ratio	0.12	0.30	0.30	0.11	0.32	0.32	0.11	0.19	0.19	0.26	0.35	0.35
v/c Ratio	0.48	0.14	0.22	0.40	0.08	0.13	0.45	0.20	0.11	0.26	0.15	0.12
Control Delay	27.8	9.3	6.6	30.9	24.5	15.1	41.9	27.1	10.4	28.1	19.8	6.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.8	9.3	6.6	30.9	24.5	15.1	41.9	27.1	10.4	28.1	19.8	6.3

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	A	A	C	C	B	D	C	B	C	B	A
Approach Delay		12.9			23.9			29.5			20.0	
Approach LOS		B			C			C			C	
Queue Length 50th (ft)	19	27	0	35	23	14	37	27	0	47	32	0
Queue Length 95th (ft)	36	47	68	77	39	43	79	51	23	92	55	26
Internal Link Dist (ft)		2503			1028			1216			2488	
Turn Bay Length (ft)	575		100	100			100		100	125		125
Base Capacity (vph)	205	1391	510	185	1521	518	185	697	340	435	1136	550
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	0.45	0.14	0.22	0.40	0.08	0.13	0.42	0.18	0.10	0.26	0.15	0.12

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 46 (58%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.48
Intersection Signal Delay: 20.4 Intersection LOS: C
Intersection Capacity Utilization 40.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 12: Otay Mesa Rd & Piper Ranch Rd



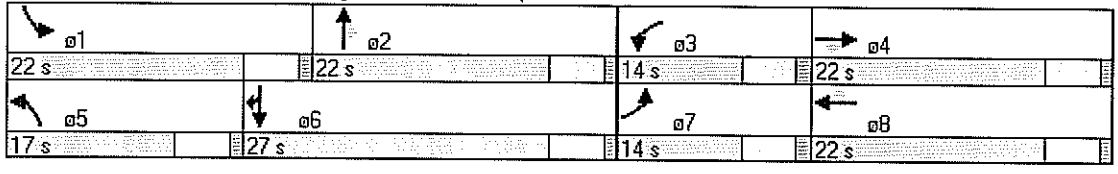
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	575		100	100		0	100		100	125		125
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	4715	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	4715	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			86			124			82			103
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)		50			50			40			40	
Link Distance (ft)		2583			1108			1296			2568	
Travel Time (s)		35.2			15.1			22.1			43.8	
Volume (vph)	65	130	79	35	201	114	111	173	75	67	130	95
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	71	141	86	38	218	124	121	188	82	73	141	103
Lane Group Flow (vph)	71	141	86	38	218	124	121	188	82	73	141	103
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Prot
Protected Phases	7	4		3	8		5	2		1	6	6
Permitted Phases			4			8			2			
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	11.0	21.0	21.0	21.0	21.0	21.0
Total Split (s)	14.0	22.0	22.0	14.0	22.0	22.0	17.0	22.0	22.0	22.0	27.0	27.0
Total Split (%)	17.5%	27.5%	27.5%	17.5%	27.5%	27.5%	21.3%	27.5%	27.5%	27.5%	33.8%	33.8%
Maximum Green (s)	9.0	17.0	17.0	9.0	17.0	17.0	12.0	17.0	17.0	17.0	22.0	22.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	Max	Max	Max
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0	0	0	0
Act Effct Green (s)	9.6	26.7	26.7	9.1	21.0	21.0	11.1	18.0	18.0	18.0	27.1	27.1
Actuated g/C Ratio	0.12	0.33	0.33	0.11	0.26	0.26	0.14	0.22	0.22	0.22	0.34	0.34
v/c Ratio	0.36	0.09	0.16	0.20	0.18	0.26	0.53	0.25	0.21	0.20	0.13	0.18
Control Delay	32.3	13.6	5.9	36.1	12.2	4.4	40.5	26.6	7.9	26.9	20.7	5.8
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
Total Delay	32.3	13.6	5.9	36.1	12.2	4.4	40.5	26.6	7.9	26.9	20.7	5.8

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	B	A	D	B	A	D	C	A	C	C	A
Approach Delay		15.8			12.0			27.0			17.3	
Approach LOS		B			B			C			B	
Queue Length 50th (ft)	26	5	0	14	23	0	56	41	0	30	26	0
Queue Length 95th (ft)	m60	34	38	33	39	0	107	68	34	64	49	34
Internal Link Dist (ft)		2503			1028			1216			2488	
Turn Bay Length (ft)	575		100	100			100		100	125		125
Base Capacity (vph)	205	1571	547	205	1240	477	267	738	394	369	1113	566
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	0.35	0.09	0.16	0.19	0.18	0.26	0.45	0.25	0.21	0.20	0.13	0.18

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 50 (63%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.53
Intersection Signal Delay: 18.3 Intersection LOS: B
Intersection Capacity Utilization 41.1% ICU Level of Service A
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 12: Otay Mesa Rd & Piper Ranch Rd



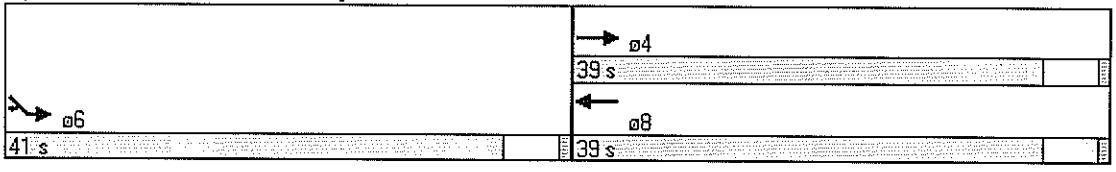
Lane Group	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations		↑↑↑	↑↑↑		↰↰	↱
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)		50	50		50	50
Trailing Detector (ft)		0	0		0	0
Turning Speed (mph)	15			9	15	9
Lane Util. Factor	1.00	0.91	0.91	1.00	0.97	1.00
Frt						0.850
Flt Protected					0.950	
Satd. Flow (prot)	0	4715	4715	0	3183	1468
Flt Permitted					0.950	
Satd. Flow (perm)	0	4715	4715	0	3183	1468
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)						161
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		50	50		65	
Link Distance (ft)		1108	1021		2555	
Travel Time (s)		15.1	13.9		26.8	
Volume (vph)	0	346	319	0	284	148
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	0	376	347	0	309	161
Lane Group Flow (vph)	0	376	347	0	309	161
Turn Type						Prot
Protected Phases		4	8		6	6
Permitted Phases						
Detector Phases		4	8		6	6
Minimum Initial (s)		10.0	10.0		8.0	8.0
Minimum Split (s)		21.0	21.0		21.0	21.0
Total Split (s)	0.0	39.0	39.0	0.0	41.0	41.0
Total Split (%)	0.0%	48.8%	48.8%	0.0%	51.3%	51.3%
Maximum Green (s)		34.0	34.0		36.0	36.0
Yellow Time (s)		4.0	4.0		4.0	4.0
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		Max	Max
Walk Time (s)		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0
Act Effct Green (s)		35.0	35.0		37.0	37.0
Actuated g/C Ratio		0.44	0.44		0.46	0.46
v/c Ratio		0.18	0.17		0.21	0.21
Control Delay		8.8	10.8		13.3	3.0
Queue Delay		0.0	0.0		0.0	0.0
Total Delay		8.8	10.8		13.3	3.0
LOS		A	B		B	A
Approach Delay		8.8	10.8		9.8	

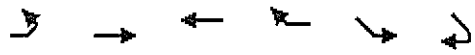
Lane Group	EBL	EBT	WBT	WBR	SEL	SER
Approach LOS		A	B		A	
Queue Length 50th (ft)		40	30		45	0
Queue Length 95th (ft)		60	45		70	31
Internal Link Dist (ft)		1028	941		2475	
Turn Bay Length (ft)						
Base Capacity (vph)		2063	2063		1472	765
Starvation Cap Reductn		0	0		0	0
Spillback Cap Reductn		0	0		0	0
Storage Cap Reductn		0	0		0	0
Reduced v/c Ratio		0.18	0.17		0.21	0.21

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 72 (90%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 45
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.21
Intersection Signal Delay: 9.8 Intersection LOS: A
Intersection Capacity Utilization 24.2% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 14: Otay Mesa Rd & SR 125 SB Off





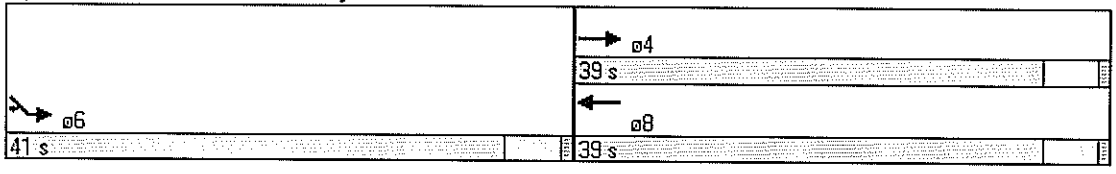
Lane Group	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations		↑↑↑	↑↑↑		↰↰	↱
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)		50	50		50	50
Trailing Detector (ft)		0	0		0	0
Turning Speed (mph)	15			9	15	9
Lane Util. Factor	1.00	0.91	0.91	1.00	0.97	1.00
Frt						0.850
Flt Protected					0.950	
Satd. Flow (prot)	0	4715	4715	0	3183	1468
Flt Permitted					0.950	
Satd. Flow (perm)	0	4715	4715	0	3183	1468
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)						120
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		50	50		65	
Link Distance (ft)		1108	1021		2555	
Travel Time (s)		15.1	13.9		26.8	
Volume (vph)	0	351	381	0	258	110
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	0	382	414	0	280	120
Lane Group Flow (vph)	0	382	414	0	280	120
Turn Type						Prot
Protected Phases		4	8		6	6
Permitted Phases						
Detector Phases		4	8		6	6
Minimum Initial (s)		10.0	10.0		8.0	8.0
Minimum Split (s)		21.0	21.0		21.0	21.0
Total Split (s)	0.0	39.0	39.0	0.0	41.0	41.0
Total Split (%)	0.0%	48.8%	48.8%	0.0%	51.3%	51.3%
Maximum Green (s)		34.0	34.0		36.0	36.0
Yellow Time (s)		4.0	4.0		4.0	4.0
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		Max	Max
Walk Time (s)		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0
Act Effct Green (s)		35.0	35.0		37.0	37.0
Actuated g/C Ratio		0.44	0.44		0.46	0.46
v/c Ratio		0.19	0.20		0.19	0.16
Control Delay		18.5	11.1		13.1	3.2
Queue Delay		0.0	0.0		0.0	0.0
Total Delay		18.5	11.1		13.1	3.2
LOS		B	B		B	A
Approach Delay		18.5	11.1		10.1	

Lane Group	EBL	EBT	WBT	WBR	SEL	SER
Approach LOS		B	B		B	
Queue Length 50th (ft)		43	35		40	0
Queue Length 95th (ft)		82	51		63	27
Internal Link Dist (ft)		1028	941		2475	
Turn Bay Length (ft)						
Base Capacity (vph)		2063	2063		1472	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		0.19	0.20		0.19	0.16

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 24 (30%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 45
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.20
Intersection Signal Delay: 13.1 Intersection LOS: B
Intersection Capacity Utilization 26.6% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 14: Otay Mesa Rd & SR 125 SB Off



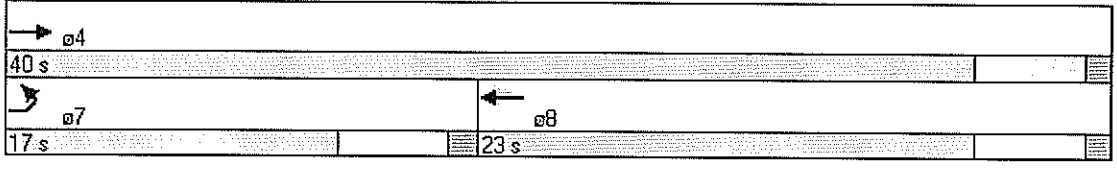
Lane Group	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100			100	0	0
Storage Lanes	1			1	0	0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50		
Trailing Detector (ft)	0	0	0	0		
Turning Speed (mph)	15			9	15	9
Lane Util. Factor	0.97	0.91	0.91	1.00	1.00	1.00
Frt				0.850		
Flt Protected	0.950					
Satd. Flow (prot)	3183	4715	4715	1468	0	0
Flt Permitted	0.950					
Satd. Flow (perm)	3183	4715	4715	1468	0	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				176		
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		50	50		65	
Link Distance (ft)		1021	498		1997	
Travel Time (s)		13.9	6.8		20.9	
Volume (vph)	101	479	319	162	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	110	521	347	176	0	0
Lane Group Flow (vph)	110	521	347	176	0	0
Turn Type	Prot			Perm		
Protected Phases	7	4	8			
Permitted Phases				8		
Detector Phases	7	4	8	8		
Minimum Initial (s)	8.0	10.0	10.0	10.0		
Minimum Split (s)	13.0	21.0	21.0	21.0		
Total Split (s)	17.0	40.0	23.0	23.0	0.0	0.0
Total Split (%)	42.5%	100.0%	57.5%	57.5%	0.0%	0.0%
Maximum Green (s)	12.0	35.0	18.0	18.0		
Yellow Time (s)	4.0	4.0	4.0	4.0		
All-Red Time (s)	1.0	1.0	1.0	1.0		
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0		
Recall Mode	None	C-Max	C-Max	C-Max		
Walk Time (s)		5.0	5.0	5.0		
Flash Dont Walk (s)		11.0	11.0	11.0		
Pedestrian Calls (#/hr)		0	0	0		
Act Effct Green (s)	9.0	40.0	29.8	29.8		
Actuated g/C Ratio	0.22	1.00	0.74	0.74		
v/c Ratio	0.15	0.11	0.10	0.15		
Control Delay	10.1	0.0	2.4	0.7		
Queue Delay	0.0	0.0	0.0	0.0		
Total Delay	10.1	0.0	2.4	0.7		

Lane Group	EBL	EBT	WBT	WBR	SEL	SER
LOS	B	A	A	A		
Approach Delay		1.8	1.8			
Approach LOS		A	A			
Queue Length 50th (ft)	13	0	10	0		
Queue Length 95th (ft)	25	0	14	8		
Internal Link Dist (ft)		941	418		1917	
Turn Bay Length (ft)	100			100		
Base Capacity (vph)	1034	4715	3513	1139		
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	0.11	0.11	0.10	0.15		

Intersection Summary

Area Type: Other
Cycle Length: 40
Actuated Cycle Length: 40
Offset: 34 (85%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 40
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.15
Intersection Signal Delay: 1.8 Intersection LOS: A
Intersection Capacity Utilization 24.2% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 40: Otay Mesa Rd & SR 125 NB On



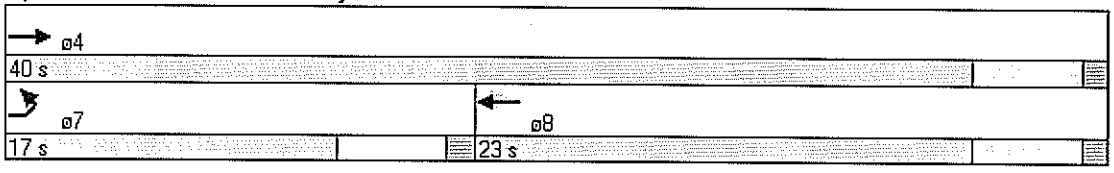
Lane Group	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100			100	0	0
Storage Lanes	1			1	0	0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50		
Trailing Detector (ft)	0	0	0	0		
Turning Speed (mph)	15			9	15	9
Lane Util. Factor	0.97	0.91	0.91	1.00	1.00	1.00
Frt				0.850		
Flt Protected	0.950					
Satd. Flow (prot)	3183	4715	4715	1468	0	0
Flt Permitted	0.950					
Satd. Flow (perm)	3183	4715	4715	1468	0	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				234		
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		50	50		65	
Link Distance (ft)		1021	498		1997	
Travel Time (s)		13.9	6.8		20.9	
Volume (vph)	165	431	430	215	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	179	468	467	234	0	0
Lane Group Flow (vph)	179	468	467	234	0	0
Turn Type	Prot			Perm		
Protected Phases	7	4	8			
Permitted Phases				8		
Detector Phases	7	4	8	8		
Minimum Initial (s)	8.0	10.0	10.0	10.0		
Minimum Split (s)	13.0	21.0	21.0	21.0		
Total Split (s)	17.0	40.0	23.0	23.0	0.0	0.0
Total Split (%)	42.5%	100.0%	57.5%	57.5%	0.0%	0.0%
Maximum Green (s)	12.0	35.0	18.0	18.0		
Yellow Time (s)	4.0	4.0	4.0	4.0		
All-Red Time (s)	1.0	1.0	1.0	1.0		
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0		
Recall Mode	None	C-Max	C-Max	C-Max		
Walk Time (s)		5.0	5.0	5.0		
Flash Dont Walk (s)		11.0	11.0	11.0		
Pedestrian Calls (#/hr)		0	0	0		
Act Effct Green (s)	9.4	40.0	26.0	26.0		
Actuated g/C Ratio	0.24	1.00	0.65	0.65		
v/c Ratio	0.24	0.10	0.15	0.23		
Control Delay	10.9	0.0	3.3	1.0		
Queue Delay	0.0	0.0	0.0	0.0		
Total Delay	10.9	0.0	3.3	1.0		

Lane Group	EBL	EBT	WBT	WBR	SEL	SER
LOS	B	A	A	A		
Approach Delay		3.0	2.5			
Approach LOS		A	A			
Queue Length 50th (ft)	22	0	13	0		
Queue Length 95th (ft)	43	0	21	9		
Internal Link Dist (ft)		941	418		1917	
Turn Bay Length (ft)	100			100		
Base Capacity (vph)	1034	4715	3067	1037		
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	0.10	0.15	0.23		

Intersection Summary

Area Type: Other
Cycle Length: 40
Actuated Cycle Length: 40
Offset: 24 (60%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 40
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.24
Intersection Signal Delay: 2.8 Intersection LOS: A
Intersection Capacity Utilization 26.6% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 40: Otay Mesa Rd & SR 125 NB On



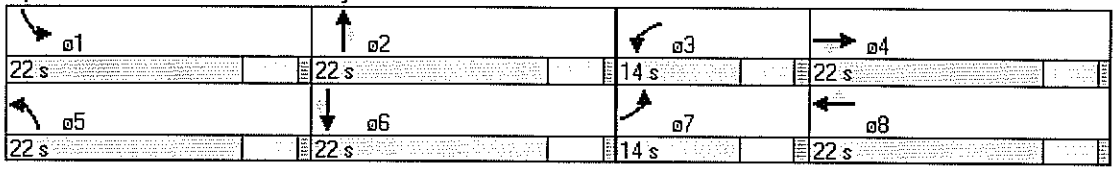
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	100		100	100		100
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	4715	1468	1641	4715	1468	1641	1727	1468	1641	1727	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	4715	1468	1641	4715	1468	1641	1727	1468	1641	1727	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			22			5			10			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)		50			50			40			40	
Link Distance (ft)		498			1276			499			1183	
Travel Time (s)		6.8			17.4			8.5			20.2	
Volume (vph)	54	290	20	22	139	5	16	11	9	6	9	36
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	59	315	22	24	151	5	17	12	10	7	10	39
Lane Group Flow (vph)	59	315	22	24	151	5	17	12	10	7	10	39
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0
Total Split (s)	14.0	22.0	22.0	14.0	22.0	22.0	22.0	22.0	22.0	22.0	22.0	22.0
Total Split (%)	17.5%	27.5%	27.5%	17.5%	27.5%	27.5%	27.5%	27.5%	27.5%	27.5%	27.5%	27.5%
Maximum Green (s)	9.0	17.0	17.0	9.0	17.0	17.0	17.0	17.0	17.0	17.0	17.0	17.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	Min	Min	Min	Min	Min	Min
Walk Time (s)		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0	0	0	0	0	0	0
Act Effct Green (s)	9.9	46.1	46.1	9.1	42.7	42.7	7.6	9.4	9.4	7.2	9.0	9.0
Actuated g/C Ratio	0.12	0.58	0.58	0.11	0.53	0.53	0.10	0.12	0.12	0.09	0.11	0.11
v/c Ratio	0.29	0.12	0.03	0.13	0.06	0.01	0.11	0.06	0.05	0.05	0.05	0.19
Control Delay	29.1	6.9	3.8	33.6	11.2	8.4	34.4	31.8	17.9	34.0	32.4	13.9
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
Total Delay	29.1	6.9	3.8	33.6	11.2	8.4	34.4	31.8	17.9	34.0	32.4	13.9

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	A	A	C	B	A	C	C	B	C	C	B
Approach Delay		10.1			14.1			29.4			19.7	
Approach LOS		B			B			C			B	
Queue Length 50th (ft)	24	12	0	11	13	0	8	5	0	3	5	0
Queue Length 95th (ft)	50	47	12	33	27	6	26	21	14	15	19	27
Internal Link Dist (ft)		418			1196			419			1103	
Turn Bay Length (ft)	100		100	100		100	100		100	100		100
Base Capacity (vph)	215	2717	855	205	2517	786	369	389	338	369	389	361
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	0.27	0.12	0.03	0.12	0.06	0.01	0.05	0.03	0.03	0.02	0.03	0.11

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 2 (3%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.29
Intersection Signal Delay: 13.1 Intersection LOS: B
Intersection Capacity Utilization 32.6% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 18: Otay Mesa Rd & Harvest Rd



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)	100		100	100		100	100		100	100		100
Storage Lanes	1		1	1		1	1		1	1		1
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	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	4715	1468	1641	4715	1468	1641	1727	1468	1641	1727	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	4715	1468	1641	4715	1468	1641	1727	1468	1641	1727	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			18			7			26			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)		50			50			40			40	
Link Distance (ft)		498			1276			499			1183	
Travel Time (s)		6.8			17.4			8.5			20.2	
Volume (vph)	40	233	17	9	223	6	22	10	24	6	12	60
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	43	253	18	10	242	7	24	11	26	7	13	65
Lane Group Flow (vph)	43	253	18	10	242	7	24	11	26	7	13	65
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0
Total Split (s)	14.0	22.0	22.0	14.0	22.0	22.0	22.0	22.0	22.0	22.0	22.0	22.0
Total Split (%)	17.5%	27.5%	27.5%	17.5%	27.5%	27.5%	27.5%	27.5%	27.5%	27.5%	27.5%	27.5%
Maximum Green (s)	9.0	17.0	17.0	9.0	17.0	17.0	17.0	17.0	17.0	17.0	17.0	17.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	Min	Min	Min	Min	Min	Min
Walk Time (s)		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0	0	0	0	0	0	0
Act Effct Green (s)	9.5	48.3	48.3	9.0	42.7	42.7	7.8	9.9	9.9	7.2	9.2	9.2
Actuated g/C Ratio	0.12	0.60	0.60	0.11	0.53	0.53	0.10	0.12	0.12	0.09	0.12	0.12
v/c Ratio	0.22	0.09	0.02	0.05	0.10	0.01	0.15	0.05	0.13	0.05	0.07	0.29
Control Delay	30.8	3.2	1.5	32.6	11.1	8.0	34.7	30.8	14.0	34.0	32.2	12.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.8	3.2	1.5	32.6	11.1	8.0	34.7	30.8	14.0	34.0	32.2	12.6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	A	A	C	B	A	C	C	B	C	C	B
Approach Delay		6.9			11.9			25.2			17.4	
Approach LOS		A			B			C			B	
Queue Length 50th (ft)	17	3	0	5	23	0	11	5	0	3	6	0
Queue Length 95th (ft)	41	28	8	19	42	7	33	19	22	15	22	35
Internal Link Dist (ft)		418			1196			419			1103	
Turn Bay Length (ft)	100		100	100		100	100		100	100		100
Base Capacity (vph)	210	2849	894	205	2514	786	369	389	350	369	389	381
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	0.20	0.09	0.02	0.05	0.10	0.01	0.07	0.03	0.07	0.02	0.03	0.17

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 36 (45%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.29
Intersection Signal Delay: 11.5 Intersection LOS: B
Intersection Capacity Utilization 32.9% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 18: Otay Mesa Rd & Harvest Rd

ø1	ø2	ø3	ø4
22 s	22 s	14 s	22 s
ø5	ø6	ø7	ø8
22 s	22 s	14 s	22 s

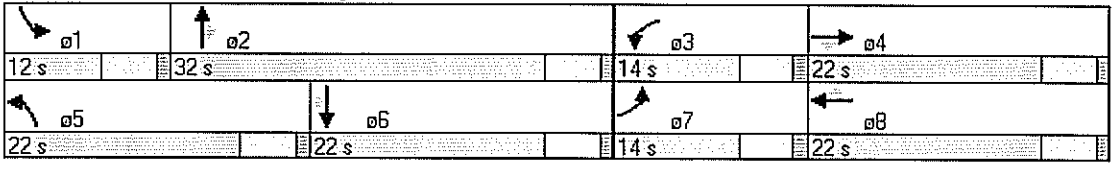
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	75		100	100		100
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	4715	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	4715	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			61			18			34			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)		50			50			40			40	
Link Distance (ft)		1276			1405			2585			3203	
Travel Time (s)		17.4			19.2			44.1			54.6	
Volume (vph)	25	180	56	24	65	17	36	21	31	11	30	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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	27	196	61	26	71	18	39	23	34	12	33	5
Lane Group Flow (vph)	27	196	61	26	71	18	39	23	34	12	33	5
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	21.0	21.0	21.0	11.0	21.0	21.0
Total Split (s)	14.0	22.0	22.0	14.0	22.0	22.0	22.0	32.0	32.0	12.0	22.0	22.0
Total Split (%)	17.5%	27.5%	27.5%	17.5%	27.5%	27.5%	27.5%	40.0%	40.0%	15.0%	27.5%	27.5%
Maximum Green (s)	9.0	17.0	17.0	9.0	17.0	17.0	17.0	27.0	27.0	7.0	17.0	17.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	Min	Min	Min	None	None	None
Walk Time (s)		5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0	11.0	11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0	0	0	0		0	0
Act Effct Green (s)	9.6	13.0	13.0	9.6	13.0	13.0	17.7	20.7	20.7	7.7	9.7	9.7
Actuated g/C Ratio	0.18	0.28	0.28	0.18	0.28	0.28	0.41	0.47	0.47	0.15	0.19	0.19
v/c Ratio	0.09	0.15	0.13	0.09	0.05	0.04	0.06	0.01	0.05	0.05	0.05	0.02
Control Delay	19.0	11.7	6.5	19.0	12.5	8.7	15.1	11.8	6.5	19.5	16.0	12.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.0	11.7	6.5	19.0	12.5	8.7	15.1	11.8	6.5	19.5	16.0	12.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	B	B	A	B	B	A	B	B	A	B	B	B
Approach Delay		11.3			13.4			11.3			16.5	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)	3	5	0	2	2	0	4	1	0	1	1	0
Queue Length 95th (ft)	25	35	25	25	16	14	32	11	19	15	14	8
Internal Link Dist (ft)		1196			1325			2505			3123	
Turn Bay Length (ft)	100		100	100		100	75		100	100		100
Base Capacity (vph)	316	1795	597	316	1795	570	859	2085	945	262	1031	464
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	0.09	0.11	0.10	0.08	0.04	0.03	0.05	0.01	0.04	0.05	0.03	0.01

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 43.7
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.15
Intersection Signal Delay: 12.2 Intersection LOS: B
Intersection Capacity Utilization 33.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 21: Otay Mesa Rd & Sunroad Blvd



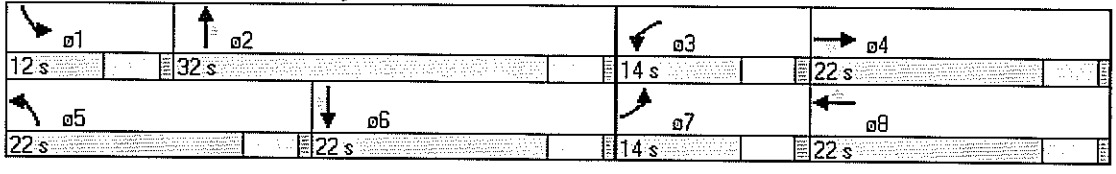
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	75		100	100		100
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	4715	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	4715	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			43			13			28			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)		50			50			40			40	
Link Distance (ft)		1276			1405			2585			3203	
Travel Time (s)		17.4			19.2			44.1			54.6	
Volume (vph)	5	151	40	35	101	12	61	33	26	19	23	27
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	5	164	43	38	110	13	66	36	28	21	25	29
Lane Group Flow (vph)	5	164	43	38	110	13	66	36	28	21	25	29
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	21.0	21.0	21.0	11.0	21.0	21.0
Total Split (s)	14.0	22.0	22.0	14.0	22.0	22.0	22.0	32.0	32.0	12.0	22.0	22.0
Total Split (%)	17.5%	27.5%	27.5%	17.5%	27.5%	27.5%	27.5%	40.0%	40.0%	15.0%	27.5%	27.5%
Maximum Green (s)	9.0	17.0	17.0	9.0	17.0	17.0	17.0	27.0	27.0	7.0	17.0	17.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	Min	Min	Min	None	None	None
Walk Time (s)		5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0	11.0	11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0	0	0	0		0	0
Act Effct Green (s)	11.4	14.7	14.7	11.5	17.7	17.7	29.7	32.5	32.5	9.3	11.3	11.3
Actuated g/C Ratio	0.17	0.24	0.24	0.18	0.29	0.29	0.54	0.59	0.59	0.15	0.18	0.18
v/c Ratio	0.02	0.14	0.11	0.13	0.08	0.03	0.07	0.02	0.03	0.09	0.04	0.10
Control Delay	21.4	13.9	8.3	19.5	11.4	9.1	15.7	12.8	7.4	22.7	19.0	10.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.4	13.9	8.3	19.5	11.4	9.1	15.7	12.8	7.4	22.7	19.0	10.3

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	B	A	B	B	A	B	B	A	C	B	B
Approach Delay		12.9			13.1			13.1			16.7	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)	1	4	0	4	3	0	6	1	0	2	1	0
Queue Length 95th (ft)	9	32	21	33	23	12	47	15	17	23	12	18
Internal Link Dist (ft)		1196			1325			2505			3123	
Turn Bay Length (ft)	100		100	100		100	75		100	100		100
Base Capacity (vph)	309	1568	517	321	1711	541	1002	2263	1021	258	979	458
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	0.02	0.10	0.08	0.12	0.06	0.02	0.07	0.02	0.03	0.08	0.03	0.06

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 55.1
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.14
Intersection Signal Delay: 13.5 Intersection LOS: B
Intersection Capacity Utilization 35.0% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 21: Otay Mesa Rd & Sunroad Blvd



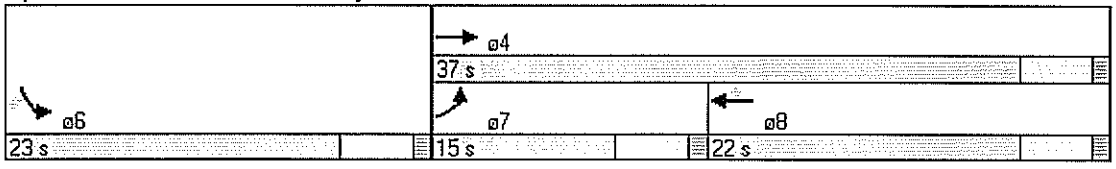
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100			100	100	0
Storage Lanes	1			1	1	1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)	15			9	15	9
Lane Util. Factor	1.00	0.91	0.91	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1641	4715	4715	1468	1641	1468
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1641	4715	4715	1468	1641	1468
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				21		15
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		50	50		40	
Link Distance (ft)		1405	2231		3108	
Travel Time (s)		19.2	30.4		53.0	
Volume (vph)	17	234	129	19	18	14
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	18	254	140	21	20	15
Lane Group Flow (vph)	18	254	140	21	20	15
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)	8.0	10.0	10.0	10.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	21.0	21.0	21.0
Total Split (s)	15.0	37.0	22.0	22.0	23.0	23.0
Total Split (%)	25.0%	61.7%	36.7%	36.7%	38.3%	38.3%
Maximum Green (s)	10.0	32.0	17.0	17.0	18.0	18.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max	C-Max	C-Max	Min	Min
Walk Time (s)		5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0	0	0	0
Act Effct Green (s)	9.0	43.0	40.4	40.4	9.0	9.0
Actuated g/C Ratio	0.15	0.72	0.67	0.67	0.15	0.15
v/c Ratio	0.07	0.08	0.04	0.02	0.08	0.06
Control Delay	22.9	2.6	4.5	3.1	15.0	8.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.9	2.6	4.5	3.1	15.0	8.6

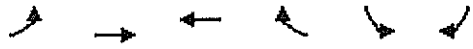
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
LOS	C	A	A	A	B	A
Approach Delay		4.0	4.3		12.3	
Approach LOS		A	A		B	
Queue Length 50th (ft)	6	7	4	0	8	0
Queue Length 95th (ft)	21	12	16	9	14	0
Internal Link Dist (ft)		1325	2151		3028	
Turn Bay Length (ft)	100			100	100	
Base Capacity (vph)	301	3379	3175	995	520	475
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	0.06	0.08	0.04	0.02	0.04	0.03

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 30 (50%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.08
Intersection Signal Delay: 4.7 Intersection LOS: A
Intersection Capacity Utilization 27.5% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 106: Otay Mesa Rd & Vann Center Blvd





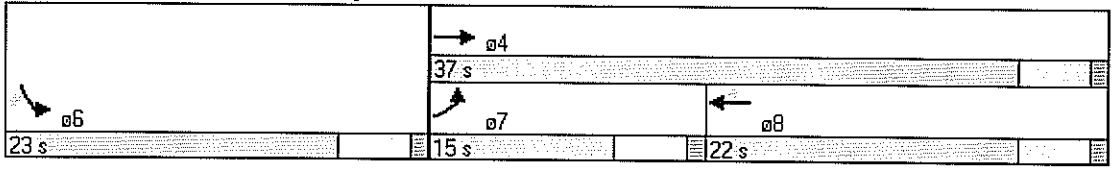
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100			100	100	0
Storage Lanes	1			1	1	1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)	15			9	15	9
Lane Util. Factor	1.00	0.91	0.91	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1641	4715	4715	1468	1641	1468
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1641	4715	4715	1468	1641	1468
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				21		21
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		50	50		40	
Link Distance (ft)		1405	2231		3108	
Travel Time (s)		19.2	30.4		53.0	
Volume (vph)	16	222	161	19	21	19
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	17	241	175	21	23	21
Lane Group Flow (vph)	17	241	175	21	23	21
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)	8.0	10.0	10.0	10.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	21.0	21.0	21.0
Total Split (s)	15.0	37.0	22.0	22.0	23.0	23.0
Total Split (%)	25.0%	61.7%	36.7%	36.7%	38.3%	38.3%
Maximum Green (s)	10.0	32.0	17.0	17.0	18.0	18.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max	C-Max	C-Max	Min	Min
Walk Time (s)		5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0	0	0	0
Act Effct Green (s)	9.0	43.0	40.4	40.4	9.0	9.0
Actuated g/C Ratio	0.15	0.72	0.67	0.67	0.15	0.15
v/c Ratio	0.07	0.07	0.06	0.02	0.09	0.09
Control Delay	22.8	2.6	4.5	3.1	13.7	6.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.8	2.6	4.5	3.1	13.7	6.5

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
LOS	C	A	A	A	B	A
Approach Delay		3.9	4.3		10.3	
Approach LOS		A	A		B	
Queue Length 50th (ft)	5	7	5	0	9	0
Queue Length 95th (ft)	21	12	20	9	16	8
Internal Link Dist (ft)		1325	2151		3028	
Turn Bay Length (ft)	100			100	100	
Base Capacity (vph)	301	3379	3175	995	520	479
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	0.06	0.07	0.06	0.02	0.04	0.04

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 20 (33%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.09
Intersection Signal Delay: 4.6 Intersection LOS: A
Intersection Capacity Utilization 26.6% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 106: Otay Mesa Rd & Vann Center Blvd



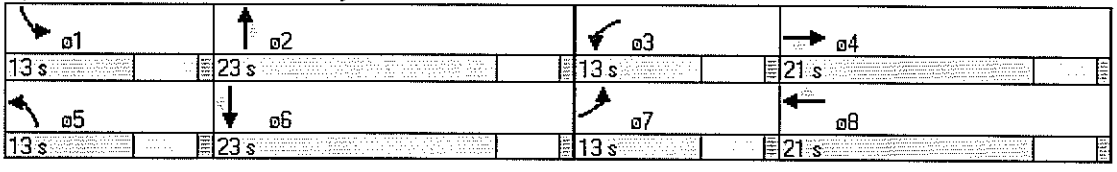
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	325		100	100		100
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	4715	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	4715	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			35			40			74			75
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)		50			50			40			40	
Link Distance (ft)		2231			2821			2573			3122	
Travel Time (s)		30.4			38.5			43.9			53.2	
Volume (vph)	22	161	32	32	66	37	52	69	68	25	45	69
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	24	175	35	35	72	40	57	75	74	27	49	75
Lane Group Flow (vph)	24	175	35	35	72	40	57	75	74	27	49	75
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	8.0	10.0	10.0	8.0	10.0	10.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0
Total Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	13.0	23.0	23.0	13.0	23.0	23.0
Total Split (%)	18.6%	30.0%	30.0%	18.6%	30.0%	30.0%	18.6%	32.9%	32.9%	18.6%	32.9%	32.9%
Maximum Green (s)	8.0	16.0	16.0	8.0	16.0	16.0	8.0	18.0	18.0	8.0	18.0	18.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	None	None
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	7.9	10.0	10.0	8.0	12.2	12.2	9.3	25.7	25.7	9.3	25.7	25.7
Actuated g/C Ratio	0.13	0.19	0.19	0.13	0.23	0.23	0.15	0.48	0.48	0.15	0.48	0.48
v/c Ratio	0.11	0.20	0.11	0.16	0.07	0.11	0.23	0.05	0.10	0.11	0.03	0.10
Control Delay	25.9	19.0	10.4	24.3	16.6	8.7	24.7	12.6	5.4	23.4	12.9	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	0.0
Total Delay	25.9	19.0	10.4	24.3	16.6	8.7	24.7	12.6	5.4	23.4	12.9	5.4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	B	B	C	B	A	C	B	A	C	B	A
Approach Delay		18.4			16.3			13.3			11.0	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)	4	9	0	6	4	0	9	3	0	4	2	0
Queue Length 95th (ft)	27	38	21	35	19	23	50	24	25	29	17	25
Internal Link Dist (ft)		2151			2741			2493			3042	
Turn Bay Length (ft)	100		100	100		100	325		100	100		100
Base Capacity (vph)	242	1396	459	250	1500	494	251	1586	748	251	1586	748
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	0.10	0.13	0.08	0.14	0.05	0.08	0.23	0.05	0.10	0.11	0.03	0.10

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 53.2
Natural Cycle: 70
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.23
Intersection Signal Delay: 15.1 Intersection LOS: B
Intersection Capacity Utilization 31.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 54: Otay Mesa Rd & Enrico Fermi Dr



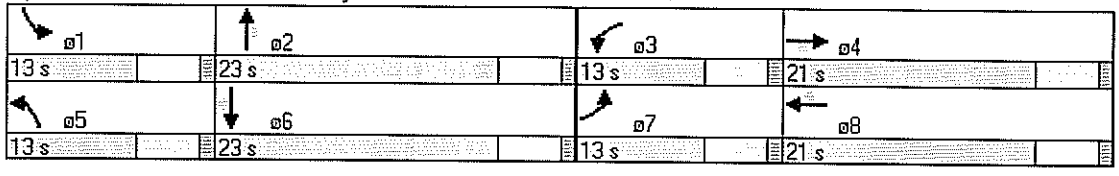
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	325		100	100		100
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	4715	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	4715	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			62			30			38			26
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)		50			50			40			40	
Link Distance (ft)		2231			2821			2573			3122	
Travel Time (s)		30.4			38.5			43.9			53.2	
Volume (vph)	76	153	57	75	77	28	36	49	35	40	76	24
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	83	166	62	82	84	30	39	53	38	43	83	26
Lane Group Flow (vph)	83	166	62	82	84	30	39	53	38	43	83	26
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	8.0	10.0	10.0	8.0	10.0	10.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0
Total Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	13.0	23.0	23.0	13.0	23.0	23.0
Total Split (%)	18.6%	30.0%	30.0%	18.6%	30.0%	30.0%	18.6%	32.9%	32.9%	18.6%	32.9%	32.9%
Maximum Green (s)	8.0	16.0	16.0	8.0	16.0	16.0	8.0	18.0	18.0	8.0	18.0	18.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	None	None
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	8.6	9.8	9.8	8.6	9.8	9.8	9.3	25.8	25.8	9.3	25.8	25.8
Actuated g/C Ratio	0.14	0.17	0.17	0.14	0.17	0.17	0.14	0.46	0.46	0.14	0.46	0.46
v/c Ratio	0.36	0.20	0.20	0.36	0.10	0.11	0.16	0.04	0.05	0.18	0.06	0.04
Control Delay	27.2	20.4	9.4	27.1	20.8	11.0	25.1	13.8	6.7	25.4	13.6	7.5
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
Total Delay	27.2	20.4	9.4	27.1	20.8	11.0	25.1	13.8	6.7	25.4	13.6	7.5

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	C	A	C	C	B	C	B	A	C	B	A
Approach Delay		20.0			22.0			15.1			15.9	
Approach LOS		B			C			B			B	
Queue Length 50th (ft)	21	14	0	20	7	0	9	4	0	10	7	0
Queue Length 95th (ft)	66	37	28	66	21	20	38	18	18	40	26	15
Internal Link Dist (ft)		2151			2741			2493			3042	
Turn Bay Length (ft)	100		100	100		100	325		100	100		100
Base Capacity (vph)	249	1306	451	249	1305	428	237	1501	692	237	1501	686
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	0.33	0.13	0.14	0.33	0.06	0.07	0.16	0.04	0.05	0.18	0.06	0.04

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 56.4
Natural Cycle: 70
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.36
Intersection Signal Delay: 18.9 Intersection LOS: B
Intersection Capacity Utilization 31.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 54: Otay Mesa Rd & Enrico Fermi Dr



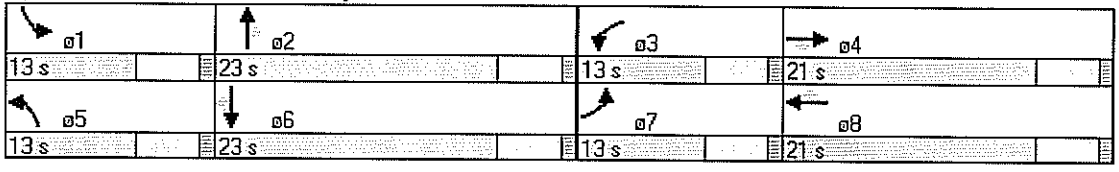
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	100		100	100		100
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			191			17			60			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)		50			50			40			40	
Link Distance (ft)		2821			1980			558			3128	
Travel Time (s)		38.5			27.0			9.5			53.3	
Volume (vph)	30	50	176	40	19	16	69	148	55	22	210	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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	33	54	191	43	21	17	75	161	60	24	228	58
Lane Group Flow (vph)	33	54	191	43	21	17	75	161	60	24	228	58
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	8.0	10.0	10.0	8.0	10.0	10.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0
Total Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	13.0	23.0	23.0	13.0	23.0	23.0
Total Split (%)	18.6%	30.0%	30.0%	18.6%	30.0%	30.0%	18.6%	32.9%	32.9%	18.6%	32.9%	32.9%
Maximum Green (s)	8.0	16.0	16.0	8.0	16.0	16.0	8.0	18.0	18.0	8.0	18.0	18.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	Min	Min	None	Min	Min
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	8.0	10.7	10.7	8.1	10.8	10.8	9.5	26.0	26.0	9.4	20.5	20.5
Actuated g/C Ratio	0.14	0.21	0.21	0.15	0.21	0.21	0.17	0.53	0.53	0.16	0.42	0.42
v/c Ratio	0.14	0.08	0.42	0.18	0.03	0.05	0.26	0.09	0.07	0.09	0.17	0.09
Control Delay	22.4	17.4	7.0	22.6	17.8	10.4	21.8	11.0	5.8	23.5	15.0	7.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.4	17.4	7.0	22.6	17.8	10.4	21.8	11.0	5.8	23.5	15.0	7.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	B	A	C	B	B	C	B	A	C	B	A
Approach Delay		10.8			18.8			12.7			14.2	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)	7	5	0	8	2	0	14	6	0	4	21	0
Queue Length 95th (ft)	31	21	44	38	11	14	58	47	25	25	63	24
Internal Link Dist (ft)		2741			1900			478			3048	
Turn Bay Length (ft)	100		100	100		100	100		100	100		100
Base Capacity (vph)	269	1025	590	270	1027	471	287	1871	862	259	1650	767
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	0.12	0.05	0.32	0.16	0.02	0.04	0.26	0.09	0.07	0.09	0.14	0.08

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 49.1
Natural Cycle: 70
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.42
Intersection Signal Delay: 13.2 Intersection LOS: B
Intersection Capacity Utilization 34.2% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 37: Otay Mesa Rd & Alta Rd



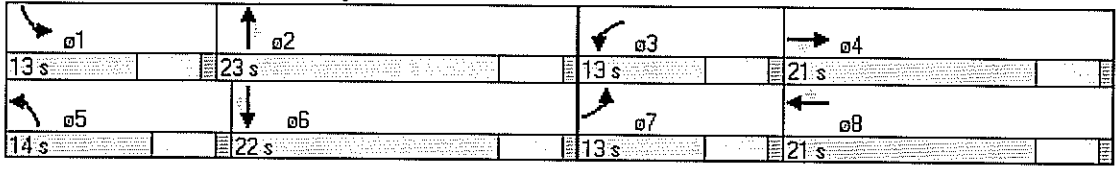
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	100		100	100		100
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			170			27			48			108
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)		50			50			40			40	
Link Distance (ft)		2821			1980			558			3128	
Travel Time (s)		38.5			27.0			9.5			53.3	
Volume (vph)	58	21	156	61	55	25	93	231	44	17	163	99
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	63	23	170	66	60	27	101	251	48	18	177	108
Lane Group Flow (vph)	63	23	170	66	60	27	101	251	48	18	177	108
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	8.0	10.0	10.0	8.0	10.0	10.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0
Total Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	14.0	23.0	23.0	13.0	22.0	22.0
Total Split (%)	18.6%	30.0%	30.0%	18.6%	30.0%	30.0%	20.0%	32.9%	32.9%	18.6%	31.4%	31.4%
Maximum Green (s)	8.0	16.0	16.0	8.0	16.0	16.0	9.0	18.0	18.0	8.0	17.0	17.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	Min	Min	None	Min	Min
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	9.2	10.9	10.9	9.2	10.9	10.9	10.8	32.5	32.5	10.4	27.1	27.1
Actuated g/C Ratio	0.16	0.19	0.19	0.16	0.19	0.19	0.19	0.63	0.63	0.17	0.52	0.52
v/c Ratio	0.23	0.04	0.41	0.24	0.10	0.09	0.32	0.12	0.05	0.07	0.10	0.13
Control Delay	22.8	19.4	7.4	22.9	19.0	9.9	22.2	10.7	6.1	24.4	15.8	5.7
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
Total Delay	22.8	19.4	7.4	22.9	19.0	9.9	22.2	10.7	6.1	24.4	15.8	5.7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	B	A	C	B	A	C	B	A	C	B	A
Approach Delay		12.2			19.1			13.1			12.7	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)	18	3	0	19	8	0	29	23	0	5	25	0
Queue Length 95th (ft)	50	12	42	52	22	17	71	68	22	21	51	34
Internal Link Dist (ft)		2741			1900			478			3048	
Turn Bay Length (ft)	100		100	100		100	100		100	100		100
Base Capacity (vph)	296	955	547	296	955	447	324	2101	957	276	1878	886
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	0.21	0.02	0.31	0.22	0.06	0.06	0.31	0.12	0.05	0.07	0.09	0.12

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 51.8
Natural Cycle: 70
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.41
Intersection Signal Delay: 13.6 Intersection LOS: B
Intersection Capacity Utilization 35.0% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 37: Otay Mesa Rd & Alta Rd



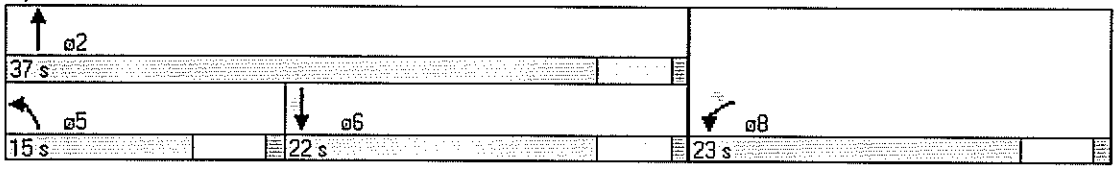
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	100		0	100		100	0		100
Storage Lanes	0		0	1		1	2		0	0		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)				50		50	50	50			50	50
Trailing Detector (ft)				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	0.97	0.95	1.00	1.00	0.95	1.00
Frt						0.850						0.850
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	0	0	1641	0	1468	3183	3282	0	0	3282	1468
Flt Permitted				0.950			0.950					
Satd. Flow (perm)	0	0	0	1641	0	1468	3183	3282	0	0	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						90						326
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)		65			65			40			40	
Link Distance (ft)		921			877			880			681	
Travel Time (s)		9.7			9.2			15.0			11.6	
Volume (vph)	0	0	0	60	0	83	159	554	0	0	147	300
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	0	0	0	65	0	90	173	602	0	0	160	326
Lane Group Flow (vph)	0	0	0	65	0	90	173	602	0	0	160	326
Turn Type				Prot		custom	Prot					Perm
Protected Phases				8			5	2			6	
Permitted Phases						8						6
Detector Phases				8		8	5	2			6	6
Minimum Initial (s)				8.0		8.0	8.0	10.0			10.0	10.0
Minimum Split (s)				21.0		21.0	13.0	21.0			21.0	21.0
Total Split (s)	0.0	0.0	0.0	23.0	0.0	23.0	15.0	37.0	0.0	0.0	22.0	22.0
Total Split (%)	0.0%	0.0%	0.0%	38.3%	0.0%	38.3%	25.0%	61.7%	0.0%	0.0%	36.7%	36.7%
Maximum Green (s)				18.0		18.0	10.0	32.0			17.0	17.0
Yellow Time (s)				4.0		4.0	4.0	4.0			4.0	4.0
All-Red Time (s)				1.0		1.0	1.0	1.0			1.0	1.0
Lead/Lag							Lead				Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)				3.0		3.0	3.0	3.0			3.0	3.0
Recall Mode				None		None	None	C-Max			C-Max	C-Max
Walk Time (s)				5.0		5.0		5.0			5.0	5.0
Flash Dont Walk (s)				11.0		11.0		11.0			11.0	11.0
Pedestrian Calls (#/hr)				0		0		0			0	0
Act Effct Green (s)				9.6		9.6	10.3	45.8			34.1	34.1
Actuated g/C Ratio				0.16		0.16	0.17	0.76			0.57	0.57
v/c Ratio				0.25		0.29	0.32	0.24			0.09	0.33
Control Delay				24.4		8.6	20.8	1.8			9.8	6.0
Queue Delay				0.0		0.0	0.0	0.0			0.0	0.0
Total Delay				24.4		8.6	20.8	1.8			9.8	6.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS				C		A	C	A			A	A
Approach Delay								6.1			7.3	
Approach LOS								A			A	
Queue Length 50th (ft)				21		0	31	21			22	47
Queue Length 95th (ft)				49		32	26	0			42	80
Internal Link Dist (ft)		841			797			800			601	
Turn Bay Length (ft)				100			100					100
Base Capacity (vph)				520		526	610	2507			1865	975
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		0.17	0.28	0.24			0.09	0.33

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 34 (57%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.33
Intersection Signal Delay: 7.5 Intersection LOS: A
Intersection Capacity Utilization 41.9% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 66: SR 905 WB On & Britannia Blvd



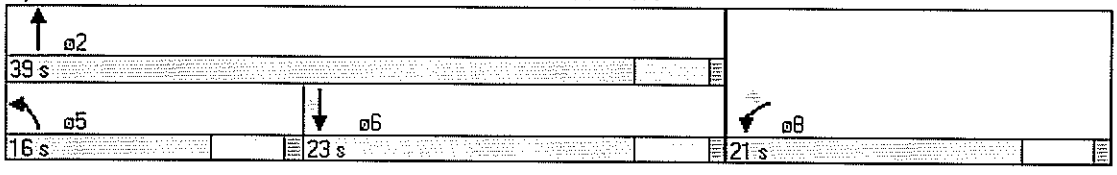
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	100		0	100		100	0		100
Storage Lanes	0		0	1		1	2		0	0		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)				50		50	50	50			50	50
Trailing Detector (ft)				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	0.97	0.95	1.00	1.00	0.95	1.00
Frt						0.850						0.850
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	0	0	1641	0	1468	3183	3282	0	0	3282	1468
Flt Permitted				0.950			0.950					
Satd. Flow (perm)	0	0	0	1641	0	1468	3183	3282	0	0	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						78						291
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)		65			65			40			40	
Link Distance (ft)		921			877			880			681	
Travel Time (s)		9.7			9.2			15.0			11.6	
Volume (vph)	0	0	0	83	0	72	343	420	0	0	432	268
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	0	0	0	90	0	78	373	457	0	0	470	291
Lane Group Flow (vph)	0	0	0	90	0	78	373	457	0	0	470	291
Turn Type				Prot		custom	Prot					Perm
Protected Phases				8			5	2			6	
Permitted Phases						8						6
Detector Phases				8		8	5	2			6	6
Minimum Initial (s)				8.0		8.0	8.0	10.0			10.0	10.0
Minimum Split (s)				21.0		21.0	13.0	21.0			21.0	21.0
Total Split (s)	0.0	0.0	0.0	21.0	0.0	21.0	16.0	39.0	0.0	0.0	23.0	23.0
Total Split (%)	0.0%	0.0%	0.0%	35.0%	0.0%	35.0%	26.7%	65.0%	0.0%	0.0%	38.3%	38.3%
Maximum Green (s)				16.0		16.0	11.0	34.0			18.0	18.0
Yellow Time (s)				4.0		4.0	4.0	4.0			4.0	4.0
All-Red Time (s)				1.0		1.0	1.0	1.0			1.0	1.0
Lead/Lag							Lead				Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)				3.0		3.0	3.0	3.0			3.0	3.0
Recall Mode				None		None	None	C-Max			C-Max	C-Max
Walk Time (s)				5.0		5.0		5.0			5.0	5.0
Flash Dont Walk (s)				11.0		11.0		11.0			11.0	11.0
Pedestrian Calls (#/hr)				0		0		0			0	0
Act Effct Green (s)				10.1		10.1	14.3	45.3			26.1	26.1
Actuated g/C Ratio				0.17		0.17	0.24	0.76			0.44	0.44
v/c Ratio				0.32		0.25	0.49	0.18			0.33	0.36
Control Delay				24.8		8.2	19.2	1.0			8.0	2.2
Queue Delay				0.0		0.0	0.0	0.0			0.0	0.0
Total Delay				24.8		8.2	19.2	1.0			8.0	2.2

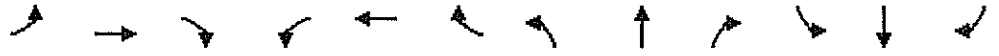
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS				C		A	B	A			A	A
Approach Delay								9.2			5.8	
Approach LOS								A			A	
Queue Length 50th (ft)				30		0	43	0			27	0
Queue Length 95th (ft)				62		29	60	4			67	0
Internal Link Dist (ft)		841			797			800			601	
Turn Bay Length (ft)				100			100					100
Base Capacity (vph)				465		472	786	2476			1430	804
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				0.19		0.17	0.47	0.18			0.33	0.36

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 30 (50%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.49
Intersection Signal Delay: 8.5 Intersection LOS: A
Intersection Capacity Utilization 43.0% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 66: SR 905 WB On & Britannia Blvd





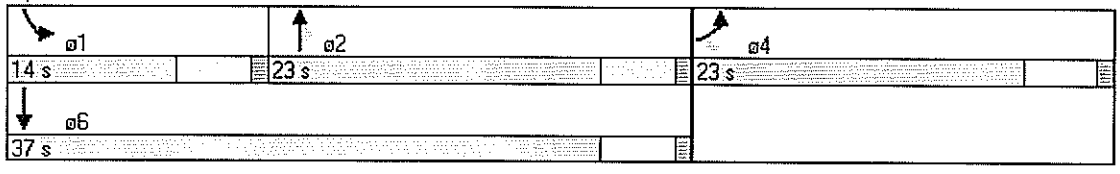
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	0		0	0		100	100		0
Storage Lanes	2		1	0		0	0		1	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50		50					50	50	50	50	
Trailing Detector (ft)	0		0					0	0	0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850						0.850			
Flt Protected	0.950									0.950		
Satd. Flow (prot)	3183	0	1468	0	0	0	0	3282	1468	1641	3282	0
Flt Permitted	0.950									0.950		
Satd. Flow (perm)	3183	0	1468	0	0	0	0	3282	1468	1641	3282	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			339						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)		65			65			40			40	
Link Distance (ft)		891			856			1034			880	
Travel Time (s)		9.3			9.0			17.6			15.0	
Volume (vph)	244	0	312	0	0	0	0	469	75	65	142	0
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	265	0	339	0	0	0	0	510	82	71	154	0
Lane Group Flow (vph)	265	0	339	0	0	0	0	510	82	71	154	0
Turn Type	Prot		custom						Perm	Prot		
Protected Phases	4							2		1	6	
Permitted Phases			4						2			
Detector Phases	4		4					2	2	1	6	
Minimum Initial (s)	8.0		8.0					10.0	10.0	8.0	10.0	
Minimum Split (s)	21.0		21.0					21.0	21.0	13.0	21.0	
Total Split (s)	23.0	0.0	23.0	0.0	0.0	0.0	0.0	23.0	23.0	14.0	37.0	0.0
Total Split (%)	38.3%	0.0%	38.3%	0.0%	0.0%	0.0%	0.0%	38.3%	38.3%	23.3%	61.7%	0.0%
Maximum Green (s)	18.0		18.0					18.0	18.0	9.0	32.0	
Yellow Time (s)	4.0		4.0					4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0					1.0	1.0	1.0	1.0	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0		3.0					3.0	3.0	3.0	3.0	
Recall Mode	None		None					C-Max	C-Max	None	C-Max	
Walk Time (s)	5.0		5.0					5.0	5.0		5.0	
Flash Dont Walk (s)	11.0		11.0					11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0		0					0	0		0	
Act Effct Green (s)	11.7		11.7					35.0	35.0	9.1	40.3	
Actuated g/C Ratio	0.20		0.20					0.58	0.58	0.15	0.67	
v/c Ratio	0.43		0.61					0.27	0.09	0.29	0.07	
Control Delay	22.7		7.7					9.0	3.8	15.7	1.0	
Queue Delay	0.0		0.0					0.0	0.0	0.0	0.0	
Total Delay	22.7		7.7					9.0	3.8	15.7	1.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C		A					A	A	B	A	
Approach Delay								8.3			5.6	
Approach LOS								A			A	
Queue Length 50th (ft)	44		0					28	0	14	0	
Queue Length 95th (ft)	66		53					106	22	27	4	
Internal Link Dist (ft)		811			776			954			800	
Turn Bay Length (ft)	100								100	100		
Base Capacity (vph)	1008		697					1912	889	274	2202	
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	0.26		0.49					0.27	0.09	0.26	0.07	

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 56 (93%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.61
Intersection Signal Delay: 10.4 Intersection LOS: B
Intersection Capacity Utilization 41.9% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 69: SR 905 EB Off & Britannia Blvd



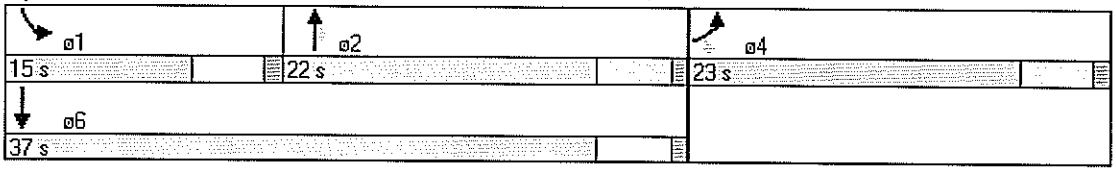
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	0		0	0		100	100		0
Storage Lanes	2		1	0		0	0		1	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50		50					50	50	50	50	
Trailing Detector (ft)	0		0					0	0	0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850						0.850			
Flt Protected	0.950									0.950		
Satd. Flow (prot)	3183	0	1468	0	0	0	0	3282	1468	1641	3282	0
Flt Permitted	0.950									0.950		
Satd. Flow (perm)	3183	0	1468	0	0	0	0	3282	1468	1641	3282	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			190						72			
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)		65			65			40			40	
Link Distance (ft)		891			856			1034			880	
Travel Time (s)		9.3			9.0			17.6			15.0	
Volume (vph)	330	0	175	0	0	0	0	433	66	91	424	0
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	359	0	190	0	0	0	0	471	72	99	461	0
Lane Group Flow (vph)	359	0	190	0	0	0	0	471	72	99	461	0
Turn Type	Prot		custom						Perm	Prot		
Protected Phases	4							2		1	6	
Permitted Phases			4						2			
Detector Phases	4		4					2	2	1	6	
Minimum Initial (s)	8.0		8.0					10.0	10.0	8.0	10.0	
Minimum Split (s)	21.0		21.0					21.0	21.0	13.0	21.0	
Total Split (s)	23.0	0.0	23.0	0.0	0.0	0.0	0.0	22.0	22.0	15.0	37.0	0.0
Total Split (%)	38.3%	0.0%	38.3%	0.0%	0.0%	0.0%	0.0%	36.7%	36.7%	25.0%	61.7%	0.0%
Maximum Green (s)	18.0		18.0					17.0	17.0	10.0	32.0	
Yellow Time (s)	4.0		4.0					4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0					1.0	1.0	1.0	1.0	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0		3.0					3.0	3.0	3.0	3.0	
Recall Mode	None		None					C-Max	C-Max	None	C-Max	
Walk Time (s)	5.0		5.0					5.0	5.0		5.0	
Flash Dont Walk (s)	11.0		11.0					11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0		0					0	0		0	
Act Effct Green (s)	12.8		12.8					29.9	29.9	10.6	39.2	
Actuated g/C Ratio	0.21		0.21					0.50	0.50	0.18	0.65	
v/c Ratio	0.53		0.41					0.29	0.09	0.34	0.21	
Control Delay	23.5		6.3					12.3	4.8	18.0	0.6	
Queue Delay	0.0		0.0					0.0	0.0	0.0	0.0	
Total Delay	23.5		6.3					12.3	4.8	18.0	0.6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C		A					B	A	B	A	
Approach Delay								11.3			3.7	
Approach LOS								B			A	
Queue Length 50th (ft)	59		0					61	0	11	0	
Queue Length 95th (ft)	87		40					111	24	24	1	
Internal Link Dist (ft)		811			776			954			800	
Turn Bay Length (ft)	100								100	100		
Base Capacity (vph)	1008		595					1634	767	318	2147	
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	0.36		0.32					0.29	0.09	0.31	0.21	

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.53
Intersection Signal Delay: 10.8 Intersection LOS: B
Intersection Capacity Utilization 43.0% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 69: SR 905 EB Off & Britannia Blvd



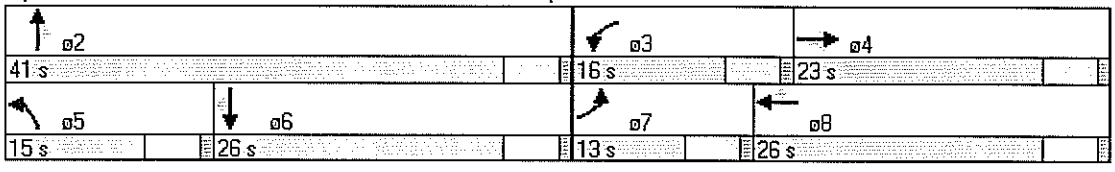
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBT	SBR
Lane Configurations											
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	100		0	0		0		0
Storage Lanes	1		1	1		1	1		1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading 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		9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	0.91	1.00
Frt			0.850			0.850			0.850		0.850
Flt Protected	0.950			0.950			0.950				
Satd. Flow (prot)	1641	1727	1468	1641	1727	1468	1641	4715	1468	4715	1468
Flt Permitted	0.950			0.950			0.950				
Satd. Flow (perm)	1641	1727	1468	1641	1727	1468	1641	4715	1468	4715	1468
Right Turn on Red						Yes					Yes
Satd. Flow (RTOR)						128					25
Headway Factor	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)		65			65			40		40	
Link Distance (ft)		431			1666			263		264	
Travel Time (s)		4.5			17.5			4.5		4.5	
Volume (vph)	19	20	11	89	24	118	13	554	160	811	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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	21	22	12	97	26	128	14	602	174	882	25
Lane Group Flow (vph)	21	22	12	97	26	128	14	602	174	882	25
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm		Perm
Protected Phases	7	4		3	8		5	2		6	
Permitted Phases			4			8			2		6
Detector Phases	7	4	4	3	8	8	5	2	2	6	6
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	8.0	10.0	10.0	10.0	10.0
Minimum Split (s)	11.0	21.0	21.0	11.0	21.0	21.0	13.0	21.0	21.0	21.0	21.0
Total Split (s)	13.0	23.0	23.0	16.0	26.0	26.0	15.0	41.0	41.0	26.0	26.0
Total Split (%)	16.3%	28.8%	28.8%	20.0%	32.5%	32.5%	18.8%	51.3%	51.3%	32.5%	32.5%
Maximum Green (s)	8.0	18.0	18.0	11.0	21.0	21.0	10.0	36.0	36.0	21.0	21.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
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
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead			Lag	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	None	C-Max	C-Max	C-Max	C-Max
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0	0	0
Act Effct Green (s)	7.6	9.0	9.0	10.2	10.8	10.8	9.0	59.6	59.6	57.0	57.0
Actuated g/C Ratio	0.10	0.11	0.11	0.13	0.14	0.14	0.11	0.74	0.74	0.71	0.71
v/c Ratio	0.13	0.11	0.07	0.46	0.11	0.41	0.08	0.17	0.16	0.26	0.02
Control Delay	34.7	33.5	33.0	39.2	30.8	10.6	37.5	2.2	2.7	2.3	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0
Total Delay	34.7	33.5	33.0	39.2	30.8	10.6	37.5	2.2	2.7	2.4	0.2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBT	SBR
LOS	C	C	C	D	C	B	D	A	A	A	A
Approach Delay		33.9			23.7			2.9		2.4	
Approach LOS		C			C			A		A	
Queue Length 50th (ft)	10	10	5	45	12	0	7	2	2	8	0
Queue Length 95th (ft)	31	31	21	90	33	46	m18	30	m30	39	m1
Internal Link Dist (ft)		351			1586			183		184	
Turn Bay Length (ft)				100							
Base Capacity (vph)	185	410	349	246	475	497	226	3510	1093	3357	1052
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	1067	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	0.11	0.05	0.03	0.39	0.05	0.26	0.06	0.17	0.16	0.39	0.02

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 54 (68%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.46
Intersection Signal Delay: 6.1 Intersection LOS: A
Intersection Capacity Utilization 37.3% ICU Level of Service A
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 118: SR 905 WB Off Ramp & La Media Rd



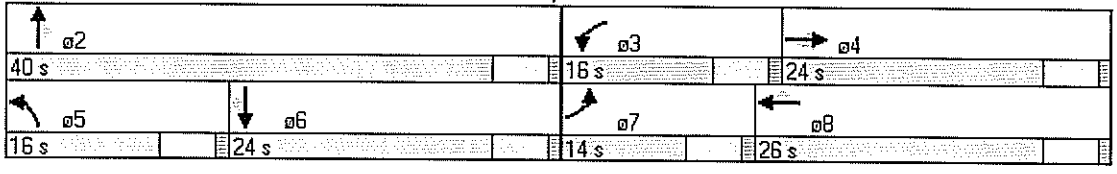
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBT	SBR
Lane Configurations											
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	100		0	0		0		0
Storage Lanes	1		1	1		1	1		1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading 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		9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	0.91	1.00
Frt			0.850			0.850			0.850		0.850
Flt Protected	0.950			0.950			0.950				
Satd. Flow (prot)	1641	1727	1468	1641	1727	1468	1641	4715	1468	4715	1468
Flt Permitted	0.950			0.950			0.950				
Satd. Flow (perm)	1641	1727	1468	1641	1727	1468	1641	4715	1468	4715	1468
Right Turn on Red						Yes					Yes
Satd. Flow (RTOR)						134					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
Link Speed (mph)		65			65			40		40	
Link Distance (ft)		431			1666			263		264	
Travel Time (s)		4.5			17.5			4.5		4.5	
Volume (vph)	19	20	11	63	24	123	13	769	313	740	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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	21	22	12	68	26	134	14	836	340	804	22
Lane Group Flow (vph)	21	22	12	68	26	134	14	836	340	804	22
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm		Perm
Protected Phases	7	4		3	8		5	2		6	
Permitted Phases			4			8			2		6
Detector Phases	7	4	4	3	8	8	5	2	2	6	6
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	8.0	10.0	10.0	10.0	10.0
Minimum Split (s)	11.0	21.0	21.0	11.0	21.0	21.0	13.0	21.0	21.0	21.0	21.0
Total Split (s)	14.0	24.0	24.0	16.0	26.0	26.0	16.0	40.0	40.0	24.0	24.0
Total Split (%)	17.5%	30.0%	30.0%	20.0%	32.5%	32.5%	20.0%	50.0%	50.0%	30.0%	30.0%
Maximum Green (s)	9.0	19.0	19.0	11.0	21.0	21.0	11.0	35.0	35.0	19.0	19.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
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
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead			Lag	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	None	C-Max	C-Max	C-Max	C-Max
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0	0	0
Act Effct Green (s)	7.7	9.0	9.0	9.7	10.3	10.3	9.0	60.1	60.1	57.5	57.5
Actuated g/C Ratio	0.10	0.11	0.11	0.12	0.13	0.13	0.11	0.75	0.75	0.72	0.72
v/c Ratio	0.13	0.11	0.07	0.34	0.12	0.44	0.08	0.24	0.31	0.24	0.02
Control Delay	34.6	33.5	33.0	35.8	31.3	11.0	25.3	2.9	4.6	3.8	0.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0
Total Delay	34.6	33.5	33.0	35.8	31.3	11.0	25.3	2.9	4.6	3.9	0.8

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBT	SBR
LOS	C	C	C	D	C	B	C	A	A	A	A
Approach Delay		33.8			20.7			3.6		3.9	
Approach LOS		C			C			A		A	
Queue Length 50th (ft)	10	10	5	32	12	1	5	2	3	7	0
Queue Length 95th (ft)	31	31	21	m66	m33	m47	m13	68	m161	166	m0
Internal Link Dist (ft)		351			1586			183		184	
Turn Bay Length (ft)				100							
Base Capacity (vph)	205	432	367	246	475	501	246	3541	1102	3388	1061
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	1330	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	0.10	0.05	0.03	0.28	0.05	0.27	0.06	0.24	0.31	0.39	0.02

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 62 (78%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.44
Intersection Signal Delay: 6.1 Intersection LOS: A
Intersection Capacity Utilization 37.5% ICU Level of Service A
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 118: SR 905 WB Off Ramp & La Media Rd



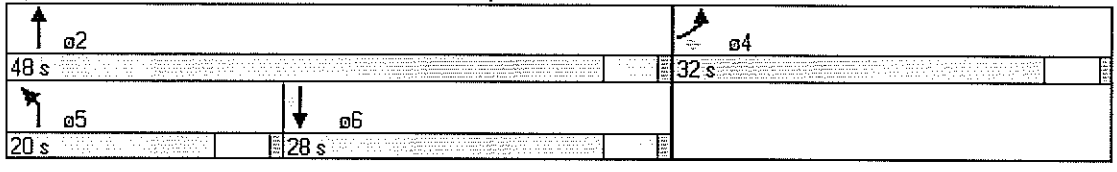
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations								
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100	0	100			100	0	0
Storage Lanes	1	1	1			1	0	0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50		
Trailing Detector (ft)	0	0	0	0	0	0		
Turning Speed (mph)	15	9	15			9	15	9
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	1.00	1.00	1.00
Frt		0.850				0.850		
Flt Protected	0.950		0.950					
Satd. Flow (prot)	1641	1468	1641	4715	4715	1468	0	0
Flt Permitted	0.950		0.950					
Satd. Flow (perm)	1641	1468	1641	4715	4715	1468	0	0
Right Turn on Red		Yes						
Satd. Flow (RTOR)		309						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	65			40	40		65	
Link Distance (ft)	1093			830	1237		1237	
Travel Time (s)	11.5			14.1	21.1		13.0	
Volume (vph)	210	284	57	504	535	112	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	228	309	62	548	582	122	0	0
Lane Group Flow (vph)	228	309	62	548	582	122	0	0
Turn Type		Perm	Prot			Perm		
Protected Phases	4		5	2	6			
Permitted Phases		4				6		
Detector Phases	4	4	5	2	6	6		
Minimum Initial (s)	8.0	8.0	8.0	10.0	10.0	10.0		
Minimum Split (s)	21.0	21.0	13.0	21.0	21.0	21.0		
Total Split (s)	32.0	32.0	20.0	48.0	28.0	28.0	0.0	0.0
Total Split (%)	40.0%	40.0%	25.0%	60.0%	35.0%	35.0%	0.0%	0.0%
Maximum Green (s)	27.0	27.0	15.0	43.0	23.0	23.0		
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0		
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0		
Lead/Lag			Lead		Lag	Lag		
Lead-Lag Optimize?								
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0		
Recall Mode	None	None	None	C-Max	C-Max	C-Max		
Walk Time (s)	5.0	5.0		5.0	5.0	5.0		
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0		
Pedestrian Calls (#/hr)	0	0		0	0	0		
Act Effct Green (s)	16.7	16.7	10.1	55.3	43.8	43.8		
Actuated g/C Ratio	0.21	0.21	0.13	0.69	0.55	0.55		
v/c Ratio	0.66	0.56	0.30	0.17	0.23	0.15		
Control Delay	38.0	7.3	32.1	4.3	6.1	6.7		
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		
Total Delay	38.0	7.3	32.1	4.3	6.1	6.7		

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	SEL	SER
LOS	D	A	C	A	A	A		
Approach Delay	20.3			7.2	6.2			
Approach LOS	C			A	A			
Queue Length 50th (ft)	106	0	28	19	29	17		
Queue Length 95th (ft)	159	56	m65	50	28	22		
Internal Link Dist (ft)	1013			750	1157		1157	
Turn Bay Length (ft)	100		100			100		
Base Capacity (vph)	574	715	328	3258	2580	804		
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	0.40	0.43	0.19	0.17	0.23	0.15		

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 72 (90%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.66
Intersection Signal Delay: 10.6 Intersection LOS: B
Intersection Capacity Utilization 38.6% ICU Level of Service A
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 33: SR 905 EB Ramp & La Media Rd



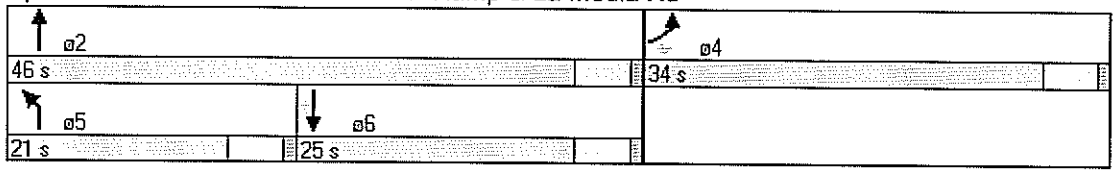
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations								
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100	0	100			100	0	0
Storage Lanes	1	1	1			1	0	0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50		
Trailing Detector (ft)	0	0	0	0	0	0		
Turning Speed (mph)	15	9	15			9	15	9
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	1.00	1.00	1.00
Frt		0.850				0.850		
Flt Protected	0.950		0.950					
Satd. Flow (prot)	1641	1468	1641	4715	4715	1468	0	0
Flt Permitted	0.950		0.950					
Satd. Flow (perm)	1641	1468	1641	4715	4715	1468	0	0
Right Turn on Red		Yes						
Satd. Flow (RTOR)		191						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	65			40	40		65	
Link Distance (ft)	1093			830	1237		1237	
Travel Time (s)	11.5			14.1	21.1		13.0	
Volume (vph)	278	176	98	804	441	112	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	302	191	107	874	479	122	0	0
Lane Group Flow (vph)	302	191	107	874	479	122	0	0
Turn Type		Perm	Prot			Perm		
Protected Phases	4		5	2	6			
Permitted Phases		4				6		
Detector Phases	4	4	5	2	6	6		
Minimum Initial (s)	8.0	8.0	8.0	10.0	10.0	10.0		
Minimum Split (s)	21.0	21.0	13.0	21.0	21.0	21.0		
Total Split (s)	34.0	34.0	21.0	46.0	25.0	25.0	0.0	0.0
Total Split (%)	42.5%	42.5%	26.3%	57.5%	31.3%	31.3%	0.0%	0.0%
Maximum Green (s)	29.0	29.0	16.0	41.0	20.0	20.0		
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0		
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0		
Lead/Lag			Lead		Lag	Lag		
Lead-Lag Optimize?								
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0		
Recall Mode	None	None	None	C-Max	C-Max	C-Max		
Walk Time (s)	5.0	5.0		5.0	5.0	5.0		
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0		
Pedestrian Calls (#/hr)	0	0		0	0	0		
Act Effct Green (s)	20.0	20.0	12.0	52.0	38.6	38.6		
Actuated g/C Ratio	0.25	0.25	0.15	0.65	0.48	0.48		
v/c Ratio	0.73	0.37	0.43	0.29	0.21	0.17		
Control Delay	37.8	5.5	46.0	4.7	4.8	5.4		
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		
Total Delay	37.8	5.5	46.0	4.7	4.8	5.4		

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	SEL	SER
LOS	D	A	D	A	A	A		
Approach Delay	25.3			9.2	4.9			
Approach LOS	C			A	A			
Queue Length 50th (ft)	139	0	59	33	21	15		
Queue Length 95th (ft)	196	42	109	59	16	15		
Internal Link Dist (ft)	1013			750	1157		1157	
Turn Bay Length (ft)	100		100			100		
Base Capacity (vph)	615	670	349	3064	2275	708		
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	0.49	0.29	0.31	0.29	0.21	0.17		

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 76 (95%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.73
Intersection Signal Delay: 11.8 Intersection LOS: B
Intersection Capacity Utilization 40.6% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 33: SR 905 EB Ramp & La Media Rd



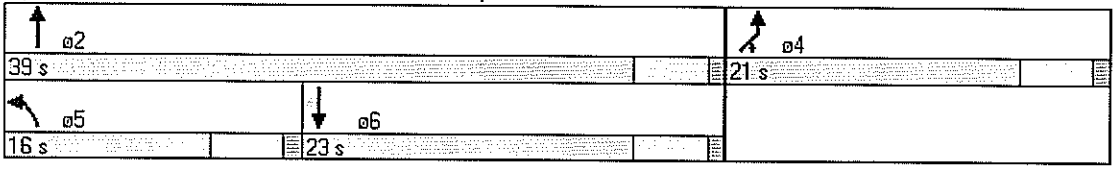
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	SBR2	NEL	NER
Lane Configurations									
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	100			100		100	0
Storage Lanes	0	0	1			1		2	1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)			50	50	50		50	50	50
Trailing Detector (ft)			0	0	0		0	0	0
Turning Speed (mph)	15	9	15			9	9	15	9
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.97	1.00
Frt							0.850		0.850
Flt Protected			0.950					0.950	
Satd. Flow (prot)	0	0	1641	3282	3282	0	1468	3183	1468
Flt Permitted			0.950					0.950	
Satd. Flow (perm)	0	0	1641	3282	3282	0	1468	3183	1468
Right Turn on Red							Yes		Yes
Satd. Flow (RTOR)							123		286
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	65			40	40			65	
Link Distance (ft)	1097			1370	558			1390	
Travel Time (s)	11.5			23.4	9.5			14.6	
Volume (vph)	0	0	138	258	235	0	113	321	263
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	0	0	150	280	255	0	123	349	286
Lane Group Flow (vph)	0	0	150	280	255	0	123	349	286
Turn Type			Prot				Perm		Prot
Protected Phases			5	2	6			4	4
Permitted Phases							6		
Detector Phases			5	2	6		6	4	4
Minimum Initial (s)			8.0	10.0	10.0		10.0	8.0	8.0
Minimum Split (s)			13.0	21.0	21.0		21.0	21.0	21.0
Total Split (s)	0.0	0.0	16.0	39.0	23.0	0.0	23.0	21.0	21.0
Total Split (%)	0.0%	0.0%	26.7%	65.0%	38.3%	0.0%	38.3%	35.0%	35.0%
Maximum Green (s)			11.0	34.0	18.0		18.0	16.0	16.0
Yellow Time (s)			4.0	4.0	4.0		4.0	4.0	4.0
All-Red Time (s)			1.0	1.0	1.0		1.0	1.0	1.0
Lead/Lag			Lead		Lag		Lag		
Lead-Lag Optimize?									
Vehicle Extension (s)			3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode			None	C-Max	None		None	None	None
Walk Time (s)				5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)				11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)				0	0		0	0	0
Act Effct Green (s)			11.2	39.1	26.5		26.5	12.9	12.9
Actuated g/C Ratio			0.19	0.65	0.44		0.44	0.22	0.22
v/c Ratio			0.49	0.13	0.18		0.17	0.51	0.53
Control Delay			29.1	3.8	13.2		4.3	22.9	6.7
Queue Delay			0.0	0.0	0.0		0.0	0.0	0.0
Total Delay			29.1	3.8	13.2		4.3	22.9	6.7

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	SBR2	NEL	NER
LOS			C	A	B		A	C	A
Approach Delay				12.7	10.3			15.6	
Approach LOS				B	B			B	
Queue Length 50th (ft)			51	13	30		0	58	0
Queue Length 95th (ft)			103	28	60		30	84	48
Internal Link Dist (ft)	1017			1290	478			1310	
Turn Bay Length (ft)			100				100	100	
Base Capacity (vph)			337	2140	1448		717	902	621
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			0.45	0.13	0.18		0.17	0.39	0.46

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 0 (0%), Referenced to phase 2:NBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.53
Intersection Signal Delay: 13.3 Intersection LOS: B
Intersection Capacity Utilization 35.1% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 71: SR 11 WB Ramp & Alta Rd



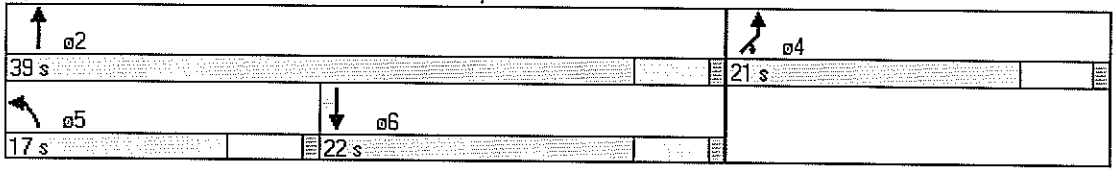
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	SBR2	NEL	NER
Lane Configurations									
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	100			100		100	0
Storage Lanes	0	0	1			1		2	1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)			50	50	50		50	50	50
Trailing Detector (ft)			0	0	0		0	0	0
Turning Speed (mph)	15	9	15			9	9	15	9
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.97	1.00
Frt							0.850		0.850
Flt Protected			0.950					0.950	
Satd. Flow (prot)	0	0	1641	3282	3282	0	1468	3183	1468
Flt Permitted			0.950					0.950	
Satd. Flow (perm)	0	0	1641	3282	3282	0	1468	3183	1468
Right Turn on Red							Yes		Yes
Satd. Flow (RTOR)							204		317
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	65			40	40			65	
Link Distance (ft)	1097			1370	558			1390	
Travel Time (s)	11.5			23.4	9.5			14.6	
Volume (vph)	0	0	153	285	399	0	188	239	292
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	0	0	166	310	434	0	204	260	317
Lane Group Flow (vph)	0	0	166	310	434	0	204	260	317
Turn Type			Prot				Perm		Prot
Protected Phases			5	2	6			4	4
Permitted Phases							6		
Detector Phases			5	2	6		6	4	4
Minimum Initial (s)			8.0	10.0	10.0		10.0	8.0	8.0
Minimum Split (s)			13.0	21.0	21.0		21.0	21.0	21.0
Total Split (s)	0.0	0.0	17.0	39.0	22.0	0.0	22.0	21.0	21.0
Total Split (%)	0.0%	0.0%	28.3%	65.0%	36.7%	0.0%	36.7%	35.0%	35.0%
Maximum Green (s)			12.0	34.0	17.0		17.0	16.0	16.0
Yellow Time (s)			4.0	4.0	4.0		4.0	4.0	4.0
All-Red Time (s)			1.0	1.0	1.0		1.0	1.0	1.0
Lead/Lag			Lead		Lag		Lag		
Lead-Lag Optimize?									
Vehicle Extension (s)			3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode			None	C-Max	None		None	None	None
Walk Time (s)				5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)				11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)				0	0		0	0	0
Act Effct Green (s)			12.0	40.3	26.9		26.9	11.7	11.7
Actuated g/C Ratio			0.20	0.67	0.45		0.45	0.20	0.20
v/c Ratio			0.51	0.14	0.29		0.26	0.42	0.59
Control Delay			25.7	6.9	13.7		3.9	22.7	7.6
Queue Delay			0.0	0.0	0.0		0.0	0.0	0.0
Total Delay			25.7	6.9	13.7		3.9	22.7	7.6

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	SBR2	NEL	NER
LOS			C	A	B		A	C	A
Approach Delay				13.5	10.6			14.4	
Approach LOS				B	B			B	
Queue Length 50th (ft)			56	28	53		0	43	0
Queue Length 95th (ft)			104	55	102		40	65	52
Internal Link Dist (ft)	1017			1290	478			1310	
Turn Bay Length (ft)			100				100	100	
Base Capacity (vph)			368	2204	1474		772	902	643
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			0.45	0.14	0.29		0.26	0.29	0.49

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 0 (0%), Referenced to phase 2:NBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.59
Intersection Signal Delay: 12.7 Intersection LOS: B
Intersection Capacity Utilization 36.3% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 71: SR 11 WB Ramp & Alta Rd



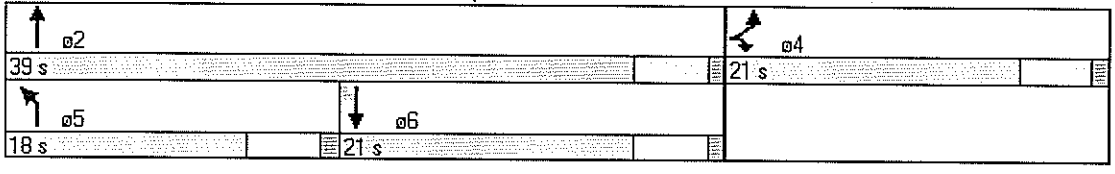
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	SBR2	SEL	SER
Lane Configurations									
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100	0	100			100		0	0
Storage Lanes	1	1	1			1		0	0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50		50		
Trailing Detector (ft)	0	0	0	0	0		0		
Turning Speed (mph)	15	9	15			9	9	15	9
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Frt		0.850					0.850		
Flt Protected	0.950		0.950						
Satd. Flow (prot)	1641	1468	1641	3282	3282	0	1468	0	0
Flt Permitted	0.950		0.950						
Satd. Flow (perm)	1641	1468	1641	3282	3282	0	1468	0	0
Right Turn on Red		Yes					Yes		
Satd. Flow (RTOR)		64					234		
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	65			40	40			65	
Link Distance (ft)	1226			622	1370			1710	
Travel Time (s)	12.9			10.6	23.4			17.9	
Volume (vph)	72	59	263	324	283	0	215	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	78	64	286	352	308	0	234	0	0
Lane Group Flow (vph)	78	64	286	352	308	0	234	0	0
Turn Type		Prot	Prot				Perm		
Protected Phases	4	4	5	2	6				
Permitted Phases							6		
Detector Phases	4	4	5	2	6		6		
Minimum Initial (s)	8.0	8.0	8.0	10.0	10.0		10.0		
Minimum Split (s)	21.0	21.0	13.0	21.0	21.0		21.0		
Total Split (s)	21.0	21.0	18.0	39.0	21.0	0.0	21.0	0.0	0.0
Total Split (%)	35.0%	35.0%	30.0%	65.0%	35.0%	0.0%	35.0%	0.0%	0.0%
Maximum Green (s)	16.0	16.0	13.0	34.0	16.0		16.0		
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0		
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0		
Lead/Lag			Lead		Lag		Lag		
Lead-Lag Optimize?									
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0		
Recall Mode	None	None	None	C-Max	C-Max		C-Max		
Walk Time (s)	5.0	5.0		5.0	5.0		5.0		
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0		
Pedestrian Calls (#/hr)	0	0		0	0		0		
Act Effct Green (s)	9.8	9.8	16.6	45.6	24.1		24.1		
Actuated g/C Ratio	0.16	0.16	0.28	0.76	0.40		0.40		
v/c Ratio	0.29	0.22	0.63	0.14	0.23		0.32		
Control Delay	24.7	8.6	25.0	3.1	11.7		2.5		
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0		
Total Delay	24.7	8.6	25.0	3.1	11.7		2.5		

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	SBR2	SEL	SER
LOS	C	A	C	A	B		A		
Approach Delay	17.4			12.9	7.8				
Approach LOS	B			B	A				
Queue Length 50th (ft)	26	0	88	15	26		0		
Queue Length 95th (ft)	56	26	151	32	54		6		
Internal Link Dist (ft)	1146			542	1290			1630	
Turn Bay Length (ft)	100		100				100		
Base Capacity (vph)	465	462	472	2492	1319		730		
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	0.17	0.14	0.61	0.14	0.23		0.32		

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 30 (50%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.63
Intersection Signal Delay: 11.3 Intersection LOS: B
Intersection Capacity Utilization 39.6% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 62: SR 11 EB Ramp & Alta Rd



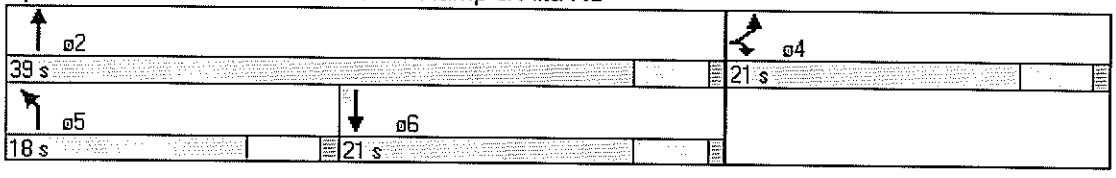
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	SBR2	SEL	SER
Lane Configurations									
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100	0	100			100		0	0
Storage Lanes	1	1	1			1		0	0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50		50		
Trailing Detector (ft)	0	0	0	0	0		0		
Turning Speed (mph)	15	9	15			9	9	15	9
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Frt		0.850					0.850		
Flt Protected	0.950		0.950						
Satd. Flow (prot)	1641	1468	1641	3282	3282	0	1468	0	0
Flt Permitted	0.950		0.950						
Satd. Flow (perm)	1641	1468	1641	3282	3282	0	1468	0	0
Right Turn on Red		Yes					Yes		
Satd. Flow (RTOR)		54					388		
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	65			40	40			65	
Link Distance (ft)	1226			622	1370			1710	
Travel Time (s)	12.9			10.6	23.4			17.9	
Volume (vph)	69	50	292	388	334	0	357	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	75	54	317	422	363	0	388	0	0
Lane Group Flow (vph)	75	54	317	422	363	0	388	0	0
Turn Type		Prot	Prot				Perm		
Protected Phases	4	4	5	2	6				
Permitted Phases							6		
Detector Phases	4	4	5	2	6		6		
Minimum Initial (s)	8.0	8.0	8.0	10.0	10.0		10.0		
Minimum Split (s)	21.0	21.0	13.0	21.0	21.0		21.0		
Total Split (s)	21.0	21.0	18.0	39.0	21.0	0.0	21.0	0.0	0.0
Total Split (%)	35.0%	35.0%	30.0%	65.0%	35.0%	0.0%	35.0%	0.0%	0.0%
Maximum Green (s)	16.0	16.0	13.0	34.0	16.0		16.0		
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0		
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0		
Lead/Lag			Lead		Lag		Lag		
Lead-Lag Optimize?									
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0		
Recall Mode	None	None	None	C-Max	C-Max		C-Max		
Walk Time (s)	5.0	5.0		5.0	5.0		5.0		
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0		
Pedestrian Calls (#/hr)	0	0		0	0		0		
Act Effct Green (s)	9.8	9.8	17.9	45.6	22.9		22.9		
Actuated g/C Ratio	0.16	0.16	0.30	0.76	0.38		0.38		
v/c Ratio	0.28	0.19	0.65	0.17	0.29		0.48		
Control Delay	24.6	8.8	24.6	3.1	9.6		3.5		
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0		
Total Delay	24.6	8.8	24.6	3.1	9.6		3.5		

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	SBR2	SEL	SER
LOS	C	A	C	A	A		A		
Approach Delay	18.0			12.3	6.5				
Approach LOS	B			B	A				
Queue Length 50th (ft)	25	0	93	19	27		0		
Queue Length 95th (ft)	54	25	169	38	41		16		
Internal Link Dist (ft)	1146			542	1290			1630	
Turn Bay Length (ft)	100		100				100		
Base Capacity (vph)	465	455	498	2496	1253		800		
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	0.16	0.12	0.64	0.17	0.29		0.48		

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 40 (67%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.65
Intersection Signal Delay: 10.1 Intersection LOS: B
Intersection Capacity Utilization 44.9% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 62: SR 11 EB Ramp & Alta Rd



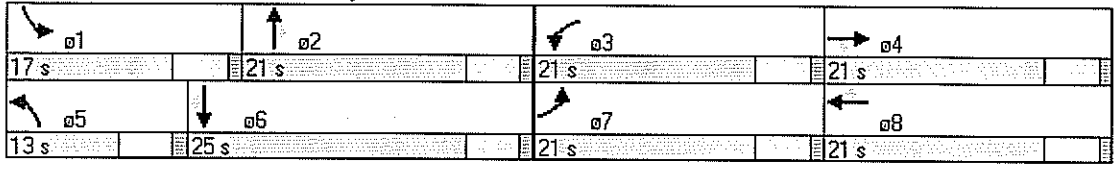
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		600	200		0	475		100
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			57			120			84			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			40			40	
Link Distance (ft)		1847			5168			2579			1034	
Travel Time (s)		31.5			88.1			44.0			17.6	
Volume (vph)	46	139	52	148	92	110	40	175	77	201	198	50
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	50	151	57	161	100	120	43	190	84	218	215	54
Lane Group Flow (vph)	50	151	57	161	100	120	43	190	84	218	215	54
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	8.0	10.0	10.0	8.0	10.0	10.0
Minimum Split (s)	21.0	21.0	21.0	21.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0
Total Split (s)	21.0	21.0	21.0	21.0	21.0	21.0	13.0	21.0	21.0	17.0	25.0	25.0
Total Split (%)	26.3%	26.3%	26.3%	26.3%	26.3%	26.3%	16.3%	26.3%	26.3%	21.3%	31.3%	31.3%
Maximum Green (s)	16.0	16.0	16.0	16.0	16.0	16.0	8.0	16.0	16.0	12.0	20.0	20.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0		0	0		0	0
Act Effct Green (s)	8.9	10.2	10.2	12.8	16.6	16.6	9.1	24.8	24.8	12.3	34.1	34.1
Actuated g/C Ratio	0.12	0.14	0.14	0.17	0.23	0.23	0.12	0.35	0.35	0.17	0.48	0.48
v/c Ratio	0.26	0.33	0.23	0.56	0.14	0.28	0.22	0.17	0.15	0.77	0.14	0.07
Control Delay	31.9	28.7	10.9	33.0	21.8	7.0	32.1	21.2	6.9	46.4	16.8	6.7
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
Total Delay	31.9	28.7	10.9	33.0	21.8	7.0	32.1	21.2	6.9	46.4	16.8	6.7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	C	B	C	C	A	C	C	A	D	B	A
Approach Delay		25.4			21.9			18.9			29.0	
Approach LOS		C			C			B			C	
Queue Length 50th (ft)	19	30	0	61	18	0	16	33	0	86	34	0
Queue Length 95th (ft)	51	59	30	120	38	39	47	65	33	#203	67	25
Internal Link Dist (ft)		1767			5088			2499			954	
Turn Bay Length (ft)	100		100	100		600	200			475		100
Base Capacity (vph)	335	697	357	363	819	456	195	1143	566	298	1573	732
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	0.15	0.22	0.16	0.44	0.12	0.26	0.22	0.17	0.15	0.73	0.14	0.07

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 71.1
Natural Cycle: 80
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.77
Intersection Signal Delay: 24.2 Intersection LOS: C
Intersection Capacity Utilization 47.7% 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: 5: Airway Rd & Britannia Blvd



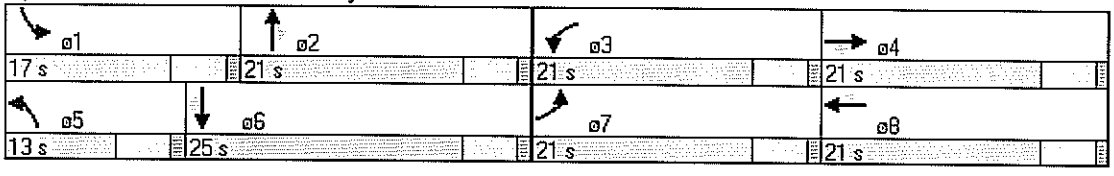
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		600	200		0	475		100
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			48			240			177			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			40			40	
Link Distance (ft)		1847			5168			2579			1034	
Travel Time (s)		31.5			88.1			44.0			17.6	
Volume (vph)	55	101	44	85	153	221	58	219	163	120	192	51
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	60	110	48	92	166	240	63	238	177	130	209	55
Lane Group Flow (vph)	60	110	48	92	166	240	63	238	177	130	209	55
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	8.0	10.0	10.0	8.0	10.0	10.0
Minimum Split (s)	21.0	21.0	21.0	21.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0
Total Split (s)	21.0	21.0	21.0	21.0	21.0	21.0	13.0	21.0	21.0	17.0	25.0	25.0
Total Split (%)	26.3%	26.3%	26.3%	26.3%	26.3%	26.3%	16.3%	26.3%	26.3%	21.3%	31.3%	31.3%
Maximum Green (s)	16.0	16.0	16.0	16.0	16.0	16.0	8.0	16.0	16.0	12.0	20.0	20.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0		0	0		0	0
Act Effct Green (s)	9.0	9.9	9.9	10.1	13.6	13.6	9.0	26.7	26.7	11.2	31.6	31.6
Actuated g/C Ratio	0.13	0.15	0.15	0.15	0.20	0.20	0.13	0.41	0.41	0.17	0.49	0.49
v/c Ratio	0.28	0.23	0.19	0.37	0.25	0.49	0.30	0.18	0.25	0.48	0.13	0.07
Control Delay	30.1	26.0	10.6	29.5	23.3	7.8	31.8	19.3	5.3	31.0	15.8	6.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.1	26.0	10.6	29.5	23.3	7.8	31.8	19.3	5.3	31.0	15.8	6.4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	C	B	C	C	A	C	B	A	C	B	A
Approach Delay		23.7			17.0			15.8			19.5	
Approach LOS		C			B			B			B	
Queue Length 50th (ft)	22	21	0	33	31	0	23	37	0	47	31	0
Queue Length 95th (ft)	56	43	26	76	58	55	62	77	46	103	63	24
Internal Link Dist (ft)		1767			5088			2499			954	
Turn Bay Length (ft)	100		100	100		600	200			475		100
Base Capacity (vph)	361	751	373	378	830	550	211	1352	709	309	1597	743
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	0.17	0.15	0.13	0.24	0.20	0.44	0.30	0.18	0.25	0.42	0.13	0.07

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 64.9
Natural Cycle: 80
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.49
Intersection Signal Delay: 18.2 Intersection LOS: B
Intersection Capacity Utilization 40.0% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 5: Airway Rd & Britannia Blvd



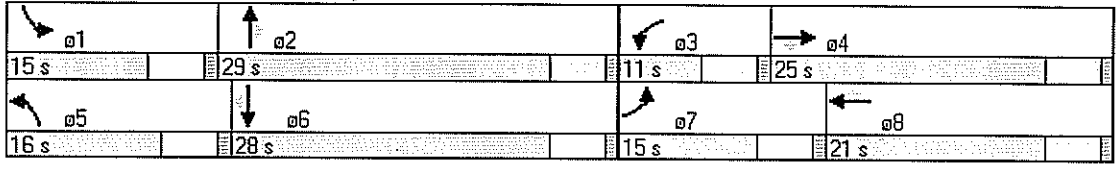
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	100		100	325		0
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.91	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1468	1641	3282	1468	1641	4715	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3282	1468	1641	3282	1468	1641	4715	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			247			133			134			72
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)		5168			6483			2507			830	
Travel Time (s)		88.1			110.5			42.7			14.1	
Volume (vph)	123	116	227	21	124	122	139	462	123	96	654	66
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	134	126	247	23	135	133	151	502	134	104	711	72
Lane Group Flow (vph)	134	126	247	23	135	133	151	502	134	104	711	72
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	8.0	10.0	10.0	8.0	10.0	10.0
Minimum Split (s)	11.0	21.0	21.0	11.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0
Total Split (s)	15.0	25.0	25.0	11.0	21.0	21.0	16.0	29.0	29.0	15.0	28.0	28.0
Total Split (%)	18.8%	31.3%	31.3%	13.8%	26.3%	26.3%	20.0%	36.3%	36.3%	18.8%	35.0%	35.0%
Maximum Green (s)	10.0	20.0	20.0	6.0	16.0	16.0	11.0	24.0	24.0	10.0	23.0	23.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	10.4	20.0	20.0	7.0	10.0	10.0	13.5	34.4	34.4	11.8	30.1	30.1
Actuated g/C Ratio	0.13	0.25	0.25	0.09	0.12	0.12	0.17	0.43	0.43	0.15	0.38	0.38
v/c Ratio	0.63	0.15	0.45	0.16	0.33	0.44	0.55	0.25	0.19	0.43	0.58	0.12
Control Delay	46.7	25.3	7.0	36.6	34.0	11.3	37.3	16.9	4.6	45.8	14.2	1.2
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
Total Delay	46.7	25.3	7.0	36.6	34.0	11.3	37.3	16.9	4.6	45.8	14.2	1.2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	D	C	A	D	C	B	D	B	A	D	B	A
Approach Delay		22.1			23.8			18.7			16.8	
Approach LOS		C			C			B			B	
Queue Length 50th (ft)	64	23	0	11	33	0	70	60	0	55	102	1
Queue Length 95th (ft)	#130	51	58	33	57	47	121	97	37	m101	91	m2
Internal Link Dist (ft)		5088			6403			2427			750	
Turn Bay Length (ft)	100		100	100		100	100		100	325		
Base Capacity (vph)	226	915	588	144	697	417	291	2029	708	257	1235	597
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	0.59	0.14	0.42	0.16	0.19	0.32	0.52	0.25	0.19	0.40	0.58	0.12

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 74 (93%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.63
Intersection Signal Delay: 19.3 Intersection LOS: B
Intersection Capacity Utilization 52.6% 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.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: Airway Rd & La Media Rd



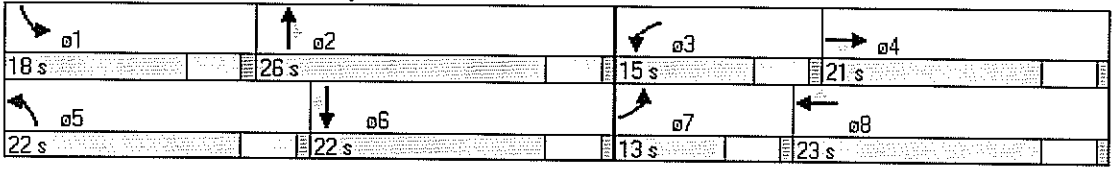
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	100		100	325		0
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.91	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1468	1641	3282	1468	1641	4715	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3282	1468	1641	3282	1468	1641	4715	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			166			115			25			147
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)		5168			6483			2507			830	
Travel Time (s)		88.1			110.5			42.7			14.1	
Volume (vph)	73	137	153	135	128	106	250	719	23	134	508	135
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	79	149	166	147	139	115	272	782	25	146	552	147
Lane Group Flow (vph)	79	149	166	147	139	115	272	782	25	146	552	147
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	8.0	10.0	10.0	8.0	10.0	10.0
Minimum Split (s)	11.0	21.0	21.0	11.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0
Total Split (s)	13.0	21.0	21.0	15.0	23.0	23.0	22.0	26.0	26.0	18.0	22.0	22.0
Total Split (%)	16.3%	26.3%	26.3%	18.8%	28.8%	28.8%	27.5%	32.5%	32.5%	22.5%	27.5%	27.5%
Maximum Green (s)	8.0	16.0	16.0	10.0	18.0	18.0	17.0	21.0	21.0	13.0	17.0	17.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	8.5	10.3	10.3	10.6	14.6	14.6	19.1	29.6	29.6	13.5	23.9	23.9
Actuated g/C Ratio	0.11	0.13	0.13	0.13	0.18	0.18	0.24	0.37	0.37	0.17	0.30	0.30
v/c Ratio	0.45	0.35	0.50	0.67	0.23	0.32	0.69	0.45	0.04	0.53	0.56	0.27
Control Delay	42.0	33.8	11.0	49.6	30.0	8.8	37.1	21.3	8.9	41.0	25.8	9.1
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
Total Delay	42.0	33.8	11.0	49.6	30.0	8.8	37.1	21.3	8.9	41.0	25.8	9.1

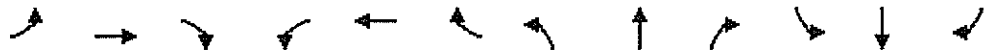
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	D	C	B	D	C	A	D	C	A	D	C	A
Approach Delay		25.9			31.1			24.9			25.5	
Approach LOS		C			C			C			C	
Queue Length 50th (ft)	37	36	0	71	33	0	122	105	0	75	69	0
Queue Length 95th (ft)	80	62	51	#148	56	42	196	164	18	130	175	44
Internal Link Dist (ft)		5088			6403			2427			750	
Turn Bay Length (ft)	100		100	100		100	100		100	325		
Base Capacity (vph)	185	697	443	228	801	445	417	1743	559	310	982	542
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	0.43	0.21	0.37	0.64	0.17	0.26	0.65	0.45	0.04	0.47	0.56	0.27

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 72 (90%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.69
Intersection Signal Delay: 26.2 Intersection LOS: C
Intersection Capacity Utilization 55.4% 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: Airway Rd & La Media Rd





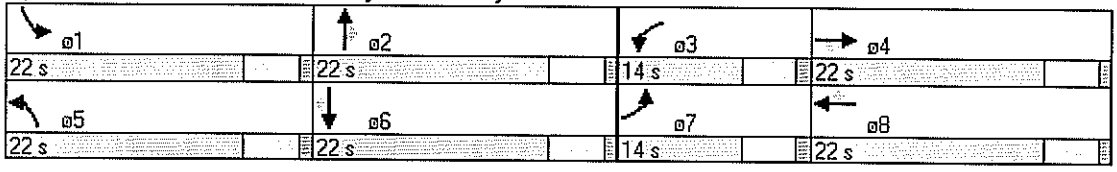
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	250		100	100		675
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			57			24			13			53
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)		6483			1406			1377			2585	
Travel Time (s)		110.5			24.0			23.5			44.1	
Volume (vph)	68	84	52	16	74	22	43	64	12	30	74	49
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	74	91	57	17	80	24	47	70	13	33	80	53
Lane Group Flow (vph)	74	91	57	17	80	24	47	70	13	33	80	53
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	8.0	10.0	10.0	8.0	10.0	10.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0
Total Split (s)	14.0	22.0	22.0	14.0	22.0	22.0	22.0	22.0	22.0	22.0	22.0	22.0
Total Split (%)	17.5%	27.5%	27.5%	17.5%	27.5%	27.5%	27.5%	27.5%	27.5%	27.5%	27.5%	27.5%
Maximum Green (s)	9.0	17.0	17.0	9.0	17.0	17.0	17.0	17.0	17.0	17.0	17.0	17.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	Min	Min	Min	Min	Min	Min
Walk Time (s)		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0	0	0	0	0	0	0
Act Effct Green (s)	8.6	14.4	14.4	7.7	9.2	9.2	10.2	12.4	12.4	10.1	12.2	12.2
Actuated g/C Ratio	0.18	0.29	0.29	0.15	0.19	0.19	0.23	0.28	0.28	0.23	0.28	0.28
v/c Ratio	0.26	0.10	0.12	0.07	0.13	0.08	0.12	0.08	0.03	0.09	0.09	0.12
Control Delay	22.0	14.3	6.6	24.2	20.0	10.5	20.0	17.3	10.4	20.3	17.6	7.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.0	14.3	6.6	24.2	20.0	10.5	20.0	17.3	10.4	20.3	17.6	7.6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	B	A	C	B	B	B	B	B	C	B	A
Approach Delay		14.9			18.7			17.6			14.9	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)	21	8	0	5	11	0	13	9	0	9	11	0
Queue Length 95th (ft)	53	30	24	20	28	16	37	24	11	29	26	24
Internal Link Dist (ft)		6403			1326			1297			2505	
Turn Bay Length (ft)	100		100	100		100	250		100	100		675
Base Capacity (vph)	334	1198	572	309	1027	476	598	1249	566	597	1246	591
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	0.22	0.08	0.10	0.06	0.08	0.05	0.08	0.06	0.02	0.06	0.06	0.09

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 44.2
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.26
Intersection Signal Delay: 16.2 Intersection LOS: B
Intersection Capacity Utilization 31.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 20: Airway Rd & Sanyo Ave



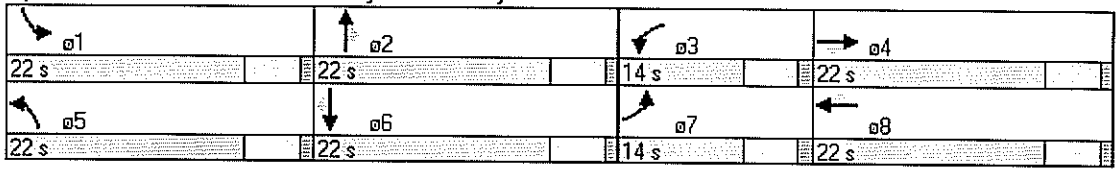
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	250		100	100		675
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			51			35			18			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			40			40	
Link Distance (ft)		6483			1406			1377			2585	
Travel Time (s)		110.5			24.0			23.5			44.1	
Volume (vph)	54	81	47	13	93	32	57	81	17	24	70	75
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	59	88	51	14	101	35	62	88	18	26	76	82
Lane Group Flow (vph)	59	88	51	14	101	35	62	88	18	26	76	82
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	8.0	10.0	10.0	8.0	10.0	10.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0
Total Split (s)	14.0	22.0	22.0	14.0	22.0	22.0	22.0	22.0	22.0	22.0	22.0	22.0
Total Split (%)	17.5%	27.5%	27.5%	17.5%	27.5%	27.5%	27.5%	27.5%	27.5%	27.5%	27.5%	27.5%
Maximum Green (s)	9.0	17.0	17.0	9.0	17.0	17.0	17.0	17.0	17.0	17.0	17.0	17.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	Min	Min	Min	Min	Min	Min
Walk Time (s)		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0	0	0	0	0	0	0
Act Effct Green (s)	8.4	14.4	14.4	7.7	9.3	9.3	10.5	12.7	12.7	10.0	12.3	12.3
Actuated g/C Ratio	0.17	0.29	0.29	0.14	0.19	0.19	0.24	0.29	0.29	0.23	0.28	0.28
v/c Ratio	0.21	0.09	0.11	0.06	0.16	0.11	0.16	0.09	0.04	0.07	0.08	0.18
Control Delay	21.9	14.4	6.8	24.5	20.2	9.7	20.0	16.9	9.5	20.8	17.8	7.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.9	14.4	6.8	24.5	20.2	9.7	20.0	16.9	9.5	20.8	17.8	7.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	B	A	C	C	A	C	B	A	C	B	A
Approach Delay		14.7			18.1			17.3			13.4	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)	17	8	0	4	14	0	17	12	0	7	10	0
Queue Length 95th (ft)	46	29	24	18	34	20	46	28	13	26	26	30
Internal Link Dist (ft)		6403			1326			1297			2505	
Turn Bay Length (ft)	100		100	100		100	250		100	100		675
Base Capacity (vph)	332	1186	563	308	1026	483	598	1252	571	595	1244	607
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	0.18	0.07	0.09	0.05	0.10	0.07	0.10	0.07	0.03	0.04	0.06	0.14

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 44.4
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.21
Intersection Signal Delay: 15.7 Intersection LOS: B
Intersection Capacity Utilization 31.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 20: Airway Rd & Sanyo Ave



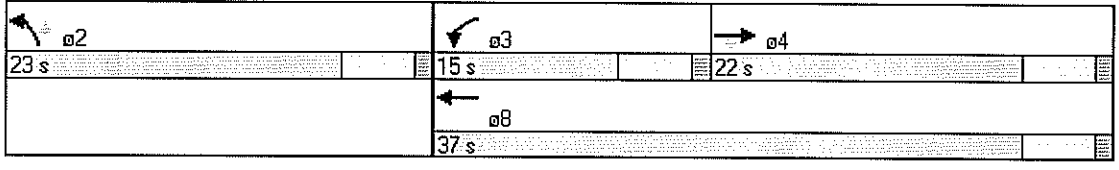
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		100	100		100	0
Storage Lanes		1	1		1	1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3282	1468	1641	3282	1641	1468
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3282	1468	1641	3282	1641	1468
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		63				57
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	40			40	40	
Link Distance (ft)	1406			2459	1186	
Travel Time (s)	24.0			41.9	20.2	
Volume (vph)	56	58	35	50	73	52
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	61	63	38	54	79	57
Lane Group Flow (vph)	61	63	38	54	79	57
Turn Type		Perm	Prot			Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Detector Phases	4	4	3	8	2	2
Minimum Initial (s)	10.0	10.0	8.0	10.0	8.0	8.0
Minimum Split (s)	21.0	21.0	13.0	21.0	21.0	21.0
Total Split (s)	22.0	22.0	15.0	37.0	23.0	23.0
Total Split (%)	36.7%	36.7%	25.0%	61.7%	38.3%	38.3%
Maximum Green (s)	17.0	17.0	10.0	32.0	18.0	18.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?						
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)	5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	15.0	15.0	11.7	18.6	35.2	35.2
Actuated g/C Ratio	0.26	0.26	0.20	0.32	0.71	0.71
v/c Ratio	0.07	0.15	0.12	0.05	0.07	0.05
Control Delay	8.6	4.6	12.8	4.9	7.7	4.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	8.6	4.6	12.8	4.9	7.7	4.4

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
LOS	A	A	B	A	A	A
Approach Delay	6.6			8.2	6.3	
Approach LOS	A			A	A	
Queue Length 50th (ft)	1	0	0	1	0	0
Queue Length 95th (ft)	16	20	25	7	39	19
Internal Link Dist (ft)	1326			2379	1106	
Turn Bay Length (ft)		100	100		100	
Base Capacity (vph)	1162	560	375	1681	1271	1150
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	0.05	0.11	0.10	0.03	0.06	0.05

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 49.3
Natural Cycle: 55
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.15
Intersection Signal Delay: 6.9 Intersection LOS: A
Intersection Capacity Utilization 21.9% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 25: Airway Rd & Paseo De Las Americas



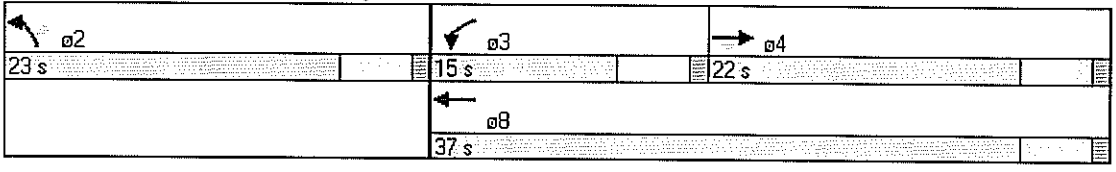
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↱	↰	↑↑	↰	↱
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		100	100		100	0
Storage Lanes		1	1		1	1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3282	1468	1641	3282	1641	1468
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3282	1468	1641	3282	1641	1468
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		87				42
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	40			40	40	
Link Distance (ft)	1406			2459	1186	
Travel Time (s)	24.0			41.9	20.2	
Volume (vph)	55	80	58	62	64	39
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	60	87	63	67	70	42
Lane Group Flow (vph)	60	87	63	67	70	42
Turn Type		Perm	Prot			Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Detector Phases	4	4	3	8	2	2
Minimum Initial (s)	10.0	10.0	8.0	10.0	8.0	8.0
Minimum Split (s)	21.0	21.0	13.0	21.0	21.0	21.0
Total Split (s)	22.0	22.0	15.0	37.0	23.0	23.0
Total Split (%)	36.7%	36.7%	25.0%	61.7%	38.3%	38.3%
Maximum Green (s)	17.0	17.0	10.0	32.0	18.0	18.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?						
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)	5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	14.6	14.6	11.6	22.0	28.9	28.9
Actuated g/C Ratio	0.25	0.25	0.19	0.38	0.56	0.56
v/c Ratio	0.07	0.20	0.20	0.05	0.08	0.05
Control Delay	10.6	5.1	14.3	4.4	11.3	5.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	10.6	5.1	14.3	4.4	11.3	5.9

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
LOS	B	A	B	A	B	A
Approach Delay	7.3			9.2	9.3	
Approach LOS	A			A	A	
Queue Length 50th (ft)	2	0	6	2	7	0
Queue Length 95th (ft)	16	24	35	8	37	17
Internal Link Dist (ft)	1326			2379	1106	
Turn Bay Length (ft)		100	100		100	
Base Capacity (vph)	1143	568	363	1765	1062	965
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	0.05	0.15	0.17	0.04	0.07	0.04

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 51.9
Natural Cycle: 55
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.20
Intersection Signal Delay: 8.5 Intersection LOS: A
Intersection Capacity Utilization 23.2% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 25: Airway Rd & Paseo De Las Americas



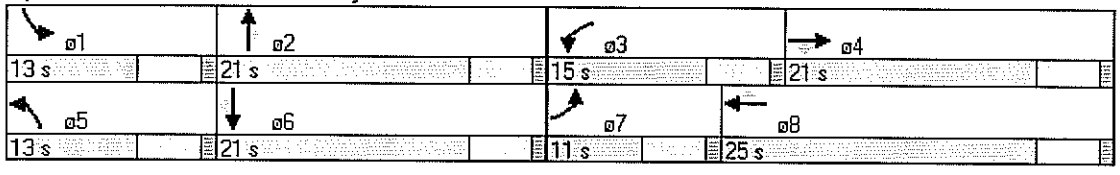
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	175		100	100		100	175		0	200		0
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			77			25			149			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			40			40	
Link Distance (ft)		2459			2618			1171			2573	
Travel Time (s)		41.9			44.6			20.0			43.9	
Volume (vph)	36	80	71	144	49	23	50	122	137	31	178	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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	39	87	77	157	53	25	54	133	149	34	193	48
Lane Group Flow (vph)	39	87	77	157	53	25	54	133	149	34	193	48
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	8.0	10.0	10.0	8.0	10.0	10.0
Minimum Split (s)	11.0	21.0	21.0	11.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0
Total Split (s)	11.0	21.0	21.0	15.0	25.0	25.0	13.0	21.0	21.0	13.0	21.0	21.0
Total Split (%)	15.7%	30.0%	30.0%	21.4%	35.7%	35.7%	18.6%	30.0%	30.0%	18.6%	30.0%	30.0%
Maximum Green (s)	6.0	16.0	16.0	10.0	20.0	20.0	8.0	16.0	16.0	8.0	16.0	16.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	7.2	9.7	9.7	10.6	17.7	17.7	9.3	27.5	27.5	9.3	24.8	24.8
Actuated g/C Ratio	0.10	0.15	0.15	0.17	0.28	0.28	0.14	0.44	0.44	0.13	0.39	0.39
v/c Ratio	0.23	0.18	0.27	0.57	0.06	0.06	0.24	0.09	0.21	0.16	0.15	0.08
Control Delay	29.9	23.3	9.5	31.0	17.4	9.5	26.7	14.3	4.6	26.5	16.0	6.7
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
Total Delay	29.9	23.3	9.5	31.0	17.4	9.5	26.7	14.3	4.6	26.5	16.0	6.7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	C	A	C	B	A	C	B	A	C	B	A
Approach Delay		19.3			25.6			12.0			15.7	
Approach LOS		B			C			B			B	
Queue Length 50th (ft)	14	15	0	54	6	0	18	13	0	11	29	0
Queue Length 95th (ft)	39	33	31	109	21	16	48	39	37	34	53	21
Internal Link Dist (ft)		2379			2538			1091			2493	
Turn Bay Length (ft)	175		100	100		100	175			200		
Base Capacity (vph)	169	790	412	291	1106	511	222	1429	723	214	1291	607
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	0.23	0.11	0.19	0.54	0.05	0.05	0.24	0.09	0.21	0.16	0.15	0.08

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 63.1
Natural Cycle: 70
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.57
Intersection Signal Delay: 17.4 Intersection LOS: B
Intersection Capacity Utilization 39.6% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 7: Airway Rd & Enrico Fermi Dr



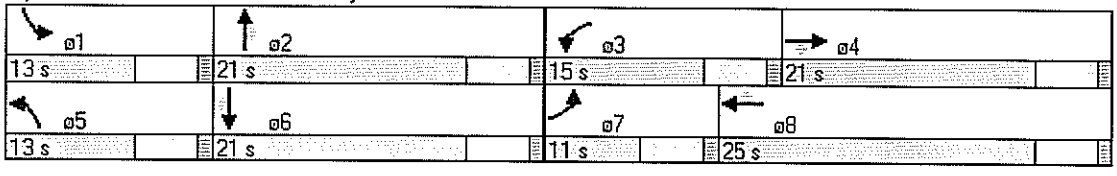
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	175		100	100		100	175		0	200		0
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			60			37			149			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)		40			40			40			40	
Link Distance (ft)		2459			2618			1171			2573	
Travel Time (s)		41.9			44.6			20.0			43.9	
Volume (vph)	49	54	55	151	89	34	78	122	137	25	134	39
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	53	59	60	164	97	37	85	133	149	27	146	42
Lane Group Flow (vph)	53	59	60	164	97	37	85	133	149	27	146	42
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	8.0	10.0	10.0	8.0	10.0	10.0
Minimum Split (s)	11.0	21.0	21.0	11.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0
Total Split (s)	11.0	21.0	21.0	15.0	25.0	25.0	13.0	21.0	21.0	13.0	21.0	21.0
Total Split (%)	15.7%	30.0%	30.0%	21.4%	35.7%	35.7%	18.6%	30.0%	30.0%	18.6%	30.0%	30.0%
Maximum Green (s)	6.0	16.0	16.0	10.0	20.0	20.0	8.0	16.0	16.0	8.0	16.0	16.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	7.1	9.3	9.3	10.6	14.7	14.7	9.1	29.0	29.0	9.1	23.7	23.7
Actuated g/C Ratio	0.10	0.14	0.14	0.17	0.23	0.23	0.14	0.45	0.45	0.13	0.37	0.37
v/c Ratio	0.31	0.13	0.23	0.60	0.13	0.10	0.38	0.09	0.20	0.13	0.12	0.07
Control Delay	31.1	23.8	10.1	32.9	19.4	8.5	29.3	14.1	4.6	26.3	16.9	6.9
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
Total Delay	31.1	23.8	10.1	32.9	19.4	8.5	29.3	14.1	4.6	26.3	16.9	6.9

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	C	B	C	B	A	C	B	A	C	B	A
Approach Delay		21.3			25.5			13.8			16.1	
Approach LOS		C			C			B			B	
Queue Length 50th (ft)	19	10	0	57	15	0	29	13	0	9	21	0
Queue Length 95th (ft)	49	25	28	#114	33	20	67	38	37	29	42	20
Internal Link Dist (ft)		2379			2538			1091			2493	
Turn Bay Length (ft)	175		100	100		100	175			200		
Base Capacity (vph)	170	760	386	282	1010	477	225	1493	749	209	1218	571
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	0.31	0.08	0.16	0.58	0.10	0.08	0.38	0.09	0.20	0.13	0.12	0.07

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 63.8
Natural Cycle: 70
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.60
Intersection Signal Delay: 18.8 Intersection LOS: B
Intersection Capacity Utilization 40.0% 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: 7: Airway Rd & Enrico Fermi Dr



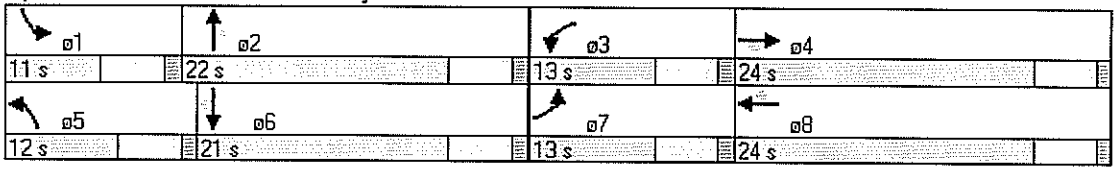
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	100		100	100		100
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			22			16			10			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)		40			40			40			40	
Link Distance (ft)		2618			1746			1165			622	
Travel Time (s)		44.6			29.8			19.9			10.6	
Volume (vph)	55	43	20	8	39	15	23	112	9	17	13	38
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	60	47	22	9	42	16	25	122	10	18	14	41
Lane Group Flow (vph)	60	47	22	9	42	16	25	122	10	18	14	41
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	12.0	21.0	21.0	11.0	21.0	21.0
Total Split (s)	13.0	24.0	24.0	13.0	24.0	24.0	12.0	22.0	22.0	11.0	21.0	21.0
Total Split (%)	18.6%	34.3%	34.3%	18.6%	34.3%	34.3%	17.1%	31.4%	31.4%	15.7%	30.0%	30.0%
Maximum Green (s)	8.0	19.0	19.0	8.0	19.0	19.0	7.0	17.0	17.0	6.0	16.0	16.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	10.7	16.8	16.8	10.5	13.0	13.0	8.7	46.9	46.9	8.2	46.6	46.6
Actuated g/C Ratio	0.15	0.23	0.23	0.14	0.18	0.18	0.12	0.73	0.73	0.11	0.73	0.73
v/c Ratio	0.25	0.06	0.06	0.04	0.07	0.06	0.13	0.05	0.01	0.10	0.01	0.04
Control Delay	20.4	13.9	8.4	21.5	16.6	10.7	22.6	8.7	8.3	23.2	11.8	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
Total Delay	20.4	13.9	8.4	21.5	16.6	10.7	22.6	8.7	8.3	23.2	11.8	5.9

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	B	A	C	B	B	C	A	A	C	B	A
Approach Delay		16.0			15.9			10.9			11.3	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)	5	1	0	1	1	0	2	0	0	2	0	0
Queue Length 95th (ft)	50	20	16	14	18	14	27	34	9	23	7	19
Internal Link Dist (ft)		2538			1666			1085			542	
Turn Bay Length (ft)	100		100	100		100	100		100	100		100
Base Capacity (vph)	244	1005	465	231	913	420	209	2399	1076	185	2389	1080
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	0.25	0.05	0.05	0.04	0.05	0.04	0.12	0.05	0.01	0.10	0.01	0.04

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 64.1
Natural Cycle: 70
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.25
Intersection Signal Delay: 13.3 Intersection LOS: B
Intersection Capacity Utilization 31.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 39: Airway Rd & Alta Rd



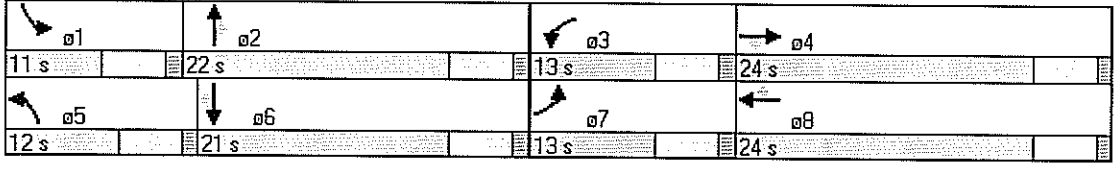
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	100		100	100		100
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			28			16			10			66
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)		2618			1746			1165			622	
Travel Time (s)		44.6			29.8			19.9			10.6	
Volume (vph)	42	42	26	10	47	15	22	95	9	16	26	61
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	46	46	28	11	51	16	24	103	10	17	28	66
Lane Group Flow (vph)	46	46	28	11	51	16	24	103	10	17	28	66
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	12.0	21.0	21.0	11.0	21.0	21.0
Total Split (s)	13.0	24.0	24.0	13.0	24.0	24.0	12.0	22.0	22.0	11.0	21.0	21.0
Total Split (%)	18.6%	34.3%	34.3%	18.6%	34.3%	34.3%	17.1%	31.4%	31.4%	15.7%	30.0%	30.0%
Maximum Green (s)	8.0	19.0	19.0	8.0	19.0	19.0	7.0	17.0	17.0	6.0	16.0	16.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	10.7	16.8	16.8	10.5	13.0	13.0	8.7	46.7	46.7	8.2	46.5	46.5
Actuated g/C Ratio	0.15	0.23	0.23	0.14	0.18	0.18	0.12	0.73	0.73	0.11	0.73	0.73
v/c Ratio	0.19	0.06	0.08	0.05	0.09	0.06	0.12	0.04	0.01	0.09	0.01	0.06
Control Delay	20.0	13.9	7.9	21.6	16.5	10.7	22.6	8.9	8.3	23.1	11.0	4.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.0	13.9	7.9	21.6	16.5	10.7	22.6	8.9	8.3	23.1	11.0	4.9

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	B	B	A	C	B	B	C	A	A	C	B	A
Approach Delay		14.8			16.0			11.3			9.3	
Approach LOS		B			B			B			A	
Queue Length 50th (ft)	4	1	0	1	1	0	2	0	0	2	0	0
Queue Length 95th (ft)	41	20	18	16	21	14	26	30	9	22	12	24
Internal Link Dist (ft)		2538			1666			1085			542	
Turn Bay Length (ft)	100		100	100		100	100		100	100		100
Base Capacity (vph)	244	1007	469	232	914	420	209	2399	1076	186	2389	1086
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	0.19	0.05	0.06	0.05	0.06	0.04	0.11	0.04	0.01	0.09	0.01	0.06

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 63.9
Natural Cycle: 70
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.19
Intersection Signal Delay: 12.6 Intersection LOS: B
Intersection Capacity Utilization 31.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 39: Airway Rd & Alta Rd



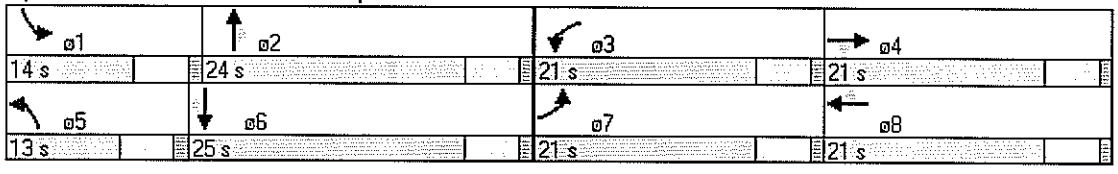
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		375	125		100	350		0
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	4715	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	4715	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			39			51			38			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)		40			40			40			40	
Link Distance (ft)		1880			5156			1276			2579	
Travel Time (s)		32.0			87.9			21.8			44.0	
Volume (vph)	36	27	36	55	12	47	24	150	35	82	244	41
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	39	29	39	60	13	51	26	163	38	89	265	45
Lane Group Flow (vph)	39	29	39	60	13	51	26	163	38	89	265	45
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	8.0	10.0	10.0	8.0	10.0	10.0
Minimum Split (s)	21.0	21.0	21.0	21.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0
Total Split (s)	21.0	21.0	21.0	21.0	21.0	21.0	13.0	24.0	24.0	14.0	25.0	25.0
Total Split (%)	26.3%	26.3%	26.3%	26.3%	26.3%	26.3%	16.3%	30.0%	30.0%	17.5%	31.3%	31.3%
Maximum Green (s)	16.0	16.0	16.0	16.0	16.0	16.0	8.0	19.0	19.0	9.0	20.0	20.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0		0	0		0	0
Act Effct Green (s)	9.0	9.9	9.9	9.8	13.5	13.5	9.8	42.0	42.0	10.5	45.6	45.6
Actuated g/C Ratio	0.11	0.13	0.13	0.13	0.18	0.18	0.12	0.58	0.58	0.14	0.63	0.63
v/c Ratio	0.21	0.05	0.18	0.29	0.02	0.17	0.13	0.08	0.04	0.40	0.13	0.05
Control Delay	27.9	24.2	11.6	26.6	22.2	9.8	27.2	13.4	6.7	28.6	11.2	6.1
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
Total Delay	27.9	24.2	11.6	26.6	22.2	9.8	27.2	13.4	6.7	28.6	11.2	6.1

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	C	B	C	C	A	C	B	A	C	B	A
Approach Delay		21.0			19.2			13.9			14.5	
Approach LOS		C			B			B			B	
Queue Length 50th (ft)	14	3	0	21	1	0	9	23	0	31	25	0
Queue Length 95th (ft)	38	11	24	52	6	26	30	46	19	73	68	20
Internal Link Dist (ft)		1800			5076			1196			2499	
Turn Bay Length (ft)	100		100	100		375	125		100	350		
Base Capacity (vph)	343	1017	347	357	1122	389	202	1919	874	232	2081	947
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	0.11	0.03	0.11	0.17	0.01	0.13	0.13	0.08	0.04	0.38	0.13	0.05

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 71.9
Natural Cycle: 80
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.40
Intersection Signal Delay: 15.8 Intersection LOS: B
Intersection Capacity Utilization 34.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 34: Siempre Viva Rd & Britannia Blvd



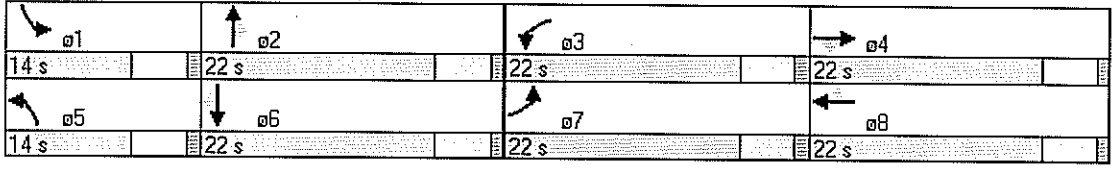
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		375	125		100	350		0
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	4715	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	4715	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			29			68			65			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)		40			40			40			40	
Link Distance (ft)		1880			5156			1276			2579	
Travel Time (s)		32.0			87.9			21.8			44.0	
Volume (vph)	45	13	27	38	30	63	39	268	60	51	165	39
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	49	14	29	41	33	68	42	291	65	55	179	42
Lane Group Flow (vph)	49	14	29	41	33	68	42	291	65	55	179	42
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	8.0	10.0	10.0	8.0	10.0	10.0
Minimum Split (s)	21.0	21.0	21.0	21.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0
Total Split (s)	22.0	22.0	22.0	22.0	22.0	22.0	14.0	22.0	22.0	14.0	22.0	22.0
Total Split (%)	27.5%	27.5%	27.5%	27.5%	27.5%	27.5%	17.5%	27.5%	27.5%	17.5%	27.5%	27.5%
Maximum Green (s)	17.0	17.0	17.0	17.0	17.0	17.0	9.0	17.0	17.0	9.0	17.0	17.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0		0	0		0	0
Act Effct Green (s)	9.4	13.4	13.4	9.1	10.2	10.2	10.1	40.4	40.4	10.3	43.6	43.6
Actuated g/C Ratio	0.13	0.18	0.18	0.12	0.13	0.13	0.13	0.57	0.57	0.14	0.62	0.62
v/c Ratio	0.24	0.02	0.10	0.21	0.05	0.27	0.20	0.15	0.07	0.25	0.09	0.05
Control Delay	25.3	21.2	10.9	26.6	22.5	10.0	26.2	13.5	5.7	25.2	11.9	6.7
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
Total Delay	25.3	21.2	10.9	26.6	22.5	10.0	26.2	13.5	5.7	25.2	11.9	6.7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	C	B	C	C	A	C	B	A	C	B	A
Approach Delay		20.1			17.7			13.6			13.7	
Approach LOS		C			B			B			B	
Queue Length 50th (ft)	16	1	0	14	3	0	14	42	0	18	16	0
Queue Length 95th (ft)	44	6	20	39	11	30	40	77	25	48	51	20
Internal Link Dist (ft)		1800			5076			1196			2499	
Turn Bay Length (ft)	100		100	100		375	125		100	350		
Base Capacity (vph)	379	1179	389	366	1089	391	227	1883	870	236	2030	924
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	0.13	0.01	0.07	0.11	0.03	0.17	0.19	0.15	0.07	0.23	0.09	0.05

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 70.5
Natural Cycle: 80
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.27
Intersection Signal Delay: 14.9 Intersection LOS: B
Intersection Capacity Utilization 34.2% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 34: Siempre Viva Rd & Britannia Blvd



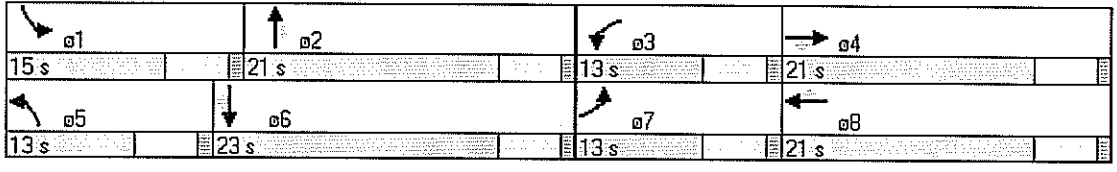
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	100		100	100		100
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	4715	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	4715	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			39			84			20			79
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)		5156			5308			1287			2507	
Travel Time (s)		87.9			90.5			21.9			42.7	
Volume (vph)	55	134	36	22	104	77	29	89	18	117	150	73
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	60	146	39	24	113	84	32	97	20	127	163	79
Lane Group Flow (vph)	60	146	39	24	113	84	32	97	20	127	163	79
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	8.0	10.0	10.0	8.0	10.0	10.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0
Total Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0	15.0	23.0	23.0
Total Split (%)	18.6%	30.0%	30.0%	18.6%	30.0%	30.0%	18.6%	30.0%	30.0%	21.4%	32.9%	32.9%
Maximum Green (s)	8.0	16.0	16.0	8.0	16.0	16.0	8.0	16.0	16.0	10.0	18.0	18.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	Min	Min	None	Min	Min
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	10.3	17.8	17.8	9.8	11.7	11.7	11.5	31.4	31.4	12.8	35.4	35.4
Actuated g/C Ratio	0.16	0.27	0.27	0.14	0.18	0.18	0.17	0.52	0.52	0.19	0.58	0.58
v/c Ratio	0.23	0.11	0.09	0.10	0.13	0.25	0.12	0.06	0.03	0.40	0.08	0.09
Control Delay	22.1	13.5	7.7	24.9	18.2	7.9	22.4	16.3	9.9	21.9	12.7	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	0.0
Total Delay	22.1	13.5	7.7	24.9	18.2	7.9	22.4	16.3	9.9	21.9	12.7	5.6

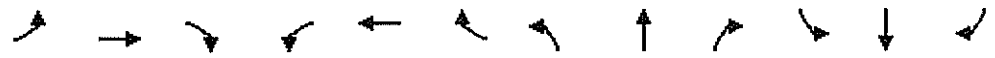
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	B	A	C	B	A	C	B	A	C	B	A
Approach Delay		14.7			15.0			16.8			14.3	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)	18	10	0	7	11	0	9	13	0	37	14	0
Queue Length 95th (ft)	47	30	21	24	24	31	29	31	14	81	45	28
Internal Link Dist (ft)		5076			5228			1207			2427	
Turn Bay Length (ft)	100		100	100		100	100		100	100		100
Base Capacity (vph)	285	1548	508	266	1315	470	276	1853	837	340	2016	932
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	0.21	0.09	0.08	0.09	0.09	0.18	0.12	0.05	0.02	0.37	0.08	0.08

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 60.6
Natural Cycle: 70
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.40
Intersection Signal Delay: 14.9 Intersection LOS: B
Intersection Capacity Utilization 40.0% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 22: Siempre Viva Rd & La Media Rd





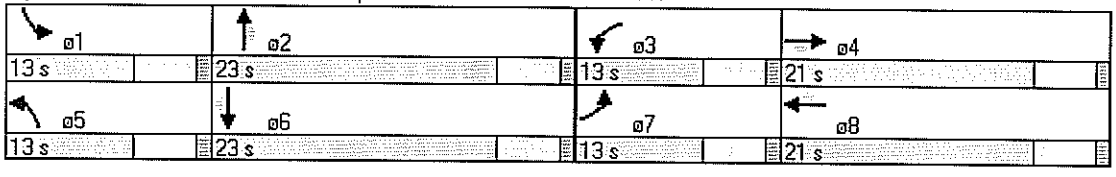
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	100		100	100		100
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	4715	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	4715	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			35			140			26			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			40			40	
Link Distance (ft)		5156			5308			1287			2507	
Travel Time (s)		87.9			90.5			21.9			42.7	
Volume (vph)	80	115	32	20	147	129	40	165	24	85	96	60
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	87	125	35	22	160	140	43	179	26	92	104	65
Lane Group Flow (vph)	87	125	35	22	160	140	43	179	26	92	104	65
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	8.0	10.0	10.0	8.0	10.0	10.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0
Total Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	13.0	23.0	23.0	13.0	23.0	23.0
Total Split (%)	18.6%	30.0%	30.0%	18.6%	30.0%	30.0%	18.6%	32.9%	32.9%	18.6%	32.9%	32.9%
Maximum Green (s)	8.0	16.0	16.0	8.0	16.0	16.0	8.0	18.0	18.0	8.0	18.0	18.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	Min	Min	None	Min	Min
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	9.7	18.3	18.3	8.8	12.0	12.0	10.5	25.1	25.1	10.6	28.1	28.1
Actuated g/C Ratio	0.14	0.28	0.28	0.12	0.18	0.18	0.15	0.40	0.40	0.16	0.45	0.45
v/c Ratio	0.36	0.09	0.08	0.11	0.18	0.36	0.18	0.14	0.04	0.36	0.07	0.09
Control Delay	24.1	12.7	7.4	24.7	17.3	7.3	22.9	15.8	9.0	23.7	14.4	6.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.1	12.7	7.4	24.7	17.3	7.3	22.9	15.8	9.0	23.7	14.4	6.6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	B	A	C	B	A	C	B	A	C	B	A
Approach Delay		16.0			13.4			16.3			15.7	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)	25	8	0	6	16	0	12	25	0	26	9	0
Queue Length 95th (ft)	62	26	19	23	31	38	37	51	17	65	32	26
Internal Link Dist (ft)		5076			5228			1207			2427	
Turn Bay Length (ft)	100		100	100		100	100		100	100		100
Base Capacity (vph)	256	1584	517	234	1332	515	245	1599	728	256	1689	787
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	0.34	0.08	0.07	0.09	0.12	0.27	0.18	0.11	0.04	0.36	0.06	0.08

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 62.6
Natural Cycle: 70
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.36
Intersection Signal Delay: 15.2 Intersection LOS: B
Intersection Capacity Utilization 40.0% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 22: Siempre Viva Rd & La Media Rd



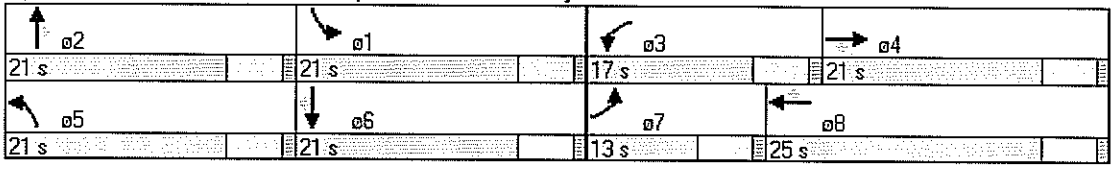
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	0		0	0		0
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	4715	1468	1641	4715	1468	1641	1727	1468	1641	1727	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	4715	1468	1641	4715	1468	1641	1727	1468	1641	1727	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			22			122			116			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			40			40	
Link Distance (ft)		5308			1198			1155			1216	
Travel Time (s)		90.5			20.4			19.7			20.7	
Volume (vph)	33	418	20	149	427	112	31	26	107	95	30	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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	36	454	22	162	464	122	34	28	116	103	33	48
Lane Group Flow (vph)	36	454	22	162	464	122	34	28	116	103	33	48
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0	10.0	8.0	8.0	8.0	8.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0
Total Split (s)	13.0	21.0	21.0	17.0	25.0	25.0	21.0	21.0	21.0	21.0	21.0	21.0
Total Split (%)	16.3%	26.3%	26.3%	21.3%	31.3%	31.3%	26.3%	26.3%	26.3%	26.3%	26.3%	26.3%
Maximum Green (s)	8.0	16.0	16.0	12.0	20.0	20.0	16.0	16.0	16.0	16.0	16.0	16.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	Max	Max	Max	Max	Max	Max
Walk Time (s)		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0	0	0	0	0	0	0
Act Effct Green (s)	9.0	13.6	13.6	11.9	22.0	22.0	17.0	17.0	17.0	17.0	17.0	17.0
Actuated g/C Ratio	0.11	0.18	0.18	0.16	0.29	0.29	0.22	0.22	0.22	0.22	0.22	0.22
v/c Ratio	0.20	0.53	0.08	0.63	0.34	0.24	0.09	0.07	0.28	0.28	0.08	0.13
Control Delay	34.8	30.7	11.9	42.1	23.2	6.3	25.4	25.2	7.6	27.8	25.3	9.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.8	30.7	11.9	42.1	23.2	6.3	25.4	25.2	7.6	27.8	25.3	9.3

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	C	B	D	C	A	C	C	A	C	C	A
Approach Delay		30.2			24.6			13.8			22.5	
Approach LOS		C			C			B			C	
Queue Length 50th (ft)	16	72	0	72	69	0	13	11	0	41	13	0
Queue Length 95th (ft)	44	103	18	#142	98	39	37	32	41	87	36	26
Internal Link Dist (ft)		5228			1118			1075			1136	
Turn Bay Length (ft)	100		100	100		100						
Base Capacity (vph)	183	1016	333	278	1420	527	370	389	420	370	389	368
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	0.20	0.45	0.07	0.58	0.33	0.23	0.09	0.07	0.28	0.28	0.08	0.13

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 75.6
Natural Cycle: 80
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.63
Intersection Signal Delay: 24.9 Intersection LOS: C
Intersection Capacity Utilization 38.5% 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: 47: Siempre Viva Rd & Otay Center Dr



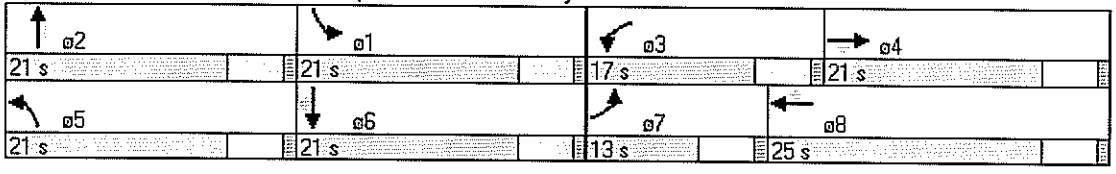
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	0		0	0		0
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	4715	1468	1641	4715	1468	1641	1727	1468	1641	1727	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	4715	1468	1641	4715	1468	1641	1727	1468	1641	1727	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			37			114			178			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			40			40	
Link Distance (ft)		5308			1198			1155			1216	
Travel Time (s)		90.5			20.4			19.7			20.7	
Volume (vph)	49	469	34	119	460	105	22	33	164	124	28	36
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	53	510	37	129	500	114	24	36	178	135	30	39
Lane Group Flow (vph)	53	510	37	129	500	114	24	36	178	135	30	39
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0	10.0	8.0	8.0	8.0	8.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0
Total Split (s)	13.0	21.0	21.0	17.0	25.0	25.0	21.0	21.0	21.0	21.0	21.0	21.0
Total Split (%)	16.3%	26.3%	26.3%	21.3%	31.3%	31.3%	26.3%	26.3%	26.3%	26.3%	26.3%	26.3%
Maximum Green (s)	8.0	16.0	16.0	12.0	20.0	20.0	16.0	16.0	16.0	16.0	16.0	16.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lead	Lag	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	3.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	Max	Max	Max	Max	Max	Max
Walk Time (s)		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0	0	0	0	0	0	0
Act Effct Green (s)	9.0	20.9	20.9	11.7	26.2	26.2	17.0	17.0	17.0	17.0	17.0	17.0
Actuated g/C Ratio	0.11	0.26	0.26	0.15	0.33	0.33	0.21	0.21	0.21	0.21	0.21	0.21
v/c Ratio	0.29	0.41	0.09	0.54	0.32	0.20	0.07	0.10	0.39	0.39	0.08	0.11
Control Delay	37.1	27.2	9.8	55.4	18.6	5.6	25.9	26.3	7.4	30.9	26.1	9.9
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
Total Delay	37.1	27.2	9.8	55.4	18.6	5.6	25.9	26.3	7.4	30.9	26.1	9.9

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	D	C	A	E	B	A	C	C	A	C	C	A
Approach Delay		27.0			23.0			12.2			26.2	
Approach LOS		C			C			B			C	
Queue Length 50th (ft)	25	82	0	69	41	4	10	15	0	58	12	0
Queue Length 95th (ft)	58	115	24	123	69	22	29	39	49	110	34	24
Internal Link Dist (ft)		5228			1118			1075			1136	
Turn Bay Length (ft)	100		100	100		100						
Base Capacity (vph)	185	1232	411	267	1544	557	349	367	452	349	367	343
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	0.29	0.41	0.09	0.48	0.32	0.20	0.07	0.10	0.39	0.39	0.08	0.11

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 74 (93%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.54
Intersection Signal Delay: 23.3 Intersection LOS: C
Intersection Capacity Utilization 39.3% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 47: Siempre Viva Rd & Otay Center Dr



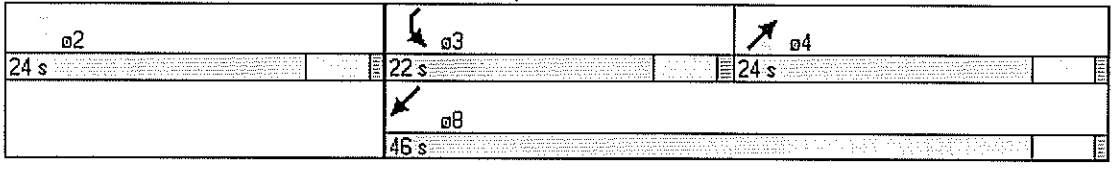
Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	200	
Storage Lanes	0	2		2	2	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)		50	50	50	50	50
Trailing Detector (ft)		0	0	0	0	0
Turning Speed (mph)	15	9		9	15	
Lane Util. Factor	1.00	0.88	0.91	0.88	0.97	0.91
Frt		0.850		0.850		
Flt Protected					0.950	
Satd. Flow (prot)	0	2584	4715	2584	3183	4715
Flt Permitted					0.950	
Satd. Flow (perm)	0	2584	4715	2584	3183	4715
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		933		411		
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	65		40			40
Link Distance (ft)	1134		1198			210
Travel Time (s)	11.9		20.4			3.6
Volume (vph)	0	527	710	378	378	1022
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	0	573	772	411	411	1111
Lane Group Flow (vph)	0	573	772	411	411	1111
Turn Type		custom		Perm	Prot	
Protected Phases			4		3	8
Permitted Phases		2		4		
Detector Phases		2	4	4	3	8
Minimum Initial (s)		8.0	10.0	10.0	8.0	10.0
Minimum Split (s)		21.0	21.0	21.0	13.0	21.0
Total Split (s)	0.0	24.0	24.0	24.0	22.0	46.0
Total Split (%)	0.0%	34.3%	34.3%	34.3%	31.4%	65.7%
Maximum Green (s)		19.0	19.0	19.0	17.0	41.0
Yellow Time (s)		4.0	4.0	4.0	4.0	4.0
All-Red Time (s)		1.0	1.0	1.0	1.0	1.0
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?						
Vehicle Extension (s)		3.0	3.0	3.0	3.0	3.0
Recall Mode		None	C-Max	C-Max	None	C-Max
Walk Time (s)		5.0	5.0	5.0		5.0
Flash Dont Walk (s)		11.0	11.0	11.0		11.0
Pedestrian Calls (#/hr)		0	0	0		0
Act Effct Green (s)		9.0	34.1	34.1	14.9	53.0
Actuated g/C Ratio		0.13	0.49	0.49	0.21	0.76
v/c Ratio		0.50	0.34	0.28	0.61	0.31
Control Delay		1.6	12.3	2.1	24.8	1.5
Queue Delay		0.0	0.0	0.0	0.0	0.0
Total Delay		1.6	12.3	2.1	24.8	1.5

Lane Group	NWL	NWR	NET	NER	SWL	SWT
LOS		A	B	A	C	A
Approach Delay			8.7			7.8
Approach LOS			A			A
Queue Length 50th (ft)		0	66	0	58	12
Queue Length 95th (ft)		0	114	26	72	16
Internal Link Dist (ft)	1054		1118			130
Turn Bay Length (ft)					200	
Base Capacity (vph)		1405	2297	1470	844	3570
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		0.41	0.34	0.28	0.49	0.31

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 70
Offset: 44 (63%), Referenced to phase 4:NET and 8:SWT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.61
Intersection Signal Delay: 7.1 Intersection LOS: A
Intersection Capacity Utilization 38.8% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 23: SR 905 SB & Siempre Viva Rd



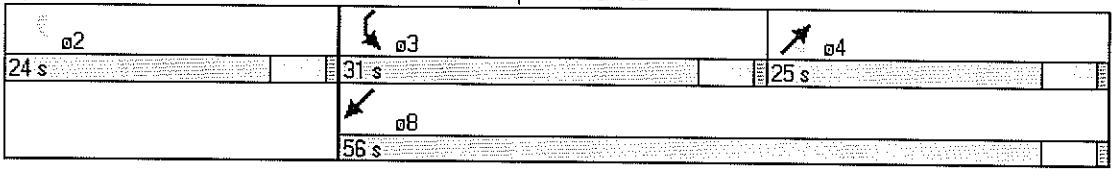
Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	200	
Storage Lanes	0	2		2	2	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)		50	50	50	50	50
Trailing Detector (ft)		0	0	0	0	0
Turning Speed (mph)	15	9		9	15	
Lane Util. Factor	1.00	0.88	0.91	0.88	0.97	0.91
Frt		0.850		0.850		
Flt Protected					0.950	
Satd. Flow (prot)	0	2584	4715	2584	3183	4715
Flt Permitted					0.950	
Satd. Flow (perm)	0	2584	4715	2584	3183	4715
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		1098		401		
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	65		40			40
Link Distance (ft)	1134		1198			210
Travel Time (s)	11.9		20.4			3.6
Volume (vph)	0	499	734	369	606	831
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	0	542	798	401	659	903
Lane Group Flow (vph)	0	542	798	401	659	903
Turn Type		custom		Perm	Prot	
Protected Phases			4		3	8
Permitted Phases		2		4		
Detector Phases		2	4	4	3	8
Minimum Initial (s)		8.0	10.0	10.0	8.0	10.0
Minimum Split (s)		21.0	21.0	21.0	13.0	21.0
Total Split (s)	0.0	24.0	25.0	25.0	31.0	56.0
Total Split (%)	0.0%	30.0%	31.3%	31.3%	38.8%	70.0%
Maximum Green (s)		19.0	20.0	20.0	26.0	51.0
Yellow Time (s)		4.0	4.0	4.0	4.0	4.0
All-Red Time (s)		1.0	1.0	1.0	1.0	1.0
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?						
Vehicle Extension (s)		3.0	3.0	3.0	3.0	3.0
Recall Mode		None	C-Max	C-Max	None	C-Max
Walk Time (s)		5.0	5.0	5.0		5.0
Flash Dont Walk (s)		11.0	11.0	11.0		11.0
Pedestrian Calls (#/hr)		0	0	0		0
Act Effct Green (s)		9.0	32.0	32.0	27.0	63.0
Actuated g/C Ratio		0.11	0.40	0.40	0.34	0.79
v/c Ratio		0.43	0.42	0.32	0.61	0.24
Control Delay		1.1	11.9	1.3	19.0	0.5
Queue Delay		0.0	0.0	0.0	0.0	0.0
Total Delay		1.1	11.9	1.3	19.0	0.5

Lane Group	NWL	NWR	NET	NER	SWL	SWT
LOS		A	B	A	B	A
Approach Delay			8.4			8.3
Approach LOS			A			A
Queue Length 50th (ft)		0	64	0	73	4
Queue Length 95th (ft)		0	93	5	87	5
Internal Link Dist (ft)	1054		1118			130
Turn Bay Length (ft)					200	
Base Capacity (vph)		1470	1884	1273	1151	3713
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	0.42	0.32	0.57	0.24

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 10 (13%), Referenced to phase 4:NET and 8:SWT, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.61
Intersection Signal Delay: 7.2 Intersection LOS: A
Intersection Capacity Utilization 38.3% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 23: SR 905 SB & Siempre Viva Rd



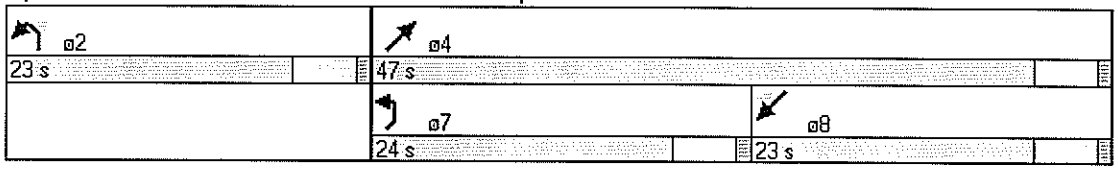
Lane Group	EBL	EBR	NBL 2	NBL	NBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations											
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)	0%			0%			0%			15%	
Storage Length (ft)	0	0		0	0	250		0	0		250
Storage Lanes	0	0		2	2	2		0	0		2
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)			50		50	50	50			50	50
Trailing Detector (ft)			0		0	0	0			0	0
Turning Speed (mph)	15	9	15	15	9	15		9	15		9
Lane Util. Factor	1.00	1.00	0.97	1.00	0.88	0.97	0.91	1.00	1.00	0.91	0.88
Frt					0.850						0.850
Flt Protected			0.950			0.950					
Satd. Flow (prot)	0	0	3183	0	2584	3183	4715	0	0	4362	2390
Flt Permitted			0.950			0.950					
Satd. Flow (perm)	0	0	3183	0	2584	3183	4715	0	0	4362	2390
Right Turn on Red					Yes			Yes			Yes
Satd. Flow (RTOR)					376						414
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.11	1.11	1.11
Link Speed (mph)	65			65			40			40	
Link Distance (ft)	1165			1210			494			1118	
Travel Time (s)	12.2			12.7			8.4			19.1	
Volume (vph)	0	0	335	0	551	532	705	0	0	578	381
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	0	0	364	0	599	578	766	0	0	628	414
Lane Group Flow (vph)	0	0	364	0	599	578	766	0	0	628	414
Turn Type			Prot		custom	Prot					Perm
Protected Phases			2			7	4			8	
Permitted Phases					2						8
Detector Phases			2		2	7	4			8	8
Minimum Initial (s)			8.0		8.0	8.0	10.0			10.0	10.0
Minimum Split (s)			21.0		21.0	13.0	21.0			21.0	21.0
Total Split (s)	0.0	0.0	23.0	0.0	23.0	24.0	47.0	0.0	0.0	23.0	23.0
Total Split (%)	0.0%	0.0%	32.9%	0.0%	32.9%	34.3%	67.1%	0.0%	0.0%	32.9%	32.9%
Maximum Green (s)			18.0		18.0	19.0	42.0			18.0	18.0
Yellow Time (s)			4.0		4.0	4.0	4.0			4.0	4.0
All-Red Time (s)			1.0		1.0	1.0	1.0			1.0	1.0
Lead/Lag						Lead				Lag	Lag
Lead-Lag Optimize?											
Vehicle Extension (s)			3.0		3.0	3.0	3.0			3.0	3.0
Recall Mode			Max		Max	None	C-Max			C-Max	C-Max
Walk Time (s)			5.0		5.0		5.0			5.0	5.0
Flash Dont Walk (s)			11.0		11.0		11.0			11.0	11.0
Pedestrian Calls (#/hr)			0		0		0			0	0
Act Effct Green (s)			19.0		19.0	17.5	43.0			21.5	21.5
Actuated g/C Ratio			0.27		0.27	0.25	0.61			0.31	0.31
v/c Ratio			0.42		0.61	0.73	0.26			0.47	0.41
Control Delay			22.8		11.1	24.7	4.8			13.5	1.8
Queue Delay			0.0		0.0	0.0	0.0			0.0	0.0

Lane Group	EBL	EBR	NBL2	NBL	NBR	NEL	NET	NER	SWL	SWT	SWR
Total Delay			22.8		11.1	24.7	4.8			13.5	1.8
LOS			C		B	C	A			B	A
Approach Delay							13.4			8.9	
Approach LOS							B			A	
Queue Length 50th (ft)			65		43	115	45			39	0
Queue Length 95th (ft)			102		96	111	36			55	5
Internal Link Dist (ft)	1085			1130			414			1038	
Turn Bay Length (ft)						250					250
Base Capacity (vph)			864		975	909	2896			1339	1020
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			0.42		0.61	0.64	0.26			0.47	0.41

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 70
Offset: 0 (0%), Referenced to phase 4:NET and 8:SWT, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.73
Intersection Signal Delay: 12.6 Intersection LOS: B
Intersection Capacity Utilization 42.2% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 31: SR 905 NB & Siempre Viva Rd



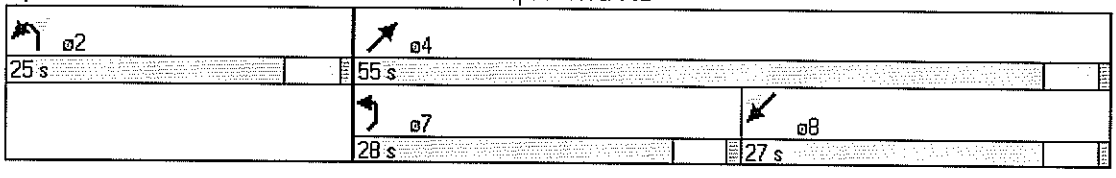
Lane Group	EBL	EBR	NBL2	NBL	NBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations											
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)	0%			0%			0%			15%	
Storage Length (ft)	0	0		0	0	250		0	0		250
Storage Lanes	0	0		2	2	2		0	0		2
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)			50		50	50	50			50	50
Trailing Detector (ft)			0		0	0	0			0	0
Turning Speed (mph)	15	9	15	15	9	15		9	15		9
Lane Util. Factor	1.00	1.00	0.97	1.00	0.88	0.97	0.91	1.00	1.00	0.91	0.88
Frt					0.850						0.850
Flt Protected			0.950			0.950					
Satd. Flow (prot)	0	0	3183	0	2584	3183	4715	0	0	4362	2390
Flt Permitted			0.950			0.950					
Satd. Flow (perm)	0	0	3183	0	2584	3183	4715	0	0	4362	2390
Right Turn on Red					Yes			Yes			Yes
Satd. Flow (RTOR)					386						525
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.11	1.11	1.11
Link Speed (mph)	65			65			40			40	
Link Distance (ft)	1165			1210			494			1118	
Travel Time (s)	12.2			12.7			8.4			19.1	
Volume (vph)	0	0	416	0	416	514	719	0	0	802	483
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	0	0	452	0	452	559	782	0	0	872	525
Lane Group Flow (vph)	0	0	452	0	452	559	782	0	0	872	525
Turn Type			Prot		custom	Prot					Perm
Protected Phases			2			7	4			8	
Permitted Phases					2						8
Detector Phases			2		2	7	4			8	8
Minimum Initial (s)			8.0		8.0	8.0	10.0			10.0	10.0
Minimum Split (s)			21.0		21.0	13.0	21.0			21.0	21.0
Total Split (s)	0.0	0.0	25.0	0.0	25.0	28.0	55.0	0.0	0.0	27.0	27.0
Total Split (%)	0.0%	0.0%	31.3%	0.0%	31.3%	35.0%	68.8%	0.0%	0.0%	33.8%	33.8%
Maximum Green (s)			20.0		20.0	23.0	50.0			22.0	22.0
Yellow Time (s)			4.0		4.0	4.0	4.0			4.0	4.0
All-Red Time (s)			1.0		1.0	1.0	1.0			1.0	1.0
Lead/Lag						Lead				Lag	Lag
Lead-Lag Optimize?											
Vehicle Extension (s)			3.0		3.0	3.0	3.0			3.0	3.0
Recall Mode			Max		Max	None	C-Max			C-Max	C-Max
Walk Time (s)			5.0		5.0		5.0			5.0	5.0
Flash Dont Walk (s)			11.0		11.0		11.0			11.0	11.0
Pedestrian Calls (#/hr)			0		0		0			0	0
Act Effct Green (s)			21.0		21.0	20.8	51.0			26.2	26.2
Actuated g/C Ratio			0.26		0.26	0.26	0.64			0.33	0.33
v/c Ratio			0.54		0.47	0.68	0.26			0.61	0.46
Control Delay			28.2		6.4	22.6	4.5			17.6	2.2
Queue Delay			0.0		0.0	0.0	0.0			0.0	0.0

Lane Group	EBL	EBR	NBL2	NBL	NBR	NEL	NET	NER	SWL	SWT	SWR
Total Delay			28.2		6.4	22.6	4.5			17.6	2.2
LOS			C		A	C	A			B	A
Approach Delay							12.0			11.8	
Approach LOS							B			B	
Queue Length 50th (ft)			100		14	85	30			74	6
Queue Length 95th (ft)			145		53	95	38			95	11
Internal Link Dist (ft)	1085			1130			414			1038	
Turn Bay Length (ft)						250					250
Base Capacity (vph)			836		963	955	3006			1431	1137
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			0.54		0.47	0.59	0.26			0.61	0.46

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 42 (53%), Referenced to phase 4:NET and 8:SWT, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.68
Intersection Signal Delay: 13.3 Intersection LOS: B
Intersection Capacity Utilization 38.2% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 31: SR 905 NB & Siempre Viva Rd



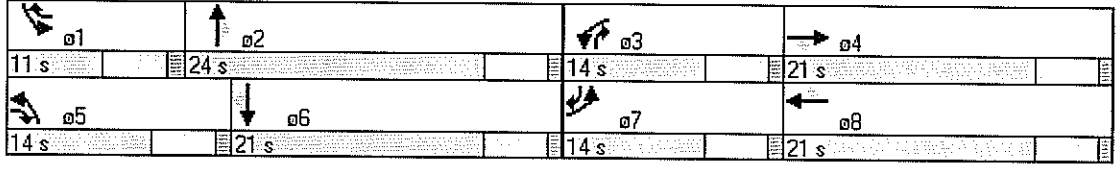
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	225		100	350		100	250		0	200		0
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	4715	1468	1641	4715	1468	1641	1727	1468	1641	1727	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	4715	1468	1641	4715	1468	1641	1727	1468	1641	1727	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			238			57			57			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			40			40	
Link Distance (ft)		1118			2383			1406			1186	
Travel Time (s)		19.1			40.6			24.0			20.2	
Volume (vph)	124	669	219	107	550	52	128	43	52	34	78	46
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	135	727	238	116	598	57	139	47	57	37	85	50
Lane Group Flow (vph)	135	727	238	116	598	57	139	47	57	37	85	50
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)	8.0	10.0	6.0	8.0	10.0	6.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	11.0	13.0	21.0	11.0	11.0	21.0	13.0	11.0	21.0	13.0
Total Split (s)	14.0	21.0	14.0	14.0	21.0	11.0	14.0	24.0	14.0	11.0	21.0	14.0
Total Split (%)	20.0%	30.0%	20.0%	20.0%	30.0%	15.7%	20.0%	34.3%	20.0%	15.7%	30.0%	20.0%
Maximum Green (s)	9.0	16.0	9.0	9.0	16.0	6.0	9.0	19.0	9.0	6.0	16.0	9.0
Yellow 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
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	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
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	3.0
Recall Mode	None	C-Max	None	None	C-Max	None	None	Max	None	None	Max	None
Walk Time (s)		5.0			5.0			5.0			5.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	9.8	19.9	33.5	9.7	19.8	30.8	9.6	22.2	35.9	7.0	17.4	31.2
Actuated g/C Ratio	0.14	0.28	0.48	0.14	0.28	0.44	0.14	0.32	0.51	0.10	0.25	0.45
v/c Ratio	0.59	0.54	0.29	0.51	0.45	0.08	0.62	0.09	0.07	0.23	0.20	0.07
Control Delay	41.2	19.6	1.6	36.5	23.1	4.5	41.7	19.0	3.3	32.7	22.6	4.1
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
Total Delay	41.2	19.6	1.6	36.5	23.1	4.5	41.7	19.0	3.3	32.7	22.6	4.1

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	D	B	A	D	C	A	D	B	A	C	C	A
Approach Delay		18.3			23.7			28.3			19.4	
Approach LOS		B			C			C			B	
Queue Length 50th (ft)	53	78	0	47	82	0	57	15	0	15	29	0
Queue Length 95th (ft)	m97	117	17	95	114	20	#122	38	16	41	64	17
Internal Link Dist (ft)		1038			2303			1326			1106	
Turn Bay Length (ft)	225		100	350		100	250			200		
Base Capacity (vph)	234	1340	834	234	1334	678	234	547	786	164	430	687
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	0.54	0.29	0.50	0.45	0.08	0.59	0.09	0.07	0.23	0.20	0.07

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 70
Offset: 56 (80%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.62
Intersection Signal Delay: 21.3 Intersection LOS: C
Intersection Capacity Utilization 43.4% 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.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 28: Siempre Viva Rd & Paseo De Las Americas



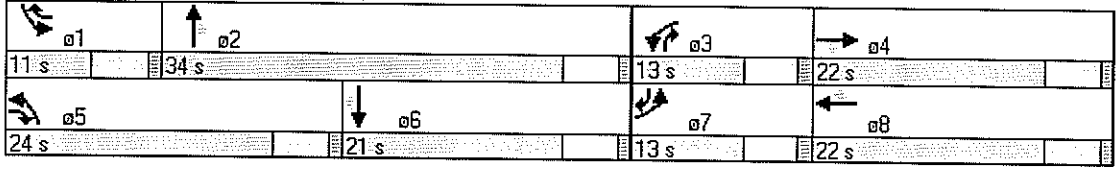
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	225		100	350		100	250		0	200		0
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	4715	1468	1641	4715	1468	1641	1727	1468	1641	1727	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	4715	1468	1641	4715	1468	1641	1727	1468	1641	1727	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			153			40			123			135
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)		1118			2383			1406			1186	
Travel Time (s)		19.1			40.6			24.0			20.2	
Volume (vph)	50	685	141	57	636	37	241	86	117	57	47	136
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	54	745	153	62	691	40	262	93	127	62	51	148
Lane Group Flow (vph)	54	745	153	62	691	40	262	93	127	62	51	148
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)	8.0	10.0	6.0	8.0	10.0	6.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	11.0	13.0	21.0	11.0	11.0	21.0	13.0	11.0	21.0	13.0
Total Split (s)	13.0	22.0	24.0	13.0	22.0	11.0	24.0	34.0	13.0	11.0	21.0	13.0
Total Split (%)	16.3%	27.5%	30.0%	16.3%	27.5%	13.8%	30.0%	42.5%	16.3%	13.8%	26.3%	16.3%
Maximum Green (s)	8.0	17.0	19.0	8.0	17.0	6.0	19.0	29.0	8.0	6.0	16.0	8.0
Yellow 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
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	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
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	3.0
Recall Mode	None	C-Max	None	None	C-Max	None	None	Max	None	None	Max	None
Walk Time (s)		5.0			5.0			5.0			5.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	9.0	20.6	41.7	9.0	18.0	29.0	17.1	32.2	45.2	7.0	19.9	32.9
Actuated g/C Ratio	0.11	0.26	0.52	0.11	0.22	0.36	0.21	0.40	0.56	0.09	0.25	0.41
v/c Ratio	0.29	0.61	0.18	0.34	0.65	0.07	0.75	0.13	0.14	0.43	0.12	0.22
Control Delay	44.6	26.4	1.0	38.3	31.5	6.2	42.6	17.1	2.5	44.5	26.0	4.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.6	26.4	1.0	38.3	31.5	6.2	42.6	17.1	2.5	44.5	26.0	4.9

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	D	C	A	D	C	A	D	B	A	D	C	A
Approach Delay		23.3			30.8			27.1			18.5	
Approach LOS		C			C			C			B	
Queue Length 50th (ft)	28	91	0	29	115	0	120	30	1	30	20	4
Queue Length 95th (ft)	m62	121	3	66	154	19	196	61	24	68	50	40
Internal Link Dist (ft)		1038			2303			1326			1106	
Turn Bay Length (ft)	225		100	350		100	250			200		
Base Capacity (vph)	185	1214	886	185	1061	558	410	695	883	144	429	683
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	0.29	0.61	0.17	0.34	0.65	0.07	0.64	0.13	0.14	0.43	0.12	0.22

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 28 (35%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.75
Intersection Signal Delay: 25.9 Intersection LOS: C
Intersection Capacity Utilization 49.9% ICU Level of Service A
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 28: Siempre Viva Rd & Paseo De Las Americas



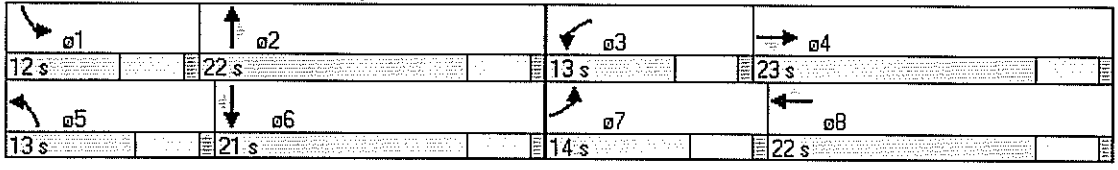
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	225		100	225		100	300		0	175		0
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.95	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3282	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			90			64			8			162
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)		2383			2624			1336			1171	
Travel Time (s)		40.6			44.7			22.8			20.0	
Volume (vph)	145	267	83	15	158	59	135	90	7	117	98	149
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	158	290	90	16	172	64	147	98	8	127	107	162
Lane Group Flow (vph)	158	290	90	16	172	64	147	98	8	127	107	162
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	11.0	21.0	21.0	11.0	21.0	21.0
Total Split (s)	14.0	23.0	23.0	13.0	22.0	22.0	13.0	22.0	22.0	12.0	21.0	21.0
Total Split (%)	20.0%	32.9%	32.9%	18.6%	31.4%	31.4%	18.6%	31.4%	31.4%	17.1%	30.0%	30.0%
Maximum Green (s)	9.0	18.0	18.0	8.0	17.0	17.0	8.0	17.0	17.0	7.0	16.0	16.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	9.8	20.1	20.1	9.2	11.6	11.6	8.6	25.2	25.2	7.8	24.5	24.5
Actuated g/C Ratio	0.16	0.32	0.32	0.13	0.19	0.19	0.14	0.43	0.43	0.13	0.41	0.41
v/c Ratio	0.61	0.27	0.17	0.07	0.20	0.20	0.64	0.07	0.01	0.61	0.08	0.23
Control Delay	36.8	16.2	5.9	28.3	22.0	8.4	41.0	17.5	10.7	41.3	18.3	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	0.0
Total Delay	36.8	16.2	5.9	28.3	22.0	8.4	41.0	17.5	10.7	41.3	18.3	5.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	D	B	A	C	C	A	D	B	B	D	B	A
Approach Delay		20.5			19.0			30.9			20.3	
Approach LOS		C			B			C			C	
Queue Length 50th (ft)	57	37	0	5	20	0	54	14	0	47	16	0
Queue Length 95th (ft)	#135	85	32	22	37	27	#132	32	9	#120	35	40
Internal Link Dist (ft)		2303			2544			1256			1091	
Turn Bay Length (ft)	225		100	225		100	300			175		
Base Capacity (vph)	265	1155	575	216	1239	433	240	1398	630	214	1357	702
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	0.60	0.25	0.16	0.07	0.14	0.15	0.61	0.07	0.01	0.59	0.08	0.23

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 59.2
Natural Cycle: 70
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.64
Intersection Signal Delay: 22.0 Intersection LOS: C
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: 27: Siempre Viva Rd & Enrico Fermi Dr



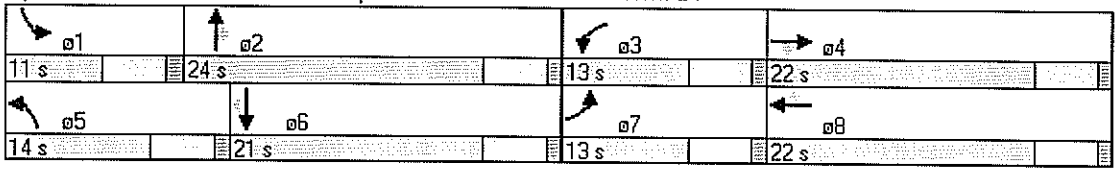
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	225		100	225		100	300		0	175		0
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.95	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3282	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			74			140			17			173
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)		2383			2624			1336			1171	
Travel Time (s)		40.6			44.7			22.8			20.0	
Volume (vph)	163	254	68	7	197	129	181	123	16	65	67	159
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	177	276	74	8	214	140	197	134	17	71	73	173
Lane Group Flow (vph)	177	276	74	8	214	140	197	134	17	71	73	173
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	11.0	21.0	21.0	11.0	21.0	21.0
Total Split (s)	13.0	22.0	22.0	13.0	22.0	22.0	14.0	24.0	24.0	11.0	21.0	21.0
Total Split (%)	18.6%	31.4%	31.4%	18.6%	31.4%	31.4%	20.0%	34.3%	34.3%	15.7%	30.0%	30.0%
Maximum Green (s)	8.0	17.0	17.0	8.0	17.0	17.0	9.0	19.0	19.0	6.0	16.0	16.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	9.0	22.3	22.3	9.0	11.8	11.8	10.0	24.5	24.5	7.0	17.0	17.0
Actuated g/C Ratio	0.14	0.35	0.35	0.12	0.18	0.18	0.16	0.38	0.38	0.10	0.27	0.27
v/c Ratio	0.77	0.24	0.13	0.04	0.25	0.36	0.77	0.11	0.03	0.42	0.08	0.33
Control Delay	50.9	16.8	6.2	27.7	22.9	7.7	48.5	15.3	8.4	35.6	18.3	5.7
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
Total Delay	50.9	16.8	6.2	27.7	22.9	7.7	48.5	15.3	8.4	35.6	18.3	5.7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	D	B	A	C	C	A	D	B	A	D	B	A
Approach Delay		26.8			17.1			33.7			15.3	
Approach LOS		C			B			C			B	
Queue Length 50th (ft)	66	36	0	3	26	0	73	18	0	26	11	0
Queue Length 95th (ft)	#169	82	29	14	44	40	#180	40	13	65	26	42
Internal Link Dist (ft)		2303			2544			1256			1091	
Turn Bay Length (ft)	225		100	225		100	300			175		
Base Capacity (vph)	231	1169	570	199	1212	481	257	1259	574	169	876	518
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	0.77	0.24	0.13	0.04	0.18	0.29	0.77	0.11	0.03	0.42	0.08	0.33

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 63.8
Natural Cycle: 70
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.77
Intersection Signal Delay: 23.7 Intersection LOS: C
Intersection Capacity Utilization 47.4% 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: 27: Siempre Viva Rd & Enrico Fermi Dr



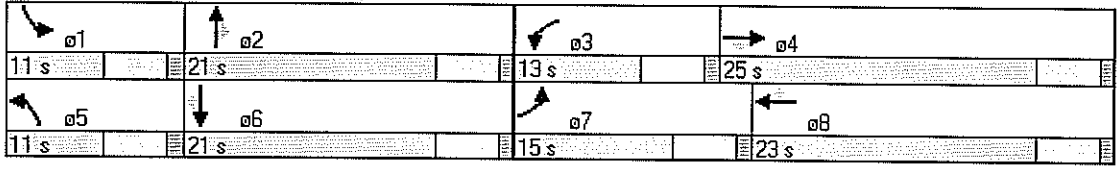
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	100		100	100		100
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			10			8			10			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)		2624			1281			1748			1165	
Travel Time (s)		44.7			21.8			29.8			19.9	
Volume (vph)	116	107	9	14	71	7	18	18	9	1	18	34
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	126	116	10	15	77	8	20	20	10	1	20	37
Lane Group Flow (vph)	126	116	10	15	77	8	20	20	10	1	20	37
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	11.0	21.0	21.0	11.0	21.0	21.0
Total Split (s)	15.0	25.0	25.0	13.0	23.0	23.0	11.0	21.0	21.0	11.0	21.0	21.0
Total Split (%)	21.4%	35.7%	35.7%	18.6%	32.9%	32.9%	15.7%	30.0%	30.0%	15.7%	30.0%	30.0%
Maximum Green (s)	10.0	20.0	20.0	8.0	18.0	18.0	6.0	16.0	16.0	6.0	16.0	16.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	10.7	19.0	19.0	9.5	11.7	11.7	7.4	31.9	31.9	7.4	31.9	31.9
Actuated g/C Ratio	0.18	0.32	0.32	0.15	0.19	0.19	0.12	0.59	0.59	0.12	0.59	0.59
v/c Ratio	0.42	0.11	0.02	0.06	0.12	0.03	0.10	0.01	0.01	0.01	0.01	0.04
Control Delay	23.1	12.3	9.4	24.1	18.1	12.4	26.1	14.1	9.0	25.0	14.1	6.5
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
Total Delay	23.1	12.3	9.4	24.1	18.1	12.4	26.1	14.1	9.0	25.0	14.1	6.5

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	B	A	C	B	B	C	B	A	C	B	A
Approach Delay		17.6			18.5			17.9			9.4	
Approach LOS		B			B			B			A	
Queue Length 50th (ft)	32	8	0	4	9	0	5	2	0	0	2	0
Queue Length 95th (ft)	88	38	11	20	28	10	24	10	10	5	10	18
Internal Link Dist (ft)		2544			1201			1668			1085	
Turn Bay Length (ft)	100		100	100		100	100		100	100		100
Base Capacity (vph)	319	1245	563	242	963	436	193	1934	869	193	1934	880
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	0.39	0.09	0.02	0.06	0.08	0.02	0.10	0.01	0.01	0.01	0.01	0.04

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 54.1
Natural Cycle: 70
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.42
Intersection Signal Delay: 16.8 Intersection LOS: B
Intersection Capacity Utilization 31.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 24: Siempre Viva Rd & Alta Rd



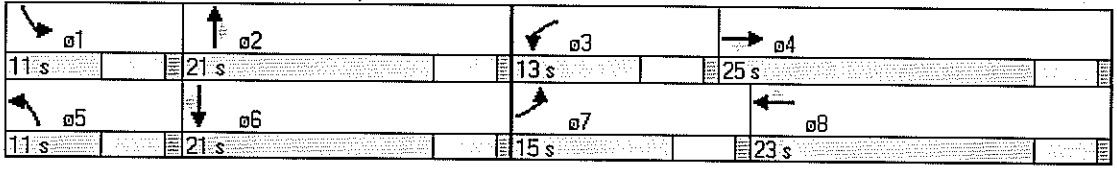
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	100		100	100		100
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			22			1			16			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			40			40	
Link Distance (ft)		2624			1281			1748			1165	
Travel Time (s)		44.7			21.8			29.8			19.9	
Volume (vph)	118	114	20	10	117	1	9	20	15	7	20	31
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	128	124	22	11	127	1	10	22	16	8	22	34
Lane Group Flow (vph)	128	124	22	11	127	1	10	22	16	8	22	34
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	11.0	21.0	21.0	11.0	21.0	21.0
Total Split (s)	15.0	25.0	25.0	13.0	23.0	23.0	11.0	21.0	21.0	11.0	21.0	21.0
Total Split (%)	21.4%	35.7%	35.7%	18.6%	32.9%	32.9%	15.7%	30.0%	30.0%	15.7%	30.0%	30.0%
Maximum Green (s)	10.0	20.0	20.0	8.0	18.0	18.0	6.0	16.0	16.0	6.0	16.0	16.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	11.7	24.9	24.9	9.8	12.8	12.8	7.7	30.5	30.5	7.7	30.5	30.5
Actuated g/C Ratio	0.17	0.36	0.36	0.13	0.18	0.18	0.10	0.46	0.46	0.10	0.46	0.46
v/c Ratio	0.46	0.11	0.04	0.05	0.21	0.00	0.06	0.01	0.02	0.05	0.01	0.05
Control Delay	24.7	11.9	8.0	24.0	18.6	16.0	25.4	14.1	8.3	25.3	14.1	6.7
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
Total Delay	24.7	11.9	8.0	24.0	18.6	16.0	25.4	14.1	8.3	25.3	14.1	6.7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	B	A	C	B	B	C	B	A	C	B	A
Approach Delay		17.6			19.0			14.5			11.6	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)	33	8	0	3	15	0	3	2	0	2	2	0
Queue Length 95th (ft)	89	40	16	16	42	4	16	10	12	14	10	18
Internal Link Dist (ft)		2544			1201			1668			1085	
Turn Bay Length (ft)	100		100	100		100	100		100	100		100
Base Capacity (vph)	297	1277	584	210	910	408	167	1506	682	167	1506	692
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	0.43	0.10	0.04	0.05	0.14	0.00	0.06	0.01	0.02	0.05	0.01	0.05

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 66.4
Natural Cycle: 70
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.46
Intersection Signal Delay: 16.9 Intersection LOS: B
Intersection Capacity Utilization 31.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 24: Siempre Viva Rd & Alta Rd



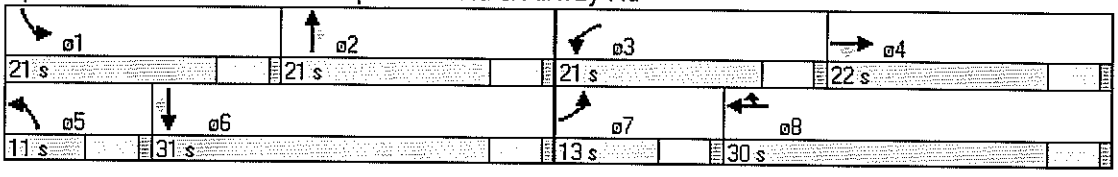
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	0		100	0		0	0		0
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1468	1641	3282	1468	1641	1727	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3282	1468	1641	3282	1468	1641	1727	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			11			11			7			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			40			40	
Link Distance (ft)		1281			3238			958			1746	
Travel Time (s)		21.8			55.2			16.3			29.8	
Volume (vph)	9	27	10	2	42	10	15	10	6	23	18	16
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	10	29	11	2	46	11	16	11	7	25	20	17
Lane Group Flow (vph)	10	29	11	2	46	11	16	11	7	25	20	17
Turn Type	Prot		Perm	Prot		Prot	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8	8	5	2		1	6	
Permitted Phases			4						2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	21.0	21.0	21.0	11.0	21.0	21.0	21.0	21.0	21.0
Total Split (s)	13.0	22.0	22.0	21.0	30.0	30.0	11.0	21.0	21.0	21.0	31.0	31.0
Total Split (%)	15.3%	25.9%	25.9%	24.7%	35.3%	35.3%	12.9%	24.7%	24.7%	24.7%	36.5%	36.5%
Maximum Green (s)	8.0	17.0	17.0	16.0	25.0	25.0	6.0	16.0	16.0	16.0	26.0	26.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	None	None	Max	Max	Max
Walk Time (s)		5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0	11.0	11.0	11.0		11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0	0	0	0		0	0	0	0	0
Act Effct Green (s)	10.1	12.9	12.9	10.1	12.9	12.9	7.9	12.1	12.1	56.9	59.0	59.0
Actuated g/C Ratio	0.12	0.15	0.15	0.12	0.15	0.15	0.10	0.14	0.14	0.77	0.79	0.79
v/c Ratio	0.05	0.06	0.05	0.01	0.09	0.05	0.10	0.04	0.03	0.02	0.01	0.01
Control Delay	24.0	19.1	12.5	24.0	19.0	12.5	25.7	20.2	13.2	11.0	7.8	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	0.0
Total Delay	24.0	19.1	12.5	24.0	19.0	12.5	25.7	20.2	13.2	11.0	7.8	5.3

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	B	B	C	B	B	C	C	B	B	A	A
Approach Delay		18.6			17.9			21.3			8.4	
Approach LOS		B			B			C			A	
Queue Length 50th (ft)	2	2	0	0	4	0	3	2	0	0	0	0
Queue Length 95th (ft)	17	16	13	7	22	13	23	15	9	26	8	11
Internal Link Dist (ft)		1201			3158			878			1666	
Turn Bay Length (ft)	100					100						
Base Capacity (vph)	196	748	343	333	972	442	157	358	310	1257	2608	1170
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	0.05	0.04	0.03	0.01	0.05	0.02	0.10	0.03	0.02	0.02	0.01	0.01

Intersection Summary

Area Type: Other
Cycle Length: 85
Actuated Cycle Length: 74.3
Natural Cycle: 85
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.10
Intersection Signal Delay: 15.8 Intersection LOS: B
Intersection Capacity Utilization 31.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 41: Siempre Viva Rd & Airway Rd



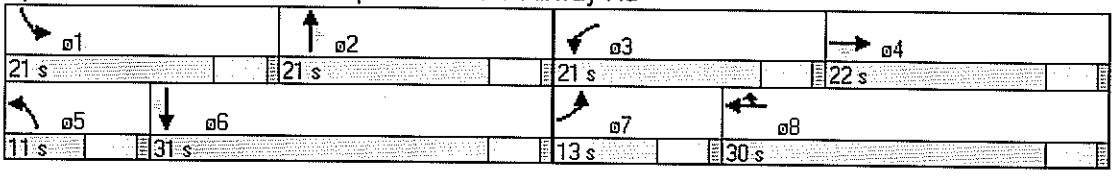
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	0		100	0		0	0		0
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1468	1641	3282	1468	1641	1727	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3282	1468	1641	3282	1468	1641	1727	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			17			68			10			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)		1281			3238			958			1746	
Travel Time (s)		21.8			55.2			16.3			29.8	
Volume (vph)	15	53	16	9	46	63	11	21	9	50	14	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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	16	58	17	10	50	68	12	23	10	54	15	9
Lane Group Flow (vph)	16	58	17	10	50	68	12	23	10	54	15	9
Turn Type	Prot		Perm	Prot		Prot	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8	8	5	2		1	6	
Permitted Phases			4						2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	21.0	21.0	21.0	11.0	21.0	21.0	21.0	21.0	21.0
Total Split (s)	13.0	22.0	22.0	21.0	30.0	30.0	11.0	21.0	21.0	21.0	31.0	31.0
Total Split (%)	15.3%	25.9%	25.9%	24.7%	35.3%	35.3%	12.9%	24.7%	24.7%	24.7%	36.5%	36.5%
Maximum Green (s)	8.0	17.0	17.0	16.0	25.0	25.0	6.0	16.0	16.0	16.0	26.0	26.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	None	None	Max	Max	Max
Walk Time (s)		5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0	11.0	11.0	11.0		11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0	0	0	0		0	0	0	0	0
Act Effct Green (s)	9.8	12.7	12.7	9.8	12.7	12.7	7.6	11.9	11.9	40.3	46.0	46.0
Actuated g/C Ratio	0.12	0.17	0.17	0.12	0.17	0.17	0.10	0.15	0.15	0.58	0.66	0.66
v/c Ratio	0.08	0.10	0.06	0.05	0.09	0.22	0.08	0.09	0.04	0.06	0.01	0.01
Control Delay	25.8	19.4	11.9	25.4	19.5	8.6	27.3	20.3	11.7	13.5	8.8	6.2
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
Total Delay	25.8	19.4	11.9	25.4	19.5	8.6	27.3	20.3	11.7	13.5	8.8	6.2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	B	B	C	B	A	C	C	B	B	A	A
Approach Delay		19.1			14.1			20.2			11.8	
Approach LOS		B			B			C			B	
Queue Length 50th (ft)	4	6	0	2	5	0	3	5	0	5	1	0
Queue Length 95th (ft)	23	26	16	17	24	32	20	25	11	45	7	8
Internal Link Dist (ft)		1201			3158			878			1666	
Turn Bay Length (ft)	100					100						
Base Capacity (vph)	200	836	386	339	1075	527	159	385	335	946	2160	969
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	0.08	0.07	0.04	0.03	0.05	0.13	0.08	0.06	0.03	0.06	0.01	0.01

Intersection Summary

Area Type: Other
Cycle Length: 85
Actuated Cycle Length: 69.9
Natural Cycle: 85
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.22
Intersection Signal Delay: 15.7 Intersection LOS: B
Intersection Capacity Utilization 31.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 41: Siempre Viva Rd & Airway Rd



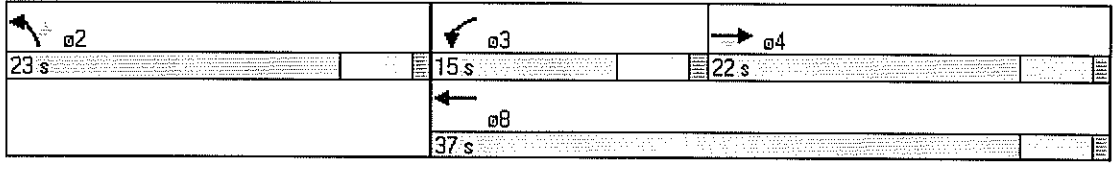
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		100	100		0	0
Storage Lanes		1	1		1	1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3282	1468	1641	3282	1641	1468
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3282	1468	1641	3282	1641	1468
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		66				9
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	40			40	40	
Link Distance (ft)	2578			2580	978	
Travel Time (s)	43.9			44.0	16.7	
Volume (vph)	70	61	32	46	62	8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	76	66	35	50	67	9
Lane Group Flow (vph)	76	66	35	50	67	9
Turn Type		Perm	Prot			Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Detector Phases	4	4	3	8	2	2
Minimum Initial (s)	10.0	10.0	8.0	10.0	8.0	8.0
Minimum Split (s)	21.0	21.0	13.0	21.0	21.0	21.0
Total Split (s)	22.0	22.0	15.0	37.0	23.0	23.0
Total Split (%)	36.7%	36.7%	25.0%	61.7%	38.3%	38.3%
Maximum Green (s)	17.0	17.0	10.0	32.0	18.0	18.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Max	C-Max	None	C-Max	Max	Max
Walk Time (s)	5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	27.7	27.7	9.1	33.0	19.0	19.0
Actuated g/C Ratio	0.46	0.46	0.15	0.55	0.32	0.32
v/c Ratio	0.05	0.09	0.14	0.03	0.13	0.02
Control Delay	11.9	5.0	25.8	3.1	9.1	3.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.9	5.0	25.8	3.1	9.1	3.6

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
LOS	B	A	C	A	A	A
Approach Delay	8.7			12.4	8.4	
Approach LOS	A			B	A	
Queue Length 50th (ft)	5	0	13	1	17	1
Queue Length 95th (ft)	22	22	37	8	17	0
Internal Link Dist (ft)	2498			2500	898	
Turn Bay Length (ft)		100	100			
Base Capacity (vph)	1514	713	301	1805	520	471
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	0.05	0.09	0.12	0.03	0.13	0.02

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 18 (30%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.14
Intersection Signal Delay: 9.7 Intersection LOS: A
Intersection Capacity Utilization 21.8% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 114: Lone Star Rd & Piper Ranch Rd



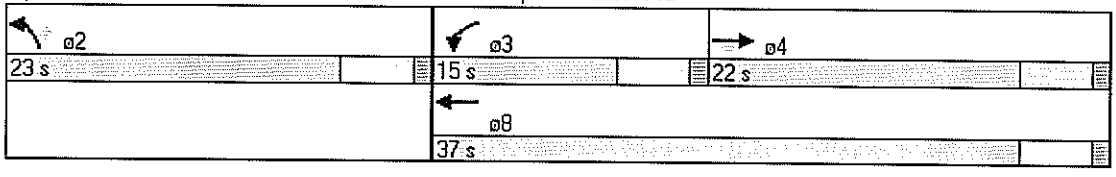
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↱	↰	↑↑↑	↰	↱
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		100	100		0	0
Storage Lanes		1	1		1	1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3282	1468	1641	3282	1641	1468
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3282	1468	1641	3282	1641	1468
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		74				38
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	40			40	40	
Link Distance (ft)	2578			2580	978	
Travel Time (s)	43.9			44.0	16.7	
Volume (vph)	51	68	8	77	40	35
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	55	74	9	84	43	38
Lane Group Flow (vph)	55	74	9	84	43	38
Turn Type		Perm	Prot			Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Detector Phases	4	4	3	8	2	2
Minimum Initial (s)	10.0	10.0	8.0	10.0	8.0	8.0
Minimum Split (s)	21.0	21.0	13.0	21.0	21.0	21.0
Total Split (s)	22.0	22.0	15.0	37.0	23.0	23.0
Total Split (%)	36.7%	36.7%	25.0%	61.7%	38.3%	38.3%
Maximum Green (s)	17.0	17.0	10.0	32.0	18.0	18.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Max	C-Max	None	C-Max	Max	Max
Walk Time (s)	5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	30.4	30.4	9.0	33.0	19.0	19.0
Actuated g/C Ratio	0.51	0.51	0.15	0.55	0.32	0.32
v/c Ratio	0.03	0.09	0.04	0.05	0.08	0.08
Control Delay	9.6	4.0	37.0	2.8	11.2	3.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	9.6	4.0	37.0	2.8	11.2	3.5

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
LOS	A	A	D	A	B	A
Approach Delay	6.4			6.1	7.6	
Approach LOS	A			A	A	
Queue Length 50th (ft)	4	0	4	2	6	0
Queue Length 95th (ft)	17	23	0	11	20	4
Internal Link Dist (ft)	2498			2500	898	
Turn Bay Length (ft)		100	100			
Base Capacity (vph)	1663	781	301	1805	520	491
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	0.03	0.09	0.03	0.05	0.08	0.08

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 20 (33%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.09
Intersection Signal Delay: 6.6 Intersection LOS: A
Intersection Capacity Utilization 21.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 114: Lone Star Rd & Piper Ranch Rd



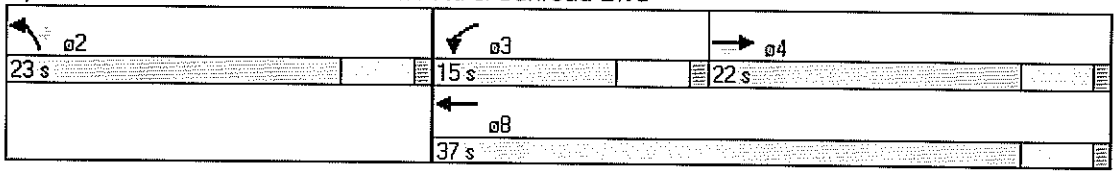
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↱	↰	↑↑	↰	↱
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		100	100		0	0
Storage Lanes		1	1		1	1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3282	1468	1641	3282	1641	1468
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3282	1468	1641	3282	1641	1468
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		18				12
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	40			40	40	
Link Distance (ft)	2580			1378	980	
Travel Time (s)	44.0			23.5	16.7	
Volume (vph)	81	17	7	70	9	11
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	88	18	8	76	10	12
Lane Group Flow (vph)	88	18	8	76	10	12
Turn Type		Perm	Prot			Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Detector Phases	4	4	3	8	2	2
Minimum Initial (s)	10.0	10.0	8.0	10.0	8.0	8.0
Minimum Split (s)	21.0	21.0	13.0	21.0	21.0	21.0
Total Split (s)	22.0	22.0	15.0	37.0	23.0	23.0
Total Split (%)	36.7%	36.7%	25.0%	61.7%	38.3%	38.3%
Maximum Green (s)	17.0	17.0	10.0	32.0	18.0	18.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Max	C-Max	None	C-Max	Max	Max
Walk Time (s)	5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	30.4	30.4	9.0	33.0	19.0	19.0
Actuated g/C Ratio	0.51	0.51	0.15	0.55	0.32	0.32
v/c Ratio	0.05	0.02	0.03	0.04	0.02	0.03
Control Delay	3.3	0.7	9.4	0.7	14.3	8.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	3.3	0.7	9.4	0.7	14.3	8.3

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
LOS	A	A	A	A	B	A
Approach Delay	2.8			1.5	11.0	
Approach LOS	A			A	B	
Queue Length 50th (ft)	2	0	0	1	3	0
Queue Length 95th (ft)	7	1	6	1	11	10
Internal Link Dist (ft)	2500			1298	900	
Turn Bay Length (ft)		100	100			
Base Capacity (vph)	1663	753	301	1805	520	473
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	0.05	0.02	0.03	0.04	0.02	0.03

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 2 (3%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.05
Intersection Signal Delay: 3.2 Intersection LOS: A
Intersection Capacity Utilization 21.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 119: Lone Star Rd & Sunroad Blvd



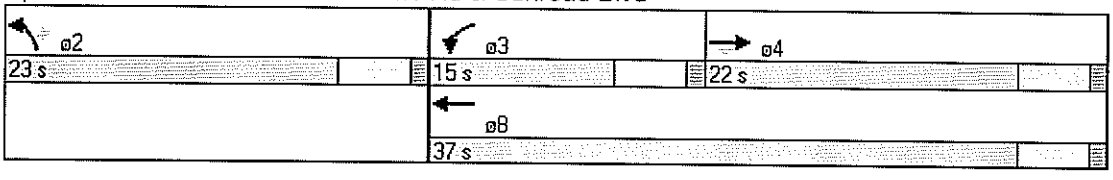
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↱	↰	↑↑	↰	↱
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		100	100		0	0
Storage Lanes		1	1		1	1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3282	1468	1641	3282	1641	1468
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3282	1468	1641	3282	1641	1468
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		10				8
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	40			40	40	
Link Distance (ft)	2580			1378	980	
Travel Time (s)	44.0			23.5	16.7	
Volume (vph)	77	9	12	89	19	7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	84	10	13	97	21	8
Lane Group Flow (vph)	84	10	13	97	21	8
Turn Type		Perm	Prot			Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Detector Phases	4	4	3	8	2	2
Minimum Initial (s)	10.0	10.0	8.0	10.0	8.0	8.0
Minimum Split (s)	21.0	21.0	13.0	21.0	21.0	21.0
Total Split (s)	22.0	22.0	15.0	37.0	23.0	23.0
Total Split (%)	36.7%	36.7%	25.0%	61.7%	38.3%	38.3%
Maximum Green (s)	17.0	17.0	10.0	32.0	18.0	18.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Max	C-Max	None	C-Max	Max	Max
Walk Time (s)	5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	30.4	30.4	9.0	33.0	19.0	19.0
Actuated g/C Ratio	0.51	0.51	0.15	0.55	0.32	0.32
v/c Ratio	0.05	0.01	0.05	0.05	0.04	0.02
Control Delay	6.7	3.8	8.2	0.4	14.6	9.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	6.7	3.8	8.2	0.4	14.6	9.0

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
LOS	A	A	A	A	B	A
Approach Delay	6.4			1.3	13.0	
Approach LOS	A			A	B	
Queue Length 50th (ft)	5	0	0	0	5	0
Queue Length 95th (ft)	13	2	7	1	18	8
Internal Link Dist (ft)	2500			1298	900	
Turn Bay Length (ft)		100	100			
Base Capacity (vph)	1663	749	301	1805	520	470
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	0.05	0.01	0.04	0.05	0.04	0.02

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 48 (80%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.05
Intersection Signal Delay: 4.8 Intersection LOS: A
Intersection Capacity Utilization 21.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 119: Lone Star Rd & Sunroad Blvd



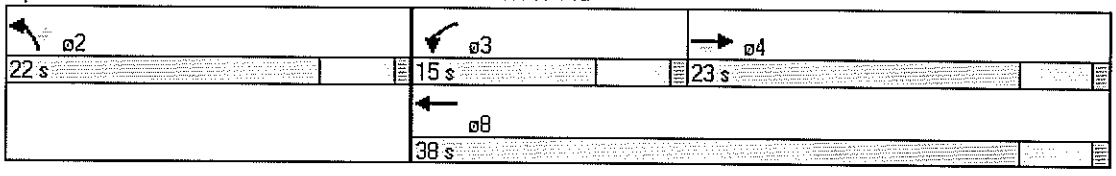
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↱	↰	↑↑	↰	↱
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3282	1468	1641	3282	1641	1468
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3282	1468	1641	3282	1641	1468
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		3				16
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	40			40	40	
Link Distance (ft)	1378			1407	1725	
Travel Time (s)	23.5			24.0	29.4	
Volume (vph)	87	3	11	70	3	15
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	95	3	12	76	3	16
Lane Group Flow (vph)	95	3	12	76	3	16
Turn Type		Perm	Prot			Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Detector Phases	4	4	3	8	2	2
Minimum Initial (s)	10.0	10.0	8.0	10.0	8.0	8.0
Minimum Split (s)	21.0	21.0	13.0	21.0	21.0	21.0
Total Split (s)	23.0	23.0	15.0	38.0	22.0	22.0
Total Split (%)	38.3%	38.3%	25.0%	63.3%	36.7%	36.7%
Maximum Green (s)	18.0	18.0	10.0	33.0	17.0	17.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	C-Max	C-Max
Walk Time (s)	5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	11.0	11.0	9.0	13.6	46.0	46.0
Actuated g/C Ratio	0.18	0.18	0.15	0.23	0.77	0.77
v/c Ratio	0.16	0.01	0.05	0.10	0.00	0.01
Control Delay	13.8	8.3	21.1	15.4	6.3	3.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	13.8	8.3	21.1	15.4	6.3	3.9
LOS	B	A	C	B	A	A
Approach Delay	13.6			16.2	4.3	

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Approach LOS	B			B	A	
Queue Length 50th (ft)	15	0	4	14	0	0
Queue Length 95th (ft)	35	7	18	21	4	8
Internal Link Dist (ft)	1298			1327	1645	
Turn Bay Length (ft)						
Base Capacity (vph)	1039	467	301	1860	1258	1129
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	0.09	0.01	0.04	0.04	0.00	0.01

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 4 (7%), Referenced to phase 2:NBL and 6:, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.16
Intersection Signal Delay: 13.9 Intersection LOS: B
Intersection Capacity Utilization 21.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 36: Lone Star Rd & Zinser Rd



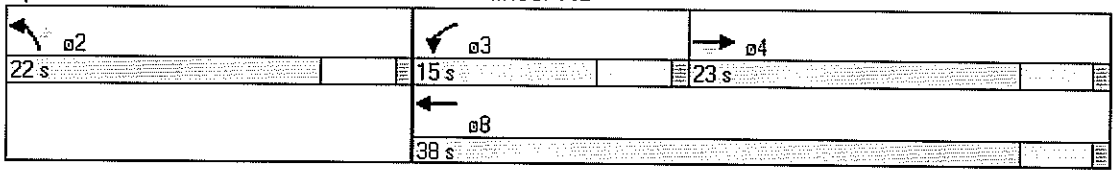
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↱	↰	↑↑↑	↰	↱
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3282	1468	1641	3282	1641	1468
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3282	1468	1641	3282	1641	1468
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		3				13
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	40			40	40	
Link Distance (ft)	1378			1407	1725	
Travel Time (s)	23.5			24.0	29.4	
Volume (vph)	77	3	17	96	4	12
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	84	3	18	104	4	13
Lane Group Flow (vph)	84	3	18	104	4	13
Turn Type		Perm	Prot			Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Detector Phases	4	4	3	8	2	2
Minimum Initial (s)	10.0	10.0	8.0	10.0	8.0	8.0
Minimum Split (s)	21.0	21.0	13.0	21.0	21.0	21.0
Total Split (s)	23.0	23.0	15.0	38.0	22.0	22.0
Total Split (%)	38.3%	38.3%	25.0%	63.3%	36.7%	36.7%
Maximum Green (s)	18.0	18.0	10.0	33.0	17.0	17.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	C-Max	C-Max
Walk Time (s)	5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	11.4	11.4	9.0	14.0	45.6	45.6
Actuated g/C Ratio	0.19	0.19	0.15	0.23	0.76	0.76
v/c Ratio	0.13	0.01	0.07	0.14	0.00	0.01
Control Delay	10.6	5.7	19.1	14.1	7.0	4.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	10.6	5.7	19.1	14.1	7.0	4.5
LOS	B	A	B	B	A	A
Approach Delay	10.4			14.9	5.1	

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Approach LOS	B			B	A	
Queue Length 50th (ft)	10	0	6	18	1	0
Queue Length 95th (ft)	20	5	23	27	5	8
Internal Link Dist (ft)	1298			1327	1645	
Turn Bay Length (ft)						
Base Capacity (vph)	1039	467	301	1860	1247	1119
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	0.08	0.01	0.06	0.06	0.00	0.01

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 48 (80%), Referenced to phase 2:NBL and 6:, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.14
Intersection Signal Delay: 12.4 Intersection LOS: B
Intersection Capacity Utilization 21.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 36: Lone Star Rd & Zinser Rd



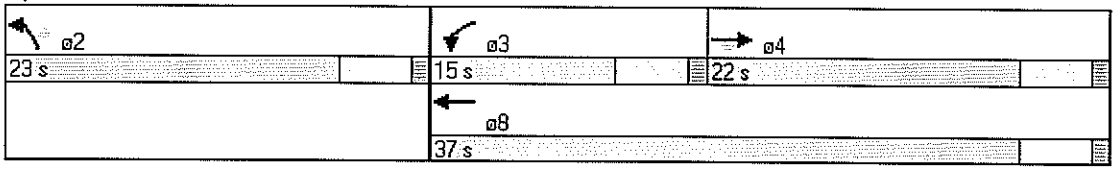
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		100	100		0	0
Storage Lanes		1	1		1	1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3282	1468	1641	3282	1641	1468
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3282	1468	1641	3282	1641	1468
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		28				12
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	40			40	40	
Link Distance (ft)	1407			2180	3108	
Travel Time (s)	24.0			37.2	53.0	
Volume (vph)	93	26	12	72	25	11
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	101	28	13	78	27	12
Lane Group Flow (vph)	101	28	13	78	27	12
Turn Type		Perm	Prot			Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Detector Phases	4	4	3	8	2	2
Minimum Initial (s)	10.0	10.0	8.0	10.0	8.0	8.0
Minimum Split (s)	21.0	21.0	13.0	21.0	21.0	21.0
Total Split (s)	22.0	22.0	15.0	37.0	23.0	23.0
Total Split (%)	36.7%	36.7%	25.0%	61.7%	38.3%	38.3%
Maximum Green (s)	17.0	17.0	10.0	32.0	18.0	18.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Max	C-Max	None	C-Max	Max	Max
Walk Time (s)	5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	30.4	30.4	9.0	33.0	19.0	19.0
Actuated g/C Ratio	0.51	0.51	0.15	0.55	0.32	0.32
v/c Ratio	0.06	0.04	0.05	0.04	0.05	0.03
Control Delay	3.2	0.5	17.8	5.1	16.3	11.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	3.2	0.5	17.8	5.1	16.3	11.0

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
LOS	A	A	B	A	B	B
Approach Delay	2.6			6.9	14.7	
Approach LOS	A			A	B	
Queue Length 50th (ft)	2	0	3	4	9	2
Queue Length 95th (ft)	8	0	13	10	28	14
Internal Link Dist (ft)	1327			2100	3028	
Turn Bay Length (ft)		100	100			
Base Capacity (vph)	1663	758	301	1805	520	473
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	0.06	0.04	0.04	0.04	0.05	0.03

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.06
Intersection Signal Delay: 5.9 Intersection LOS: A
Intersection Capacity Utilization 21.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 102: Lone Star Rd & Vann Center Blvd



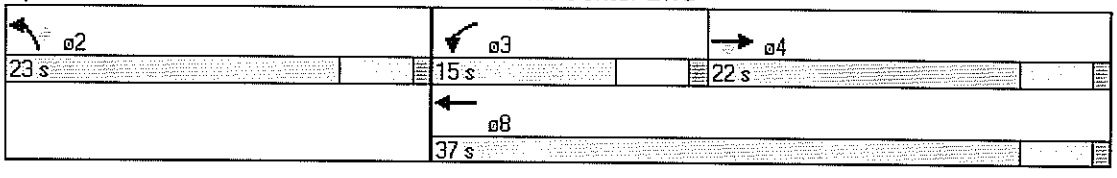
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		100	100		0	0
Storage Lanes		1	1		1	1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3282	1468	1641	3282	1641	1468
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3282	1468	1641	3282	1641	1468
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		29				14
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	40			40	40	
Link Distance (ft)	1407			2180	3108	
Travel Time (s)	24.0			37.2	53.0	
Volume (vph)	79	27	17	96	29	13
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	86	29	18	104	32	14
Lane Group Flow (vph)	86	29	18	104	32	14
Turn Type		Perm	Prot			Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Detector Phases	4	4	3	8	2	2
Minimum Initial (s)	10.0	10.0	8.0	10.0	8.0	8.0
Minimum Split (s)	21.0	21.0	13.0	21.0	21.0	21.0
Total Split (s)	22.0	22.0	15.0	37.0	23.0	23.0
Total Split (%)	36.7%	36.7%	25.0%	61.7%	38.3%	38.3%
Maximum Green (s)	17.0	17.0	10.0	32.0	18.0	18.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Max	C-Max	None	C-Max	Max	Max
Walk Time (s)	5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	30.4	30.4	9.0	33.0	19.0	19.0
Actuated g/C Ratio	0.51	0.51	0.15	0.55	0.32	0.32
v/c Ratio	0.05	0.04	0.07	0.06	0.06	0.03
Control Delay	2.5	0.1	18.1	4.3	18.3	12.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	2.5	0.1	18.1	4.3	18.3	12.7

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
LOS	A	A	B	A	B	B
Approach Delay	1.9			6.3	16.6	
Approach LOS	A			A	B	
Queue Length 50th (ft)	1	0	4	5	10	2
Queue Length 95th (ft)	5	0	15	10	31	15
Internal Link Dist (ft)	1327			2100	3028	
Turn Bay Length (ft)		100	100			
Base Capacity (vph)	1663	758	301	1805	520	474
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	0.05	0.04	0.06	0.06	0.06	0.03

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 48 (80%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.07
Intersection Signal Delay: 6.2 Intersection LOS: A
Intersection Capacity Utilization 21.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 102: Lone Star Rd & Vann Center Blvd



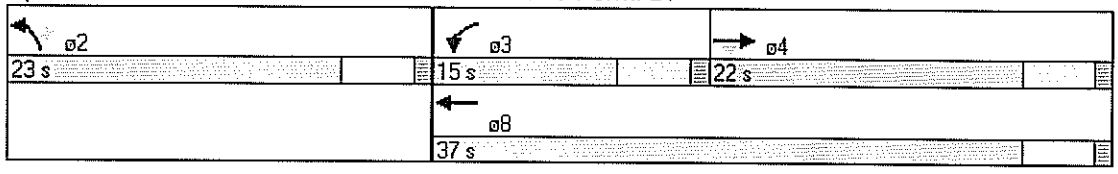
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↱	↰	↑↑↑	↰	↱
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		100	100		0	0
Storage Lanes		1	1		1	1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3282	1468	1641	3282	1641	1468
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3282	1468	1641	3282	1641	1468
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		34				24
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	40			40	40	
Link Distance (ft)	2180			2880	3122	
Travel Time (s)	37.2			49.1	53.2	
Volume (vph)	152	31	52	98	30	22
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	165	34	57	107	33	24
Lane Group Flow (vph)	165	34	57	107	33	24
Turn Type		Perm	Prot			Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Detector Phases	4	4	3	8	2	2
Minimum Initial (s)	10.0	10.0	8.0	10.0	8.0	8.0
Minimum Split (s)	21.0	21.0	13.0	21.0	21.0	21.0
Total Split (s)	22.0	22.0	15.0	37.0	23.0	23.0
Total Split (%)	36.7%	36.7%	25.0%	61.7%	38.3%	38.3%
Maximum Green (s)	17.0	17.0	10.0	32.0	18.0	18.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Max	C-Max	None	C-Max	Max	Max
Walk Time (s)	5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	24.7	24.7	9.5	33.0	19.0	19.0
Actuated g/C Ratio	0.41	0.41	0.16	0.55	0.32	0.32
v/c Ratio	0.12	0.05	0.22	0.06	0.06	0.05
Control Delay	8.3	2.2	24.1	6.4	14.8	7.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	8.3	2.2	24.1	6.4	14.8	7.0

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
LOS	A	A	C	A	B	A
Approach Delay	7.3			12.6	11.5	
Approach LOS	A			B	B	
Queue Length 50th (ft)	11	1	18	8	8	0
Queue Length 95th (ft)	23	6	45	17	25	13
Internal Link Dist (ft)	2100			2800	3042	
Turn Bay Length (ft)		100	100			
Base Capacity (vph)	1352	625	301	1805	520	481
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	0.12	0.05	0.19	0.06	0.06	0.05

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 28 (47%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.22
Intersection Signal Delay: 9.9 Intersection LOS: A
Intersection Capacity Utilization 31.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 108: Lone Star Rd & Enrico Fermi Dr



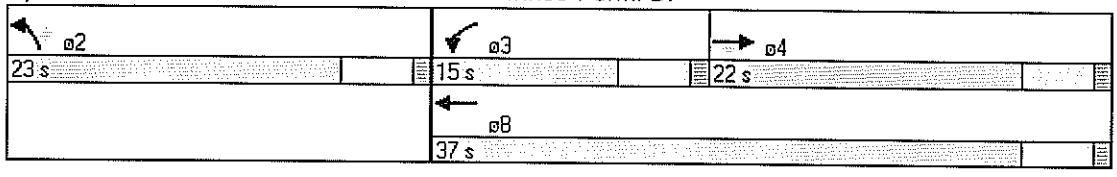
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		100	100		0	0
Storage Lanes		1	1		1	1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3282	1468	1641	3282	1641	1468
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3282	1468	1641	3282	1641	1468
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		36				52
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	40			40	40	
Link Distance (ft)	2180			2880	3122	
Travel Time (s)	37.2			49.1	53.2	
Volume (vph)	107	33	24	167	34	48
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	116	36	26	182	37	52
Lane Group Flow (vph)	116	36	26	182	37	52
Turn Type		Perm	Prot			Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Detector Phases	4	4	3	8	2	2
Minimum Initial (s)	10.0	10.0	8.0	10.0	8.0	8.0
Minimum Split (s)	21.0	21.0	13.0	21.0	21.0	21.0
Total Split (s)	22.0	22.0	15.0	37.0	23.0	23.0
Total Split (%)	36.7%	36.7%	25.0%	61.7%	38.3%	38.3%
Maximum Green (s)	17.0	17.0	10.0	32.0	18.0	18.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Max	C-Max	None	C-Max	Max	Max
Walk Time (s)	5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	30.4	30.4	9.0	33.0	19.0	19.0
Actuated g/C Ratio	0.51	0.51	0.15	0.55	0.32	0.32
v/c Ratio	0.07	0.05	0.11	0.10	0.07	0.10
Control Delay	5.8	2.1	23.3	6.6	14.9	5.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	5.8	2.1	23.3	6.6	14.9	5.7

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
LOS	A	A	C	A	B	A
Approach Delay	4.9			8.7	9.5	
Approach LOS	A			A	A	
Queue Length 50th (ft)	5	0	8	14	9	0
Queue Length 95th (ft)	17	6	27	27	27	20
Internal Link Dist (ft)	2100			2800	3042	
Turn Bay Length (ft)		100	100			
Base Capacity (vph)	1663	762	301	1805	520	500
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	0.07	0.05	0.09	0.10	0.07	0.10

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 16 (27%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.11
Intersection Signal Delay: 7.6 Intersection LOS: A
Intersection Capacity Utilization 21.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 108: Lone Star Rd & Enrico Fermi Dr



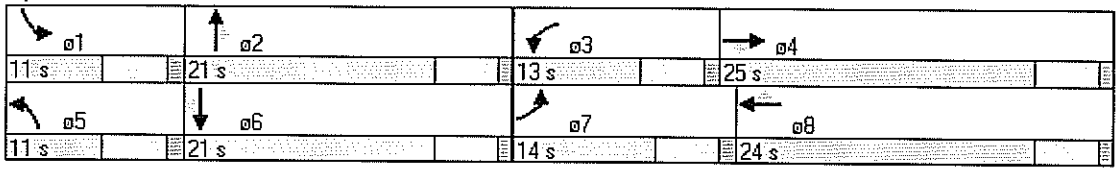
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	100		100	100		100
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			34			36			7			70
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)		2880			3964			3128			879	
Travel Time (s)		49.1			67.6			53.3			15.0	
Volume (vph)	90	82	31	7	52	33	11	14	6	29	47	64
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	98	89	34	8	57	36	12	15	7	32	51	70
Lane Group Flow (vph)	98	89	34	8	57	36	12	15	7	32	51	70
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	11.0	21.0	21.0	11.0	21.0	21.0
Total Split (s)	14.0	25.0	25.0	13.0	24.0	24.0	11.0	21.0	21.0	11.0	21.0	21.0
Total Split (%)	20.0%	35.7%	35.7%	18.6%	34.3%	34.3%	15.7%	30.0%	30.0%	15.7%	30.0%	30.0%
Maximum Green (s)	9.0	20.0	20.0	8.0	19.0	19.0	6.0	16.0	16.0	6.0	16.0	16.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	10.8	19.9	19.9	10.1	12.6	12.6	7.9	37.9	37.9	7.9	40.2	40.2
Actuated g/C Ratio	0.15	0.28	0.28	0.13	0.18	0.18	0.11	0.58	0.58	0.11	0.62	0.62
v/c Ratio	0.39	0.10	0.08	0.04	0.10	0.12	0.07	0.01	0.01	0.18	0.03	0.08
Control Delay	24.6	13.8	7.8	24.7	19.2	9.7	26.7	15.2	10.3	26.4	12.2	4.8
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
Total Delay	24.6	13.8	7.8	24.7	19.2	9.7	26.7	15.2	10.3	26.4	12.2	4.8

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	B	A	C	B	A	C	B	B	C	B	A
Approach Delay		17.7			16.2			18.3			11.8	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)	25	6	0	2	6	0	3	1	0	8	4	0
Queue Length 95th (ft)	72	31	20	13	23	21	17	8	8	33	18	25
Internal Link Dist (ft)		2800			3884			3048			799	
Turn Bay Length (ft)	100		100	100		100	100		100	100		100
Base Capacity (vph)	265	1114	521	220	915	435	175	1906	855	181	2024	932
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	0.37	0.08	0.07	0.04	0.06	0.08	0.07	0.01	0.01	0.18	0.03	0.08

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 65.2
Natural Cycle: 70
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.39
Intersection Signal Delay: 15.7 Intersection LOS: B
Intersection Capacity Utilization 31.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 59: Lone Star Rd & Alta Rd



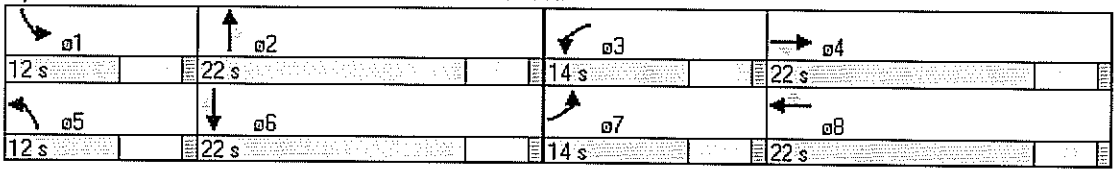
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	100		100	100		100
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			13			35			9			108
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)		2880			3964			3128			879	
Travel Time (s)		49.1			67.6			53.3			15.0	
Volume (vph)	70	58	12	6	91	32	34	51	8	37	16	99
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	76	63	13	7	99	35	37	55	9	40	17	108
Lane Group Flow (vph)	76	63	13	7	99	35	37	55	9	40	17	108
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	11.0	21.0	21.0	11.0	21.0	21.0
Total Split (s)	14.0	22.0	22.0	14.0	22.0	22.0	12.0	22.0	22.0	12.0	22.0	22.0
Total Split (%)	20.0%	31.4%	31.4%	20.0%	31.4%	31.4%	17.1%	31.4%	31.4%	17.1%	31.4%	31.4%
Maximum Green (s)	9.0	17.0	17.0	9.0	17.0	17.0	7.0	17.0	17.0	7.0	17.0	17.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	10.7	19.8	19.8	10.1	12.6	12.6	8.5	38.9	38.9	8.5	38.9	38.9
Actuated g/C Ratio	0.15	0.27	0.27	0.13	0.17	0.17	0.12	0.59	0.59	0.12	0.59	0.59
v/c Ratio	0.31	0.07	0.03	0.03	0.17	0.12	0.19	0.03	0.01	0.21	0.01	0.12
Control Delay	24.3	14.8	10.4	25.7	19.7	10.0	26.7	14.2	9.9	26.9	15.3	4.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.3	14.8	10.4	25.7	19.7	10.0	26.7	14.2	9.9	26.9	15.3	4.6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	B	B	C	B	B	C	B	A	C	B	A
Approach Delay		19.2			17.6			18.4			11.1	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)	19	4	0	2	12	0	10	5	0	10	1	0
Queue Length 95th (ft)	60	25	13	12	35	21	37	19	9	39	8	31
Internal Link Dist (ft)		2800			3884			3048			799	
Turn Bay Length (ft)	100		100	100		100	100		100	100		100
Base Capacity (vph)	259	1035	472	236	833	399	201	1924	864	201	1924	906
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	0.29	0.06	0.03	0.03	0.12	0.09	0.18	0.03	0.01	0.20	0.01	0.12

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 66.3
Natural Cycle: 70
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.31
Intersection Signal Delay: 16.3 Intersection LOS: B
Intersection Capacity Utilization 31.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 59: Lone Star Rd & Alta Rd



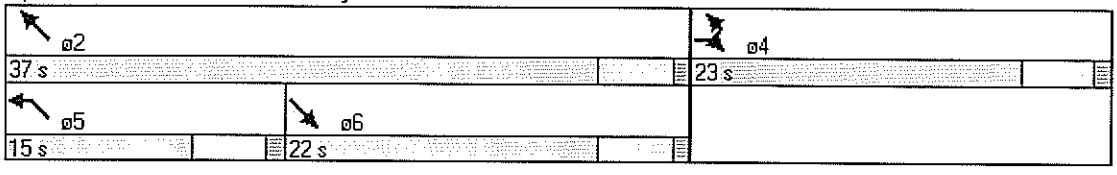
Lane Group	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		100	100	
Storage Lanes	1	1		1	1	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)	15	9		9	15	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	0.95
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1641	1468	3282	1468	1641	3282
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1641	1468	3282	1468	1641	3282
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		24		26		
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	50		40			40
Link Distance (ft)	1980		3964			2219
Travel Time (s)	27.0		67.6			37.8
Volume (vph)	23	22	41	24	18	36
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	25	24	45	26	20	39
Lane Group Flow (vph)	25	24	45	26	20	39
Turn Type		Prot		Perm	Prot	
Protected Phases	4	4	6		5	2
Permitted Phases				6		
Detector Phases	4	4	6	6	5	2
Minimum Initial (s)	8.0	8.0	10.0	10.0	8.0	10.0
Minimum Split (s)	21.0	21.0	21.0	21.0	13.0	21.0
Total Split (s)	23.0	23.0	22.0	22.0	15.0	37.0
Total Split (%)	38.3%	38.3%	36.7%	36.7%	25.0%	61.7%
Maximum Green (s)	18.0	18.0	17.0	17.0	10.0	32.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	C-Max	C-Max	None	C-Max
Walk Time (s)	5.0	5.0	5.0	5.0		5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0		11.0
Pedestrian Calls (#/hr)	0	0	0	0		0
Act Effct Green (s)	9.0	9.0	50.6	50.6	9.0	53.2
Actuated g/C Ratio	0.15	0.15	0.84	0.84	0.15	0.89
v/c Ratio	0.10	0.10	0.02	0.02	0.08	0.01
Control Delay	23.3	11.4	4.2	2.9	13.1	2.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.3	11.4	4.2	2.9	13.1	2.4

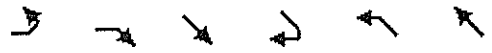
Lane Group	EBL	EBR	SET	SER	NWL	NWT
LOS	C	B	A	A	B	A
Approach Delay	17.5		3.8			6.0
Approach LOS	B		A			A
Queue Length 50th (ft)	8	0	0	0	4	0
Queue Length 95th (ft)	26	17	10	10	8	1
Internal Link Dist (ft)	1900		3884			2139
Turn Bay Length (ft)				100	100	
Base Capacity (vph)	520	481	2768	1242	301	2910
Starvation 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	0.05	0.05	0.02	0.02	0.07	0.01

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 56 (93%), Referenced to phase 2:NWT and 6:SET, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.10
Intersection Signal Delay: 8.2 Intersection LOS: A
Intersection Capacity Utilization 21.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 97: Otay Mesa Rd & Lone Star Rd





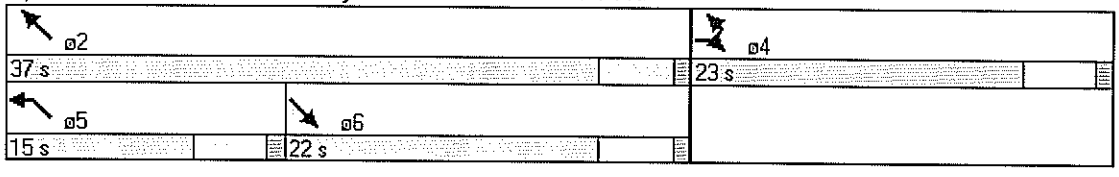
Lane Group	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		100	100	
Storage Lanes	1	1		1	1	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)	15	9		9	15	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	0.95
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1641	1468	3282	1468	1641	3282
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1641	1468	3282	1468	1641	3282
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		23		27		
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	50		40			40
Link Distance (ft)	1980		3964			2219
Travel Time (s)	27.0		67.6			37.8
Volume (vph)	27	21	39	25	24	45
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	29	23	42	27	26	49
Lane Group Flow (vph)	29	23	42	27	26	49
Turn Type		Prot		Perm	Prot	
Protected Phases	4	4	6		5	2
Permitted Phases				6		
Detector Phases	4	4	6	6	5	2
Minimum Initial (s)	8.0	8.0	10.0	10.0	8.0	10.0
Minimum Split (s)	21.0	21.0	21.0	21.0	13.0	21.0
Total Split (s)	23.0	23.0	22.0	22.0	15.0	37.0
Total Split (%)	38.3%	38.3%	36.7%	36.7%	25.0%	61.7%
Maximum Green (s)	18.0	18.0	17.0	17.0	10.0	32.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	C-Max	C-Max	None	C-Max
Walk Time (s)	5.0	5.0	5.0	5.0		5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0		11.0
Pedestrian Calls (#/hr)	0	0	0	0		0
Act Effct Green (s)	9.0	9.0	50.6	50.6	9.0	53.2
Actuated g/C Ratio	0.15	0.15	0.84	0.84	0.15	0.89
v/c Ratio	0.12	0.10	0.02	0.02	0.11	0.02
Control Delay	23.4	11.6	4.3	2.9	15.8	2.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.4	11.6	4.3	2.9	15.8	2.3

Lane Group	EBL	EBR	SET	SER	NWL	NWT
LOS	C	B	A	A	B	A
Approach Delay	18.2		3.7			7.0
Approach LOS	B		A			A
Queue Length 50th (ft)	9	0	0	0	6	0
Queue Length 95th (ft)	29	17	10	10	19	2
Internal Link Dist (ft)	1900		3884			2139
Turn Bay Length (ft)				100	100	
Base Capacity (vph)	520	481	2767	1242	301	2909
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	0.06	0.05	0.02	0.02	0.09	0.02

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 56 (93%), Referenced to phase 2:NWT and 6:SET, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.12
Intersection Signal Delay: 8.8 Intersection LOS: A
Intersection Capacity Utilization 21.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 97: Otay Mesa Rd & Lone Star Rd



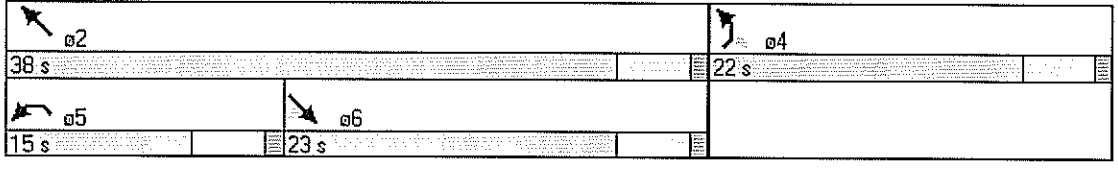
Lane Group	SET	SER	NWL	NWT	NEL	NER
Lane Configurations	↑↑	↱	↰	↑↑	↰	↱
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		100	100		0	0
Storage Lanes		1	1		1	1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3282	1468	1641	3282	1641	1468
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3282	1468	1641	3282	1641	1468
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		37				42
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	40			40	40	
Link Distance (ft)	2219			1303	3201	
Travel Time (s)	37.8			22.2	54.6	
Volume (vph)	4	34	14	5	40	39
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	4	37	15	5	43	42
Lane Group Flow (vph)	4	37	15	5	43	42
Turn Type		Perm	Prot			Perm
Protected Phases	6		5	2	4	
Permitted Phases		6				4
Detector Phases	6	6	5	2	4	4
Minimum Initial (s)	8.0	8.0	6.0	8.0	10.0	10.0
Minimum Split (s)	21.0	21.0	13.0	21.0	21.0	21.0
Total Split (s)	23.0	23.0	15.0	38.0	22.0	22.0
Total Split (%)	38.3%	38.3%	25.0%	63.3%	36.7%	36.7%
Maximum Green (s)	18.0	18.0	10.0	33.0	17.0	17.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Max	Max	None	Max	C-Max	C-Max
Walk Time (s)	5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	31.6	31.6	7.2	34.0	18.0	18.0
Actuated g/C Ratio	0.53	0.53	0.12	0.57	0.30	0.30
v/c Ratio	0.00	0.05	0.08	0.00	0.09	0.09
Control Delay	8.5	3.5	24.1	5.6	15.8	6.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	8.5	3.5	24.1	5.6	15.8	6.3

Lane Group	SET	SER	NWL	NWT	NEL	NER
LOS	A	A	C	A	B	A
Approach Delay	4.0			19.5	11.1	
Approach LOS	A			B	B	
Queue Length 50th (ft)	0	0	5	0	11	0
Queue Length 95th (ft)	2	10	19	2	31	19
Internal Link Dist (ft)	2139			1223	3121	
Turn Bay Length (ft)		100	100			
Base Capacity (vph)	1726	790	301	1860	492	470
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	0.00	0.05	0.05	0.00	0.09	0.09

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 48 (80%), Referenced to phase 4:NEL, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.09
Intersection Signal Delay: 10.2 Intersection LOS: B
Intersection Capacity Utilization 22.4% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 43: Lone Star Rd & Siempre Viva Rd



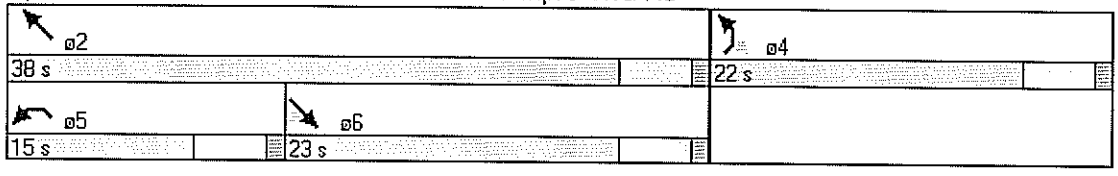
Lane Group	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		100	100		0	0
Storage Lanes		1	1		1	1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3282	1468	1641	3282	1641	1468
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3282	1468	1641	3282	1641	1468
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		48				17
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	40			40	40	
Link Distance (ft)	2219			1303	3201	
Travel Time (s)	37.8			22.2	54.6	
Volume (vph)	5	44	43	4	37	16
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	5	48	47	4	40	17
Lane Group Flow (vph)	5	48	47	4	40	17
Turn Type		Perm	Prot			Perm
Protected Phases	6		5	2	4	
Permitted Phases		6				4
Detector Phases	6	6	5	2	4	4
Minimum Initial (s)	8.0	8.0	6.0	8.0	10.0	10.0
Minimum Split (s)	21.0	21.0	13.0	21.0	21.0	21.0
Total Split (s)	23.0	23.0	15.0	38.0	22.0	22.0
Total Split (%)	38.3%	38.3%	25.0%	63.3%	36.7%	36.7%
Maximum Green (s)	18.0	18.0	10.0	33.0	17.0	17.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Max	Max	None	Max	C-Max	C-Max
Walk Time (s)	5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	28.5	28.5	8.1	34.0	18.0	18.0
Actuated g/C Ratio	0.48	0.48	0.14	0.57	0.30	0.30
v/c Ratio	0.00	0.07	0.21	0.00	0.08	0.04
Control Delay	11.6	4.8	24.9	5.8	15.7	8.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.6	4.8	24.9	5.8	15.7	8.1

Lane Group	SET	SER	NWL	NWT	NEL	NER
LOS	B	A	C	A	B	A
Approach Delay	5.4			23.4	13.5	
Approach LOS	A			C	B	
Queue Length 50th (ft)	0	0	16	0	10	0
Queue Length 95th (ft)	2	1	40	2	29	12
Internal Link Dist (ft)	2139			1223	3121	
Turn Bay Length (ft)		100	100			
Base Capacity (vph)	1560	723	301	1860	492	452
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	0.00	0.07	0.16	0.00	0.08	0.04

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 48 (80%), Referenced to phase 4:NEL, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.21
Intersection Signal Delay: 14.0 Intersection LOS: B
Intersection Capacity Utilization 24.0% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 43: Lone Star Rd & Siempre Viva Rd



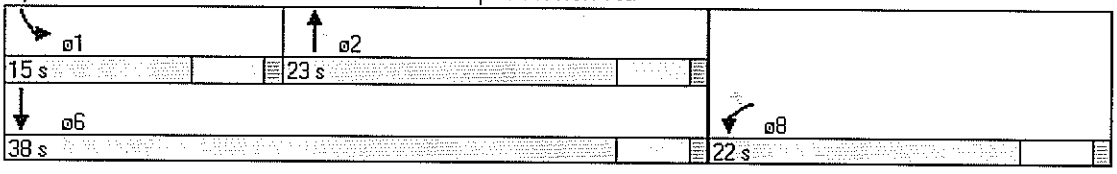
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		100	100	
Storage Lanes	1	1		1	1	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)	15	9		9	15	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	0.95
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1641	1468	3282	1468	1641	3282
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1641	1468	3282	1468	1641	3282
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		36		154		
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	40		40			40
Link Distance (ft)	2560		2568			978
Travel Time (s)	43.6		43.8			16.7
Volume (vph)	128	33	136	142	45	115
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	139	36	148	154	49	125
Lane Group Flow (vph)	139	36	148	154	49	125
Turn Type		Perm		Perm	Prot	
Protected Phases	8		2		1	6
Permitted Phases		8		2		
Detector Phases	8	8	2	2	1	6
Minimum Initial (s)	10.0	10.0	8.0	8.0	6.0	8.0
Minimum Split (s)	21.0	21.0	21.0	21.0	13.0	21.0
Total Split (s)	22.0	22.0	23.0	23.0	15.0	38.0
Total Split (%)	36.7%	36.7%	38.3%	38.3%	25.0%	63.3%
Maximum Green (s)	17.0	17.0	18.0	18.0	10.0	33.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Max	C-Max	Max	Max	None	Max
Walk Time (s)	5.0	5.0	5.0	5.0		5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0		11.0
Pedestrian Calls (#/hr)	0	0	0	0		0
Act Effct Green (s)	18.0	18.0	28.7	28.7	8.0	34.0
Actuated g/C Ratio	0.30	0.30	0.48	0.48	0.13	0.57
v/c Ratio	0.28	0.08	0.09	0.20	0.22	0.07
Control Delay	18.0	6.6	11.0	3.7	23.3	4.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.0	6.6	11.0	3.7	23.3	4.2

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
LOS	B	A	B	A	C	A
Approach Delay	15.7		7.3			9.6
Approach LOS	B		A			A
Queue Length 50th (ft)	38	0	11	0	14	7
Queue Length 95th (ft)	77	17	36	33	35	11
Internal Link Dist (ft)	2480		2488			898
Turn Bay Length (ft)				100	100	
Base Capacity (vph)	492	466	1571	783	301	1860
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	0.08	0.09	0.20	0.16	0.07

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 54 (90%), Referenced to phase 8:WBL, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.28
Intersection Signal Delay: 10.2 Intersection LOS: B
Intersection Capacity Utilization 30.0% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 117: Zinser Rd & Piper Ranch Rd



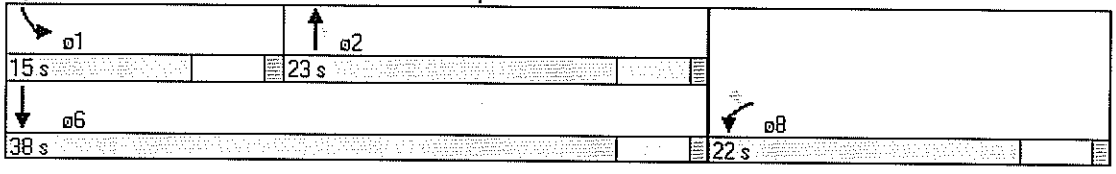
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		100	100	
Storage Lanes	1	1		1	1	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)	15	9		9	15	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	0.95
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1641	1468	3282	1468	1641	3282
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1641	1468	3282	1468	1641	3282
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		53		153		
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	40		40			40
Link Distance (ft)	2560		2568			978
Travel Time (s)	43.6		43.8			16.7
Volume (vph)	157	49	127	141	36	150
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	171	53	138	153	39	163
Lane Group Flow (vph)	171	53	138	153	39	163
Turn Type		Perm		Perm	Prot	
Protected Phases	8		2		1	6
Permitted Phases		8		2		
Detector Phases	8	8	2	2	1	6
Minimum Initial (s)	10.0	10.0	8.0	8.0	6.0	8.0
Minimum Split (s)	21.0	21.0	21.0	21.0	13.0	21.0
Total Split (s)	22.0	22.0	23.0	23.0	15.0	38.0
Total Split (%)	36.7%	36.7%	38.3%	38.3%	25.0%	63.3%
Maximum Green (s)	17.0	17.0	18.0	18.0	10.0	33.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Max	C-Max	Max	Max	None	Max
Walk Time (s)	5.0	5.0	5.0	5.0		5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0		11.0
Pedestrian Calls (#/hr)	0	0	0	0		0
Act Effct Green (s)	18.0	18.0	28.7	28.7	8.0	34.0
Actuated g/C Ratio	0.30	0.30	0.48	0.48	0.13	0.57
v/c Ratio	0.35	0.11	0.09	0.20	0.18	0.09
Control Delay	18.9	6.0	11.1	3.8	24.3	5.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.9	6.0	11.1	3.8	24.3	5.5

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
LOS	B	A	B	A	C	A
Approach Delay	15.8		7.2			9.1
Approach LOS	B		A			A
Queue Length 50th (ft)	48	0	10	0	12	12
Queue Length 95th (ft)	93	21	34	33	34	17
Internal Link Dist (ft)	2480		2488			898
Turn Bay Length (ft)				100	100	
Base Capacity (vph)	492	478	1570	782	301	1860
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	0.35	0.11	0.09	0.20	0.13	0.09

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 4 (7%), Referenced to phase 8:WBL, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.35
Intersection Signal Delay: 10.5 Intersection LOS: B
Intersection Capacity Utilization 30.4% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 117: Zinser Rd & Piper Ranch Rd



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)	100		100	100		100	100		100	100		100
Storage Lanes	1		1	1		1	1		1	1		1
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	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			51			2			25			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)		2560			1725			3203			980	
Travel Time (s)		43.6			29.4			54.6			16.7	
Volume (vph)	13	38	47	13	50	2	26	32	23	2	43	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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	14	41	51	14	54	2	28	35	25	2	47	9
Lane Group Flow (vph)	14	41	51	14	54	2	28	35	25	2	47	9
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0
Total Split (s)	13.0	23.0	23.0	13.0	23.0	23.0	13.0	21.0	21.0	13.0	21.0	21.0
Total Split (%)	18.6%	32.9%	32.9%	18.6%	32.9%	32.9%	18.6%	30.0%	30.0%	18.6%	30.0%	30.0%
Maximum Green (s)	8.0	18.0	18.0	8.0	18.0	18.0	8.0	16.0	16.0	8.0	16.0	16.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	10.3	13.9	13.9	10.3	13.9	13.9	8.7	40.9	40.9	8.0	40.5	40.5
Actuated g/C Ratio	0.14	0.20	0.20	0.14	0.20	0.20	0.12	0.65	0.65	0.11	0.64	0.64
v/c Ratio	0.06	0.06	0.15	0.06	0.08	0.01	0.14	0.02	0.03	0.01	0.02	0.01
Control Delay	20.7	14.6	7.4	20.7	14.5	13.5	21.5	9.5	5.8	22.0	9.9	7.9
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
Total Delay	20.7	14.6	7.4	20.7	14.5	13.5	21.5	9.5	5.8	22.0	9.9	7.9

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	B	A	C	B	B	C	A	A	C	A	A
Approach Delay		12.0			15.7			12.3			10.0	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)	2	3	0	2	3	0	5	1	0	0	2	0
Queue Length 95th (ft)	19	18	25	19	22	5	29	13	14	6	17	9
Internal Link Dist (ft)		2480			1645			3123			900	
Turn Bay Length (ft)	100		100	100		100	100		100	100		100
Base Capacity (vph)	230	980	474	230	980	440	230	2139	965	229	2118	950
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	0.06	0.04	0.11	0.06	0.06	0.00	0.12	0.02	0.03	0.01	0.02	0.01

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 62.8
Natural Cycle: 70
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.15
Intersection Signal Delay: 12.5 Intersection LOS: B
Intersection Capacity Utilization 31.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 120: Zinser Rd & Sunroad Blvd

ø1	ø2	ø3	ø4
13 s	21 s	13 s	23 s
ø5	ø6	ø7	ø8
13 s	21 s	13 s	23 s

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)	100		100	100		100	100		100	100		100
Storage Lanes	1		1	1		1	1		1	1		1
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	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			30			2			57			15
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)		2560			1725			3203			980	
Travel Time (s)		43.6			29.4			54.6			16.7	
Volume (vph)	9	55	28	25	42	2	51	7	52	2	36	14
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	10	60	30	27	46	2	55	8	57	2	39	15
Lane Group Flow (vph)	10	60	30	27	46	2	55	8	57	2	39	15
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0
Total Split (s)	13.0	23.0	23.0	13.0	23.0	23.0	13.0	21.0	21.0	13.0	21.0	21.0
Total Split (%)	18.6%	32.9%	32.9%	18.6%	32.9%	32.9%	18.6%	30.0%	30.0%	18.6%	30.0%	30.0%
Maximum Green (s)	8.0	18.0	18.0	8.0	18.0	18.0	8.0	16.0	16.0	8.0	16.0	16.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	10.5	12.8	12.8	10.5	15.9	15.9	9.2	49.6	49.6	8.2	46.4	46.4
Actuated g/C Ratio	0.14	0.17	0.17	0.14	0.21	0.21	0.13	0.76	0.76	0.11	0.71	0.71
v/c Ratio	0.04	0.11	0.11	0.11	0.07	0.01	0.26	0.00	0.05	0.01	0.02	0.01
Control Delay	23.6	18.2	10.1	21.6	15.6	14.0	23.1	11.1	4.7	25.0	12.7	9.1
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
Total Delay	23.6	18.2	10.1	21.6	15.6	14.0	23.1	11.1	4.7	25.0	12.7	9.1

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	B	B	C	B	B	C	B	A	C	B	A
Approach Delay		16.3			17.7			13.6			12.2	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)	1	2	0	2	1	0	5	0	0	0	0	0
Queue Length 95th (ft)	15	24	19	29	20	5	47	5	22	6	15	12
Internal Link Dist (ft)		2480			1645			3123			900	
Turn Bay Length (ft)	100		100	100		100	100		100	100		100
Base Capacity (vph)	227	855	404	236	931	418	236	2488	1127	226	2329	1046
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	0.04	0.07	0.07	0.11	0.05	0.00	0.23	0.00	0.05	0.01	0.02	0.01

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 65.4
Natural Cycle: 70
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.26
Intersection Signal Delay: 15.0 Intersection LOS: B
Intersection Capacity Utilization 31.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 120: Zinser Rd & Sunroad Blvd

ø1	ø2	ø3	ø4
13 s	21 s	13 s	23 s
ø5	**ø6**	**ø7**	**ø8**
13 s	21 s	13 s	23 s

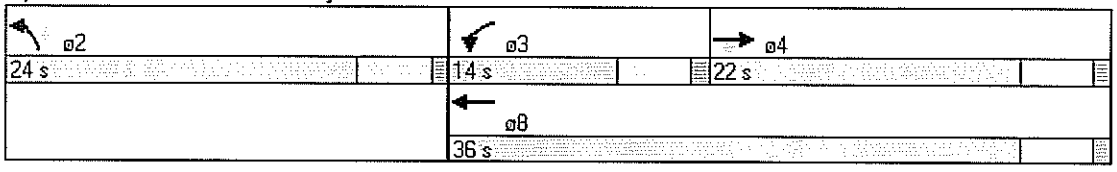
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↱	↰↰	↑↑↑	↰↰	↱
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		525	525		175	0
Storage Lanes		1	2		2	1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.91	1.00	0.97	0.91	0.97	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	4715	1468	3183	4715	3183	1468
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	4715	1468	3183	4715	3183	1468
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		217				392
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	50			50	40	
Link Distance (ft)	1820			5187	681	
Travel Time (s)	24.8			70.7	11.6	
Volume (vph)	587	200	206	411	213	361
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	638	217	224	447	232	392
Lane Group Flow (vph)	638	217	224	447	232	392
Turn Type		Perm	Prot			Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Detector Phases	4	4	3	8	2	2
Minimum Initial (s)	10.0	10.0	8.0	10.0	8.0	8.0
Minimum Split (s)	21.0	21.0	13.0	21.0	21.0	21.0
Total Split (s)	22.0	22.0	14.0	36.0	24.0	24.0
Total Split (%)	36.7%	36.7%	23.3%	60.0%	40.0%	40.0%
Maximum Green (s)	17.0	17.0	9.0	31.0	19.0	19.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Max	C-Max	None	C-Max	Max	Max
Walk Time (s)	5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	18.3	18.3	9.7	32.0	20.0	20.0
Actuated g/C Ratio	0.30	0.30	0.16	0.53	0.33	0.33
v/c Ratio	0.44	0.36	0.44	0.18	0.22	0.52
Control Delay	18.0	4.8	25.6	7.4	10.9	7.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.0	4.8	25.6	7.4	10.9	7.2

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
LOS	B	A	C	A	B	A
Approach Delay	14.7			13.5	8.6	
Approach LOS	B			B	A	
Queue Length 50th (ft)	67	0	38	27	27	0
Queue Length 95th (ft)	97	41	67	41	51	96
Internal Link Dist (ft)	1740			5107	601	
Turn Bay Length (ft)		525	525		175	
Base Capacity (vph)	1442	599	531	2515	1061	751
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	0.44	0.36	0.42	0.18	0.22	0.52

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 16 (27%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.52
Intersection Signal Delay: 12.5 Intersection LOS: B
Intersection Capacity Utilization 40.4% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 3: Otay Mesa Rd & Britannia Blvd



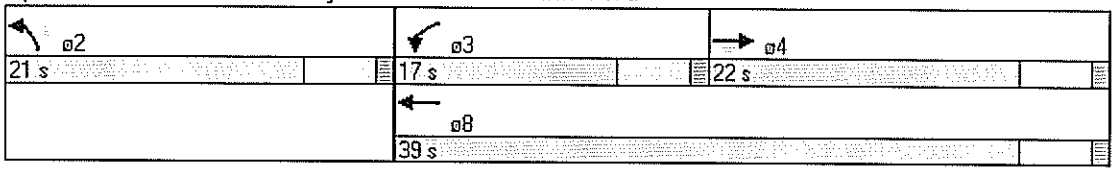
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		525	525		175	0
Storage Lanes		1	2		2	1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.91	1.00	0.97	0.91	0.97	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	4715	1468	3183	4715	3183	1468
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	4715	1468	3183	4715	3183	1468
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		254				247
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	50			50	40	
Link Distance (ft)	1820			5187	681	
Travel Time (s)	24.8			70.7	11.6	
Volume (vph)	452	234	397	646	220	227
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	491	254	432	702	239	247
Lane Group Flow (vph)	491	254	432	702	239	247
Turn Type		Perm	Prot			Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Detector Phases	4	4	3	8	2	2
Minimum Initial (s)	10.0	10.0	8.0	10.0	8.0	8.0
Minimum Split (s)	21.0	21.0	13.0	21.0	21.0	21.0
Total Split (s)	22.0	22.0	17.0	39.0	21.0	21.0
Total Split (%)	36.7%	36.7%	28.3%	65.0%	35.0%	35.0%
Maximum Green (s)	17.0	17.0	12.0	34.0	16.0	16.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Max	C-Max	None	C-Max	Max	Max
Walk Time (s)	5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	18.6	18.6	12.4	35.0	17.0	17.0
Actuated g/C Ratio	0.31	0.31	0.21	0.58	0.28	0.28
v/c Ratio	0.34	0.40	0.66	0.26	0.26	0.42
Control Delay	16.9	4.8	27.1	6.4	18.0	9.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.9	4.8	27.1	6.4	18.0	9.6

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
LOS	B	A	C	A	B	A
Approach Delay	12.8			14.3	13.7	
Approach LOS	B			B	B	
Queue Length 50th (ft)	50	0	73	39	35	0
Queue Length 95th (ft)	74	44	114	56	62	62
Internal Link Dist (ft)	1740			5107	601	
Turn Bay Length (ft)		525	525		175	
Base Capacity (vph)	1464	631	690	2750	902	593
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	0.34	0.40	0.63	0.26	0.26	0.42

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 30 (50%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.66
Intersection Signal Delay: 13.7 Intersection LOS: B
Intersection Capacity Utilization 36.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 3: Otay Mesa Rd & Britannia Blvd



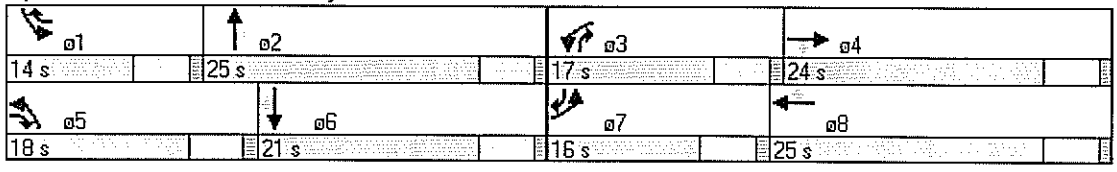
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	525		1000	525		0	250		100	250		100
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.86	1.00	1.00	0.86	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	5942	1468	1641	5942	1468	1641	4715	1468	1641	4715	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	5942	1468	1641	5942	1468	1641	4715	1468	1641	4715	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			126			112			39			86
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)		50			50			40			40	
Link Distance (ft)		5187			2583			264			3536	
Travel Time (s)		70.7			35.2			4.5			60.3	
Volume (vph)	108	475	116	125	288	103	142	480	36	89	558	79
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	117	516	126	136	313	112	154	522	39	97	607	86
Lane Group Flow (vph)	117	516	126	136	313	112	154	522	39	97	607	86
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)	8.0	10.0	6.0	8.0	10.0	6.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	11.0	13.0	21.0	11.0	11.0	21.0	13.0	11.0	21.0	13.0
Total Split (s)	16.0	24.0	18.0	17.0	25.0	14.0	18.0	25.0	17.0	14.0	21.0	16.0
Total Split (%)	20.0%	30.0%	22.5%	21.3%	31.3%	17.5%	22.5%	31.3%	21.3%	17.5%	26.3%	20.0%
Maximum Green (s)	11.0	19.0	13.0	12.0	20.0	9.0	13.0	20.0	12.0	9.0	16.0	11.0
Yellow 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
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	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
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	3.0
Recall Mode	None	C-Max	None	None	C-Max	None	None	Max	None	None	Max	None
Walk Time (s)		5.0			5.0			5.0			5.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	11.0	21.2	37.6	11.8	24.6	37.9	12.3	21.7	37.5	9.3	18.7	33.7
Actuated g/C Ratio	0.14	0.26	0.47	0.15	0.31	0.47	0.15	0.27	0.47	0.12	0.23	0.42
v/c Ratio	0.52	0.33	0.17	0.56	0.17	0.15	0.61	0.41	0.06	0.51	0.55	0.13
Control Delay	40.5	24.7	3.0	38.7	17.3	4.1	45.6	22.2	3.0	42.9	29.7	4.2
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
Total Delay	40.5	24.7	3.0	38.7	17.3	4.1	45.6	22.2	3.0	42.9	29.7	4.2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	D	C	A	D	B	A	D	C	A	D	C	A
Approach Delay		23.5			19.8			26.2			28.6	
Approach LOS		C			B			C			C	
Queue Length 50th (ft)	54	61	0	48	34	0	62	80	0	46	100	0
Queue Length 95th (ft)	105	85	27	123	48	29	125	84	0	93	137	25
Internal Link Dist (ft)		5107			2503			184			3456	
Turn Bay Length (ft)	525		1000	525			250		100	250		100
Base Capacity (vph)	246	1578	784	267	1827	766	287	1282	731	205	1100	685
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	7	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.33	0.16	0.51	0.17	0.15	0.54	0.41	0.05	0.47	0.56	0.13

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 20 (25%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.61
Intersection Signal Delay: 24.9 Intersection LOS: C
Intersection Capacity Utilization 47.2% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 8: Otay Mesa Rd & La Media Rd



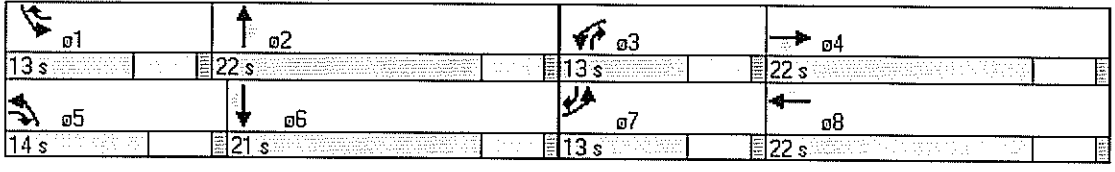
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	525		1000	525		0	250		100	250		100
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.86	1.00	1.00	0.86	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	5942	1468	1641	5942	1468	1641	4715	1468	1641	4715	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	5942	1468	1641	5942	1468	1641	4715	1468	1641	4715	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			170			105			150			129
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)		50			50			40			40	
Link Distance (ft)		5187			2583			264			3536	
Travel Time (s)		70.7			35.2			4.5			60.3	
Volume (vph)	87	317	156	40	523	97	127	614	138	113	528	119
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	95	345	170	43	568	105	138	667	150	123	574	129
Lane Group Flow (vph)	95	345	170	43	568	105	138	667	150	123	574	129
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)	8.0	10.0	6.0	8.0	10.0	6.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	11.0	13.0	21.0	11.0	11.0	21.0	13.0	11.0	21.0	13.0
Total Split (s)	13.0	22.0	14.0	13.0	22.0	13.0	14.0	22.0	13.0	13.0	21.0	13.0
Total Split (%)	18.6%	31.4%	20.0%	18.6%	31.4%	18.6%	20.0%	31.4%	18.6%	18.6%	30.0%	18.6%
Maximum Green (s)	8.0	17.0	9.0	8.0	17.0	8.0	9.0	17.0	8.0	8.0	16.0	8.0
Yellow 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
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	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
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	3.0
Recall Mode	None	C-Max	None	None	C-Max	None	None	Max	None	None	Max	None
Walk Time (s)		5.0			5.0			5.0			5.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	9.0	20.6	34.2	9.0	20.6	33.2	9.6	20.6	33.6	8.6	17.4	30.4
Actuated g/C Ratio	0.13	0.29	0.49	0.13	0.29	0.47	0.14	0.29	0.48	0.12	0.25	0.43
v/c Ratio	0.45	0.20	0.21	0.20	0.32	0.14	0.62	0.48	0.19	0.61	0.49	0.18
Control Delay	35.8	20.0	2.8	30.0	20.9	3.3	34.7	15.3	6.0	43.2	24.3	3.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.8	20.0	2.8	30.0	20.9	3.3	34.7	15.3	6.0	43.2	24.3	3.3

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	D	C	A	C	C	A	C	B	A	D	C	A
Approach Delay		17.7			18.9			16.6			23.8	
Approach LOS		B			B			B			C	
Queue Length 50th (ft)	39	34	0	17	58	0	33	103	19	51	78	0
Queue Length 95th (ft)	82	51	30	44	81	24	#75	137	57	#113	110	28
Internal Link Dist (ft)		5107			2503			184			3456	
Turn Bay Length (ft)	525		1000	525			250		100	250		100
Base Capacity (vph)	211	1749	811	211	1749	760	234	1387	783	211	1175	711
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	0.45	0.20	0.21	0.20	0.32	0.14	0.59	0.48	0.19	0.58	0.49	0.18

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 70
Offset: 64 (91%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.62
Intersection Signal Delay: 19.3 Intersection LOS: B
Intersection Capacity Utilization 46.5% 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: Otay Mesa Rd & La Media Rd



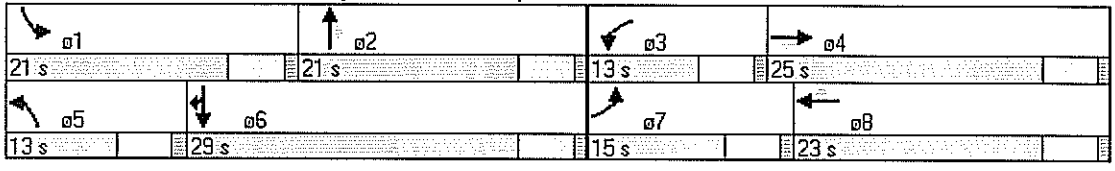
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	575		100	100		0	100		100	125		125
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	4715	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	4715	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			113			75			36			73
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)		50			50			40			40	
Link Distance (ft)		2583			1108			1296			2568	
Travel Time (s)		35.2			15.1			22.1			43.8	
Volume (vph)	98	209	104	72	136	69	74	125	33	115	167	67
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	107	227	113	78	148	75	80	136	36	125	182	73
Lane Group Flow (vph)	107	227	113	78	148	75	80	136	36	125	182	73
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Prot
Protected Phases	7	4		3	8		5	2		1	6	6
Permitted Phases			4			8			2			
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	11.0	21.0	21.0	21.0	21.0	21.0
Total Split (s)	15.0	25.0	25.0	13.0	23.0	23.0	13.0	21.0	21.0	21.0	29.0	29.0
Total Split (%)	18.8%	31.3%	31.3%	16.3%	28.8%	28.8%	16.3%	26.3%	26.3%	26.3%	36.3%	36.3%
Maximum Green (s)	10.0	20.0	20.0	8.0	18.0	18.0	8.0	16.0	16.0	16.0	24.0	24.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	Max	Max	Max
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0	0	0	0
Act Effct Green (s)	10.4	23.6	23.6	9.0	22.2	22.2	8.5	15.4	15.4	21.2	27.7	27.7
Actuated g/C Ratio	0.13	0.30	0.30	0.11	0.28	0.28	0.11	0.19	0.19	0.26	0.35	0.35
v/c Ratio	0.50	0.16	0.22	0.42	0.11	0.16	0.46	0.22	0.12	0.29	0.16	0.13
Control Delay	57.6	13.1	1.9	29.7	21.8	12.1	42.2	27.3	10.3	28.5	19.9	6.1
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
Total Delay	57.6	13.1	1.9	29.7	21.8	12.1	42.2	27.3	10.3	28.5	19.9	6.1

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	E	B	A	C	C	B	D	C	B	C	B	A
Approach Delay		20.9			21.4			29.6			20.1	
Approach LOS		C			C			C			C	
Queue Length 50th (ft)	59	13	0	32	26	16	38	29	0	54	34	0
Queue Length 95th (ft)	110	21	4	67	42	47	81	53	23	102	58	28
Internal Link Dist (ft)		2503			1028			1216			2488	
Turn Bay Length (ft)	575		100	100			100		100	125		125
Base Capacity (vph)	226	1391	513	185	1310	462	185	697	340	435	1135	555
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	0.47	0.16	0.22	0.42	0.11	0.16	0.43	0.20	0.11	0.29	0.16	0.13

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 46 (58%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.50
Intersection Signal Delay: 22.4 Intersection LOS: C
Intersection Capacity Utilization 41.4% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 12: Otay Mesa Rd & Piper Ranch Rd



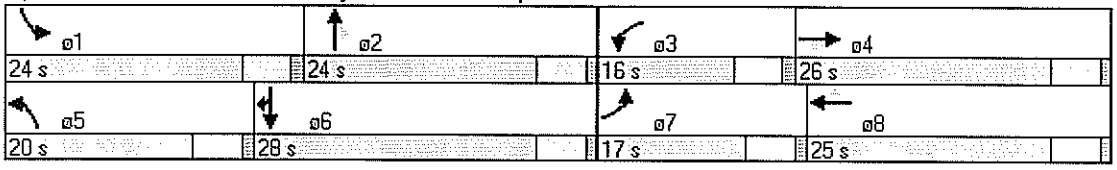
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	575		100	100		0	100		100	125		125
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	4715	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	4715	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			89			140			86			116
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)		50			50			40			40	
Link Distance (ft)		2583			1108			1296			2568	
Travel Time (s)		35.2			15.1			22.1			43.8	
Volume (vph)	73	149	82	37	230	129	115	184	79	76	137	107
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	79	162	89	40	250	140	125	200	86	83	149	116
Lane Group Flow (vph)	79	162	89	40	250	140	125	200	86	83	149	116
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Prot
Protected Phases	7	4		3	8		5	2		1	6	6
Permitted Phases			4			8			2			
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	11.0	21.0	21.0	21.0	21.0	21.0
Total Split (s)	17.0	26.0	26.0	16.0	25.0	25.0	20.0	24.0	24.0	24.0	28.0	28.0
Total Split (%)	18.9%	28.9%	28.9%	17.8%	27.8%	27.8%	22.2%	26.7%	26.7%	26.7%	31.1%	31.1%
Maximum Green (s)	12.0	21.0	21.0	11.0	20.0	20.0	15.0	19.0	19.0	19.0	23.0	23.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	Max	Max	Max
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0	0	0	0
Act Effct Green (s)	10.7	29.6	29.6	9.6	25.9	25.9	12.6	20.0	20.0	20.0	27.4	27.4
Actuated g/C Ratio	0.12	0.33	0.33	0.11	0.29	0.29	0.14	0.22	0.22	0.22	0.30	0.30
v/c Ratio	0.40	0.10	0.16	0.23	0.18	0.27	0.54	0.27	0.22	0.23	0.15	0.22
Control Delay	42.6	23.4	6.9	34.7	20.9	7.7	44.5	30.2	8.3	30.7	24.3	6.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.6	23.4	6.9	34.7	20.9	7.7	44.5	30.2	8.3	30.7	24.3	6.3

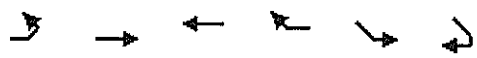
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	D	C	A	C	C	A	D	C	A	C	C	A
Approach Delay		23.6			17.9			30.0			19.8	
Approach LOS		C			B			C			B	
Queue Length 50th (ft)	42	25	0	22	38	22	67	50	0	39	32	0
Queue Length 95th (ft)	84	43	36	49	60	46	118	80	37	79	58	39
Internal Link Dist (ft)		2503			1028			1216			2488	
Turn Bay Length (ft)	575		100	100			100		100	125		125
Base Capacity (vph)	237	1550	542	219	1355	522	292	729	393	365	1000	528
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	0.33	0.10	0.16	0.18	0.18	0.27	0.43	0.27	0.22	0.23	0.15	0.22

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 16 (18%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.54
Intersection Signal Delay: 22.8 Intersection LOS: C
Intersection Capacity Utilization 41.4% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 12: Otay Mesa Rd & Piper Ranch Rd





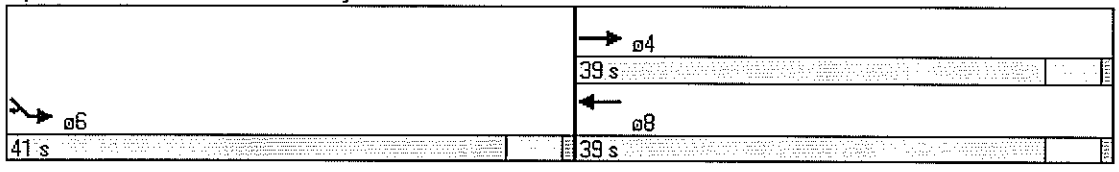
Lane Group	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations		↑↑↑↑	↑↑↑↑		↰↰	↱
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)		50	50		50	50
Trailing Detector (ft)		0	0		0	0
Turning Speed (mph)	15			9	15	9
Lane Util. Factor	1.00	0.91	0.91	1.00	0.97	1.00
Frt						0.850
Flt Protected					0.950	
Satd. Flow (prot)	0	4715	4715	0	3183	1468
Flt Permitted					0.950	
Satd. Flow (perm)	0	4715	4715	0	3183	1468
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)						185
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		50	50		65	
Link Distance (ft)		1108	1021		2555	
Travel Time (s)		15.1	13.9		26.8	
Volume (vph)	0	421	388	0	235	170
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	0	458	422	0	255	185
Lane Group Flow (vph)	0	458	422	0	255	185
Turn Type						Prot
Protected Phases		4	8		6	6
Permitted Phases						
Detector Phases		4	8		6	6
Minimum Initial (s)		10.0	10.0		8.0	8.0
Minimum Split (s)		21.0	21.0		21.0	21.0
Total Split (s)	0.0	39.0	39.0	0.0	41.0	41.0
Total Split (%)	0.0%	48.8%	48.8%	0.0%	51.3%	51.3%
Maximum Green (s)		34.0	34.0		36.0	36.0
Yellow Time (s)		4.0	4.0		4.0	4.0
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		Max	Max
Walk Time (s)		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0
Act Effct Green (s)		35.0	35.0		37.0	37.0
Actuated g/C Ratio		0.44	0.44		0.46	0.46
v/c Ratio		0.22	0.20		0.17	0.24
Control Delay		9.4	10.5		13.0	2.9
Queue Delay		0.0	0.0		0.0	0.0
Total Delay		9.4	10.5		13.0	2.9
LOS		A	B		B	A
Approach Delay		9.4	10.5		8.8	

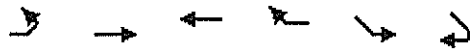
Lane Group	EBL	EBT	WBT	WBR	SEL	SER
Approach LOS		A	B		A	
Queue Length 50th (ft)		55	35		36	0
Queue Length 95th (ft)		75	50		58	33
Internal Link Dist (ft)		1028	941		2475	
Turn Bay Length (ft)						
Base Capacity (vph)		2063	2063		1472	778
Starvation Cap Reductn		0	0		0	0
Spillback Cap Reductn		0	0		0	0
Storage Cap Reductn		0	0		0	0
Reduced v/c Ratio		0.22	0.20		0.17	0.24

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 78 (98%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 45
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.24
Intersection Signal Delay: 9.6 Intersection LOS: A
Intersection Capacity Utilization 25.5% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 14: Otay Mesa Rd & SR 125 SB Off





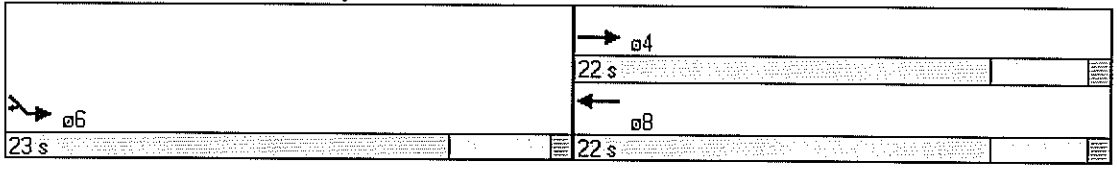
Lane Group	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations		↑↑↑↑	↑↑↑↑		↰↰	↱
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)		50	50		50	50
Trailing Detector (ft)		0	0		0	0
Turning Speed (mph)	15			9	15	9
Lane Util. Factor	1.00	0.91	0.91	1.00	0.97	1.00
Frt						0.850
Flt Protected					0.950	
Satd. Flow (prot)	0	4715	4715	0	3183	1468
Flt Permitted					0.950	
Satd. Flow (perm)	0	4715	4715	0	3183	1468
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)						185
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		50	50		65	
Link Distance (ft)		1108	1021		2555	
Travel Time (s)		15.1	13.9		26.8	
Volume (vph)	0	421	388	0	235	170
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	0	458	422	0	255	185
Lane Group Flow (vph)	0	458	422	0	255	185
Turn Type						Prot
Protected Phases		4	8		6	6
Permitted Phases						
Detector Phases		4	8		6	6
Minimum Initial (s)		10.0	10.0		8.0	8.0
Minimum Split (s)		21.0	21.0		21.0	21.0
Total Split (s)	0.0	22.0	22.0	0.0	23.0	23.0
Total Split (%)	0.0%	48.9%	48.9%	0.0%	51.1%	51.1%
Maximum Green (s)		17.0	17.0		18.0	18.0
Yellow Time (s)		4.0	4.0		4.0	4.0
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		Max	Max
Walk Time (s)		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0
Act Effct Green (s)		18.0	18.0		19.0	19.0
Actuated g/C Ratio		0.40	0.40		0.42	0.42
v/c Ratio		0.24	0.22		0.19	0.25
Control Delay		7.2	5.7		8.7	2.8
Queue Delay		0.0	0.0		0.0	0.0
Total Delay		7.2	5.7		8.7	2.8
LOS		A	A		A	A
Approach Delay		7.2	5.7		6.2	

Lane Group	EBL	EBT	WBT	WBR	SEL	SER
Approach LOS		A	A		A	
Queue Length 50th (ft)		23	23		20	0
Queue Length 95th (ft)		27	32		36	25
Internal Link Dist (ft)		1028	941		2475	
Turn Bay Length (ft)						
Base Capacity (vph)		1886	1886		1344	727
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	0.22		0.19	0.25

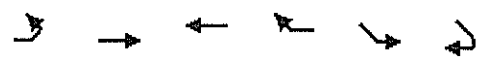
Intersection Summary

Area Type: Other
Cycle Length: 45
Actuated Cycle Length: 45
Offset: 16 (36%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 45
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.25
Intersection Signal Delay: 6.4 Intersection LOS: A
Intersection Capacity Utilization 29.4% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 14: Otay Mesa Rd & SR 125 SB Off



Lane Group	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100			100	0	0
Storage Lanes	1			1	0	0
Total Lost Time (s)	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
Lane Util. Factor	0.97	0.91	0.91	1.00	1.00	1.00
Frt				0.850		
Flt Protected	0.950					
Satd. Flow (prot)	3183	4715	4715	1468	0	0
Flt Permitted	0.950					
Satd. Flow (perm)	3183	4715	4715	1468	0	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				212		
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		50	50		65	
Link Distance (ft)		1021	498		1997	
Travel Time (s)		13.9	6.8		20.9	
Volume (vph)	115	475	388	195	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	125	516	422	212	0	0
Lane Group Flow (vph)	125	516	422	212	0	0
Turn Type	Prot			Perm		
Protected Phases	7	4	8			
Permitted Phases				8		
Detector Phases	7	4	8	8		
Minimum Initial (s)	8.0	10.0	10.0	10.0		
Minimum Split (s)	13.0	21.0	21.0	21.0		
Total Split (s)	17.0	40.0	23.0	23.0	0.0	0.0
Total Split (%)	42.5%	100.0%	57.5%	57.5%	0.0%	0.0%
Maximum Green (s)	12.0	35.0	18.0	18.0		
Yellow Time (s)	4.0	4.0	4.0	4.0		
All-Red Time (s)	1.0	1.0	1.0	1.0		
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0		
Recall Mode	None	C-Max	C-Max	C-Max		
Walk Time (s)		5.0	5.0	5.0		
Flash Dont Walk (s)		11.0	11.0	11.0		
Pedestrian Calls (#/hr)		0	0	0		
Act Effct Green (s)	9.1	40.0	29.7	29.7		
Actuated g/C Ratio	0.23	1.00	0.74	0.74		
v/c Ratio	0.17	0.11	0.12	0.19		
Control Delay	10.1	0.0	2.4	0.7		
Queue Delay	0.0	0.0	0.0	0.0		
Total Delay	10.1	0.0	2.4	0.7		

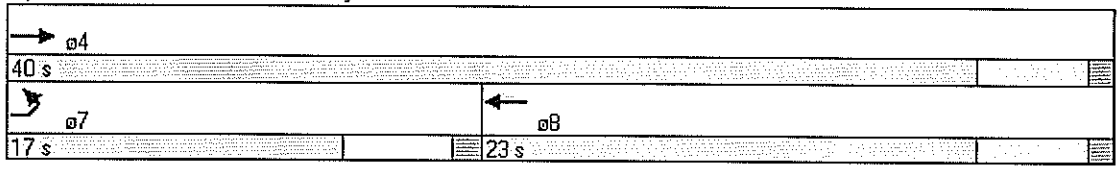


Lane Group	EBL	EBT	WBT	WBR	SEL	SER
LOS	B	A	A	A		
Approach Delay		2.0	1.8			
Approach LOS		A	A			
Queue Length 50th (ft)	18	0	12	0		
Queue Length 95th (ft)	31	0	18	9		
Internal Link Dist (ft)		941	418		1917	
Turn Bay Length (ft)	100			100		
Base Capacity (vph)	1034	4715	3501	1145		
Starvation Cap Reductn	0	0	0	0		
Spillback Cap Reductn	0	0	0	0		
Storage Cap Reductn	0	0	0	0		
Reduced v/c Ratio	0.12	0.11	0.12	0.19		

Intersection Summary

Area Type: Other
Cycle Length: 40
Actuated Cycle Length: 40
Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 40
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.19
Intersection Signal Delay: 1.9 Intersection LOS: A
Intersection Capacity Utilization 25.5% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 40: Otay Mesa Rd & SR 125 NB On



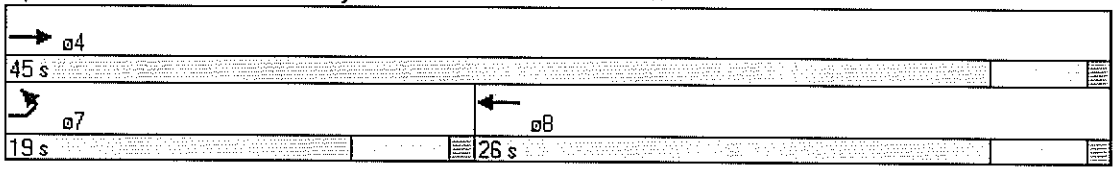
Lane Group	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100			100	0	0
Storage Lanes	1			1	0	0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50		
Trailing Detector (ft)	0	0	0	0		
Turning Speed (mph)	15			9	15	9
Lane Util. Factor	0.97	0.91	0.91	1.00	1.00	1.00
Frt				0.850		
Flt Protected	0.950					
Satd. Flow (prot)	3183	4715	4715	1468	0	0
Flt Permitted	0.950					
Satd. Flow (perm)	3183	4715	4715	1468	0	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				282		
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		50	50		65	
Link Distance (ft)		1021	498		1997	
Travel Time (s)		13.9	6.8		20.9	
Volume (vph)	115	475	522	259	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	125	516	567	282	0	0
Lane Group Flow (vph)	125	516	567	282	0	0
Turn Type	Prot			Perm		
Protected Phases	7	4	8			
Permitted Phases				8		
Detector Phases	7	4	8	8		
Minimum Initial (s)	8.0	10.0	10.0	10.0		
Minimum Split (s)	13.0	21.0	21.0	21.0		
Total Split (s)	19.0	45.0	26.0	26.0	0.0	0.0
Total Split (%)	42.2%	100.0%	57.8%	57.8%	0.0%	0.0%
Maximum Green (s)	14.0	40.0	21.0	21.0		
Yellow Time (s)	4.0	4.0	4.0	4.0		
All-Red Time (s)	1.0	1.0	1.0	1.0		
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0		
Recall Mode	None	C-Max	C-Max	C-Max		
Walk Time (s)		5.0	5.0	5.0		
Flash Dont Walk (s)		11.0	11.0	11.0		
Pedestrian Calls (#/hr)		0	0	0		
Act Effct Green (s)	9.0	45.0	34.8	34.8		
Actuated g/C Ratio	0.20	1.00	0.77	0.77		
v/c Ratio	0.20	0.11	0.16	0.24		
Control Delay	13.1	0.0	2.2	0.9		
Queue Delay	0.0	0.0	0.0	0.0		
Total Delay	13.1	0.0	2.2	0.9		

Lane Group	EBL	EBT	WBT	WBR	SEL	SER
LOS	B	A	A	A		
Approach Delay		2.6	1.8			
Approach LOS		A	A			
Queue Length 50th (ft)	15	0	17	0		
Queue Length 95th (ft)	26	0	22	9		
Internal Link Dist (ft)		941	418		1917	
Turn Bay Length (ft)	100			100		
Base Capacity (vph)	1061	4715	3646	1199		
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	0.12	0.11	0.16	0.24		

Intersection Summary

Area Type: Other
Cycle Length: 45
Actuated Cycle Length: 45
Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 40
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.24
Intersection Signal Delay: 2.1 Intersection LOS: A
Intersection Capacity Utilization 29.4% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 40: Otay Mesa Rd & SR 125 NB On



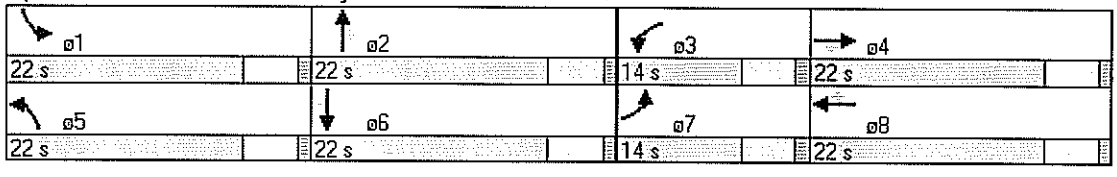
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	100		100	100		100
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	4715	1468	1641	4715	1468	1641	1727	1468	1641	1727	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	4715	1468	1641	4715	1468	1641	1727	1468	1641	1727	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			12			8			5			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)		50			50			40			40	
Link Distance (ft)		498			1276			499			1183	
Travel Time (s)		6.8			17.4			8.5			20.2	
Volume (vph)	66	297	11	13	203	7	8	4	5	8	4	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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	72	323	12	14	221	8	9	4	5	9	4	48
Lane Group Flow (vph)	72	323	12	14	221	8	9	4	5	9	4	48
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0
Total Split (s)	14.0	22.0	22.0	14.0	22.0	22.0	22.0	22.0	22.0	22.0	22.0	22.0
Total Split (%)	17.5%	27.5%	27.5%	17.5%	27.5%	27.5%	27.5%	27.5%	27.5%	27.5%	27.5%	27.5%
Maximum Green (s)	9.0	17.0	17.0	9.0	17.0	17.0	17.0	17.0	17.0	17.0	17.0	17.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	Min	Min	Min	Min	Min	Min
Walk Time (s)		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0	0	0	0	0	0	0
Act Effct Green (s)	10.6	49.0	49.0	9.0	39.7	39.7	7.3	9.1	9.1	7.3	9.1	9.1
Actuated g/C Ratio	0.13	0.61	0.61	0.11	0.50	0.50	0.09	0.11	0.11	0.09	0.11	0.11
v/c Ratio	0.33	0.11	0.01	0.08	0.09	0.01	0.06	0.02	0.03	0.06	0.02	0.23
Control Delay	33.6	3.9	2.7	33.0	12.3	7.9	34.0	31.8	20.6	34.0	31.8	13.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.6	3.9	2.7	33.0	12.3	7.9	34.0	31.8	20.6	34.0	31.8	13.3

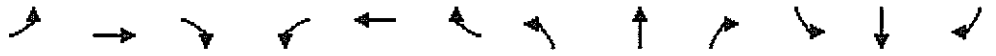
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	A	A	C	B	A	C	C	C	C	C	B
Approach Delay		9.1			13.3			29.8			17.6	
Approach LOS		A			B			C			B	
Queue Length 50th (ft)	31	4	0	6	21	0	4	2	0	4	2	0
Queue Length 95th (ft)	66	38	7	23	39	8	18	10	10	18	10	30
Internal Link Dist (ft)		418			1196			419			1103	
Turn Bay Length (ft)	100		100	100		100	100		100	100		100
Base Capacity (vph)	225	2890	904	205	2339	732	369	389	334	369	389	368
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	0.32	0.11	0.01	0.07	0.09	0.01	0.02	0.01	0.01	0.02	0.01	0.13

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 12 (15%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.33
Intersection Signal Delay: 11.7 Intersection LOS: B
Intersection Capacity Utilization 31.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 18: Otay Mesa Rd & Harvest Rd





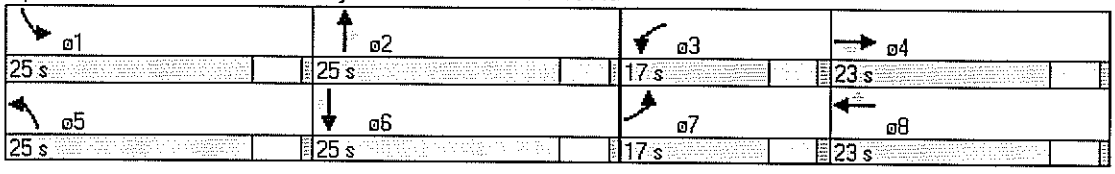
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	100		100	100		100
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	4715	1468	1641	4715	1468	1641	1727	1468	1641	1727	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	4715	1468	1641	4715	1468	1641	1727	1468	1641	1727	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			10			9			15			79
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)		50			50			40			40	
Link Distance (ft)		498			1276			499			1183	
Travel Time (s)		6.8			17.4			8.5			20.2	
Volume (vph)	49	224	9	5	326	8	12	4	14	8	5	73
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	53	243	10	5	354	9	13	4	15	9	5	79
Lane Group Flow (vph)	53	243	10	5	354	9	13	4	15	9	5	79
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0
Total Split (s)	17.0	23.0	23.0	17.0	23.0	23.0	25.0	25.0	25.0	25.0	25.0	25.0
Total Split (%)	18.9%	25.6%	25.6%	18.9%	25.6%	25.6%	27.8%	27.8%	27.8%	27.8%	27.8%	27.8%
Maximum Green (s)	12.0	18.0	18.0	12.0	18.0	18.0	20.0	20.0	20.0	20.0	20.0	20.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	Min	Min	Min	Min	Min	Min
Walk Time (s)		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0	0	0	0	0	0	0
Act Effct Green (s)	9.7	58.6	58.6	9.0	52.7	52.7	7.5	9.5	9.5	7.3	9.3	9.3
Actuated g/C Ratio	0.11	0.65	0.65	0.10	0.59	0.59	0.08	0.11	0.11	0.08	0.10	0.10
v/c Ratio	0.30	0.08	0.01	0.03	0.13	0.01	0.10	0.02	0.09	0.07	0.03	0.35
Control Delay	44.4	4.4	2.8	37.2	9.9	6.5	39.4	35.8	18.3	39.1	36.2	13.9
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
Total Delay	44.4	4.4	2.8	37.2	9.9	6.5	39.4	35.8	18.3	39.1	36.2	13.9

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	D	A	A	D	A	A	D	D	B	D	D	B
Approach Delay		11.3			10.2			29.1			17.5	
Approach LOS		B			B			C			B	
Queue Length 50th (ft)	29	10	1	3	34	0	7	2	0	5	3	0
Queue Length 95th (ft)	62	29	3	13	57	8	25	12	18	19	13	40
Internal Link Dist (ft)		418			1196			419			1103	
Turn Bay Length (ft)	100		100	100		100	100		100	100		100
Base Capacity (vph)	237	3070	959	237	2763	864	383	403	354	383	403	403
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	0.22	0.08	0.01	0.02	0.13	0.01	0.03	0.01	0.04	0.02	0.01	0.20

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 72 (80%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.35
Intersection Signal Delay: 12.2 Intersection LOS: B
Intersection Capacity Utilization 32.3% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 18: Otay Mesa Rd & Harvest Rd



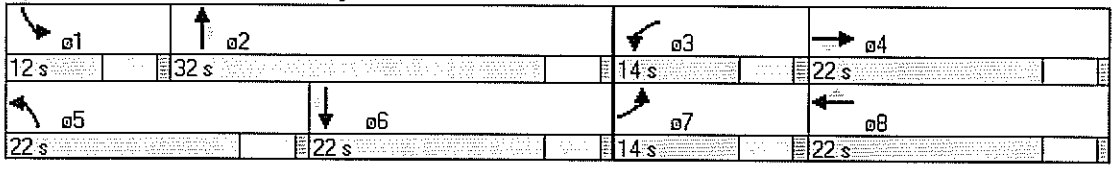
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	75		100	100		100
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	4715	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	4715	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			88			21			39			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)		50			50			40			40	
Link Distance (ft)		1276			1405			2585			3203	
Travel Time (s)		17.4			19.2			44.1			54.6	
Volume (vph)	38	124	81	28	88	19	52	26	36	12	38	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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	41	135	88	30	96	21	57	28	39	13	41	9
Lane Group Flow (vph)	41	135	88	30	96	21	57	28	39	13	41	9
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	21.0	21.0	21.0	11.0	21.0	21.0
Total Split (s)	14.0	22.0	22.0	14.0	22.0	22.0	22.0	32.0	32.0	12.0	22.0	22.0
Total Split (%)	17.5%	27.5%	27.5%	17.5%	27.5%	27.5%	27.5%	40.0%	40.0%	15.0%	27.5%	27.5%
Maximum Green (s)	9.0	17.0	17.0	9.0	17.0	17.0	17.0	27.0	27.0	7.0	17.0	17.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	Min	Min	Min	None	None	None
Walk Time (s)		5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0	11.0	11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0	0	0	0		0	0
Act Effct Green (s)	11.7	15.0	15.0	11.5	14.8	14.8	29.7	32.5	32.5	9.4	11.4	11.4
Actuated g/C Ratio	0.19	0.24	0.24	0.18	0.24	0.24	0.54	0.59	0.59	0.15	0.18	0.18
v/c Ratio	0.14	0.12	0.21	0.10	0.08	0.06	0.06	0.01	0.04	0.05	0.07	0.03
Control Delay	19.2	13.6	6.5	19.5	14.2	9.8	16.1	13.3	6.8	22.2	18.4	12.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.2	13.6	6.5	19.5	14.2	9.8	16.1	13.3	6.8	22.2	18.4	12.6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	B	B	A	B	B	A	B	B	A	C	B	B
Approach Delay		12.1			14.6			12.6			18.4	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)	4	4	0	3	2	0	5	1	0	1	2	0
Queue Length 95th (ft)	34	27	30	28	21	15	43	12	20	17	17	10
Internal Link Dist (ft)		1196			1325			2505			3123	
Turn Bay Length (ft)	100		100	100		100	75		100	100		100
Base Capacity (vph)	324	1581	551	323	1578	505	1002	2262	1024	260	985	447
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	0.13	0.09	0.16	0.09	0.06	0.04	0.06	0.01	0.04	0.05	0.04	0.02

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 55.3
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.21
Intersection Signal Delay: 13.5 Intersection LOS: B
Intersection Capacity Utilization 34.5% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 21: Otay Mesa Rd & Sunroad Blvd



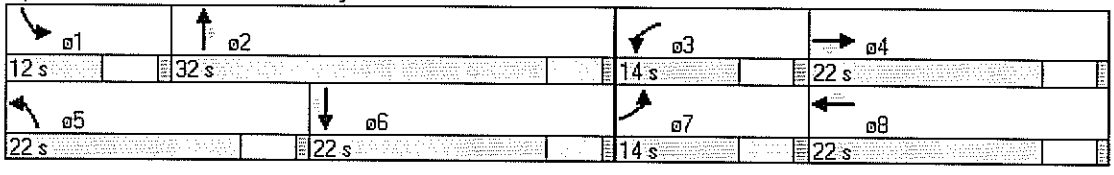
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	75		100	100		100
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	4715	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	4715	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			62			14			33			46
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)		50			50			40			40	
Link Distance (ft)		1276			1405			2585			3203	
Travel Time (s)		17.4			19.2			44.1			54.6	
Volume (vph)	9	96	57	40	137	13	89	42	30	20	29	42
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	10	104	62	43	149	14	97	46	33	22	32	46
Lane Group Flow (vph)	10	104	62	43	149	14	97	46	33	22	32	46
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	21.0	21.0	21.0	11.0	21.0	21.0
Total Split (s)	14.0	22.0	22.0	14.0	22.0	22.0	22.0	32.0	32.0	12.0	22.0	22.0
Total Split (%)	17.5%	27.5%	27.5%	17.5%	27.5%	27.5%	27.5%	40.0%	40.0%	15.0%	27.5%	27.5%
Maximum Green (s)	9.0	17.0	17.0	9.0	17.0	17.0	17.0	27.0	27.0	7.0	17.0	17.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	Min	Min	Min	None	None	None
Walk Time (s)		5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0	11.0	11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0	0	0	0		0	0
Act Effct Green (s)	11.1	13.7	13.7	11.3	16.8	16.8	30.0	36.6	36.6	9.1	11.3	11.3
Actuated g/C Ratio	0.16	0.22	0.22	0.17	0.27	0.27	0.53	0.64	0.64	0.14	0.18	0.18
v/c Ratio	0.04	0.10	0.17	0.15	0.12	0.03	0.11	0.02	0.03	0.10	0.05	0.15
Control Delay	23.0	16.0	7.8	21.4	12.8	9.2	16.1	11.9	6.8	24.6	19.4	9.5
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
Total Delay	23.0	16.0	7.8	21.4	12.8	9.2	16.1	11.9	6.8	24.6	19.4	9.5

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	B	A	C	B	A	B	B	A	C	B	A
Approach Delay		13.5			14.4			13.2			16.0	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)	2	6	0	8	9	0	19	2	0	4	3	0
Queue Length 95th (ft)	15	23	27	37	30	12	64	17	18	24	15	24
Internal Link Dist (ft)		1196			1325			2505			3123	
Turn Bay Length (ft)	100		100	100		100	75		100	100		100
Base Capacity (vph)	293	1442	492	305	1581	502	961	2262	1022	244	983	472
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	0.03	0.07	0.13	0.14	0.09	0.03	0.10	0.02	0.03	0.09	0.03	0.10

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 57.1
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.17
Intersection Signal Delay: 14.1 Intersection LOS: B
Intersection Capacity Utilization 31.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 21: Otay Mesa Rd & Sunroad Blvd



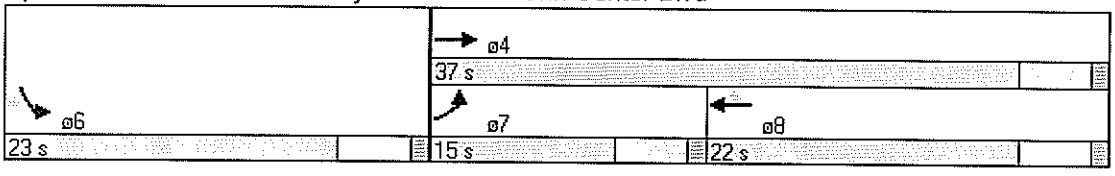
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100			100	100	0
Storage Lanes	1			1	1	1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)	15			9	15	9
Lane Util. Factor	1.00	0.91	0.91	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1641	4715	4715	1468	1641	1468
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1641	4715	4715	1468	1641	1468
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				24		17
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		50	50		40	
Link Distance (ft)		1405	2231		3108	
Travel Time (s)		19.2	30.4		53.0	
Volume (vph)	19	162	143	22	20	16
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	21	176	155	24	22	17
Lane Group Flow (vph)	21	176	155	24	22	17
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)	8.0	10.0	10.0	10.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	21.0	21.0	21.0
Total Split (s)	15.0	37.0	22.0	22.0	23.0	23.0
Total Split (%)	25.0%	61.7%	36.7%	36.7%	38.3%	38.3%
Maximum Green (s)	10.0	32.0	17.0	17.0	18.0	18.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max	C-Max	C-Max	Min	Min
Walk Time (s)		5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0	0	0	0
Act Effct Green (s)	9.0	43.0	40.4	40.4	9.0	9.0
Actuated g/C Ratio	0.15	0.72	0.67	0.67	0.15	0.15
v/c Ratio	0.09	0.05	0.05	0.02	0.09	0.07
Control Delay	23.0	2.5	4.5	3.0	12.5	6.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.0	2.5	4.5	3.0	12.5	6.6

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
LOS	C	A	A	A	B	A
Approach Delay		4.7	4.3		9.9	
Approach LOS		A	A		A	
Queue Length 50th (ft)	7	5	4	0	8	0
Queue Length 95th (ft)	23	9	18	9	15	1
Internal Link Dist (ft)		1325	2151		3028	
Turn Bay Length (ft)	100			100	100	
Base Capacity (vph)	301	3379	3175	996	520	476
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	0.07	0.05	0.05	0.02	0.04	0.04

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 32 (53%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.09
Intersection Signal Delay: 5.0 Intersection LOS: A
Intersection Capacity Utilization 29.1% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 106: Otay Mesa Rd & Vann Center Blvd



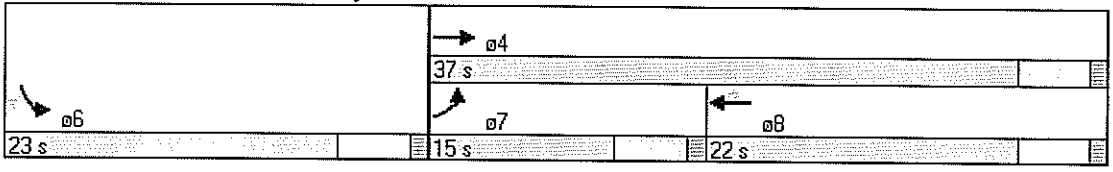
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100			100	100	0
Storage Lanes	1			1	1	1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)	15			9	15	9
Lane Util. Factor	1.00	0.91	0.91	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1641	4715	4715	1468	1641	1468
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1641	4715	4715	1468	1641	1468
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				24		22
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		50	50		40	
Link Distance (ft)		1405	2231		3108	
Travel Time (s)		19.2	30.4		53.0	
Volume (vph)	18	158	179	22	24	20
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	20	172	195	24	26	22
Lane Group Flow (vph)	20	172	195	24	26	22
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)	8.0	10.0	10.0	10.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	21.0	21.0	21.0
Total Split (s)	15.0	37.0	22.0	22.0	23.0	23.0
Total Split (%)	25.0%	61.7%	36.7%	36.7%	38.3%	38.3%
Maximum Green (s)	10.0	32.0	17.0	17.0	18.0	18.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max	C-Max	C-Max	Min	Min
Walk Time (s)		5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0	0	0	0
Act Effct Green (s)	9.0	43.0	40.4	40.4	9.0	9.0
Actuated g/C Ratio	0.15	0.72	0.67	0.67	0.15	0.15
v/c Ratio	0.08	0.05	0.06	0.02	0.11	0.09
Control Delay	22.9	2.5	4.4	3.0	11.8	5.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.9	2.5	4.4	3.0	11.8	5.8

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
LOS	C	A	A	A	B	A
Approach Delay		4.7	4.3		9.1	
Approach LOS		A	A		A	
Queue Length 50th (ft)	6	5	5	0	10	0
Queue Length 95th (ft)	22	9	21	9	18	1
Internal Link Dist (ft)		1325	2151		3028	
Turn Bay Length (ft)	100			100	100	
Base Capacity (vph)	301	3379	3175	996	520	480
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	0.07	0.05	0.06	0.02	0.05	0.05

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 16 (27%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.11
Intersection Signal Delay: 4.9 Intersection LOS: A
Intersection Capacity Utilization 28.3% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 106: Otay Mesa Rd & Vann Center Blvd



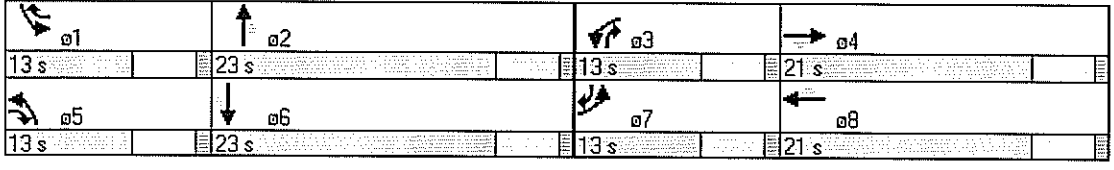
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	325		100	100		100
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	4715	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	4715	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			53			33			58			103
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)		50			50			40			40	
Link Distance (ft)		2231			2821			2573			3122	
Travel Time (s)		30.4			38.5			43.9			53.2	
Volume (vph)	30	52	49	25	49	30	78	170	53	21	110	95
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	33	57	53	27	53	33	85	185	58	23	120	103
Lane Group Flow (vph)	33	57	53	27	53	33	85	185	58	23	120	103
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)	6.0	8.0	8.0	6.0	8.0	8.0	8.0	10.0	6.0	8.0	10.0	6.0
Minimum Split (s)	13.0	21.0	13.0	13.0	21.0	13.0	13.0	21.0	13.0	13.0	21.0	13.0
Total Split (s)	13.0	21.0	13.0	13.0	21.0	13.0	13.0	23.0	13.0	13.0	23.0	13.0
Total Split (%)	18.6%	30.0%	18.6%	18.6%	30.0%	18.6%	18.6%	32.9%	18.6%	18.6%	32.9%	18.6%
Maximum Green (s)	8.0	16.0	8.0	8.0	16.0	8.0	8.0	18.0	8.0	8.0	18.0	8.0
Yellow 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
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	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
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	3.0
Recall Mode	None	None	None	None	None	None	None	Max	None	None	None	None
Walk Time (s)		5.0			5.0			5.0			5.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	9.1	10.6	19.7	9.0	10.5	19.6	10.5	38.7	42.5	10.5	38.7	42.6
Actuated g/C Ratio	0.13	0.15	0.28	0.13	0.15	0.27	0.15	0.59	0.60	0.15	0.59	0.60
v/c Ratio	0.15	0.08	0.12	0.13	0.08	0.08	0.35	0.10	0.06	0.10	0.06	0.11
Control Delay	25.0	21.9	5.3	24.9	22.1	6.1	26.5	12.6	2.8	24.0	12.9	2.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.0	21.9	5.3	24.9	22.1	6.1	26.5	12.6	2.8	24.0	12.9	2.3

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	C	A	C	C	A	C	B	A	C	B	A
Approach Delay		16.5			18.1			14.4			9.5	
Approach LOS		B			B			B			A	
Queue Length 50th (ft)	11	6	0	9	6	0	28	25	0	7	16	0
Queue Length 95th (ft)	33	16	19	29	16	15	66	47	14	26	33	19
Internal Link Dist (ft)		2151			2741			2493			3042	
Turn Bay Length (ft)	100		100	100		100	325		100	100		100
Base Capacity (vph)	240	1146	443	239	1145	427	242	1923	900	242	1923	920
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	0.14	0.05	0.12	0.11	0.05	0.08	0.35	0.10	0.06	0.10	0.06	0.11

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 66.1
Natural Cycle: 70
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.35
Intersection Signal Delay: 13.8 Intersection LOS: B
Intersection Capacity Utilization 32.4% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 54: Otay Mesa Rd & Enrico Fermi Dr



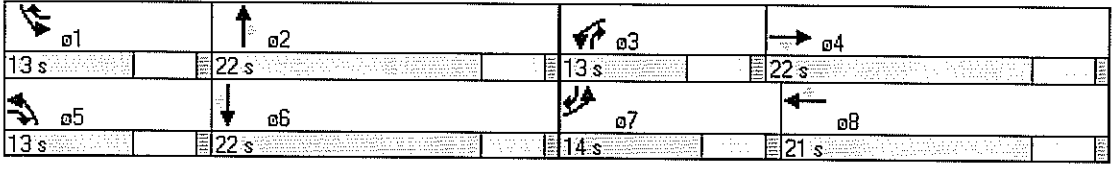
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	325		100	100		100
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	4715	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	4715	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			93			25			29			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)		50			50			40			40	
Link Distance (ft)		2231			2821			2573			3122	
Travel Time (s)		30.4			38.5			43.9			53.2	
Volume (vph)	104	54	86	58	57	23	54	121	27	33	187	33
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	113	59	93	63	62	25	59	132	29	36	203	36
Lane Group Flow (vph)	113	59	93	63	62	25	59	132	29	36	203	36
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)	6.0	8.0	8.0	6.0	8.0	8.0	8.0	10.0	6.0	8.0	10.0	6.0
Minimum Split (s)	13.0	21.0	13.0	13.0	21.0	13.0	13.0	21.0	13.0	13.0	21.0	13.0
Total Split (s)	14.0	22.0	13.0	13.0	21.0	13.0	13.0	22.0	13.0	13.0	22.0	14.0
Total Split (%)	20.0%	31.4%	18.6%	18.6%	30.0%	18.6%	18.6%	31.4%	18.6%	18.6%	31.4%	20.0%
Maximum Green (s)	9.0	17.0	8.0	8.0	16.0	8.0	8.0	17.0	8.0	8.0	17.0	9.0
Yellow 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
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	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
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	3.0
Recall Mode	None	None	None	None	None	None	None	Max	None	None	None	None
Walk Time (s)		5.0			5.0			5.0			5.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	10.5	11.4	20.4	9.7	10.7	19.6	10.7	37.8	41.3	10.7	37.8	42.1
Actuated g/C Ratio	0.15	0.16	0.29	0.14	0.15	0.28	0.15	0.57	0.59	0.15	0.57	0.60
v/c Ratio	0.46	0.08	0.19	0.28	0.09	0.06	0.24	0.07	0.03	0.15	0.11	0.04
Control Delay	28.1	21.3	4.4	26.0	22.1	6.6	25.1	13.6	3.7	24.5	13.3	3.2
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
Total Delay	28.1	21.3	4.4	26.0	22.1	6.6	25.1	13.6	3.7	24.5	13.3	3.2

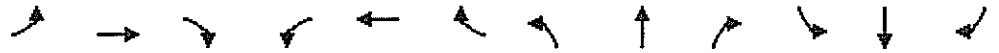
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	C	A	C	C	A	C	B	A	C	B	A
Approach Delay		18.3			21.1			15.4			13.5	
Approach LOS		B			C			B			B	
Queue Length 50th (ft)	39	6	0	22	7	0	20	18	0	12	30	0
Queue Length 95th (ft)	82	16	25	52	17	13	50	37	10	35	53	11
Internal Link Dist (ft)		2151			2741			2493			3042	
Turn Bay Length (ft)	100		100	100		100	325		100	100		100
Base Capacity (vph)	272	1224	487	246	1163	424	247	1885	864	247	1885	875
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	0.42	0.05	0.19	0.26	0.05	0.06	0.24	0.07	0.03	0.15	0.11	0.04

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 65.8
Natural Cycle: 70
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.46
Intersection Signal Delay: 16.6 Intersection LOS: B
Intersection Capacity Utilization 37.4% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 54: Otay Mesa Rd & Enrico Fermi Dr





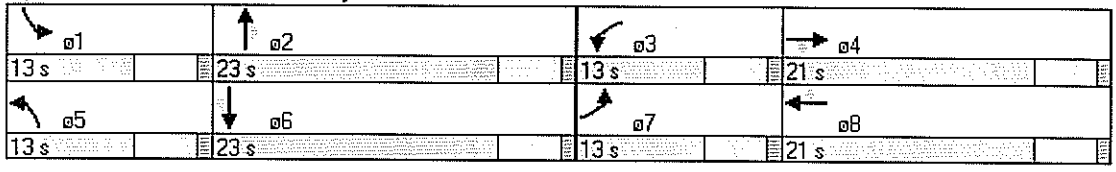
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	100		100	100		100
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			13			10			22			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)		50			50			40			40	
Link Distance (ft)		2821			1980			2550			3128	
Travel Time (s)		38.5			27.0			43.5			53.3	
Volume (vph)	19	38	12	15	15	9	10	11	20	12	15	11
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	21	41	13	16	16	10	11	12	22	13	16	12
Lane Group Flow (vph)	21	41	13	16	16	10	11	12	22	13	16	12
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	8.0	10.0	10.0	8.0	10.0	10.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0
Total Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	13.0	23.0	23.0	13.0	23.0	23.0
Total Split (%)	18.6%	30.0%	30.0%	18.6%	30.0%	30.0%	18.6%	32.9%	32.9%	18.6%	32.9%	32.9%
Maximum Green (s)	8.0	16.0	16.0	8.0	16.0	16.0	8.0	18.0	18.0	8.0	18.0	18.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	Min	Min	None	Min	Min
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	11.0	13.4	13.4	10.9	13.3	13.3	13.3	54.2	54.2	13.3	54.2	54.2
Actuated g/C Ratio	0.15	0.18	0.18	0.15	0.18	0.18	0.18	0.84	0.84	0.18	0.84	0.84
v/c Ratio	0.09	0.07	0.05	0.07	0.03	0.04	0.04	0.00	0.02	0.04	0.01	0.01
Control Delay	13.9	12.2	8.8	14.1	12.9	9.3	13.4	9.1	5.9	13.3	8.7	6.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	13.9	12.2	8.8	14.1	12.9	9.3	13.4	9.1	5.9	13.3	8.7	6.9

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	B	B	A	B	B	A	B	A	A	B	A	A
Approach Delay		12.1			12.5			8.6			9.7	
Approach LOS		B			B			A			A	
Queue Length 50th (ft)	1	1	0	1	0	0	1	0	0	1	0	0
Queue Length 95th (ft)	21	16	12	18	8	10	14	7	15	16	8	11
Internal Link Dist (ft)		2741			1900			2470			3048	
Turn Bay Length (ft)	100		100	100		100	100		100	100		100
Base Capacity (vph)	291	916	419	290	915	416	291	2828	1268	291	2828	1267
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	0.07	0.04	0.03	0.06	0.02	0.02	0.04	0.00	0.02	0.04	0.01	0.01

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 64.5
Natural Cycle: 70
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.09
Intersection Signal Delay: 10.9 Intersection LOS: B
Intersection Capacity Utilization 31.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 37: Otay Mesa Rd & Alta Rd



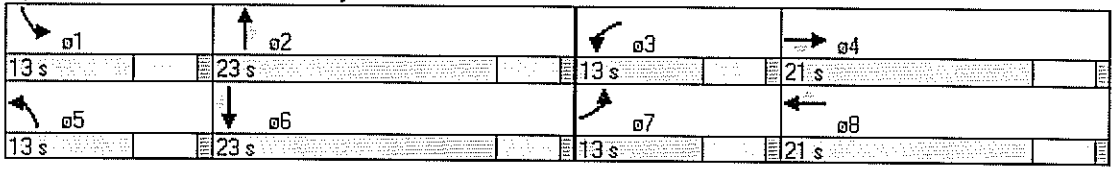
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	100		100	100		100
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			12			14			17			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)		50			50			40			40	
Link Distance (ft)		2821			1980			2550			3128	
Travel Time (s)		38.5			27.0			43.5			53.3	
Volume (vph)	12	16	11	22	41	13	13	17	16	10	12	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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	13	17	12	24	45	14	14	18	17	11	13	22
Lane Group Flow (vph)	13	17	12	24	45	14	14	18	17	11	13	22
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	8.0	10.0	10.0	8.0	10.0	10.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0
Total Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	13.0	23.0	23.0	13.0	23.0	23.0
Total Split (%)	18.6%	30.0%	30.0%	18.6%	30.0%	30.0%	18.6%	32.9%	32.9%	18.6%	32.9%	32.9%
Maximum Green (s)	8.0	16.0	16.0	8.0	16.0	16.0	8.0	18.0	18.0	8.0	18.0	18.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	Min	Min	None	Min	Min
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	10.6	13.0	13.0	10.8	13.2	13.2	13.0	51.5	51.5	13.0	51.5	51.5
Actuated g/C Ratio	0.15	0.18	0.18	0.15	0.18	0.18	0.18	0.84	0.84	0.18	0.84	0.84
v/c Ratio	0.05	0.03	0.04	0.09	0.07	0.05	0.05	0.01	0.01	0.04	0.00	0.02
Control Delay	14.3	12.8	9.1	13.9	12.0	8.5	13.4	8.8	6.4	13.5	9.2	6.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.3	12.8	9.1	13.9	12.0	8.5	13.4	8.8	6.4	13.5	9.2	6.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	B	B	A	B	B	A	B	A	A	B	A	A
Approach Delay		12.2			12.0			9.3			8.7	
Approach LOS		B			B			A			A	
Queue Length 50th (ft)	1	0	0	1	1	0	1	0	0	1	0	0
Queue Length 95th (ft)	16	9	11	23	17	12	16	9	13	14	7	15
Internal Link Dist (ft)		2741			1900			2470			3048	
Turn Bay Length (ft)	100		100	100		100	100		100	100		100
Base Capacity (vph)	296	932	426	297	934	428	297	2827	1267	297	2827	1268
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	0.04	0.02	0.03	0.08	0.05	0.03	0.05	0.01	0.01	0.04	0.00	0.02

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 61.2
Natural Cycle: 70
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.09
Intersection Signal Delay: 10.7 Intersection LOS: B
Intersection Capacity Utilization 31.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 37: Otay Mesa Rd & Alta Rd



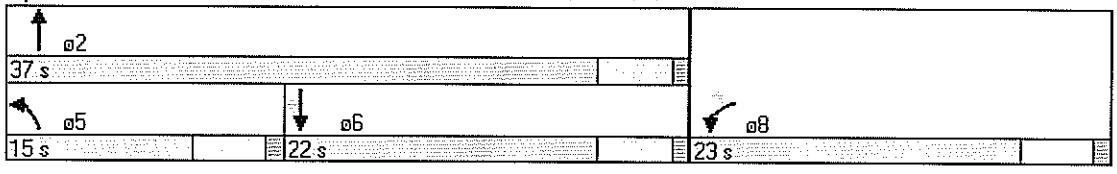
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	100		0	100		100	0		100
Storage Lanes	0		0	1		1	2		0	0		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)				50		50	50	50			50	50
Trailing Detector (ft)				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	0.97	0.95	1.00	1.00	0.95	1.00
Frt						0.850						0.850
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	0	0	1641	0	1468	3183	3282	0	0	3282	1468
Flt Permitted				0.950			0.950					
Satd. Flow (perm)	0	0	0	1641	0	1468	3183	3282	0	0	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						88						322
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)		65			65			40			40	
Link Distance (ft)		921			877			880			681	
Travel Time (s)		9.7			9.2			15.0			11.6	
Volume (vph)	0	0	0	59	0	81	157	551	0	0	146	296
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	0	0	0	64	0	88	171	599	0	0	159	322
Lane Group Flow (vph)	0	0	0	64	0	88	171	599	0	0	159	322
Turn Type				Prot		custom	Prot					Perm
Protected Phases				8			5	2			6	
Permitted Phases						8						6
Detector Phases				8		8	5	2			6	6
Minimum Initial (s)				8.0		8.0	8.0	10.0			10.0	10.0
Minimum Split (s)				21.0		21.0	13.0	21.0			21.0	21.0
Total Split (s)	0.0	0.0	0.0	23.0	0.0	23.0	15.0	37.0	0.0	0.0	22.0	22.0
Total Split (%)	0.0%	0.0%	0.0%	38.3%	0.0%	38.3%	25.0%	61.7%	0.0%	0.0%	36.7%	36.7%
Maximum Green (s)				18.0		18.0	10.0	32.0			17.0	17.0
Yellow Time (s)				4.0		4.0	4.0	4.0			4.0	4.0
All-Red Time (s)				1.0		1.0	1.0	1.0			1.0	1.0
Lead/Lag							Lead				Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)				3.0		3.0	3.0	3.0			3.0	3.0
Recall Mode				None		None	None	C-Max			C-Max	C-Max
Walk Time (s)				5.0		5.0		5.0			5.0	5.0
Flash Dont Walk (s)				11.0		11.0		11.0			11.0	11.0
Pedestrian Calls (#/hr)				0		0		0			0	0
Act Effct Green (s)				9.5		9.5	10.3	45.9			34.2	34.2
Actuated g/C Ratio				0.16		0.16	0.17	0.76			0.57	0.57
v/c Ratio				0.25		0.29	0.31	0.24			0.09	0.33
Control Delay				24.4		8.7	20.2	2.1			7.7	5.0
Queue Delay				0.0		0.0	0.0	0.0			0.0	0.0
Total Delay				24.4		8.7	20.2	2.1			7.7	5.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS				C		A	C	A			A	A
Approach Delay								6.1			5.9	
Approach LOS								A			A	
Queue Length 50th (ft)				21		0	31	45			23	52
Queue Length 95th (ft)				49		32	32	1			41	90
Internal Link Dist (ft)		841			797			800			601	
Turn Bay Length (ft)				100			100					100
Base Capacity (vph)				520		525	599	2508			1870	975
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				0.12		0.17	0.29	0.24			0.09	0.33

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 32 (53%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.33
Intersection Signal Delay: 7.0 Intersection LOS: A
Intersection Capacity Utilization 41.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 66: SR 905 WB On & Britannia Blvd



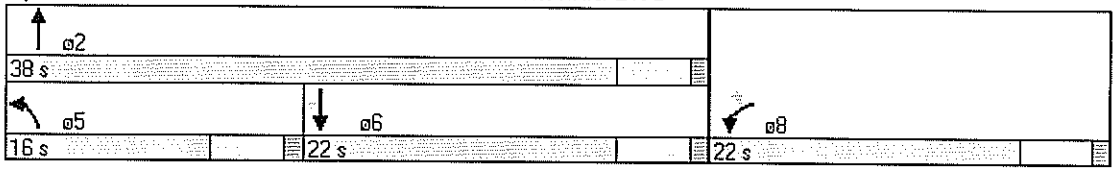
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	100		0	100		100	0		100
Storage Lanes	0		0	1		1	2		0	0		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)				50		50	50	50			50	50
Trailing Detector (ft)				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	0.97	0.95	1.00	1.00	0.95	1.00
Frt						0.850						0.850
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	0	0	1641	0	1468	3183	3282	0	0	3282	1468
Flt Permitted				0.950			0.950					
Satd. Flow (perm)	0	0	0	1641	0	1468	3183	3282	0	0	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						76						288
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)		65			65			40			40	
Link Distance (ft)		921			877			880			681	
Travel Time (s)		9.7			9.2			15.0			11.6	
Volume (vph)	0	0	0	81	0	70	305	815	0	0	431	265
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	0	0	0	88	0	76	332	886	0	0	468	288
Lane Group Flow (vph)	0	0	0	88	0	76	332	886	0	0	468	288
Turn Type				Prot		custom	Prot					Perm
Protected Phases				8			5	2			6	
Permitted Phases						8						6
Detector Phases				8		8	5	2			6	6
Minimum Initial (s)				8.0		8.0	8.0	10.0			10.0	10.0
Minimum Split (s)				21.0		21.0	13.0	21.0			21.0	21.0
Total Split (s)	0.0	0.0	0.0	22.0	0.0	22.0	16.0	38.0	0.0	0.0	22.0	22.0
Total Split (%)	0.0%	0.0%	0.0%	36.7%	0.0%	36.7%	26.7%	63.3%	0.0%	0.0%	36.7%	36.7%
Maximum Green (s)				17.0		17.0	11.0	33.0			17.0	17.0
Yellow Time (s)				4.0		4.0	4.0	4.0			4.0	4.0
All-Red Time (s)				1.0		1.0	1.0	1.0			1.0	1.0
Lead/Lag							Lead				Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)				3.0		3.0	3.0	3.0			3.0	3.0
Recall Mode				None		None	None	C-Max			C-Max	C-Max
Walk Time (s)				5.0		5.0		5.0			5.0	5.0
Flash Dont Walk (s)				11.0		11.0		11.0			11.0	11.0
Pedestrian Calls (#/hr)				0		0		0			0	0
Act Effct Green (s)				10.1		10.1	13.7	45.3			26.8	26.8
Actuated g/C Ratio				0.17		0.17	0.23	0.76			0.45	0.45
v/c Ratio				0.32		0.25	0.46	0.36			0.32	0.35
Control Delay				24.8		8.2	19.7	2.0			6.5	2.0
Queue Delay				0.0		0.0	0.0	0.0			0.0	0.0
Total Delay				24.8		8.2	19.7	2.0			6.5	2.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS				C		A	B	A			A	A
Approach Delay								6.8			4.8	
Approach LOS								A			A	
Queue Length 50th (ft)				29		0	44	14			22	0
Queue Length 95th (ft)				61		28	61	30			74	m0
Internal Link Dist (ft)		841			797			800			601	
Turn Bay Length (ft)				100			100					100
Base Capacity (vph)				492		494	757	2479			1468	816
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				0.18		0.15	0.44	0.36			0.32	0.35

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 30 (50%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.46
Intersection Signal Delay: 6.9 Intersection LOS: A
Intersection Capacity Utilization 41.8% ICU Level of Service A
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 66: SR 905 WB On & Britannia Blvd



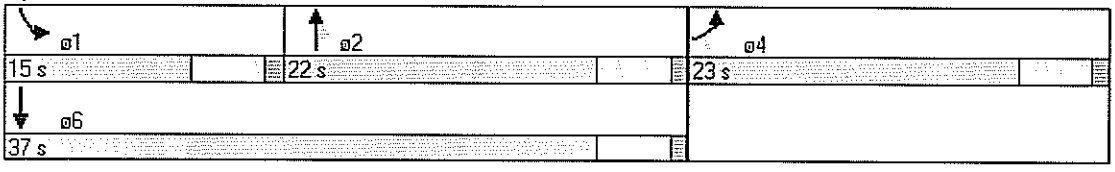
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	0		0	0		100	100		0
Storage Lanes	2		2	0		0	0		1	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50		50					50	50	50	50	
Trailing Detector (ft)	0		0					0	0	0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	0.97	1.00	0.88	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850						0.850			
Flt Protected	0.950									0.950		
Satd. Flow (prot)	3183	0	2584	0	0	0	0	3282	1468	1641	3282	0
Flt Permitted	0.950									0.950		
Satd. Flow (perm)	3183	0	2584	0	0	0	0	3282	1468	1641	3282	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			335						80			
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)		65			65			40			40	
Link Distance (ft)		891			856			1034			880	
Travel Time (s)		9.3			9.0			17.6			15.0	
Volume (vph)	241	0	308	0	0	0	0	467	74	64	141	0
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	262	0	335	0	0	0	0	508	80	70	153	0
Lane Group Flow (vph)	262	0	335	0	0	0	0	508	80	70	153	0
Turn Type	Prot		custom						Perm	Prot		
Protected Phases	4							2		1	6	
Permitted Phases			4						2			
Detector Phases	4		4					2	2	1	6	
Minimum Initial (s)	8.0		8.0					10.0	10.0	8.0	10.0	
Minimum Split (s)	21.0		21.0					21.0	21.0	13.0	21.0	
Total Split (s)	23.0	0.0	23.0	0.0	0.0	0.0	0.0	22.0	22.0	15.0	37.0	0.0
Total Split (%)	38.3%	0.0%	38.3%	0.0%	0.0%	0.0%	0.0%	36.7%	36.7%	25.0%	61.7%	0.0%
Maximum Green (s)	18.0		18.0					17.0	17.0	10.0	32.0	
Yellow Time (s)	4.0		4.0					4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0					1.0	1.0	1.0	1.0	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0		3.0					3.0	3.0	3.0	3.0	
Recall Mode	None		None					C-Max	C-Max	None	C-Max	
Walk Time (s)	5.0		5.0					5.0	5.0		5.0	
Flash Dont Walk (s)	11.0		11.0					11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0		0					0	0		0	
Act Effct Green (s)	11.4		11.4					34.6	34.6	9.8	40.6	
Actuated g/C Ratio	0.19		0.19					0.58	0.58	0.16	0.68	
v/c Ratio	0.43		0.44					0.27	0.09	0.26	0.07	
Control Delay	23.3		4.7					9.3	4.0	15.5	0.5	
Queue Delay	0.0		0.0					0.0	0.0	0.0	0.0	
Total Delay	23.3		4.7					9.3	4.0	15.5	0.5	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C		A					A	A	B	A	
Approach Delay								8.6			5.2	
Approach LOS								A			A	
Queue Length 50th (ft)	44		0					27	0	12	0	
Queue Length 95th (ft)	68		29					108	23	24	0	
Internal Link Dist (ft)		811			776			954			800	
Turn Bay Length (ft)	100								100	100		
Base Capacity (vph)	1008		1047					1895	882	305	2221	
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	0.26		0.32					0.27	0.09	0.23	0.07	

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.44
Intersection Signal Delay: 9.9 Intersection LOS: A
Intersection Capacity Utilization 41.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 69: SR 905 EB Off & Britannia Blvd



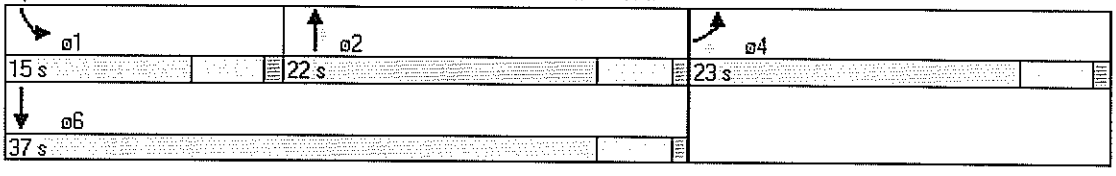
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	0		0	0		100	100		0
Storage Lanes	2		2	0		0	0		1	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50		50					50	50	50	50	
Trailing Detector (ft)	0		0					0	0	0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	0.97	1.00	0.88	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850						0.850			
Flt Protected	0.950									0.950		
Satd. Flow (prot)	3183	0	2584	0	0	0	0	3282	1468	1641	3282	0
Flt Permitted	0.950									0.950		
Satd. Flow (perm)	3183	0	2584	0	0	0	0	3282	1468	1641	3282	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			187						79			
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)		65			65			40			40	
Link Distance (ft)		891			856			1034			880	
Travel Time (s)		9.3			9.0			17.6			15.0	
Volume (vph)	326	0	172	0	0	0	0	428	73	90	422	0
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	354	0	187	0	0	0	0	465	79	98	459	0
Lane Group Flow (vph)	354	0	187	0	0	0	0	465	79	98	459	0
Turn Type	Prot		custom						Perm	Prot		
Protected Phases	4							2		1	6	
Permitted Phases			4						2			
Detector Phases	4		4					2	2	1	6	
Minimum Initial (s)	8.0		8.0					10.0	10.0	8.0	10.0	
Minimum Split (s)	21.0		21.0					21.0	21.0	13.0	21.0	
Total Split (s)	23.0	0.0	23.0	0.0	0.0	0.0	0.0	22.0	22.0	15.0	37.0	0.0
Total Split (%)	38.3%	0.0%	38.3%	0.0%	0.0%	0.0%	0.0%	36.7%	36.7%	25.0%	61.7%	0.0%
Maximum Green (s)	18.0		18.0					17.0	17.0	10.0	32.0	
Yellow Time (s)	4.0		4.0					4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0					1.0	1.0	1.0	1.0	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0		3.0					3.0	3.0	3.0	3.0	
Recall Mode	None		None					C-Max	C-Max	None	C-Max	
Walk Time (s)	5.0		5.0					5.0	5.0		5.0	
Flash Dont Walk (s)	11.0		11.0					11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0		0					0	0		0	
Act Effct Green (s)	12.7		12.7					29.7	29.7	10.8	39.3	
Actuated g/C Ratio	0.21		0.21					0.50	0.50	0.18	0.66	
v/c Ratio	0.53		0.27					0.29	0.10	0.33	0.21	
Control Delay	23.5		4.5					12.5	4.7	13.0	0.6	
Queue Delay	0.0		0.0					0.0	0.0	0.0	0.0	
Total Delay	23.5		4.5					12.5	4.7	13.0	0.6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C		A					B	A	B	A	
Approach Delay								11.3			2.8	
Approach LOS								B			A	
Queue Length 50th (ft)	59		0					60	0	10	0	
Queue Length 95th (ft)	86		21					110	25	23	0	
Internal Link Dist (ft)		811			776			954			800	
Turn Bay Length (ft)	100								100	100		
Base Capacity (vph)	1008		946					1626	767	318	2152	
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	0.35		0.20					0.29	0.10	0.31	0.21	

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.53
Intersection Signal Delay: 10.3 Intersection LOS: B
Intersection Capacity Utilization 41.8% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 69: SR 905 EB Off & Britannia Blvd



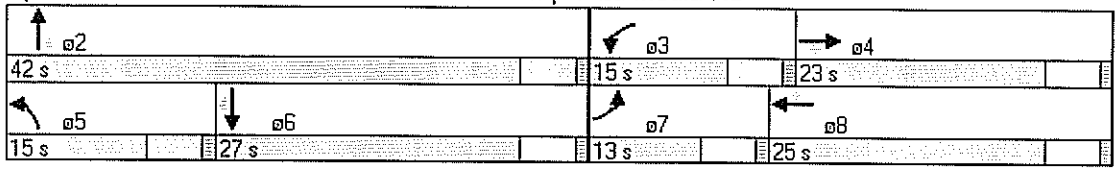
Lane Group	EBL	EBT	EBR2	WBL	WBT	WBR	NBL	NBT	NBR2	SBT	SBR
Lane Configurations											
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			100		0	0				0
Storage Lanes	1			1		1	1				1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading 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		9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	0.91	1.00
Frt			0.850			0.850			0.850		0.850
Flt Protected	0.950			0.950			0.950				
Satd. Flow (prot)	1641	1727	1468	1641	1727	1468	1641	4715	1468	4715	1468
Flt Permitted	0.950			0.950			0.950				
Satd. Flow (perm)	1641	1727	1468	1641	1727	1468	1641	4715	1468	4715	1468
Right Turn on Red			Yes			Yes			Yes		Yes
Satd. Flow (RTOR)			12			109			170		25
Headway Factor	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)		65			65			40		40	
Link Distance (ft)		431			1666			263		264	
Travel Time (s)		4.5			17.5			4.5		4.5	
Volume (vph)	19	20	11	68	24	100	13	599	156	860	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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	21	22	12	74	26	109	14	651	170	935	25
Lane Group Flow (vph)	21	22	12	74	26	109	14	651	170	935	25
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm		Perm
Protected Phases	7	4		3	8		5	2		6	
Permitted Phases			4			8			2		6
Detector Phases	7	4	4	3	8	8	5	2	2	6	6
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	8.0	10.0	10.0	10.0	10.0
Minimum Split (s)	11.0	21.0	21.0	11.0	21.0	21.0	13.0	21.0	21.0	21.0	21.0
Total Split (s)	13.0	23.0	23.0	15.0	25.0	25.0	15.0	42.0	42.0	27.0	27.0
Total Split (%)	16.3%	28.8%	28.8%	18.8%	31.3%	31.3%	18.8%	52.5%	52.5%	33.8%	33.8%
Maximum Green (s)	8.0	18.0	18.0	10.0	20.0	20.0	10.0	37.0	37.0	22.0	22.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
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
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead			Lag	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	None	C-Max	C-Max	C-Max	C-Max
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0	0	0
Act Effct Green (s)	7.6	9.0	9.0	9.6	10.2	10.2	9.0	60.2	60.2	57.6	57.6
Actuated g/C Ratio	0.10	0.11	0.11	0.12	0.13	0.13	0.11	0.75	0.75	0.72	0.72
v/c Ratio	0.13	0.11	0.07	0.38	0.12	0.39	0.08	0.18	0.15	0.28	0.02
Control Delay	34.7	33.5	17.9	37.7	31.7	11.2	36.8	2.0	0.7	2.0	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0
Total Delay	34.7	33.5	17.9	37.7	31.7	11.2	36.8	2.0	0.7	2.1	0.1

Lane Group	EBL	EBT	EBR2	WBL	WBT	WBR	NBL	NBT	NBR2	SBT	SBR
LOS	C	C	B	D	C	B	D	A	A	A	A
Approach Delay		30.6			23.1			2.3		2.1	
Approach LOS		C			C			A		A	
Queue Length 50th (ft)	10	10	0	35	12	0	7	3	0	6	0
Queue Length 95th (ft)	31	31	15	73	34	43	m18	30	m0	34	m1
Internal Link Dist (ft)		351			1586			183		184	
Turn Bay Length (ft)				100							
Base Capacity (vph)	185	410	358	226	453	466	226	3547	1147	3394	1064
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	1155	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	0.11	0.05	0.03	0.33	0.06	0.23	0.06	0.18	0.15	0.42	0.02

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 76 (95%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.39
Intersection Signal Delay: 5.1 Intersection LOS: A
Intersection Capacity Utilization 38.3% ICU Level of Service A
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 118: SR 905 WB Off Ramp & La Media Rd



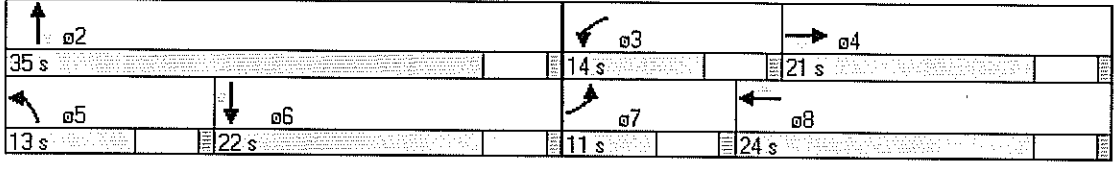
Lane Group	EBL	EBT	EBR2	WBL	WBT	WBR	NBL	NBT	NBR2	SBT	SBR
Lane Configurations											
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			100		0	0				0
Storage Lanes	1			1		1	1				1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading 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		9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	0.91	1.00
Frt			0.850			0.850			0.850		0.850
Flt Protected	0.950			0.950			0.950				
Satd. Flow (prot)	1641	1727	1468	1641	1727	1468	1641	4715	1468	4715	1468
Flt Permitted	0.950			0.950			0.950				
Satd. Flow (perm)	1641	1727	1468	1641	1727	1468	1641	4715	1468	4715	1468
Right Turn on Red			Yes			Yes			Yes		Yes
Satd. Flow (RTOR)			12			68			332		25
Headway Factor	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)		65			65			40		40	
Link Distance (ft)		431			1666			263		264	
Travel Time (s)		4.5			17.5			4.5		4.5	
Volume (vph)	19	20	11	131	24	63	13	815	305	784	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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	21	22	12	142	26	68	14	886	332	852	25
Lane Group Flow (vph)	21	22	12	142	26	68	14	886	332	852	25
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm		Perm
Protected Phases	7	4		3	8		5	2		6	
Permitted Phases			4			8			2		6
Detector Phases	7	4	4	3	8	8	5	2	2	6	6
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	8.0	10.0	10.0	10.0	10.0
Minimum Split (s)	11.0	21.0	21.0	11.0	21.0	21.0	13.0	21.0	21.0	21.0	21.0
Total Split (s)	11.0	21.0	21.0	14.0	24.0	24.0	13.0	35.0	35.0	22.0	22.0
Total Split (%)	15.7%	30.0%	30.0%	20.0%	34.3%	34.3%	18.6%	50.0%	50.0%	31.4%	31.4%
Maximum Green (s)	6.0	16.0	16.0	9.0	19.0	19.0	8.0	30.0	30.0	17.0	17.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
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
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead			Lag	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	None	C-Max	C-Max	C-Max	C-Max
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0	0	0
Act Effct Green (s)	7.0	9.0	9.0	9.4	12.8	12.8	9.0	50.4	50.4	47.8	47.8
Actuated g/C Ratio	0.10	0.13	0.13	0.13	0.18	0.18	0.13	0.72	0.72	0.68	0.68
v/c Ratio	0.13	0.10	0.06	0.65	0.08	0.21	0.07	0.26	0.29	0.26	0.02
Control Delay	30.8	28.2	15.6	43.4	23.2	8.4	29.4	3.6	1.2	3.5	1.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0
Total Delay	30.8	28.2	15.6	43.4	23.2	8.4	29.4	3.6	1.2	3.5	1.0

Lane Group	EBL	EBT	EBR2	WBL	WBT	WBR	NBL	NBT	NBR2	SBT	SBR
LOS	C	C	B	D	C	A	C	A	A	A	A
Approach Delay		26.4			31.1			3.2		3.4	
Approach LOS		C			C			A		A	
Queue Length 50th (ft)	8	9	0	58	10	0	6	27	5	16	0
Queue Length 95th (ft)	28	28	14	#126	29	31	m14	50	m9	47	m1
Internal Link Dist (ft)		351			1586			183		184	
Turn Bay Length (ft)				100							
Base Capacity (vph)	164	419	366	234	508	480	211	3395	1150	3220	1010
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	766	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	0.13	0.05	0.03	0.61	0.05	0.14	0.07	0.26	0.29	0.35	0.02

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 70
Offset: 34 (49%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.65
Intersection Signal Delay: 6.6 Intersection LOS: A
Intersection Capacity Utilization 39.1% 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.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 118: SR 905 WB Off Ramp & La Media Rd



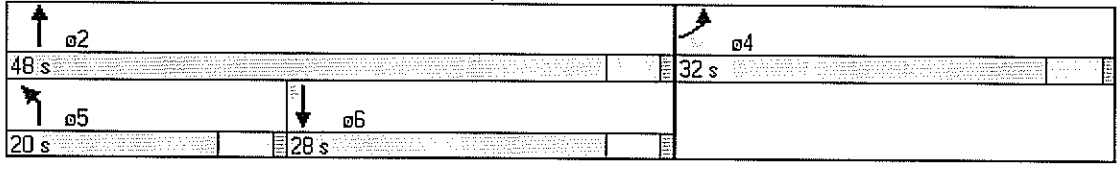
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	SBR2	SEL	SER
Lane Configurations									
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100	0	100			100		0	0
Storage Lanes	1	1	1			1		0	0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50		50		
Trailing Detector (ft)	0	0	0	0	0		0		
Turning Speed (mph)	15	9	15			9	9	15	9
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	1.00	1.00	1.00	1.00
Frt		0.850					0.850		
Flt Protected	0.950		0.950						
Satd. Flow (prot)	1641	1468	1641	4715	4715	0	1468	0	0
Flt Permitted	0.950		0.950						
Satd. Flow (perm)	1641	1468	1641	4715	4715	0	1468	0	0
Right Turn on Red		Yes					Yes		
Satd. Flow (RTOR)		301					129		
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	65			40	40			65	
Link Distance (ft)	1093			830	1237			1237	
Travel Time (s)	11.5			14.1	21.1			13.0	
Volume (vph)	218	277	57	525	568	0	119	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	237	301	62	571	617	0	129	0	0
Lane Group Flow (vph)	237	301	62	571	617	0	129	0	0
Turn Type		Perm	Prot				Perm		
Protected Phases	4		5	2	6				
Permitted Phases		4					6		
Detector Phases	4	4	5	2	6		6		
Minimum Initial (s)	8.0	8.0	8.0	10.0	10.0		10.0		
Minimum Split (s)	21.0	21.0	13.0	21.0	21.0		21.0		
Total Split (s)	32.0	32.0	20.0	48.0	28.0	0.0	28.0	0.0	0.0
Total Split (%)	40.0%	40.0%	25.0%	60.0%	35.0%	0.0%	35.0%	0.0%	0.0%
Maximum Green (s)	27.0	27.0	15.0	43.0	23.0		23.0		
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0		
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0		
Lead/Lag			Lead		Lag		Lag		
Lead-Lag Optimize?									
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0		
Recall Mode	None	None	None	C-Max	C-Max		C-Max		
Walk Time (s)	5.0	5.0		5.0	5.0		5.0		
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0		
Pedestrian Calls (#/hr)	0	0		0	0		0		
Act Effct Green (s)	17.1	17.1	10.1	54.9	43.4		43.4		
Actuated g/C Ratio	0.21	0.21	0.13	0.69	0.54		0.54		
v/c Ratio	0.68	0.55	0.30	0.18	0.24		0.15		
Control Delay	38.0	7.1	32.1	4.6	5.2		0.7		
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0		
Total Delay	38.0	7.1	32.1	4.6	5.2		0.7		

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	SBR2	SEL	SER
LOS	D	A	C	A	A		A		
Approach Delay	20.7			7.3	4.4				
Approach LOS	C			A	A				
Queue Length 50th (ft)	110	0	29	22	25		1		
Queue Length 95th (ft)	163	54	m64	56	29		1		
Internal Link Dist (ft)	1013			750	1157			1157	
Turn Bay Length (ft)	100		100				100		
Base Capacity (vph)	574	709	328	3234	2557		855		
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	0.41	0.42	0.19	0.18	0.24		0.15		

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 14 (18%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.68
Intersection Signal Delay: 9.9 Intersection LOS: A
Intersection Capacity Utilization 39.7% ICU Level of Service A
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 33: SR 905 EB Ramp & La Media Rd



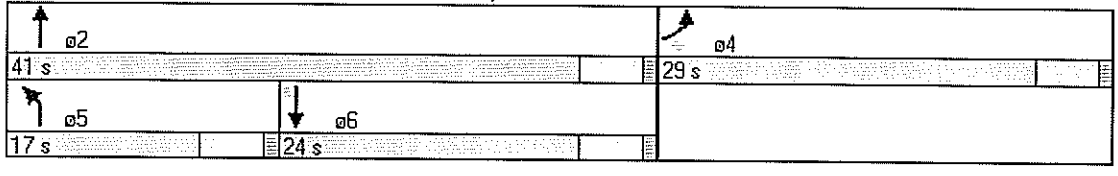
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	SBR2	SEL	SER
Lane Configurations									
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100	0	100			100		0	0
Storage Lanes	1	1	1			1		0	0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50		50		
Trailing Detector (ft)	0	0	0	0	0		0		
Turning Speed (mph)	15	9	15			9	9	15	9
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	1.00	1.00	1.00	1.00
Frt		0.850					0.850		
Flt Protected	0.950		0.950						
Satd. Flow (prot)	1641	1468	1641	4715	4715	0	1468	0	0
Flt Permitted	0.950		0.950						
Satd. Flow (perm)	1641	1468	1641	4715	4715	0	1468	0	0
Right Turn on Red		Yes					Yes		
Satd. Flow (RTOR)		186					150		
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	65			40	40			65	
Link Distance (ft)	1093			830	1237			1237	
Travel Time (s)	11.5			14.1	21.1			13.0	
Volume (vph)	288	171	98	832	548	0	138	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	313	186	107	904	596	0	150	0	0
Lane Group Flow (vph)	313	186	107	904	596	0	150	0	0
Turn Type		Perm	Prot				Perm		
Protected Phases	4		5	2	6				
Permitted Phases		4					6		
Detector Phases	4	4	5	2	6		6		
Minimum Initial (s)	8.0	8.0	8.0	10.0	10.0		10.0		
Minimum Split (s)	21.0	21.0	13.0	21.0	21.0		21.0		
Total Split (s)	29.0	29.0	17.0	41.0	24.0	0.0	24.0	0.0	0.0
Total Split (%)	41.4%	41.4%	24.3%	58.6%	34.3%	0.0%	34.3%	0.0%	0.0%
Maximum Green (s)	24.0	24.0	12.0	36.0	19.0		19.0		
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0		
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0		
Lead/Lag			Lead		Lag		Lag		
Lead-Lag Optimize?									
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0		
Recall Mode	None	None	None	C-Max	C-Max		C-Max		
Walk Time (s)	5.0	5.0		5.0	5.0		5.0		
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0		
Pedestrian Calls (#/hr)	0	0		0	0		0		
Act Effct Green (s)	18.5	18.5	10.3	43.5	34.4		34.4		
Actuated g/C Ratio	0.26	0.26	0.15	0.62	0.49		0.49		
v/c Ratio	0.72	0.35	0.44	0.31	0.26		0.19		
Control Delay	32.5	5.0	18.6	3.0	10.3		6.8		
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0		
Total Delay	32.5	5.0	18.6	3.0	10.3		6.8		

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	SBR2	SEL	SER
LOS	C	A	B	A	B		A		
Approach Delay	22.2			4.6	9.6				
Approach LOS	C			A	A				
Queue Length 50th (ft)	122	0	17	7	67		9		
Queue Length 95th (ft)	178	37	31	8	121		m80		
Internal Link Dist (ft)	1013			750	1157			1157	
Turn Bay Length (ft)	100		100				100		
Base Capacity (vph)	586	644	305	2927	2314		797		
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	0.53	0.29	0.35	0.31	0.26		0.19		

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 70
Offset: 8 (11%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.72
Intersection Signal Delay: 10.2 Intersection LOS: B
Intersection Capacity Utilization 43.2% ICU Level of Service A
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 33: SR 905 EB Ramp & La Media Rd



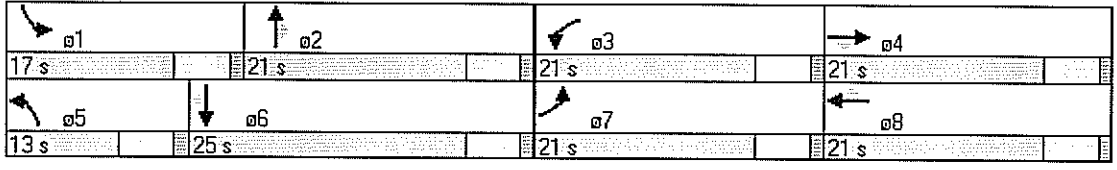
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		600	200		0	475		100
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			57			120			84			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			40			40	
Link Distance (ft)		1847			5168			2579			1034	
Travel Time (s)		31.5			88.1			44.0			17.6	
Volume (vph)	46	139	52	148	92	110	40	175	77	201	198	50
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	50	151	57	161	100	120	43	190	84	218	215	54
Lane Group Flow (vph)	50	151	57	161	100	120	43	190	84	218	215	54
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	8.0	10.0	10.0	8.0	10.0	10.0
Minimum Split (s)	21.0	21.0	21.0	21.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0
Total Split (s)	21.0	21.0	21.0	21.0	21.0	21.0	13.0	21.0	21.0	17.0	25.0	25.0
Total Split (%)	26.3%	26.3%	26.3%	26.3%	26.3%	26.3%	16.3%	26.3%	26.3%	21.3%	31.3%	31.3%
Maximum Green (s)	16.0	16.0	16.0	16.0	16.0	16.0	8.0	16.0	16.0	12.0	20.0	20.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0		0	0		0	0
Act Effct Green (s)	8.9	10.2	10.2	12.8	16.6	16.6	9.1	24.8	24.8	12.3	34.1	34.1
Actuated g/C Ratio	0.12	0.14	0.14	0.17	0.23	0.23	0.12	0.35	0.35	0.17	0.48	0.48
v/c Ratio	0.26	0.33	0.23	0.56	0.14	0.28	0.22	0.17	0.15	0.77	0.14	0.07
Control Delay	31.9	28.7	10.9	33.0	21.8	7.0	32.1	21.2	6.9	46.4	16.8	6.7
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
Total Delay	31.9	28.7	10.9	33.0	21.8	7.0	32.1	21.2	6.9	46.4	16.8	6.7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	C	B	C	C	A	C	C	A	D	B	A
Approach Delay		25.4			21.9			18.9			29.0	
Approach LOS		C			C			B			C	
Queue Length 50th (ft)	19	30	0	61	18	0	16	33	0	86	34	0
Queue Length 95th (ft)	51	59	30	120	38	39	47	65	33	#203	67	25
Internal Link Dist (ft)		1767			5088			2499			954	
Turn Bay Length (ft)	100		100	100		600	200			475		100
Base Capacity (vph)	335	697	357	363	819	456	195	1143	566	298	1573	732
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	0.15	0.22	0.16	0.44	0.12	0.26	0.22	0.17	0.15	0.73	0.14	0.07

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 71.1
Natural Cycle: 80
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.77
Intersection Signal Delay: 24.2 Intersection LOS: C
Intersection Capacity Utilization 47.7% 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: 5: Airway Rd & Britannia Blvd



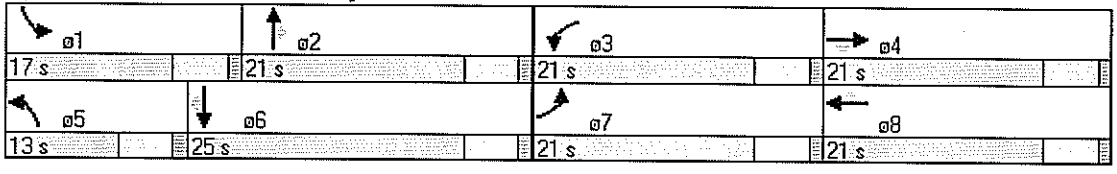
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		600	200		0	475		100
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			48			240			177			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			40			40	
Link Distance (ft)		1847			5168			2579			1034	
Travel Time (s)		31.5			88.1			44.0			17.6	
Volume (vph)	55	101	44	85	153	221	58	219	163	120	192	51
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	60	110	48	92	166	240	63	238	177	130	209	55
Lane Group Flow (vph)	60	110	48	92	166	240	63	238	177	130	209	55
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	8.0	10.0	10.0	8.0	10.0	10.0
Minimum Split (s)	21.0	21.0	21.0	21.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0
Total Split (s)	21.0	21.0	21.0	21.0	21.0	21.0	13.0	21.0	21.0	17.0	25.0	25.0
Total Split (%)	26.3%	26.3%	26.3%	26.3%	26.3%	26.3%	16.3%	26.3%	26.3%	21.3%	31.3%	31.3%
Maximum Green (s)	16.0	16.0	16.0	16.0	16.0	16.0	8.0	16.0	16.0	12.0	20.0	20.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0		0	0		0	0
Act Effct Green (s)	9.0	9.9	9.9	10.1	13.6	13.6	9.0	26.7	26.7	11.2	31.6	31.6
Actuated g/C Ratio	0.13	0.15	0.15	0.15	0.20	0.20	0.13	0.41	0.41	0.17	0.49	0.49
v/c Ratio	0.28	0.23	0.19	0.37	0.25	0.49	0.30	0.18	0.25	0.48	0.13	0.07
Control Delay	30.1	26.0	10.6	29.5	23.3	7.8	31.8	19.3	5.3	31.0	15.8	6.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.1	26.0	10.6	29.5	23.3	7.8	31.8	19.3	5.3	31.0	15.8	6.4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	C	B	C	C	A	C	B	A	C	B	A
Approach Delay		23.7			17.0			15.8			19.5	
Approach LOS		C			B			B			B	
Queue Length 50th (ft)	22	21	0	33	31	0	23	37	0	47	31	0
Queue Length 95th (ft)	56	43	26	76	58	55	62	77	46	103	63	24
Internal Link Dist (ft)		1767			5088			2499			954	
Turn Bay Length (ft)	100		100	100		600	200			475		100
Base Capacity (vph)	361	751	373	378	830	550	211	1352	709	309	1597	743
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	0.17	0.15	0.13	0.24	0.20	0.44	0.30	0.18	0.25	0.42	0.13	0.07

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 64.9
Natural Cycle: 80
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.49
Intersection Signal Delay: 18.2 Intersection LOS: B
Intersection Capacity Utilization 40.0% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 5: Airway Rd & Britannia Blvd



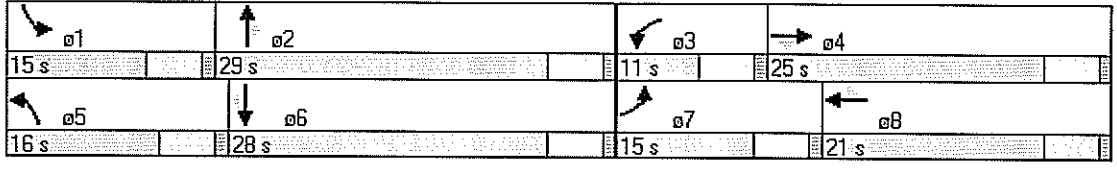
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	100		100	325		0
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.91	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1468	1641	3282	1468	1641	4715	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3282	1468	1641	3282	1468	1641	4715	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			247			142			140			72
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)		5168			6483			2507			830	
Travel Time (s)		88.1			110.5			42.7			14.1	
Volume (vph)	123	124	227	22	133	131	139	462	129	103	654	66
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	134	135	247	24	145	142	151	502	140	112	711	72
Lane Group Flow (vph)	134	135	247	24	145	142	151	502	140	112	711	72
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	8.0	10.0	10.0	8.0	10.0	10.0
Minimum Split (s)	11.0	21.0	21.0	11.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0
Total Split (s)	15.0	25.0	25.0	11.0	21.0	21.0	16.0	29.0	29.0	15.0	28.0	28.0
Total Split (%)	18.8%	31.3%	31.3%	13.8%	26.3%	26.3%	20.0%	36.3%	36.3%	18.8%	35.0%	35.0%
Maximum Green (s)	10.0	20.0	20.0	6.0	16.0	16.0	11.0	24.0	24.0	10.0	23.0	23.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	10.4	20.1	20.1	7.0	10.1	10.1	13.5	34.0	34.0	12.0	30.0	30.0
Actuated g/C Ratio	0.13	0.25	0.25	0.09	0.13	0.13	0.17	0.42	0.42	0.15	0.38	0.38
v/c Ratio	0.63	0.16	0.45	0.17	0.35	0.46	0.55	0.25	0.20	0.45	0.58	0.12
Control Delay	46.6	25.2	6.9	36.8	34.1	11.1	37.5	17.2	4.6	46.5	14.2	1.2
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
Total Delay	46.6	25.2	6.9	36.8	34.1	11.1	37.5	17.2	4.6	46.5	14.2	1.2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	D	C	A	D	C	B	D	B	A	D	B	A
Approach Delay		22.0			23.8			18.8			17.2	
Approach LOS		C			C			B			B	
Queue Length 50th (ft)	64	25	0	11	35	0	70	61	0	59	97	0
Queue Length 95th (ft)	#130	54	58	34	61	48	122	98	38	m110	88	m2
Internal Link Dist (ft)		5088			6403			2427			750	
Turn Bay Length (ft)	100		100	100		100	100		100	325		
Base Capacity (vph)	226	917	589	144	697	424	290	2006	705	260	1230	595
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	0.59	0.15	0.42	0.17	0.21	0.33	0.52	0.25	0.20	0.43	0.58	0.12

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 16 (20%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.63
Intersection Signal Delay: 19.5 Intersection LOS: B
Intersection Capacity Utilization 52.6% 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.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: Airway Rd & La Media Rd



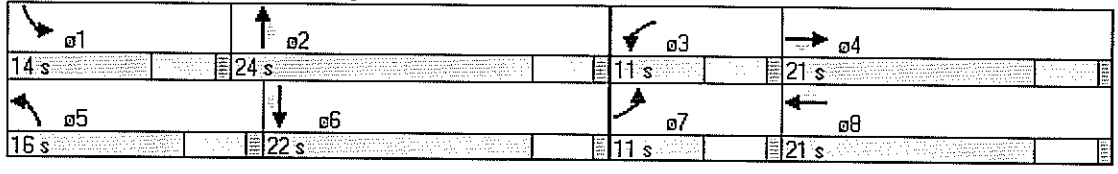
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	100		100	325		0
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.91	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1468	1641	3282	1468	1641	4715	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3282	1468	1641	3282	1468	1641	4715	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			166			124			26			147
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)		5168			6483			2507			830	
Travel Time (s)		88.1			110.5			42.7			14.1	
Volume (vph)	73	146	153	143	136	114	250	719	24	145	508	135
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	79	159	166	155	148	124	272	782	26	158	552	147
Lane Group Flow (vph)	79	159	166	155	148	124	272	782	26	158	552	147
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	8.0	10.0	10.0	8.0	10.0	10.0
Minimum Split (s)	11.0	21.0	21.0	11.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0
Total Split (s)	11.0	21.0	21.0	11.0	21.0	21.0	16.0	24.0	24.0	14.0	22.0	22.0
Total Split (%)	15.7%	30.0%	30.0%	15.7%	30.0%	30.0%	22.9%	34.3%	34.3%	20.0%	31.4%	31.4%
Maximum Green (s)	6.0	16.0	16.0	6.0	16.0	16.0	11.0	19.0	19.0	9.0	17.0	17.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	7.3	10.1	10.1	8.3	13.3	13.3	18.3	22.6	22.6	13.0	17.4	17.4
Actuated g/C Ratio	0.10	0.14	0.14	0.12	0.19	0.19	0.26	0.32	0.32	0.19	0.25	0.25
v/c Ratio	0.46	0.34	0.47	0.79	0.24	0.33	0.64	0.51	0.05	0.52	0.68	0.31
Control Delay	39.2	28.7	9.7	63.7	26.9	8.3	31.4	21.1	8.2	19.9	31.5	12.5
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
Total Delay	39.2	28.7	9.7	63.7	26.9	8.3	31.4	21.1	8.2	19.9	31.5	12.5

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	D	C	A	E	C	A	C	C	A	B	C	B
Approach Delay		22.9			34.9			23.4			26.1	
Approach LOS		C			C			C			C	
Queue Length 50th (ft)	33	33	0	68	31	0	101	95	0	64	133	3
Queue Length 95th (ft)	#74	57	47	#174	54	41	#206	142	16	34	183	80
Internal Link Dist (ft)		5088			6403			2427			750	
Turn Bay Length (ft)	100		100	100		100	100		100	325		
Base Capacity (vph)	171	797	482	195	868	479	428	1525	492	309	844	487
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	0.46	0.20	0.34	0.79	0.17	0.26	0.64	0.51	0.05	0.51	0.65	0.30

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 70
Offset: 44 (63%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.79
Intersection Signal Delay: 25.9 Intersection LOS: C
Intersection Capacity Utilization 55.8% 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: 9: Airway Rd & La Media Rd



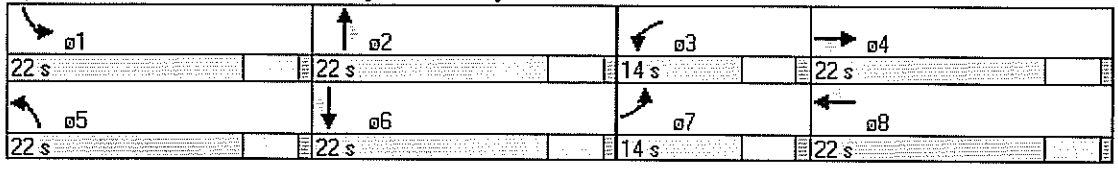
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	250		100	100		675
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			60			24			13			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)		6483			1406			1377			2585	
Travel Time (s)		110.5			24.0			23.5			44.1	
Volume (vph)	75	94	55	16	82	22	46	64	12	30	74	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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	82	102	60	17	89	24	50	70	13	33	80	58
Lane Group Flow (vph)	82	102	60	17	89	24	50	70	13	33	80	58
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	8.0	10.0	10.0	8.0	10.0	10.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0
Total Split (s)	14.0	22.0	22.0	14.0	22.0	22.0	22.0	22.0	22.0	22.0	22.0	22.0
Total Split (%)	17.5%	27.5%	27.5%	17.5%	27.5%	27.5%	27.5%	27.5%	27.5%	27.5%	27.5%	27.5%
Maximum Green (s)	9.0	17.0	17.0	9.0	17.0	17.0	17.0	17.0	17.0	17.0	17.0	17.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	Min	Min	Min	Min	Min	Min
Walk Time (s)		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0	0	0	0	0	0	0
Act Effct Green (s)	8.7	14.5	14.5	7.6	9.3	9.3	9.9	12.0	12.0	9.8	11.8	11.8
Actuated g/C Ratio	0.17	0.29	0.29	0.14	0.19	0.19	0.21	0.26	0.26	0.21	0.25	0.25
v/c Ratio	0.30	0.11	0.13	0.08	0.14	0.08	0.14	0.08	0.03	0.10	0.10	0.14
Control Delay	23.3	14.3	6.5	24.4	20.0	10.6	20.6	17.9	10.5	20.7	18.3	7.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.3	14.3	6.5	24.4	20.0	10.6	20.6	17.9	10.5	20.7	18.3	7.6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	B	A	C	C	B	C	B	B	C	B	A
Approach Delay		15.4			18.9			18.2			15.1	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)	23	10	0	5	13	0	14	9	0	9	11	0
Queue Length 95th (ft)	58	33	25	20	30	16	39	24	11	30	27	25
Internal Link Dist (ft)		6403			1326			1297			2505	
Turn Bay Length (ft)	100		100	100		100	250		100	100		675
Base Capacity (vph)	315	1200	575	290	1025	475	556	1156	525	554	1153	553
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	0.26	0.09	0.10	0.06	0.09	0.05	0.09	0.06	0.02	0.06	0.07	0.10

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 47
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.30
Intersection Signal Delay: 16.5 Intersection LOS: B
Intersection Capacity Utilization 31.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 20: Airway Rd & Sanyo Ave



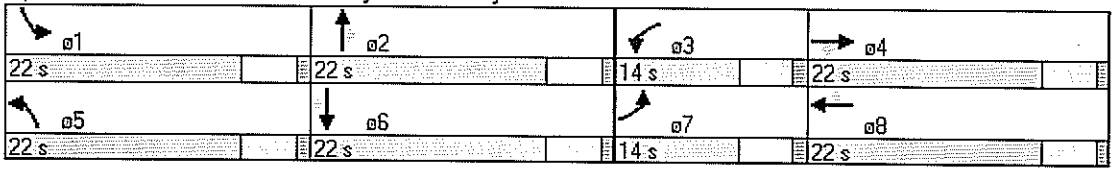
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	250		100	100		675
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			54			35			18			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)		6483			1406			1377			2585	
Travel Time (s)		110.5			24.0			23.5			44.1	
Volume (vph)	59	91	50	13	103	32	61	81	17	24	70	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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	64	99	54	14	112	35	66	88	18	26	76	89
Lane Group Flow (vph)	64	99	54	14	112	35	66	88	18	26	76	89
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	8.0	10.0	10.0	8.0	10.0	10.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0
Total Split (s)	14.0	22.0	22.0	14.0	22.0	22.0	22.0	22.0	22.0	22.0	22.0	22.0
Total Split (%)	17.5%	27.5%	27.5%	17.5%	27.5%	27.5%	27.5%	27.5%	27.5%	27.5%	27.5%	27.5%
Maximum Green (s)	9.0	17.0	17.0	9.0	17.0	17.0	17.0	17.0	17.0	17.0	17.0	17.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	Min	Min	Min	Min	Min	Min
Walk Time (s)		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0	0	0	0	0	0	0
Act Effct Green (s)	8.4	14.5	14.5	7.7	9.4	9.4	10.5	12.8	12.8	10.1	12.3	12.3
Actuated g/C Ratio	0.17	0.29	0.29	0.14	0.19	0.19	0.24	0.29	0.29	0.23	0.28	0.28
v/c Ratio	0.23	0.10	0.12	0.06	0.18	0.11	0.17	0.09	0.04	0.07	0.08	0.19
Control Delay	22.2	14.5	6.7	24.7	20.3	9.6	20.1	17.0	9.6	21.0	18.0	7.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.2	14.5	6.7	24.7	20.3	9.6	20.1	17.0	9.6	21.0	18.0	7.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	B	A	C	C	A	C	B	A	C	B	A
Approach Delay		14.8			18.4			17.4			13.3	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)	18	9	0	4	16	0	18	12	0	7	10	0
Queue Length 95th (ft)	49	32	24	18	37	20	49	28	14	26	27	31
Internal Link Dist (ft)		6403			1326			1297			2505	
Turn Bay Length (ft)	100		100	100		100	250		100	100		675
Base Capacity (vph)	331	1187	565	307	1024	482	597	1250	570	593	1241	610
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	0.19	0.08	0.10	0.05	0.11	0.07	0.11	0.07	0.03	0.04	0.06	0.15

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 44.6
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.23
Intersection Signal Delay: 15.8 Intersection LOS: B
Intersection Capacity Utilization 31.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 20: Airway Rd & Sanyo Ave



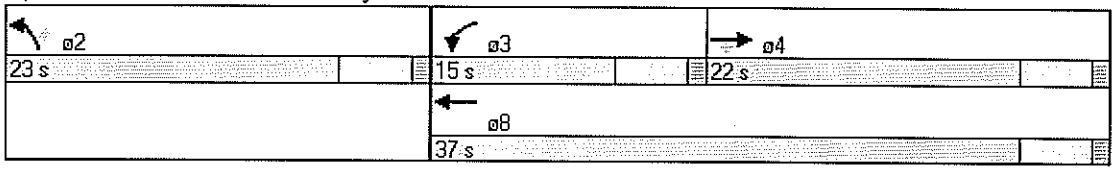
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		100	100		100	0
Storage Lanes		1	1		1	1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3282	1468	1641	3282	1641	1468
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3282	1468	1641	3282	1641	1468
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		68				60
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	40			40	40	
Link Distance (ft)	1406			2459	1186	
Travel Time (s)	24.0			41.9	20.2	
Volume (vph)	56	63	37	50	79	55
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	61	68	40	54	86	60
Lane Group Flow (vph)	61	68	40	54	86	60
Turn Type		Perm	Prot			Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Detector Phases	4	4	3	8	2	2
Minimum Initial (s)	10.0	10.0	8.0	10.0	8.0	8.0
Minimum Split (s)	21.0	21.0	13.0	21.0	21.0	21.0
Total Split (s)	22.0	22.0	15.0	37.0	23.0	23.0
Total Split (%)	36.7%	36.7%	25.0%	61.7%	38.3%	38.3%
Maximum Green (s)	17.0	17.0	10.0	32.0	18.0	18.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?						
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)	5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	14.2	14.2	11.8	21.7	35.9	35.9
Actuated g/C Ratio	0.23	0.23	0.20	0.36	0.70	0.70
v/c Ratio	0.08	0.17	0.12	0.05	0.08	0.06
Control Delay	10.5	5.4	12.9	4.5	9.4	5.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	10.5	5.4	12.9	4.5	9.4	5.0

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
LOS	B	A	B	A	A	A
Approach Delay	7.8			8.1	7.6	
Approach LOS	A			A	A	
Queue Length 50th (ft)	1	0	0	0	0	0
Queue Length 95th (ft)	16	21	26	7	42	19
Internal Link Dist (ft)	1326			2379	1106	
Turn Bay Length (ft)		100	100		100	
Base Capacity (vph)	1078	528	378	1689	1228	1114
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	0.06	0.13	0.11	0.03	0.07	0.05

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 51.5
Natural Cycle: 55
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.17
Intersection Signal Delay: 7.8 Intersection LOS: A
Intersection Capacity Utilization 22.0% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 25: Airway Rd & Paseo De Las Americas



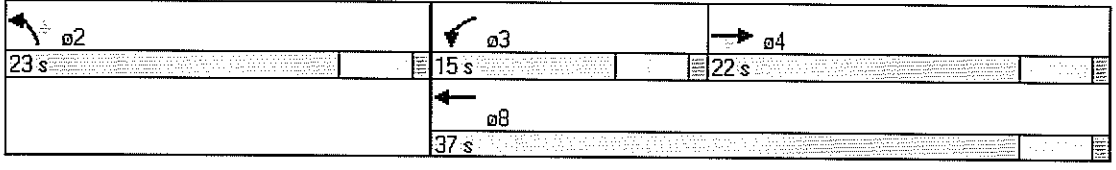
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↱	↰	↑↑	↰	↱
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		100	100		100	0
Storage Lanes		1	1		1	1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3282	1468	1641	3282	1641	1468
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3282	1468	1641	3282	1641	1468
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		95				45
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	40			40	40	
Link Distance (ft)	1406			2459	1186	
Travel Time (s)	24.0			41.9	20.2	
Volume (vph)	55	87	61	62	69	41
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	60	95	66	67	75	45
Lane Group Flow (vph)	60	95	66	67	75	45
Turn Type		Perm	Prot			Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Detector Phases	4	4	3	8	2	2
Minimum Initial (s)	10.0	10.0	8.0	10.0	8.0	8.0
Minimum Split (s)	21.0	21.0	13.0	21.0	21.0	21.0
Total Split (s)	22.0	22.0	15.0	37.0	23.0	23.0
Total Split (%)	36.7%	36.7%	25.0%	61.7%	38.3%	38.3%
Maximum Green (s)	17.0	17.0	10.0	32.0	18.0	18.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?						
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)	5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	14.6	14.6	11.7	22.0	28.9	28.9
Actuated g/C Ratio	0.25	0.25	0.20	0.38	0.56	0.56
v/c Ratio	0.07	0.21	0.21	0.05	0.08	0.05
Control Delay	10.7	5.1	14.4	4.4	11.2	5.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	10.7	5.1	14.4	4.4	11.2	5.8

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
LOS	B	A	B	A	B	A
Approach Delay	7.3			9.4	9.1	
Approach LOS	A			A	A	
Queue Length 50th (ft)	2	0	6	2	7	0
Queue Length 95th (ft)	16	25	36	8	40	17
Internal Link Dist (ft)	1326			2379	1106	
Turn Bay Length (ft)		100	100		100	
Base Capacity (vph)	1148	575	365	1770	1062	966
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	0.05	0.17	0.18	0.04	0.07	0.05

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 51.7
Natural Cycle: 55
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.21
Intersection Signal Delay: 8.5 Intersection LOS: A
Intersection Capacity Utilization 23.4% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 25: Airway Rd & Paseo De Las Americas



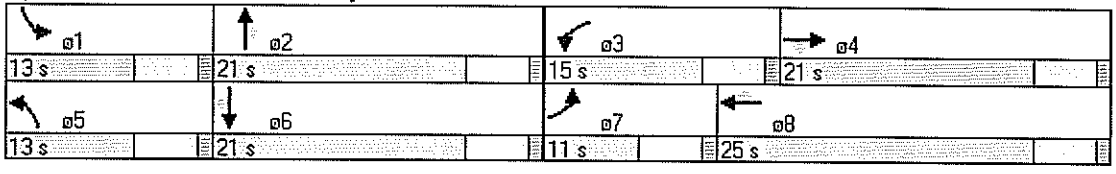
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	175		100	100		100	175		0	200		0
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			92			34			162			87
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)		2459			2618			1171			2573	
Travel Time (s)		41.9			44.6			20.0			43.9	
Volume (vph)	65	65	85	156	40	31	60	184	149	41	268	80
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	71	71	92	170	43	34	65	200	162	45	291	87
Lane Group Flow (vph)	71	71	92	170	43	34	65	200	162	45	291	87
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	8.0	10.0	10.0	8.0	10.0	10.0
Minimum Split (s)	11.0	21.0	21.0	11.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0
Total Split (s)	11.0	21.0	21.0	15.0	25.0	25.0	13.0	21.0	21.0	13.0	21.0	21.0
Total Split (%)	15.7%	30.0%	30.0%	21.4%	35.7%	35.7%	18.6%	30.0%	30.0%	18.6%	30.0%	30.0%
Maximum Green (s)	6.0	16.0	16.0	10.0	20.0	20.0	8.0	16.0	16.0	8.0	16.0	16.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	7.1	9.6	9.6	10.5	15.3	15.3	9.1	26.0	26.0	9.1	23.5	23.5
Actuated g/C Ratio	0.11	0.15	0.15	0.17	0.25	0.25	0.14	0.43	0.43	0.13	0.39	0.39
v/c Ratio	0.40	0.14	0.31	0.60	0.05	0.09	0.29	0.14	0.23	0.21	0.23	0.14
Control Delay	32.9	23.2	9.3	32.4	19.0	8.7	27.6	14.5	4.7	27.5	16.5	5.7
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
Total Delay	32.9	23.2	9.3	32.4	19.0	8.7	27.6	14.5	4.7	27.5	16.5	5.7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	C	A	C	B	A	C	B	A	C	B	A
Approach Delay		20.7			26.8			12.8			15.4	
Approach LOS		C			C			B			B	
Queue Length 50th (ft)	25	12	0	59	6	0	22	20	0	15	45	0
Queue Length 95th (ft)	61	28	34	#129	18	19	55	55	39	42	77	29
Internal Link Dist (ft)		2379			2538			1091			2493	
Turn Bay Length (ft)	175		100	100		100	175			200		
Base Capacity (vph)	178	802	428	297	1073	503	226	1402	720	218	1265	619
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	0.40	0.09	0.21	0.57	0.04	0.07	0.29	0.14	0.23	0.21	0.23	0.14

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 60.9
Natural Cycle: 70
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.60
Intersection Signal Delay: 17.6 Intersection LOS: B
Intersection Capacity Utilization 40.3% 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: 7: Airway Rd & Enrico Fermi Dr



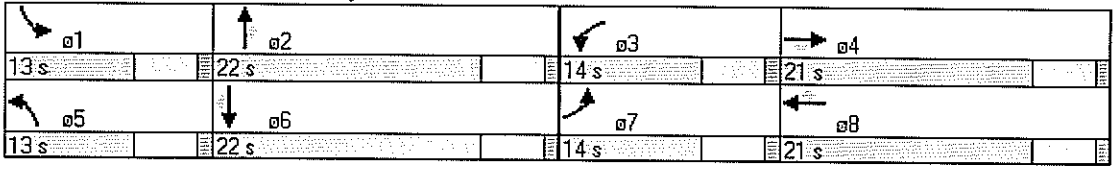
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	175		100	100		100	175		0	200		0
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			72			49			186			78
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)		2459			2618			1171			2573	
Travel Time (s)		41.9			44.6			20.0			43.9	
Volume (vph)	88	44	66	164	71	45	93	295	171	34	202	72
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	96	48	72	178	77	49	101	321	186	37	220	78
Lane Group Flow (vph)	96	48	72	178	77	49	101	321	186	37	220	78
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	8.0	10.0	10.0	8.0	10.0	10.0
Minimum Split (s)	11.0	21.0	21.0	11.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0
Total Split (s)	14.0	21.0	21.0	14.0	21.0	21.0	13.0	22.0	22.0	13.0	22.0	22.0
Total Split (%)	20.0%	30.0%	30.0%	20.0%	30.0%	30.0%	18.6%	31.4%	31.4%	18.6%	31.4%	31.4%
Maximum Green (s)	9.0	16.0	16.0	9.0	16.0	16.0	8.0	17.0	17.0	8.0	17.0	17.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	9.4	9.4	9.4	9.9	9.6	9.6	9.2	30.7	30.7	9.2	25.2	25.2
Actuated g/C Ratio	0.14	0.14	0.14	0.15	0.15	0.15	0.14	0.47	0.47	0.13	0.39	0.39
v/c Ratio	0.42	0.11	0.27	0.71	0.16	0.19	0.45	0.21	0.24	0.18	0.17	0.13
Control Delay	29.6	23.5	9.8	42.0	23.9	10.1	31.3	13.5	4.2	27.4	16.3	5.5
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
Total Delay	29.6	23.5	9.8	42.0	23.9	10.1	31.3	13.5	4.2	27.4	16.3	5.5

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	C	A	D	C	B	C	B	A	C	B	A
Approach Delay		21.6			32.3			13.6			15.0	
Approach LOS		C			C			B			B	
Queue Length 50th (ft)	33	8	0	64	13	0	35	32	0	12	32	0
Queue Length 95th (ft)	73	21	31	#147	30	25	77	82	40	36	58	26
Internal Link Dist (ft)		2379			2538			1091			2493	
Turn Bay Length (ft)	175		100	100		100	175			200		
Base Capacity (vph)	245	751	392	253	773	383	222	1546	790	206	1271	616
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	0.39	0.06	0.18	0.70	0.10	0.13	0.45	0.21	0.24	0.18	0.17	0.13

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 65.2
Natural Cycle: 70
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.71
Intersection Signal Delay: 19.0 Intersection LOS: B
Intersection Capacity Utilization 40.8% 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: 7: Airway Rd & Enrico Fermi Dr



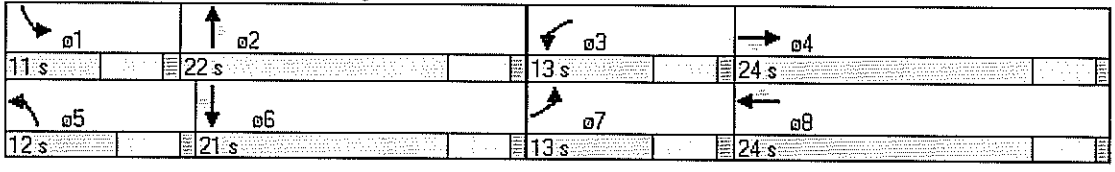
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	100		100	100		100
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			9			7			3			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			40			40	
Link Distance (ft)		2618			1746			1165			2550	
Travel Time (s)		44.6			29.8			19.9			43.5	
Volume (vph)	26	43	8	3	38	6	9	6	3	6	3	18
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	28	47	9	3	41	7	10	7	3	7	3	20
Lane Group Flow (vph)	28	47	9	3	41	7	10	7	3	7	3	20
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	12.0	21.0	21.0	11.0	21.0	21.0
Total Split (s)	13.0	24.0	24.0	13.0	24.0	24.0	12.0	22.0	22.0	11.0	21.0	21.0
Total Split (%)	18.6%	34.3%	34.3%	18.6%	34.3%	34.3%	17.1%	31.4%	31.4%	15.7%	30.0%	30.0%
Maximum Green (s)	8.0	19.0	19.0	8.0	19.0	19.0	7.0	17.0	17.0	6.0	16.0	16.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	10.5	13.5	13.5	10.5	13.5	13.5	8.4	48.5	48.5	8.2	48.3	48.3
Actuated g/C Ratio	0.14	0.18	0.18	0.14	0.18	0.18	0.12	0.76	0.76	0.11	0.75	0.75
v/c Ratio	0.12	0.08	0.03	0.01	0.07	0.03	0.05	0.00	0.00	0.04	0.00	0.02
Control Delay	19.5	14.6	10.9	19.7	14.7	11.2	20.6	10.0	8.7	21.0	10.7	6.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.5	14.6	10.9	19.7	14.7	11.2	20.6	10.0	8.7	21.0	10.7	6.4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	B	B	B	B	B	B	C	A	A	C	B	A
Approach Delay		15.9			14.5			15.1			10.3	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)	4	2	0	0	2	0	1	0	0	1	0	0
Queue Length 95th (ft)	29	20	10	8	18	9	15	4	5	12	3	13
Internal Link Dist (ft)		2538			1666			1085			2470	
Turn Bay Length (ft)	100		100	100		100	100		100	100		100
Base Capacity (vph)	230	937	425	230	937	424	208	2482	1111	184	2473	1111
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	0.12	0.05	0.02	0.01	0.04	0.02	0.05	0.00	0.00	0.04	0.00	0.02

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 64.1
Natural Cycle: 70
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.12
Intersection Signal Delay: 14.5 Intersection LOS: B
Intersection Capacity Utilization 31.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 39: Airway Rd & Alta Rd



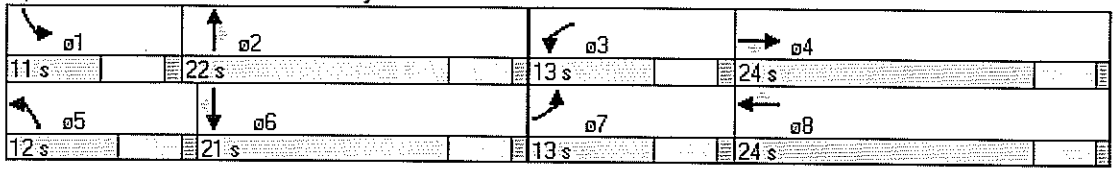
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	100		100	100		100
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			11			8			3			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			40			40	
Link Distance (ft)		2618			1746			1165			2550	
Travel Time (s)		44.6			29.8			19.9			43.5	
Volume (vph)	20	42	10	3	47	7	9	3	3	6	6	28
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	22	46	11	3	51	8	10	3	3	7	7	30
Lane Group Flow (vph)	22	46	11	3	51	8	10	3	3	7	7	30
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	12.0	21.0	21.0	11.0	21.0	21.0
Total Split (s)	13.0	24.0	24.0	13.0	24.0	24.0	12.0	22.0	22.0	11.0	21.0	21.0
Total Split (%)	18.6%	34.3%	34.3%	18.6%	34.3%	34.3%	17.1%	31.4%	31.4%	15.7%	30.0%	30.0%
Maximum Green (s)	8.0	19.0	19.0	8.0	19.0	19.0	7.0	17.0	17.0	6.0	16.0	16.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	10.5	13.4	13.4	10.5	13.4	13.4	8.4	48.0	48.0	8.2	47.8	47.8
Actuated g/C Ratio	0.14	0.18	0.18	0.14	0.18	0.18	0.12	0.76	0.76	0.11	0.75	0.75
v/c Ratio	0.09	0.08	0.04	0.01	0.08	0.03	0.05	0.00	0.00	0.04	0.00	0.03
Control Delay	19.4	14.6	10.5	19.7	14.6	11.0	20.6	10.3	8.7	21.0	10.3	5.7
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
Total Delay	19.4	14.6	10.5	19.7	14.6	11.0	20.6	10.3	8.7	21.0	10.3	5.7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	B	B	B	B	B	B	C	B	A	C	B	A
Approach Delay		15.4			14.4			16.4			8.9	
Approach LOS		B			B			B			A	
Queue Length 50th (ft)	3	2	0	0	2	0	1	0	0	1	0	0
Queue Length 95th (ft)	24	20	12	8	21	10	15	3	5	12	5	16
Internal Link Dist (ft)		2538			1666			1085			2470	
Turn Bay Length (ft)	100		100	100		100	100		100	100		100
Base Capacity (vph)	232	942	429	232	942	427	209	2482	1111	186	2473	1113
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	0.09	0.05	0.03	0.01	0.05	0.02	0.05	0.00	0.00	0.04	0.00	0.03

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 63.5
Natural Cycle: 70
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.09
Intersection Signal Delay: 13.7 Intersection LOS: B
Intersection Capacity Utilization 31.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 39: Airway Rd & Alta Rd



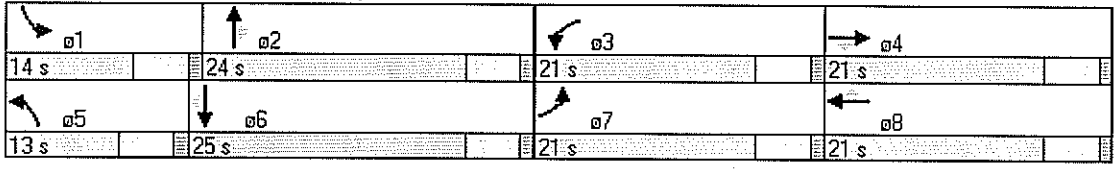
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		375	125		100	350		0
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	4715	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	4715	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			39			51			38			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)		40			40			40			40	
Link Distance (ft)		1880			5156			1276			2579	
Travel Time (s)		32.0			87.9			21.8			44.0	
Volume (vph)	36	27	36	55	12	47	24	150	35	82	244	41
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	39	29	39	60	13	51	26	163	38	89	265	45
Lane Group Flow (vph)	39	29	39	60	13	51	26	163	38	89	265	45
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	8.0	10.0	10.0	8.0	10.0	10.0
Minimum Split (s)	21.0	21.0	21.0	21.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0
Total Split (s)	21.0	21.0	21.0	21.0	21.0	21.0	13.0	24.0	24.0	14.0	25.0	25.0
Total Split (%)	26.3%	26.3%	26.3%	26.3%	26.3%	26.3%	16.3%	30.0%	30.0%	17.5%	31.3%	31.3%
Maximum Green (s)	16.0	16.0	16.0	16.0	16.0	16.0	8.0	19.0	19.0	9.0	20.0	20.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0		0	0		0	0
Act Effct Green (s)	9.0	9.9	9.9	9.8	13.5	13.5	9.8	42.0	42.0	10.5	45.6	45.6
Actuated g/C Ratio	0.11	0.13	0.13	0.13	0.18	0.18	0.12	0.58	0.58	0.14	0.63	0.63
v/c Ratio	0.21	0.05	0.18	0.29	0.02	0.17	0.13	0.08	0.04	0.40	0.13	0.05
Control Delay	27.9	24.2	11.6	26.6	22.2	9.8	27.2	13.4	6.7	28.6	11.2	6.1
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
Total Delay	27.9	24.2	11.6	26.6	22.2	9.8	27.2	13.4	6.7	28.6	11.2	6.1

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	C	B	C	C	A	C	B	A	C	B	A
Approach Delay		21.0			19.2			13.9			14.5	
Approach LOS		C			B			B			B	
Queue Length 50th (ft)	14	3	0	21	1	0	9	23	0	31	25	0
Queue Length 95th (ft)	38	11	24	52	6	26	30	46	19	73	68	20
Internal Link Dist (ft)		1800			5076			1196			2499	
Turn Bay Length (ft)	100		100	100		375	125		100	350		
Base Capacity (vph)	343	1017	347	357	1122	389	202	1919	874	232	2081	947
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	0.11	0.03	0.11	0.17	0.01	0.13	0.13	0.08	0.04	0.38	0.13	0.05

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 71.9
Natural Cycle: 80
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.40
Intersection Signal Delay: 15.8 Intersection LOS: B
Intersection Capacity Utilization 34.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 34: Siempre Viva Rd & Britannia Blvd



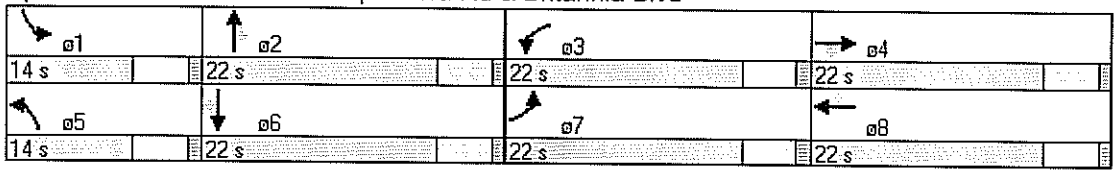
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		375	125		100	350		0
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	4715	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	4715	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			29			68			65			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)		40			40			40			40	
Link Distance (ft)		1880			5156			1276			2579	
Travel Time (s)		32.0			87.9			21.8			44.0	
Volume (vph)	45	13	27	38	30	63	39	268	60	51	165	39
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	49	14	29	41	33	68	42	291	65	55	179	42
Lane Group Flow (vph)	49	14	29	41	33	68	42	291	65	55	179	42
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	8.0	10.0	10.0	8.0	10.0	10.0
Minimum Split (s)	21.0	21.0	21.0	21.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0
Total Split (s)	22.0	22.0	22.0	22.0	22.0	22.0	14.0	22.0	22.0	14.0	22.0	22.0
Total Split (%)	27.5%	27.5%	27.5%	27.5%	27.5%	27.5%	17.5%	27.5%	27.5%	17.5%	27.5%	27.5%
Maximum Green (s)	17.0	17.0	17.0	17.0	17.0	17.0	9.0	17.0	17.0	9.0	17.0	17.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0		0	0		0	0
Act Effct Green (s)	9.4	13.4	13.4	9.1	10.2	10.2	10.1	40.4	40.4	10.3	43.6	43.6
Actuated g/C Ratio	0.13	0.18	0.18	0.12	0.13	0.13	0.13	0.57	0.57	0.14	0.62	0.62
v/c Ratio	0.24	0.02	0.10	0.21	0.05	0.27	0.20	0.15	0.07	0.25	0.09	0.05
Control Delay	25.3	21.2	10.9	26.6	22.5	10.0	26.2	13.5	5.7	25.2	11.9	6.7
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
Total Delay	25.3	21.2	10.9	26.6	22.5	10.0	26.2	13.5	5.7	25.2	11.9	6.7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	C	B	C	C	A	C	B	A	C	B	A
Approach Delay		20.1			17.7			13.6			13.7	
Approach LOS		C			B			B			B	
Queue Length 50th (ft)	16	1	0	14	3	0	14	42	0	18	16	0
Queue Length 95th (ft)	44	6	20	39	11	30	40	77	25	48	51	20
Internal Link Dist (ft)		1800			5076			1196			2499	
Turn Bay Length (ft)	100		100	100		375	125		100	350		
Base Capacity (vph)	379	1179	389	366	1089	391	227	1883	870	236	2030	924
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	0.13	0.01	0.07	0.11	0.03	0.17	0.19	0.15	0.07	0.23	0.09	0.05

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 70.5
Natural Cycle: 80
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.27
Intersection Signal Delay: 14.9 Intersection LOS: B
Intersection Capacity Utilization 34.2% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 34: Siempre Viva Rd & Britannia Blvd



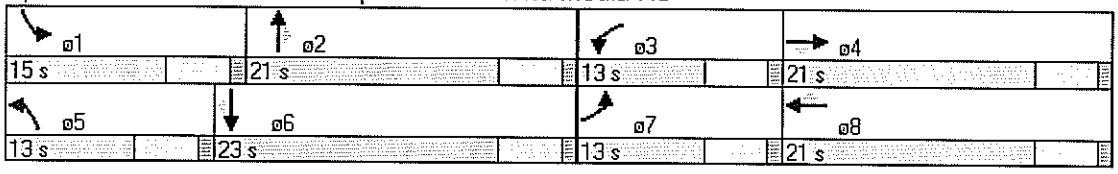
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	100		100	100		100
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	4715	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	4715	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			39			87			21			79
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)		5156			5308			1287			2507	
Travel Time (s)		87.9			90.5			21.9			42.7	
Volume (vph)	55	147	36	23	115	80	29	89	19	123	150	73
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	60	160	39	25	125	87	32	97	21	134	163	79
Lane Group Flow (vph)	60	160	39	25	125	87	32	97	21	134	163	79
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	8.0	10.0	10.0	8.0	10.0	10.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0
Total Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0	15.0	23.0	23.0
Total Split (%)	18.6%	30.0%	30.0%	18.6%	30.0%	30.0%	18.6%	30.0%	30.0%	21.4%	32.9%	32.9%
Maximum Green (s)	8.0	16.0	16.0	8.0	16.0	16.0	8.0	16.0	16.0	10.0	18.0	18.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	Min	Min	None	Min	Min
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	9.3	17.1	17.1	8.6	10.8	10.8	10.1	24.5	24.5	11.9	33.1	33.1
Actuated g/C Ratio	0.13	0.25	0.25	0.11	0.16	0.16	0.14	0.37	0.37	0.17	0.50	0.50
v/c Ratio	0.28	0.14	0.10	0.13	0.17	0.29	0.14	0.08	0.04	0.47	0.10	0.10
Control Delay	24.1	14.2	7.8	25.4	18.9	8.3	23.1	17.4	9.8	24.3	13.2	5.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.1	14.2	7.8	25.4	18.9	8.3	23.1	17.4	9.8	24.3	13.2	5.7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	B	A	C	B	A	C	B	A	C	B	A
Approach Delay		15.5			15.7			17.6			15.6	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)	18	11	0	7	13	0	9	14	0	39	14	0
Queue Length 95th (ft)	47	32	21	25	26	31	30	31	15	85	45	28
Internal Link Dist (ft)		5076			5228			1207			2427	
Turn Bay Length (ft)	100		100	100		100	100		100	100		100
Base Capacity (vph)	234	1427	472	215	1195	437	225	1433	653	304	1746	818
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	0.26	0.11	0.08	0.12	0.10	0.20	0.14	0.07	0.03	0.44	0.09	0.10

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 65.9
Natural Cycle: 70
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.47
Intersection Signal Delay: 15.9 Intersection LOS: B
Intersection Capacity Utilization 40.1% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 22: Siempre Viva Rd & La Media Rd



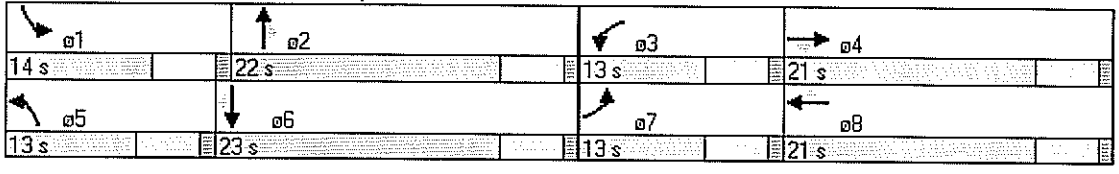
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	100		100	100		100
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	4715	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	4715	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			35			147			27			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			40			40	
Link Distance (ft)		5156			5308			1287			2507	
Travel Time (s)		87.9			90.5			21.9			42.7	
Volume (vph)	80	127	32	21	162	135	40	165	25	89	98	60
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	87	138	35	23	176	147	43	179	27	97	107	65
Lane Group Flow (vph)	87	138	35	23	176	147	43	179	27	97	107	65
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	8.0	10.0	10.0	8.0	10.0	10.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0
Total Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	13.0	22.0	22.0	14.0	23.0	23.0
Total Split (%)	18.6%	30.0%	30.0%	18.6%	30.0%	30.0%	18.6%	31.4%	31.4%	20.0%	32.9%	32.9%
Maximum Green (s)	8.0	16.0	16.0	8.0	16.0	16.0	8.0	17.0	17.0	9.0	18.0	18.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	Min	Min	None	Min	Min
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	9.7	18.3	18.3	8.8	12.1	12.1	10.5	25.2	25.2	11.1	28.8	28.8
Actuated g/C Ratio	0.14	0.28	0.28	0.12	0.18	0.18	0.15	0.40	0.40	0.16	0.46	0.46
v/c Ratio	0.37	0.11	0.08	0.11	0.20	0.38	0.18	0.14	0.04	0.36	0.07	0.09
Control Delay	24.7	13.0	7.6	25.2	17.6	7.4	23.4	16.2	9.1	23.3	14.2	6.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.7	13.0	7.6	25.2	17.6	7.4	23.4	16.2	9.1	23.3	14.2	6.4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	B	A	C	B	A	C	B	A	C	B	A
Approach Delay		16.2			13.8			16.7			15.6	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)	25	9	0	7	18	0	12	25	0	28	10	0
Queue Length 95th (ft)	63	28	19	24	34	39	37	52	17	68	33	26
Internal Link Dist (ft)		5076			5228			1207			2427	
Turn Bay Length (ft)	100		100	100		100	100		100	100		100
Base Capacity (vph)	253	1569	512	232	1321	517	242	1560	712	278	1692	788
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	0.34	0.09	0.07	0.10	0.13	0.28	0.18	0.11	0.04	0.35	0.06	0.08

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 63.2
Natural Cycle: 70
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.38
Intersection Signal Delay: 15.4 Intersection LOS: B
Intersection Capacity Utilization 40.0% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 22: Siempre Viva Rd & La Media Rd



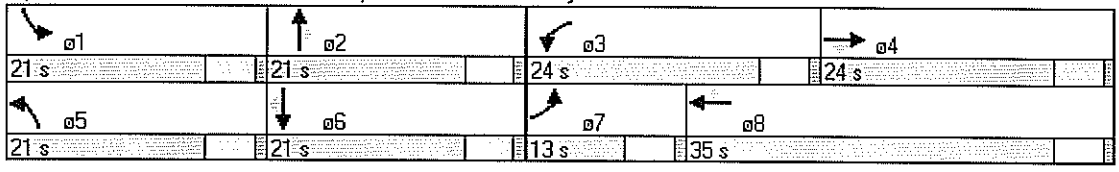
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	0		0	0		0
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	4715	1468	1641	4715	1468	1641	1727	1468	1641	1727	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	4715	1468	1641	4715	1468	1641	1727	1468	1641	1727	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			22			182			173			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			40			40	
Link Distance (ft)		5308			1198			1155			1216	
Travel Time (s)		90.5			20.4			19.7			20.7	
Volume (vph)	34	676	21	221	689	167	32	26	159	142	30	46
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	37	735	23	240	749	182	35	28	173	154	33	50
Lane Group Flow (vph)	37	735	23	240	749	182	35	28	173	154	33	50
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0	10.0	8.0	8.0	8.0	8.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0
Total Split (s)	13.0	24.0	24.0	24.0	35.0	35.0	21.0	21.0	21.0	21.0	21.0	21.0
Total Split (%)	14.4%	26.7%	26.7%	26.7%	38.9%	38.9%	23.3%	23.3%	23.3%	23.3%	23.3%	23.3%
Maximum Green (s)	8.0	19.0	19.0	19.0	30.0	30.0	16.0	16.0	16.0	16.0	16.0	16.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	Max	Max	Max	Max	Max	Max
Walk Time (s)		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0	0	0	0	0	0	0
Act Effct Green (s)	9.0	22.3	22.3	17.7	36.2	36.2	17.0	17.0	17.0	17.0	17.0	17.0
Actuated g/C Ratio	0.10	0.25	0.25	0.20	0.40	0.40	0.19	0.19	0.19	0.19	0.19	0.19
v/c Ratio	0.23	0.63	0.06	0.74	0.40	0.26	0.11	0.09	0.41	0.50	0.10	0.16
Control Delay	41.1	33.6	12.6	58.1	18.3	3.9	31.4	31.0	8.6	39.0	31.2	10.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.1	33.6	12.6	58.1	18.3	3.9	31.4	31.0	8.6	39.0	31.2	10.6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	D	C	B	E	B	A	C	C	A	D	C	B
Approach Delay		33.4			24.2			14.6			31.9	
Approach LOS		C			C			B			C	
Queue Length 50th (ft)	20	140	0	129	82	0	17	13	0	79	16	0
Queue Length 95th (ft)	50	184	20	210	110	27	43	37	53	141	41	30
Internal Link Dist (ft)		5228			1118			1075			1136	
Turn Bay Length (ft)	100		100	100		100						
Base Capacity (vph)	164	1167	380	365	1896	699	310	326	418	310	326	318
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	0.23	0.63	0.06	0.66	0.40	0.26	0.11	0.09	0.41	0.50	0.10	0.16

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 36 (40%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.74
Intersection Signal Delay: 27.0 Intersection LOS: C
Intersection Capacity Utilization 49.8% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 47: Siempre Viva Rd & Otay Center Dr



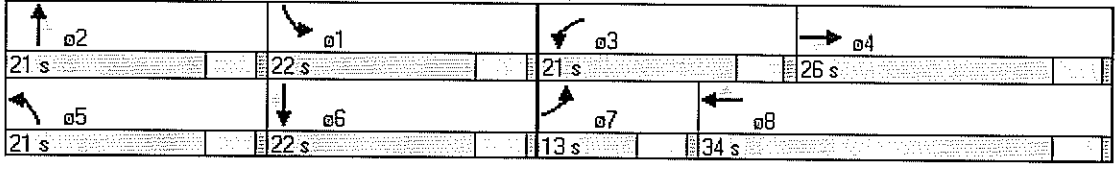
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	0		0	0		0
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	4715	1468	1641	4715	1468	1641	1727	1468	1641	1727	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	4715	1468	1641	4715	1468	1641	1727	1468	1641	1727	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			34			170			265			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)		40			40			40			40	
Link Distance (ft)		5308			1198			1155			1216	
Travel Time (s)		90.5			20.4			19.7			20.7	
Volume (vph)	51	758	36	176	744	156	23	33	244	184	28	38
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	55	824	39	191	809	170	25	36	265	200	30	41
Lane Group Flow (vph)	55	824	39	191	809	170	25	36	265	200	30	41
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0	10.0	8.0	8.0	8.0	8.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0
Total Split (s)	13.0	26.0	26.0	21.0	34.0	34.0	21.0	21.0	21.0	22.0	22.0	22.0
Total Split (%)	14.4%	28.9%	28.9%	23.3%	37.8%	37.8%	23.3%	23.3%	23.3%	24.4%	24.4%	24.4%
Maximum Green (s)	8.0	21.0	21.0	16.0	29.0	29.0	16.0	16.0	16.0	17.0	17.0	17.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lead	Lag	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	3.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	Max	Max	Max	Max	Max	Max
Walk Time (s)		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0	0	0	0	0	0	0
Act Effct Green (s)	9.0	24.0	24.0	15.0	32.6	32.6	17.0	17.0	17.0	18.0	18.0	18.0
Actuated g/C Ratio	0.10	0.27	0.27	0.17	0.36	0.36	0.19	0.19	0.19	0.20	0.20	0.20
v/c Ratio	0.34	0.65	0.09	0.70	0.47	0.27	0.08	0.11	0.54	0.61	0.09	0.13
Control Delay	43.9	32.7	11.6	60.9	18.9	3.3	31.0	31.4	8.8	41.8	30.2	10.8
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
Total Delay	43.9	32.7	11.6	60.9	18.9	3.3	31.0	31.4	8.8	41.8	30.2	10.8

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	D	C	B	E	B	A	C	C	A	D	C	B
Approach Delay		32.5			23.5			13.0			35.8	
Approach LOS		C			C			B			D	
Queue Length 50th (ft)	30	156	2	110	90	0	12	17	0	104	14	0
Queue Length 95th (ft)	67	202	27	178	115	12	34	43	65	177	38	27
Internal Link Dist (ft)		5228			1118			1075			1136	
Turn Bay Length (ft)	100		100	100		100						
Base Capacity (vph)	164	1259	417	310	1708	640	310	326	492	328	345	326
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	0.34	0.65	0.09	0.62	0.47	0.27	0.08	0.11	0.54	0.61	0.09	0.13

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 38 (42%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.70
Intersection Signal Delay: 26.5 Intersection LOS: C
Intersection Capacity Utilization 51.3% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 47: Siempre Viva Rd & Otay Center Dr



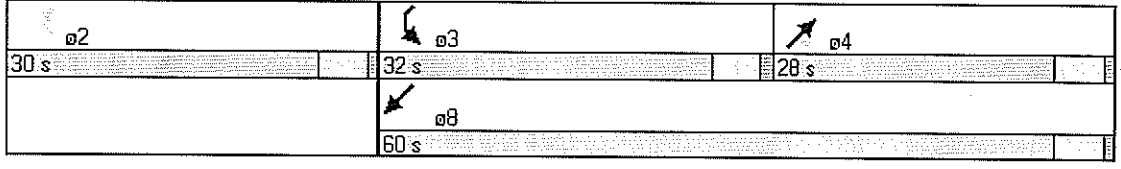
Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	200	
Storage Lanes	0	2		2	2	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)		50	50	50	50	50
Trailing Detector (ft)		0	0	0	0	0
Turning Speed (mph)	15	9		9	15	
Lane Util. Factor	1.00	0.88	0.91	0.88	0.97	0.91
Frt		0.850		0.850		
Flt Protected					0.950	
Satd. Flow (prot)	0	2584	4715	2584	3183	4715
Flt Permitted					0.950	
Satd. Flow (perm)	0	2584	4715	2584	3183	4715
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		1139		305		
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	65		40			40
Link Distance (ft)	1134		1198			210
Travel Time (s)	11.9		20.4			3.6
Volume (vph)	0	452	401	281	391	754
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	0	491	436	305	425	820
Lane Group Flow (vph)	0	491	436	305	425	820
Turn Type		custom		Perm	Prot	
Protected Phases			4		3	8
Permitted Phases		2		4		
Detector Phases		2	4	4	3	8
Minimum Initial (s)		8.0	10.0	10.0	8.0	10.0
Minimum Split (s)		21.0	21.0	21.0	13.0	21.0
Total Split (s)	0.0	30.0	28.0	28.0	32.0	60.0
Total Split (%)	0.0%	33.3%	31.1%	31.1%	35.6%	66.7%
Maximum Green (s)		25.0	23.0	23.0	27.0	55.0
Yellow Time (s)		4.0	4.0	4.0	4.0	4.0
All-Red Time (s)		1.0	1.0	1.0	1.0	1.0
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?						
Vehicle Extension (s)		3.0	3.0	3.0	3.0	3.0
Recall Mode		None	C-Max	C-Max	None	C-Max
Walk Time (s)		5.0	5.0	5.0		5.0
Flash Dont Walk (s)		11.0	11.0	11.0		11.0
Pedestrian Calls (#/hr)		0	0	0		0
Act Effct Green (s)		9.0	47.9	47.9	21.1	73.0
Actuated g/C Ratio		0.10	0.53	0.53	0.23	0.81
v/c Ratio		0.38	0.17	0.20	0.57	0.21
Control Delay		0.9	6.8	0.6	26.6	0.8
Queue Delay		0.0	0.0	0.0	0.0	0.0
Total Delay		0.9	6.8	0.6	26.6	0.8

Lane Group	NWL	NWR	NET	NER	SWL	SWT
LOS		A	A	A	C	A
Approach Delay			4.3			9.6
Approach LOS			A			A
Queue Length 50th (ft)		0	18	0	68	7
Queue Length 95th (ft)		0	32	3	91	9
Internal Link Dist (ft)	1054		1118			130
Turn Bay Length (ft)					200	
Base Capacity (vph)		1556	2508	1517	990	3824
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	0.17	0.20	0.43	0.21

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 58 (64%), Referenced to phase 4:NET and 8:SWT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.57
Intersection Signal Delay: 6.3 Intersection LOS: A
Intersection Capacity Utilization 30.8% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 23: SR 905 SB & Siempre Viva Rd



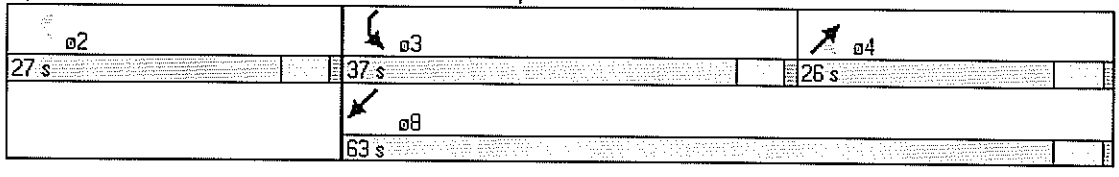
Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	200	
Storage Lanes	0	2		2	2	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)		50	50	50	50	50
Trailing Detector (ft)		0	0	0	0	0
Turning Speed (mph)	15	9		9	15	
Lane Util. Factor	1.00	0.88	0.91	0.88	0.97	0.91
Frt		0.850		0.850		
Flt Protected					0.950	
Satd. Flow (prot)	0	2584	4715	2584	3183	4715
Flt Permitted					0.950	
Satd. Flow (perm)	0	2584	4715	2584	3183	4715
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		1187		298		
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	65		40			40
Link Distance (ft)	1134		1198			210
Travel Time (s)	11.9		20.4			3.6
Volume (vph)	0	432	556	274	626	750
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	0	470	604	298	680	815
Lane Group Flow (vph)	0	470	604	298	680	815
Turn Type		custom		Perm	Prot	
Protected Phases			4		3	8
Permitted Phases		2		4		
Detector Phases		2	4	4	3	8
Minimum Initial (s)		8.0	10.0	10.0	8.0	10.0
Minimum Split (s)		21.0	21.0	21.0	13.0	21.0
Total Split (s)	0.0	27.0	26.0	26.0	37.0	63.0
Total Split (%)	0.0%	30.0%	28.9%	28.9%	41.1%	70.0%
Maximum Green (s)		22.0	21.0	21.0	32.0	58.0
Yellow Time (s)		4.0	4.0	4.0	4.0	4.0
All-Red Time (s)		1.0	1.0	1.0	1.0	1.0
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?						
Vehicle Extension (s)		3.0	3.0	3.0	3.0	3.0
Recall Mode		None	C-Max	C-Max	None	C-Max
Walk Time (s)		5.0	5.0	5.0		5.0
Flash Dont Walk (s)		11.0	11.0	11.0		11.0
Pedestrian Calls (#/hr)		0	0	0		0
Act Effct Green (s)		9.0	39.6	39.6	29.4	73.0
Actuated g/C Ratio		0.10	0.44	0.44	0.33	0.81
v/c Ratio		0.35	0.29	0.23	0.65	0.21
Control Delay		0.7	8.0	0.8	21.0	0.5
Queue Delay		0.0	0.0	0.0	0.0	0.0
Total Delay		0.7	8.0	0.8	21.0	0.5

Lane Group	NWL	NWR	NET	NER	SWL	SWT
LOS		A	A	A	C	A
Approach Delay			5.6			9.8
Approach LOS			A			A
Queue Length 50th (ft)		0	38	2	81	5
Queue Length 95th (ft)		0	54	5	102	6
Internal Link Dist (ft)	1054		1118			130
Turn Bay Length (ft)					200	
Base Capacity (vph)		1544	2077	1305	1196	3824
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		0.30	0.29	0.23	0.57	0.21

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 60 (67%), Referenced to phase 4:NET and 8:SWT, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.65
Intersection Signal Delay: 7.0 Intersection LOS: A
Intersection Capacity Utilization 35.3% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 23: SR 905 SB & Siempre Viva Rd



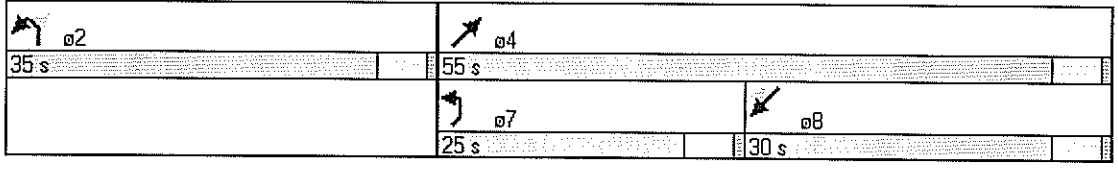
Lane Group	EBL	EBR	NBL2	NBL	NBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations											
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)	0%			0%			0%			15%	
Storage Length (ft)	0	0		0	0	250		0	0		250
Storage Lanes	0	0		2	2	2		0	0		2
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)			50		50	50	50			50	50
Trailing Detector (ft)			0		0	0	0			0	0
Turning Speed (mph)	15	9	15	15	9	15		9	15		9
Lane Util. Factor	1.00	1.00	0.97	1.00	0.88	0.97	0.91	1.00	1.00	0.91	0.88
Frt					0.850						0.850
Flt Protected			0.950			0.950					
Satd. Flow (prot)	0	0	3183	0	2584	3183	4715	0	0	4362	2390
Flt Permitted			0.950			0.950					
Satd. Flow (perm)	0	0	3183	0	2584	3183	4715	0	0	4362	2390
Right Turn on Red					Yes			Yes			Yes
Satd. Flow (RTOR)					444						426
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.11	1.11	1.11
Link Speed (mph)	65			65			40			40	
Link Distance (ft)	1165			1210			494			1118	
Travel Time (s)	12.2			12.7			8.4			19.1	
Volume (vph)	0	0	250	0	569	267	586	0	0	542	392
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	0	0	272	0	618	290	637	0	0	589	426
Lane Group Flow (vph)	0	0	272	0	618	290	637	0	0	589	426
Turn Type			Prot		custom	Prot					Perm
Protected Phases			2			7	4			8	
Permitted Phases					2						8
Detector Phases			2		2	7	4			8	8
Minimum Initial (s)			8.0		8.0	8.0	10.0			10.0	10.0
Minimum Split (s)			21.0		21.0	13.0	21.0			21.0	21.0
Total Split (s)	0.0	0.0	35.0	0.0	35.0	25.0	55.0	0.0	0.0	30.0	30.0
Total Split (%)	0.0%	0.0%	38.9%	0.0%	38.9%	27.8%	61.1%	0.0%	0.0%	33.3%	33.3%
Maximum Green (s)			30.0		30.0	20.0	50.0			25.0	25.0
Yellow Time (s)			4.0		4.0	4.0	4.0			4.0	4.0
All-Red Time (s)			1.0		1.0	1.0	1.0			1.0	1.0
Lead/Lag						Lead				Lag	Lag
Lead-Lag Optimize?											
Vehicle Extension (s)			3.0		3.0	3.0	3.0			3.0	3.0
Recall Mode			Max		Max	None	C-Max			C-Max	C-Max
Walk Time (s)			5.0		5.0		5.0			5.0	5.0
Flash Dont Walk (s)			11.0		11.0		11.0			11.0	11.0
Pedestrian Calls (#/hr)			0		0		0			0	0
Act Effct Green (s)			31.0		31.0	14.0	51.0			33.0	33.0
Actuated g/C Ratio			0.34		0.34	0.16	0.57			0.37	0.37
v/c Ratio			0.25		0.52	0.59	0.24			0.37	0.37
Control Delay			21.9		8.1	28.7	8.4			11.0	1.3
Queue Delay			0.0		0.0	0.0	0.0			0.0	0.0

Lane Group	EBL	EBR	NBL2	NBL	NBR	NEL	NET	NER	SWL	SWT	SWR
Total Delay			21.9		8.1	28.7	8.4			11.0	1.3
LOS			C		A	C	A			B	A
Approach Delay							14.8			7.0	
Approach LOS							B			A	
Queue Length 50th (ft)			56		39	55	47			31	1
Queue Length 95th (ft)			86		88	80	64			43	5
Internal Link Dist (ft)	1085			1130			414			1038	
Turn Bay Length (ft)						250					250
Base Capacity (vph)			1096		1181	743	2672			1600	1146
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			0.25		0.52	0.39	0.24			0.37	0.37

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 4 (4%), Referenced to phase 4:NET and 8:SWT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.59
Intersection Signal Delay: 11.2 Intersection LOS: B
Intersection Capacity Utilization 37.9% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 31: SR 905 NB & Siempre Viva Rd



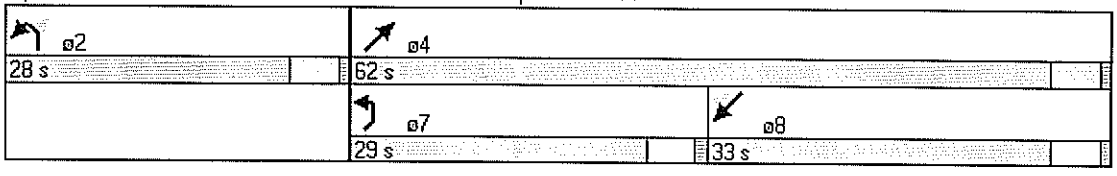
Lane Group	EBL	EBR	NBL2	NBL	NBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations											
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)	0%			0%			0%			15%	
Storage Length (ft)	0	0		0	0	250		0	0		250
Storage Lanes	0	0		2	2	2		0	0		2
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)			50		50	50	50			50	50
Trailing Detector (ft)			0		0	0	0			0	0
Turning Speed (mph)	15	9	15	15	9	15		9	15		9
Lane Util. Factor	1.00	1.00	0.97	1.00	0.88	0.97	0.91	1.00	1.00	0.91	0.88
Frt					0.850						0.850
Flt Protected			0.950			0.950					
Satd. Flow (prot)	0	0	3183	0	2584	3183	4715	0	0	4362	2390
Flt Permitted			0.950			0.950					
Satd. Flow (perm)	0	0	3183	0	2584	3183	4715	0	0	4362	2390
Right Turn on Red					Yes			Yes			Yes
Satd. Flow (RTOR)					517						540
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.11	1.11	1.11
Link Speed (mph)	65			65			40			40	
Link Distance (ft)	1165			1210			494			1118	
Travel Time (s)	12.2			12.7			8.4			19.1	
Volume (vph)	0	0	309	0	430	389	599	0	0	774	497
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	0	0	336	0	467	423	651	0	0	841	540
Lane Group Flow (vph)	0	0	336	0	467	423	651	0	0	841	540
Turn Type			Prot		custom	Prot					Perm
Protected Phases			2			7	4			8	
Permitted Phases					2						8
Detector Phases			2		2	7	4			8	8
Minimum Initial (s)			8.0		8.0	8.0	10.0			10.0	10.0
Minimum Split (s)			21.0		21.0	13.0	21.0			21.0	21.0
Total Split (s)	0.0	0.0	28.0	0.0	28.0	29.0	62.0	0.0	0.0	33.0	33.0
Total Split (%)	0.0%	0.0%	31.1%	0.0%	31.1%	32.2%	68.9%	0.0%	0.0%	36.7%	36.7%
Maximum Green (s)			23.0		23.0	24.0	57.0			28.0	28.0
Yellow Time (s)			4.0		4.0	4.0	4.0			4.0	4.0
All-Red Time (s)			1.0		1.0	1.0	1.0			1.0	1.0
Lead/Lag						Lead				Lag	Lag
Lead-Lag Optimize?											
Vehicle Extension (s)			3.0		3.0	3.0	3.0			3.0	3.0
Recall Mode			Max		Max	None	C-Max			C-Max	C-Max
Walk Time (s)			5.0		5.0		5.0			5.0	5.0
Flash Dont Walk (s)			11.0		11.0		11.0			11.0	11.0
Pedestrian Calls (#/hr)			0		0		0			0	0
Act Effct Green (s)			24.0		24.0	18.4	58.0			35.6	35.6
Actuated g/C Ratio			0.27		0.27	0.20	0.64			0.40	0.40
v/c Ratio			0.40		0.44	0.65	0.21			0.49	0.42
Control Delay			28.8		2.9	23.3	5.8			14.7	1.5
Queue Delay			0.0		0.0	0.0	0.0			0.0	0.0

Lane Group	EBL	EBR	NBL2	NBL	NBR	NEL	NET	NER	SWL	SWT	SWR
Total Delay			28.8		2.9	23.3	5.8			14.7	1.5
LOS			C		A	C	A			B	A
Approach Delay							12.7			9.5	
Approach LOS							B			A	
Queue Length 50th (ft)			80		0	74	46			58	6
Queue Length 95th (ft)			119		26	100	62			80	7
Internal Link Dist (ft)	1085			1130			414			1038	
Turn Bay Length (ft)						250					250
Base Capacity (vph)			849		1068	884	3039			1724	1271
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			0.40		0.44	0.48	0.21			0.49	0.42

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 8 (9%), Referenced to phase 4:NET and 8:SWT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.65
Intersection Signal Delay: 11.6 Intersection LOS: B
Intersection Capacity Utilization 37.8% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 31: SR 905 NB & Siempre Viva Rd



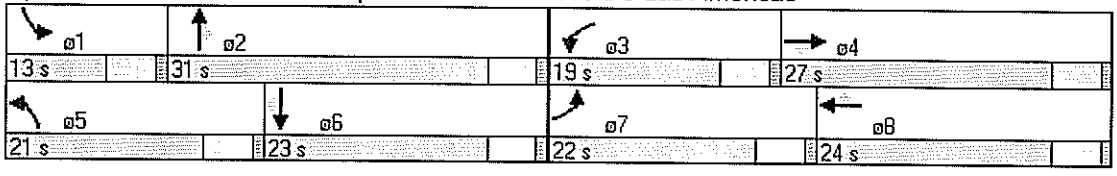
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	225		100	350		100	250		0	200		0
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	4715	1468	1641	4715	1468	1641	1727	1468	1641	1727	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	4715	1468	1641	4715	1468	1641	1727	1468	1641	1727	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			240			64			60			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			40			40	
Link Distance (ft)		1118			2383			1406			1186	
Travel Time (s)		19.1			40.6			24.0			20.2	
Volume (vph)	139	693	227	113	657	60	132	43	55	39	79	51
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	151	753	247	123	714	65	143	47	60	42	86	55
Lane Group Flow (vph)	151	753	247	123	714	65	143	47	60	42	86	55
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	11.0	21.0	21.0	11.0	21.0	21.0
Total Split (s)	22.0	27.0	27.0	19.0	24.0	24.0	21.0	31.0	31.0	13.0	23.0	23.0
Total Split (%)	24.4%	30.0%	30.0%	21.1%	26.7%	26.7%	23.3%	34.4%	34.4%	14.4%	25.6%	25.6%
Maximum Green (s)	17.0	22.0	22.0	14.0	19.0	19.0	16.0	26.0	26.0	8.0	18.0	18.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Max	Max	None	Max	Max
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	14.1	25.5	25.5	12.5	23.9	23.9	13.5	32.3	32.3	8.1	22.5	22.5
Actuated g/C Ratio	0.16	0.28	0.28	0.14	0.27	0.27	0.15	0.36	0.36	0.09	0.25	0.25
v/c Ratio	0.59	0.56	0.42	0.54	0.57	0.15	0.58	0.08	0.11	0.28	0.20	0.13
Control Delay	49.4	22.1	3.6	44.5	31.4	8.9	44.7	22.4	7.1	42.9	29.7	9.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.4	22.1	3.6	44.5	31.4	8.9	44.7	22.4	7.1	42.9	29.7	9.4

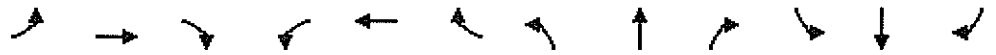
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	D	C	A	D	C	A	D	C	A	D	C	A
Approach Delay		21.7			31.6			31.5			26.6	
Approach LOS		C			C			C			C	
Queue Length 50th (ft)	88	91	0	66	129	0	76	19	0	23	39	0
Queue Length 95th (ft)	146	130	20	118	179	33	131	45	28	54	82	30
Internal Link Dist (ft)		1038			2303			1326			1106	
Turn Bay Length (ft)	225		100	350		100	250			200		
Base Capacity (vph)	328	1335	588	274	1253	437	310	619	565	164	432	408
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	0.46	0.56	0.42	0.45	0.57	0.15	0.46	0.08	0.11	0.26	0.20	0.13

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 80 (89%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.59
Intersection Signal Delay: 26.7 Intersection LOS: C
Intersection Capacity Utilization 44.4% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 28: Siempre Viva Rd & Paseo De Las Americas





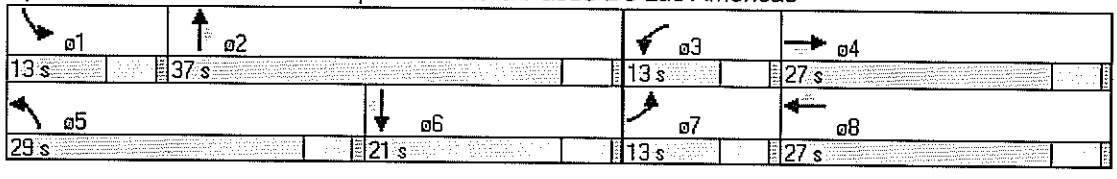
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	225		100	350		100	250		0	200		0
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	4715	1468	1641	4715	1468	1641	1727	1468	1641	1727	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	4715	1468	1641	4715	1468	1641	1727	1468	1641	1727	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			148			42			135			166
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)		1118			2383			1406			1186	
Travel Time (s)		19.1			40.6			24.0			20.2	
Volume (vph)	56	723	146	60	760	43	250	87	124	67	48	153
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	61	786	159	65	826	47	272	95	135	73	52	166
Lane Group Flow (vph)	61	786	159	65	826	47	272	95	135	73	52	166
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	11.0	21.0	21.0	11.0	21.0	21.0
Total Split (s)	13.0	27.0	27.0	13.0	27.0	27.0	29.0	37.0	37.0	13.0	21.0	21.0
Total Split (%)	14.4%	30.0%	30.0%	14.4%	30.0%	30.0%	32.2%	41.1%	41.1%	14.4%	23.3%	23.3%
Maximum Green (s)	8.0	22.0	22.0	8.0	22.0	22.0	24.0	32.0	32.0	8.0	16.0	16.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Max	Max	None	Max	Max
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	9.0	25.6	25.6	9.0	25.6	25.6	20.0	35.6	35.6	8.6	22.0	22.0
Actuated g/C Ratio	0.10	0.28	0.28	0.10	0.28	0.28	0.22	0.40	0.40	0.10	0.24	0.24
v/c Ratio	0.37	0.59	0.30	0.40	0.62	0.11	0.75	0.14	0.20	0.47	0.12	0.34
Control Delay	55.2	21.8	3.7	45.7	31.2	10.4	45.1	19.6	4.5	48.7	30.0	7.5
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
Total Delay	55.2	21.8	3.7	45.7	31.2	10.4	45.1	19.6	4.5	48.7	30.0	7.5

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	E	C	A	D	C	B	D	B	A	D	C	A
Approach Delay		21.0			31.2			29.4			21.8	
Approach LOS		C			C			C			C	
Queue Length 50th (ft)	36	84	0	35	155	2	143	36	0	40	23	0
Queue Length 95th (ft)	77	120	14	76	200	28	217	69	36	84	57	52
Internal Link Dist (ft)		1038			2303			1326			1106	
Turn Bay Length (ft)	225		100	350		100	250			200		
Base Capacity (vph)	164	1341	523	164	1341	447	456	684	663	164	423	485
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	0.37	0.59	0.30	0.40	0.62	0.11	0.60	0.14	0.20	0.45	0.12	0.34

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 80 (89%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.75
Intersection Signal Delay: 26.1 Intersection LOS: C
Intersection Capacity Utilization 51.9% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 28: Siempre Viva Rd & Paseo De Las Americas



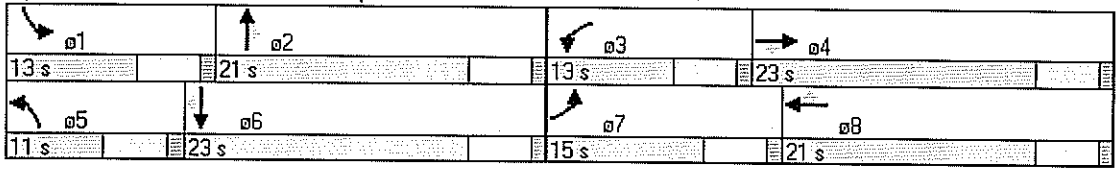
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	225		100	225		100	300		0	175		0
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.95	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3282	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			83			75			5			195
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)		2383			2624			1336			1171	
Travel Time (s)		40.6			44.7			22.8			20.0	
Volume (vph)	175	230	76	11	202	69	32	60	5	137	97	179
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	190	250	83	12	220	75	35	65	5	149	105	195
Lane Group Flow (vph)	190	250	83	12	220	75	35	65	5	149	105	195
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	11.0	21.0	21.0	11.0	21.0	21.0
Total Split (s)	15.0	23.0	23.0	13.0	21.0	21.0	11.0	21.0	21.0	13.0	23.0	23.0
Total Split (%)	21.4%	32.9%	32.9%	18.6%	30.0%	30.0%	15.7%	30.0%	30.0%	18.6%	32.9%	32.9%
Maximum Green (s)	10.0	18.0	18.0	8.0	16.0	16.0	6.0	16.0	16.0	8.0	18.0	18.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	10.6	23.2	23.2	9.0	11.2	11.2	7.0	17.0	17.0	8.8	25.5	25.5
Actuated g/C Ratio	0.17	0.36	0.36	0.12	0.18	0.18	0.10	0.27	0.27	0.14	0.40	0.40
v/c Ratio	0.70	0.21	0.14	0.06	0.27	0.23	0.21	0.07	0.01	0.65	0.08	0.28
Control Delay	40.8	16.0	5.9	27.8	23.8	8.7	31.0	18.2	12.0	42.1	14.5	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	0.0
Total Delay	40.8	16.0	5.9	27.8	23.8	8.7	31.0	18.2	12.0	42.1	14.5	4.4

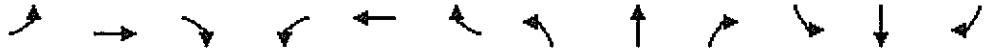
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	D	B	A	C	C	A	C	B	B	D	B	A
Approach Delay		23.4			20.3			22.1			19.3	
Approach LOS		C			C			C			B	
Queue Length 50th (ft)	70	31	0	4	27	0	13	10	0	56	11	0
Queue Length 95th (ft)	#156	74	31	18	46	31	37	23	7	#131	32	41
Internal Link Dist (ft)		2303			2544			1256			1091	
Turn Bay Length (ft)	225		100	225		100	300			175		
Base Capacity (vph)	282	1236	605	200	1155	416	164	877	396	232	1314	705
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	0.67	0.20	0.14	0.06	0.19	0.18	0.21	0.07	0.01	0.64	0.08	0.28

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 63.6
Natural Cycle: 70
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.70
Intersection Signal Delay: 21.3 Intersection LOS: C
Intersection Capacity Utilization 42.3% 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: 27: Siempre Viva Rd & Enrico Fermi Dr





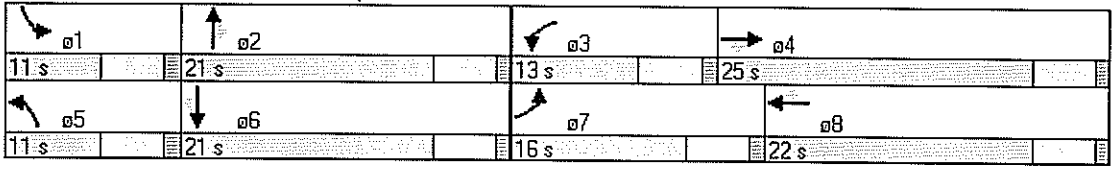
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	225		100	225		100	300		0	175		0
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.95	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3282	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			68			163			13			209
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)		2383			2624			1336			1171	
Travel Time (s)		40.6			44.7			22.8			20.0	
Volume (vph)	197	223	63	6	253	150	84	107	12	76	66	192
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	214	242	68	7	275	163	91	116	13	83	72	209
Lane Group Flow (vph)	214	242	68	7	275	163	91	116	13	83	72	209
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	11.0	21.0	21.0	11.0	21.0	21.0
Total Split (s)	16.0	25.0	25.0	13.0	22.0	22.0	11.0	21.0	21.0	11.0	21.0	21.0
Total Split (%)	22.9%	35.7%	35.7%	18.6%	31.4%	31.4%	15.7%	30.0%	30.0%	15.7%	30.0%	30.0%
Maximum Green (s)	11.0	20.0	20.0	8.0	17.0	17.0	6.0	16.0	16.0	6.0	16.0	16.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	11.4	24.5	24.5	9.1	11.5	11.5	7.0	17.2	17.2	7.0	17.2	17.2
Actuated g/C Ratio	0.19	0.40	0.40	0.13	0.19	0.19	0.11	0.28	0.28	0.11	0.28	0.28
v/c Ratio	0.69	0.18	0.11	0.03	0.31	0.40	0.50	0.12	0.03	0.45	0.08	0.37
Control Delay	38.2	14.4	5.7	27.2	23.2	7.8	37.3	18.4	10.0	35.4	18.0	5.5
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
Total Delay	38.2	14.4	5.7	27.2	23.2	7.8	37.3	18.4	10.0	35.4	18.0	5.5

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	D	B	A	C	C	A	D	B	A	D	B	A
Approach Delay		23.0			17.6			25.7			14.8	
Approach LOS		C			B			C			B	
Queue Length 50th (ft)	77	28	0	2	34	0	34	17	0	30	11	0
Queue Length 95th (ft)	#173	69	27	12	55	43	#84	36	11	71	25	45
Internal Link Dist (ft)		2303			2544			1256			1091	
Turn Bay Length (ft)	225		100	225		100	300			175		
Base Capacity (vph)	324	1363	649	209	1273	516	183	931	426	183	931	566
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	0.66	0.18	0.10	0.03	0.22	0.32	0.50	0.12	0.03	0.45	0.08	0.37

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 60.6
Natural Cycle: 70
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.69
Intersection Signal Delay: 19.9 Intersection LOS: B
Intersection Capacity Utilization 40.6% 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: 27: Siempre Viva Rd & Enrico Fermi Dr



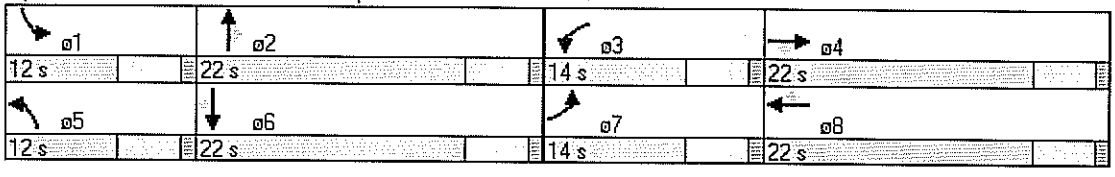
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	100		100	100		100
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950					
Satd. Flow (prot)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1727	3282	1468
Flt Permitted	0.950			0.950			0.950					
Satd. Flow (perm)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1727	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			8			2			10			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)		2624			1281			1748			1165	
Travel Time (s)		44.7			21.8			29.8			19.9	
Volume (vph)	10	89	7	14	60	2	15	5	9	0	5	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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	11	97	8	15	65	2	16	5	10	0	5	13
Lane Group Flow (vph)	11	97	8	15	65	2	16	5	10	0	5	13
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	11.0	21.0	21.0	11.0	21.0	21.0
Total Split (s)	14.0	22.0	22.0	14.0	22.0	22.0	12.0	22.0	22.0	12.0	22.0	22.0
Total Split (%)	20.0%	31.4%	31.4%	20.0%	31.4%	31.4%	17.1%	31.4%	31.4%	17.1%	31.4%	31.4%
Maximum Green (s)	9.0	17.0	17.0	9.0	17.0	17.0	7.0	17.0	17.0	7.0	17.0	17.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	10.3	13.7	13.7	10.3	13.7	13.7	8.3	42.0	42.0		39.7	39.7
Actuated g/C Ratio	0.14	0.21	0.21	0.14	0.21	0.21	0.12	0.69	0.69		0.65	0.65
v/c Ratio	0.05	0.14	0.03	0.06	0.10	0.01	0.08	0.00	0.01		0.00	0.01
Control Delay	20.7	14.6	11.1	20.9	14.7	13.5	22.0	6.8	4.4		11.0	7.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	20.7	14.6	11.1	20.9	14.7	13.5	22.0	6.8	4.4		11.0	7.1

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	B	B	C	B	B	C	A	A		B	A
Approach Delay		14.9			15.8			13.9			8.2	
Approach LOS		B			B			B			A	
Queue Length 50th (ft)	2	7	0	2	4	0	3	0	0		0	0
Queue Length 95th (ft)	16	34	10	20	25	5	20	3	7		4	11
Internal Link Dist (ft)		2544			1201			1668			1085	
Turn Bay Length (ft)	100		100	100		100	100		100			100
Base Capacity (vph)	258	961	435	258	961	431	213	2269	1018		2142	963
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	0.04	0.10	0.02	0.06	0.07	0.00	0.08	0.00	0.01		0.00	0.01

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 60.8
Natural Cycle: 70
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.14
Intersection Signal Delay: 14.6 Intersection LOS: B
Intersection Capacity Utilization 31.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 24: Siempre Viva Rd & Alta Rd



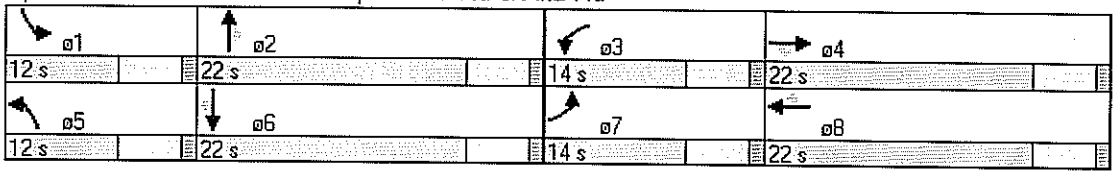
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	100		100	100		100
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			17			1			16			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)		2624			1281			1748			1165	
Travel Time (s)		44.7			21.8			29.8			19.9	
Volume (vph)	13	95	16	10	98	1	8	6	15	2	6	11
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	14	103	17	11	107	1	9	7	16	2	7	12
Lane Group Flow (vph)	14	103	17	11	107	1	9	7	16	2	7	12
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	11.0	21.0	21.0	11.0	21.0	21.0
Total Split (s)	14.0	22.0	22.0	14.0	22.0	22.0	12.0	22.0	22.0	12.0	22.0	22.0
Total Split (%)	20.0%	31.4%	31.4%	20.0%	31.4%	31.4%	17.1%	31.4%	31.4%	17.1%	31.4%	31.4%
Maximum Green (s)	9.0	17.0	17.0	9.0	17.0	17.0	7.0	17.0	17.0	7.0	17.0	17.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	10.3	13.7	13.7	10.3	13.7	13.7	8.3	38.7	38.7	8.1	38.5	38.5
Actuated g/C Ratio	0.15	0.21	0.21	0.15	0.21	0.21	0.12	0.66	0.66	0.12	0.65	0.65
v/c Ratio	0.06	0.15	0.05	0.05	0.15	0.00	0.04	0.00	0.02	0.01	0.00	0.01
Control Delay	20.8	14.5	9.7	20.7	14.6	14.0	21.6	10.5	6.5	22.0	10.8	7.2
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
Total Delay	20.8	14.5	9.7	20.7	14.6	14.0	21.6	10.5	6.5	22.0	10.8	7.2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	B	A	C	B	B	C	B	A	C	B	A
Approach Delay		14.6			15.1			11.6			9.8	
Approach LOS		B			B			B			A	
Queue Length 50th (ft)	2	7	0	2	7	0	2	0	0	0	0	0
Queue Length 95th (ft)	19	36	14	16	37	4	14	4	11	6	5	10
Internal Link Dist (ft)		2544			1201			1668			1085	
Turn Bay Length (ft)	100		100	100		100	100		100	100		100
Base Capacity (vph)	267	985	453	267	985	441	221	2151	968	220	2143	962
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	0.05	0.10	0.04	0.04	0.11	0.00	0.04	0.00	0.02	0.01	0.00	0.01

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 59
Natural Cycle: 70
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.15
Intersection Signal Delay: 14.2 Intersection LOS: B
Intersection Capacity Utilization 31.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 24: Siempre Viva Rd & Alta Rd



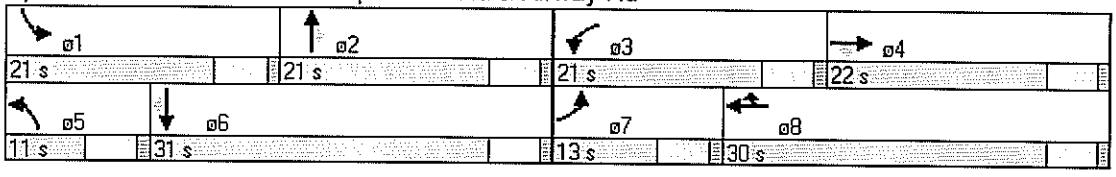
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	0		100	0		0	0		0
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1468	1641	3282	1468	1641	1727	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3282	1468	1641	3282	1468	1641	1727	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			11			11			7			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			40			40	
Link Distance (ft)		1281			3201			958			1746	
Travel Time (s)		21.8			54.6			16.3			29.8	
Volume (vph)	9	27	10	2	42	10	15	10	6	23	18	16
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	10	29	11	2	46	11	16	11	7	25	20	17
Lane Group Flow (vph)	10	29	11	2	46	11	16	11	7	25	20	17
Turn Type	Prot		Perm	Prot		Prot	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8	8	5	2		1	6	
Permitted Phases			4						2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	21.0	21.0	21.0	11.0	21.0	21.0	21.0	21.0	21.0
Total Split (s)	13.0	22.0	22.0	21.0	30.0	30.0	11.0	21.0	21.0	21.0	31.0	31.0
Total Split (%)	15.3%	25.9%	25.9%	24.7%	35.3%	35.3%	12.9%	24.7%	24.7%	24.7%	36.5%	36.5%
Maximum Green (s)	8.0	17.0	17.0	16.0	25.0	25.0	6.0	16.0	16.0	16.0	26.0	26.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	None	None	Max	Max	Max
Walk Time (s)		5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0	11.0	11.0	11.0		11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0	0	0	0		0	0	0	0	0
Act Effct Green (s)	10.1	12.9	12.9	10.1	12.9	12.9	7.9	12.1	12.1	56.9	59.0	59.0
Actuated g/C Ratio	0.12	0.15	0.15	0.12	0.15	0.15	0.10	0.14	0.14	0.77	0.79	0.79
v/c Ratio	0.05	0.06	0.05	0.01	0.09	0.05	0.10	0.04	0.03	0.02	0.01	0.01
Control Delay	24.0	19.1	12.5	24.0	19.0	12.5	25.7	20.2	13.2	11.0	7.8	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	0.0
Total Delay	24.0	19.1	12.5	24.0	19.0	12.5	25.7	20.2	13.2	11.0	7.8	5.3

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	B	B	C	B	B	C	C	B	B	A	A
Approach Delay		18.6			17.9			21.3			8.4	
Approach LOS		B			B			C			A	
Queue Length 50th (ft)	2	2	0	0	4	0	3	2	0	0	0	0
Queue Length 95th (ft)	17	16	13	7	22	13	23	15	9	26	8	11
Internal Link Dist (ft)		1201			3121			878			1666	
Turn Bay Length (ft)	100					100						
Base Capacity (vph)	196	748	343	333	972	442	157	358	310	1257	2608	1170
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	0.05	0.04	0.03	0.01	0.05	0.02	0.10	0.03	0.02	0.02	0.01	0.01

Intersection Summary

Area Type: Other
Cycle Length: 85
Actuated Cycle Length: 74.3
Natural Cycle: 85
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.10
Intersection Signal Delay: 15.8 Intersection LOS: B
Intersection Capacity Utilization 31.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 41: Siempre Viva Rd & Airway Rd



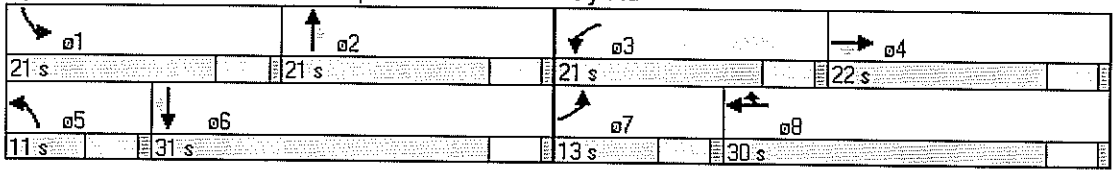
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	0		100	0		0	0		0
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1468	1641	3282	1468	1641	1727	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3282	1468	1641	3282	1468	1641	1727	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			17			68			10			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)		1281			3201			958			1746	
Travel Time (s)		21.8			54.6			16.3			29.8	
Volume (vph)	15	53	16	9	46	63	11	21	9	50	14	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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	16	58	17	10	50	68	12	23	10	54	15	9
Lane Group Flow (vph)	16	58	17	10	50	68	12	23	10	54	15	9
Turn Type	Prot		Perm	Prot		Prot	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8	8	5	2		1	6	
Permitted Phases			4						2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	21.0	21.0	21.0	11.0	21.0	21.0	21.0	21.0	21.0
Total Split (s)	13.0	22.0	22.0	21.0	30.0	30.0	11.0	21.0	21.0	21.0	31.0	31.0
Total Split (%)	15.3%	25.9%	25.9%	24.7%	35.3%	35.3%	12.9%	24.7%	24.7%	24.7%	36.5%	36.5%
Maximum Green (s)	8.0	17.0	17.0	16.0	25.0	25.0	6.0	16.0	16.0	16.0	26.0	26.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	None	None	Max	Max	Max
Walk Time (s)		5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0	11.0	11.0	11.0		11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0	0	0	0		0	0	0	0	0
Act Effct Green (s)	9.8	12.7	12.7	9.8	12.7	12.7	7.6	11.9	11.9	40.3	46.0	46.0
Actuated g/C Ratio	0.12	0.17	0.17	0.12	0.17	0.17	0.10	0.15	0.15	0.58	0.66	0.66
v/c Ratio	0.08	0.10	0.06	0.05	0.09	0.22	0.08	0.09	0.04	0.06	0.01	0.01
Control Delay	25.8	19.4	11.9	25.4	19.5	8.6	27.3	20.3	11.7	13.5	8.8	6.2
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
Total Delay	25.8	19.4	11.9	25.4	19.5	8.6	27.3	20.3	11.7	13.5	8.8	6.2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	B	B	C	B	A	C	C	B	B	A	A
Approach Delay		19.1			14.1			20.2			11.8	
Approach LOS		B			B			C			B	
Queue Length 50th (ft)	4	6	0	2	5	0	3	5	0	5	1	0
Queue Length 95th (ft)	23	26	16	17	24	32	20	25	11	45	7	8
Internal Link Dist (ft)		1201			3121			878			1666	
Turn Bay Length (ft)	100					100						
Base Capacity (vph)	200	836	386	339	1075	527	159	385	335	946	2160	969
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	0.08	0.07	0.04	0.03	0.05	0.13	0.08	0.06	0.03	0.06	0.01	0.01

Intersection Summary

Area Type: Other
Cycle Length: 85
Actuated Cycle Length: 69.9
Natural Cycle: 85
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.22
Intersection Signal Delay: 15.7 Intersection LOS: B
Intersection Capacity Utilization 31.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 41: Siempre Viva Rd & Airway Rd



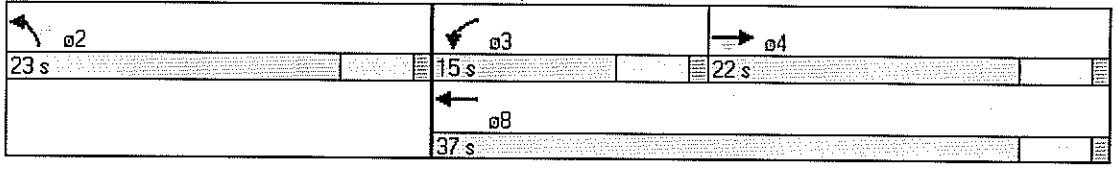
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		100	100		0	0
Storage Lanes		1	1		1	1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3282	1468	1641	3282	1641	1468
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3282	1468	1641	3282	1641	1468
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		42				5
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	40			40	40	
Link Distance (ft)	2578			2580	978	
Travel Time (s)	43.9			44.0	16.7	
Volume (vph)	35	39	20	23	40	5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	38	42	22	25	43	5
Lane Group Flow (vph)	38	42	22	25	43	5
Turn Type		Perm	Prot			Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Detector Phases	4	4	3	8	2	2
Minimum Initial (s)	10.0	10.0	8.0	10.0	8.0	8.0
Minimum Split (s)	21.0	21.0	13.0	21.0	21.0	21.0
Total Split (s)	22.0	22.0	15.0	37.0	23.0	23.0
Total Split (%)	36.7%	36.7%	25.0%	61.7%	38.3%	38.3%
Maximum Green (s)	17.0	17.0	10.0	32.0	18.0	18.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Max	C-Max	None	C-Max	Max	Max
Walk Time (s)	5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	30.4	30.4	9.0	33.0	19.0	19.0
Actuated g/C Ratio	0.51	0.51	0.15	0.55	0.32	0.32
v/c Ratio	0.02	0.05	0.09	0.01	0.08	0.01
Control Delay	9.7	4.7	28.9	3.7	12.6	7.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	9.7	4.7	28.9	3.7	12.6	7.8

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
LOS	A	A	C	A	B	A
Approach Delay	7.1			15.5	12.1	
Approach LOS	A			B	B	
Queue Length 50th (ft)	3	0	8	1	7	0
Queue Length 95th (ft)	13	18	29	4	22	5
Internal Link Dist (ft)	2498			2500	898	
Turn Bay Length (ft)		100	100			
Base Capacity (vph)	1663	764	301	1805	520	468
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	0.02	0.05	0.07	0.01	0.08	0.01

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 16 (27%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.09
Intersection Signal Delay: 10.7 Intersection LOS: B
Intersection Capacity Utilization 21.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 114: Lone Star Rd & Piper Ranch Rd



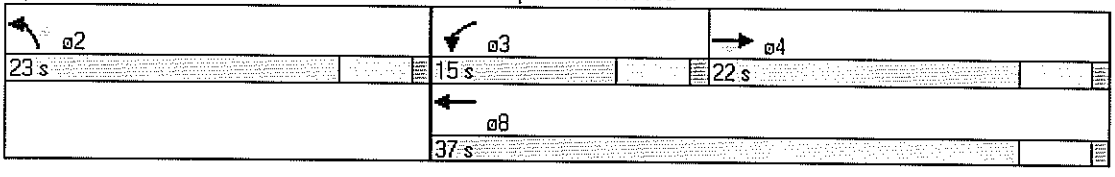
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		100	100		0	0
Storage Lanes		1	1		1	1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3282	1468	1641	3282	1641	1468
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3282	1468	1641	3282	1641	1468
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		48				24
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	40			40	40	
Link Distance (ft)	2578			2580	978	
Travel Time (s)	43.9			44.0	16.7	
Volume (vph)	26	44	5	38	26	22
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	28	48	5	41	28	24
Lane Group Flow (vph)	28	48	5	41	28	24
Turn Type		Perm	Prot			Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Detector Phases	4	4	3	8	2	2
Minimum Initial (s)	10.0	10.0	8.0	10.0	8.0	8.0
Minimum Split (s)	21.0	21.0	13.0	21.0	21.0	21.0
Total Split (s)	22.0	22.0	15.0	37.0	23.0	23.0
Total Split (%)	36.7%	36.7%	25.0%	61.7%	38.3%	38.3%
Maximum Green (s)	17.0	17.0	10.0	32.0	18.0	18.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Max	C-Max	None	C-Max	Max	Max
Walk Time (s)	5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	30.4	30.4	9.0	33.0	19.0	19.0
Actuated g/C Ratio	0.51	0.51	0.15	0.55	0.32	0.32
v/c Ratio	0.02	0.06	0.02	0.02	0.05	0.05
Control Delay	9.8	4.5	37.4	4.1	11.3	4.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	9.8	4.5	37.4	4.1	11.3	4.5

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
LOS	A	A	D	A	B	A
Approach Delay	6.5			7.7	8.2	
Approach LOS	A			A	A	
Queue Length 50th (ft)	2	0	2	2	4	0
Queue Length 95th (ft)	11	18	12	5	16	3
Internal Link Dist (ft)	2498			2500	898	
Turn Bay Length (ft)		100	100			
Base Capacity (vph)	1663	767	301	1805	520	481
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	0.02	0.06	0.02	0.02	0.05	0.05

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 26 (43%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.06
Intersection Signal Delay: 7.3 Intersection LOS: A
Intersection Capacity Utilization 21.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 114: Lone Star Rd & Piper Ranch Rd



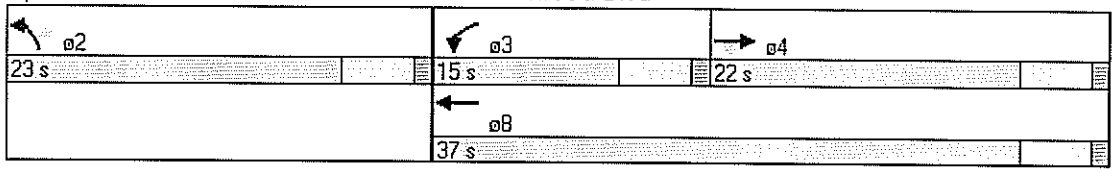
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		100	100		0	0
Storage Lanes		1	1		1	1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3282	1468	1641	3282	1641	1468
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3282	1468	1641	3282	1641	1468
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		13				15
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	40			40	40	
Link Distance (ft)	2580			1378	980	
Travel Time (s)	44.0			23.5	16.7	
Volume (vph)	82	12	9	71	6	14
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	89	13	10	77	7	15
Lane Group Flow (vph)	89	13	10	77	7	15
Turn Type		Perm	Prot			Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Detector Phases	4	4	3	8	2	2
Minimum Initial (s)	10.0	10.0	8.0	10.0	8.0	8.0
Minimum Split (s)	21.0	21.0	13.0	21.0	21.0	21.0
Total Split (s)	22.0	22.0	15.0	37.0	23.0	23.0
Total Split (%)	36.7%	36.7%	25.0%	61.7%	38.3%	38.3%
Maximum Green (s)	17.0	17.0	10.0	32.0	18.0	18.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Max	C-Max	None	C-Max	Max	Max
Walk Time (s)	5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	30.4	30.4	9.0	33.0	19.0	19.0
Actuated g/C Ratio	0.51	0.51	0.15	0.55	0.32	0.32
v/c Ratio	0.05	0.02	0.04	0.04	0.01	0.03
Control Delay	7.0	4.0	11.6	0.6	14.3	7.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	7.0	4.0	11.6	0.6	14.3	7.9

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
LOS	A	A	B	A	B	A
Approach Delay	6.6			1.9	10.0	
Approach LOS	A			A	A	
Queue Length 50th (ft)	4	0	1	0	2	0
Queue Length 95th (ft)	16	6	6	1	9	11
Internal Link Dist (ft)	2500			1298	900	
Turn Bay Length (ft)		100	100			
Base Capacity (vph)	1663	750	301	1805	520	475
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	0.05	0.02	0.03	0.04	0.01	0.03

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 56 (93%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.05
Intersection Signal Delay: 5.0 Intersection LOS: A
Intersection Capacity Utilization 21.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 119: Lone Star Rd & Sunroad Blvd



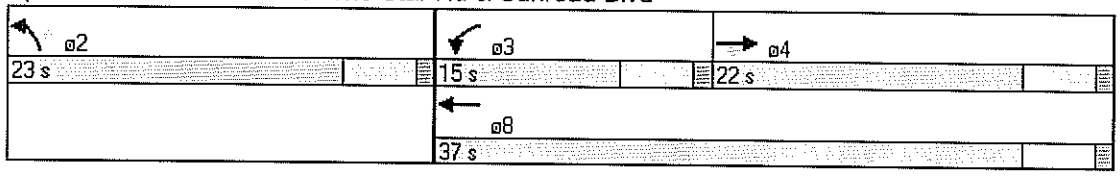
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		100	100		0	0
Storage Lanes		1	1		1	1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3282	1468	1641	3282	1641	1468
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3282	1468	1641	3282	1641	1468
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		8				11
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	40			40	40	
Link Distance (ft)	2580			1378	980	
Travel Time (s)	44.0			23.5	16.7	
Volume (vph)	78	7	16	90	13	10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	85	8	17	98	14	11
Lane Group Flow (vph)	85	8	17	98	14	11
Turn Type		Perm	Prot			Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Detector Phases	4	4	3	8	2	2
Minimum Initial (s)	10.0	10.0	8.0	10.0	8.0	8.0
Minimum Split (s)	21.0	21.0	13.0	21.0	21.0	21.0
Total Split (s)	22.0	22.0	15.0	37.0	23.0	23.0
Total Split (%)	36.7%	36.7%	25.0%	61.7%	38.3%	38.3%
Maximum Green (s)	17.0	17.0	10.0	32.0	18.0	18.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Max	C-Max	None	C-Max	Max	Max
Walk Time (s)	5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	30.4	30.4	9.0	33.0	19.0	19.0
Actuated g/C Ratio	0.51	0.51	0.15	0.55	0.32	0.32
v/c Ratio	0.05	0.01	0.07	0.05	0.03	0.02
Control Delay	8.0	5.4	11.6	0.6	14.5	8.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	8.0	5.4	11.6	0.6	14.5	8.4

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
LOS	A	A	B	A	B	A
Approach Delay	7.7			2.2	11.8	
Approach LOS	A			A	B	
Queue Length 50th (ft)	4	0	2	0	3	0
Queue Length 95th (ft)	17	5	8	1	14	9
Internal Link Dist (ft)	2500			1298	900	
Turn Bay Length (ft)		100	100			
Base Capacity (vph)	1663	748	301	1805	520	472
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	0.05	0.01	0.06	0.05	0.03	0.02

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 54 (90%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.07
Intersection Signal Delay: 5.5 Intersection LOS: A
Intersection Capacity Utilization 21.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 119: Lone Star Rd & Sunroad Blvd



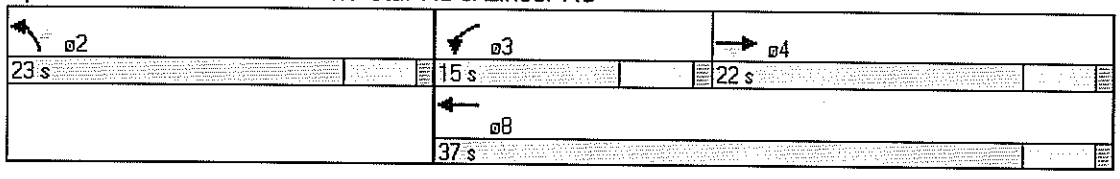
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3282	1468	1641	3282	1641	1468
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3282	1468	1641	3282	1641	1468
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		4				21
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	40			40	40	
Link Distance (ft)	1378			1407	1725	
Travel Time (s)	23.5			24.0	29.4	
Volume (vph)	130	4	14	105	3	19
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	141	4	15	114	3	21
Lane Group Flow (vph)	141	4	15	114	3	21
Turn Type		Perm	Prot			Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Detector Phases	4	4	3	8	2	2
Minimum Initial (s)	10.0	10.0	8.0	10.0	8.0	8.0
Minimum Split (s)	21.0	21.0	13.0	21.0	21.0	21.0
Total Split (s)	22.0	22.0	15.0	37.0	23.0	23.0
Total Split (%)	36.7%	36.7%	25.0%	61.7%	38.3%	38.3%
Maximum Green (s)	17.0	17.0	10.0	32.0	18.0	18.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Max	C-Max	None	C-Max	Max	Max
Walk Time (s)	5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	30.4	30.4	9.0	33.0	19.0	19.0
Actuated g/C Ratio	0.51	0.51	0.15	0.55	0.32	0.32
v/c Ratio	0.08	0.01	0.06	0.06	0.01	0.04
Control Delay	8.2	6.2	17.5	6.2	14.3	7.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	8.2	6.2	17.5	6.2	14.3	7.4
LOS	A	A	B	A	B	A
Approach Delay	8.2			7.5	8.2	

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Approach LOS	A			A	A	
Queue Length 50th (ft)	15	0	4	9	1	0
Queue Length 95th (ft)	41	6	17	24	6	13
Internal Link Dist (ft)	1298			1327	1645	
Turn Bay Length (ft)						
Base Capacity (vph)	1663	746	301	1805	520	479
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	0.08	0.01	0.05	0.06	0.01	0.04

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 32 (53%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.08
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: 36: Lone Star Rd & Zinser Rd



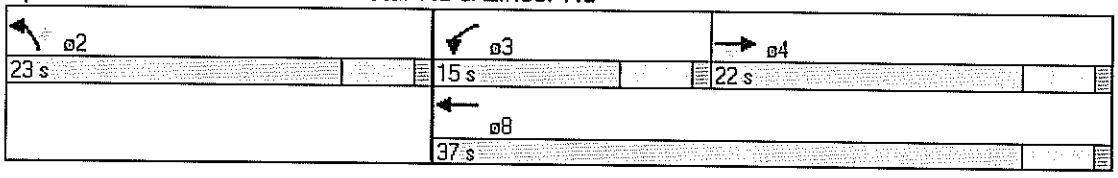
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3282	1468	1641	3282	1641	1468
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3282	1468	1641	3282	1641	1468
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		4				16
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	40			40	40	
Link Distance (ft)	1378			1407	1725	
Travel Time (s)	23.5			24.0	29.4	
Volume (vph)	115	4	21	143	4	15
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	125	4	23	155	4	16
Lane Group Flow (vph)	125	4	23	155	4	16
Turn Type		Perm	Prot			Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Detector Phases	4	4	3	8	2	2
Minimum Initial (s)	10.0	10.0	8.0	10.0	8.0	8.0
Minimum Split (s)	21.0	21.0	13.0	21.0	21.0	21.0
Total Split (s)	22.0	22.0	15.0	37.0	23.0	23.0
Total Split (%)	36.7%	36.7%	25.0%	61.7%	38.3%	38.3%
Maximum Green (s)	17.0	17.0	10.0	32.0	18.0	18.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Max	C-Max	None	C-Max	Max	Max
Walk Time (s)	5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	30.4	30.4	9.0	33.0	19.0	19.0
Actuated g/C Ratio	0.51	0.51	0.15	0.55	0.32	0.32
v/c Ratio	0.08	0.01	0.09	0.09	0.01	0.03
Control Delay	7.7	5.5	16.1	4.8	14.2	7.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	7.7	5.5	16.1	4.8	14.2	7.9
LOS	A	A	B	A	B	A
Approach Delay	7.6			6.2	9.1	

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Approach LOS	A			A	A	
Queue Length 50th (ft)	12	0	6	12	1	0
Queue Length 95th (ft)	33	6	21	23	6	11
Internal Link Dist (ft)	1298			1327	1645	
Turn Bay Length (ft)						
Base Capacity (vph)	1663	746	301	1805	520	476
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	0.08	0.01	0.08	0.09	0.01	0.03

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 30 (50%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.09
Intersection Signal Delay: 7.0 Intersection LOS: A
Intersection Capacity Utilization 21.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 36: Lone Star Rd & Zinser Rd



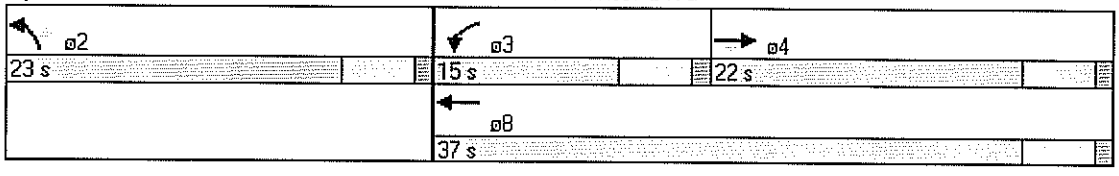
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↱	↰	↑↑	↰	↱
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		100	100		0	0
Storage Lanes		1	1		1	1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3282	1468	1641	3282	1641	1468
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3282	1468	1641	3282	1641	1468
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		33				14
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	40			40	40	
Link Distance (ft)	1407			2180	3108	
Travel Time (s)	24.0			37.2	53.0	
Volume (vph)	140	30	14	108	28	13
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	152	33	15	117	30	14
Lane Group Flow (vph)	152	33	15	117	30	14
Turn Type		Perm	Prot			Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Detector Phases	4	4	3	8	2	2
Minimum Initial (s)	10.0	10.0	8.0	10.0	8.0	8.0
Minimum Split (s)	21.0	21.0	13.0	21.0	21.0	21.0
Total Split (s)	22.0	22.0	15.0	37.0	23.0	23.0
Total Split (%)	36.7%	36.7%	25.0%	61.7%	38.3%	38.3%
Maximum Green (s)	17.0	17.0	10.0	32.0	18.0	18.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Max	C-Max	None	C-Max	Max	Max
Walk Time (s)	5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	30.4	30.4	9.0	33.0	19.0	19.0
Actuated g/C Ratio	0.51	0.51	0.15	0.55	0.32	0.32
v/c Ratio	0.09	0.04	0.06	0.06	0.06	0.03
Control Delay	3.1	0.4	17.3	6.7	16.6	10.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	3.1	0.4	17.3	6.7	16.6	10.7

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
LOS	A	A	B	A	B	B
Approach Delay	2.7			7.9	14.7	
Approach LOS	A			A	B	
Queue Length 50th (ft)	2	0	4	10	10	2
Queue Length 95th (ft)	10	0	16	21	30	15
Internal Link Dist (ft)	1327			2100	3028	
Turn Bay Length (ft)		100	100			
Base Capacity (vph)	1663	760	301	1805	520	474
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	0.09	0.04	0.05	0.06	0.06	0.03

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 56 (93%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.09
Intersection Signal Delay: 6.0 Intersection LOS: A
Intersection Capacity Utilization 25.0% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 102: Lone Star Rd & Vann Center Blvd



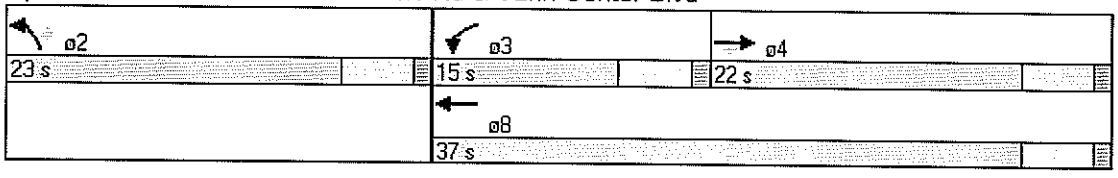
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		100	100		0	0
Storage Lanes		1	1		1	1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3282	1468	1641	3282	1641	1468
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3282	1468	1641	3282	1641	1468
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		34				16
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	40			40	40	
Link Distance (ft)	1407			2180	3108	
Travel Time (s)	24.0			37.2	53.0	
Volume (vph)	119	31	14	154	32	15
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	129	34	15	167	35	16
Lane Group Flow (vph)	129	34	15	167	35	16
Turn Type		Perm	Prot			Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Detector Phases	4	4	3	8	2	2
Minimum Initial (s)	10.0	10.0	8.0	10.0	8.0	8.0
Minimum Split (s)	21.0	21.0	13.0	21.0	21.0	21.0
Total Split (s)	22.0	22.0	15.0	37.0	23.0	23.0
Total Split (%)	36.7%	36.7%	25.0%	61.7%	38.3%	38.3%
Maximum Green (s)	17.0	17.0	10.0	32.0	18.0	18.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Max	C-Max	None	C-Max	Max	Max
Walk Time (s)	5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	30.4	30.4	9.0	33.0	19.0	19.0
Actuated g/C Ratio	0.51	0.51	0.15	0.55	0.32	0.32
v/c Ratio	0.08	0.04	0.06	0.09	0.07	0.03
Control Delay	3.0	0.3	29.1	5.5	16.2	10.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	3.0	0.3	29.1	5.5	16.2	10.3

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
LOS	A	A	C	A	B	B
Approach Delay	2.4			7.4	14.4	
Approach LOS	A			A	B	
Queue Length 50th (ft)	2	0	6	14	12	3
Queue Length 95th (ft)	8	0	23	25	33	16
Internal Link Dist (ft)	1327			2100	3028	
Turn Bay Length (ft)		100	100			
Base Capacity (vph)	1663	761	301	1805	520	476
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	0.08	0.04	0.05	0.09	0.07	0.03

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 54 (90%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.09
Intersection Signal Delay: 6.3 Intersection LOS: A
Intersection Capacity Utilization 21.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 102: Lone Star Rd & Vann Center Blvd



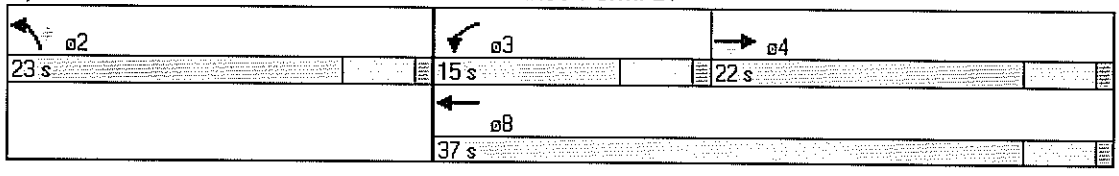
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		100	100		0	0
Storage Lanes		1	1		1	1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3282	1468	1641	3282	1641	1468
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3282	1468	1641	3282	1641	1468
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		77				35
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	40			40	40	
Link Distance (ft)	2180			2880	3122	
Travel Time (s)	37.2			49.1	53.2	
Volume (vph)	168	71	75	108	69	32
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	183	77	82	117	75	35
Lane Group Flow (vph)	183	77	82	117	75	35
Turn Type		Perm	Prot			Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Detector Phases	4	4	3	8	2	2
Minimum Initial (s)	10.0	10.0	8.0	10.0	8.0	8.0
Minimum Split (s)	21.0	21.0	13.0	21.0	21.0	21.0
Total Split (s)	22.0	22.0	15.0	37.0	23.0	23.0
Total Split (%)	36.7%	36.7%	25.0%	61.7%	38.3%	38.3%
Maximum Green (s)	17.0	17.0	10.0	32.0	18.0	18.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Max	C-Max	None	C-Max	Max	Max
Walk Time (s)	5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	24.4	24.4	9.8	33.0	19.0	19.0
Actuated g/C Ratio	0.41	0.41	0.16	0.55	0.32	0.32
v/c Ratio	0.14	0.12	0.31	0.06	0.14	0.07
Control Delay	8.7	1.9	25.2	6.4	15.7	6.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	8.7	1.9	25.2	6.4	15.7	6.3

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
LOS	A	A	C	A	B	A
Approach Delay	6.7			14.2	12.7	
Approach LOS	A			B	B	
Queue Length 50th (ft)	25	1	27	9	19	0
Queue Length 95th (ft)	21	0	59	18	45	16
Internal Link Dist (ft)	2100			2800	3042	
Turn Bay Length (ft)		100	100			
Base Capacity (vph)	1337	644	301	1805	520	489
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	0.14	0.12	0.27	0.06	0.14	0.07

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 26 (43%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.31
Intersection Signal Delay: 10.5 Intersection LOS: B
Intersection Capacity Utilization 31.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 108: Lone Star Rd & Enrico Fermi Dr



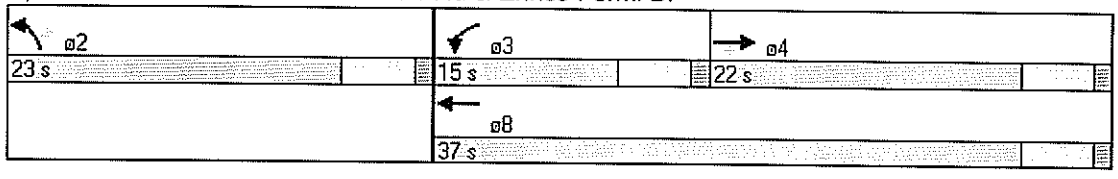
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		100	100		0	0
Storage Lanes		1	1		1	1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3282	1468	1641	3282	1641	1468
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3282	1468	1641	3282	1641	1468
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		82				75
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	40			40	40	
Link Distance (ft)	2180			2880	3122	
Travel Time (s)	37.2			49.1	53.2	
Volume (vph)	119	75	35	185	78	69
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	129	82	38	201	85	75
Lane Group Flow (vph)	129	82	38	201	85	75
Turn Type		Perm	Prot			Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Detector Phases	4	4	3	8	2	2
Minimum Initial (s)	10.0	10.0	8.0	10.0	8.0	8.0
Minimum Split (s)	21.0	21.0	13.0	21.0	21.0	21.0
Total Split (s)	22.0	22.0	15.0	37.0	23.0	23.0
Total Split (%)	36.7%	36.7%	25.0%	61.7%	38.3%	38.3%
Maximum Green (s)	17.0	17.0	10.0	32.0	18.0	18.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Max	C-Max	None	C-Max	Max	Max
Walk Time (s)	5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	27.6	27.6	9.2	33.0	19.0	19.0
Actuated g/C Ratio	0.46	0.46	0.15	0.55	0.32	0.32
v/c Ratio	0.09	0.11	0.15	0.11	0.16	0.15
Control Delay	6.8	1.8	23.6	6.7	15.9	5.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	6.8	1.8	23.6	6.7	15.9	5.2

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
LOS	A	A	C	A	B	A
Approach Delay	4.9			9.4	10.9	
Approach LOS	A			A	B	
Queue Length 50th (ft)	4	0	12	16	22	0
Queue Length 95th (ft)	14	0	34	29	50	24
Internal Link Dist (ft)	2100			2800	3042	
Turn Bay Length (ft)		100	100			
Base Capacity (vph)	1512	720	301	1805	520	516
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	0.09	0.11	0.13	0.11	0.16	0.15

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 30 (50%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.16
Intersection Signal Delay: 8.2 Intersection LOS: A
Intersection Capacity Utilization 21.9% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 108: Lone Star Rd & Enrico Fermi Dr



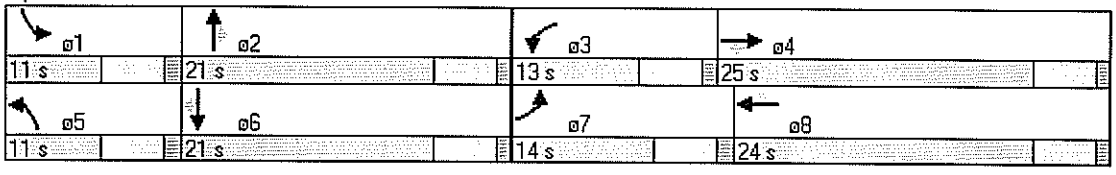
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	100		100	100		100
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			34			38			7			70
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)		2880			3964			3128			879	
Travel Time (s)		49.1			67.6			53.3			15.0	
Volume (vph)	90	88	31	8	56	35	11	14	6	31	47	64
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	98	96	34	9	61	38	12	15	7	34	51	70
Lane Group Flow (vph)	98	96	34	9	61	38	12	15	7	34	51	70
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	11.0	21.0	21.0	11.0	21.0	21.0
Total Split (s)	14.0	25.0	25.0	13.0	24.0	24.0	11.0	21.0	21.0	11.0	21.0	21.0
Total Split (%)	20.0%	35.7%	35.7%	18.6%	34.3%	34.3%	15.7%	30.0%	30.0%	15.7%	30.0%	30.0%
Maximum Green (s)	9.0	20.0	20.0	8.0	19.0	19.0	6.0	16.0	16.0	6.0	16.0	16.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	10.9	19.9	19.9	10.2	12.7	12.7	7.9	37.7	37.7	8.0	40.0	40.0
Actuated g/C Ratio	0.16	0.28	0.28	0.14	0.18	0.18	0.11	0.58	0.58	0.11	0.62	0.62
v/c Ratio	0.38	0.10	0.08	0.04	0.10	0.13	0.07	0.01	0.01	0.19	0.03	0.08
Control Delay	24.5	13.8	7.8	24.9	19.1	9.6	26.7	15.2	10.3	26.6	12.2	4.8
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
Total Delay	24.5	13.8	7.8	24.9	19.1	9.6	26.7	15.2	10.3	26.6	12.2	4.8

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	B	A	C	B	A	C	B	B	C	B	A
Approach Delay		17.5			16.2			18.3			12.0	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)	25	6	0	2	7	0	3	1	0	9	4	0
Queue Length 95th (ft)	72	33	20	14	24	21	17	8	8	34	18	25
Internal Link Dist (ft)		2800			3884			3048			799	
Turn Bay Length (ft)	100		100	100		100	100		100	100		100
Base Capacity (vph)	267	1119	523	222	920	439	177	1906	855	183	2024	932
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	0.37	0.09	0.07	0.04	0.07	0.09	0.07	0.01	0.01	0.19	0.03	0.08

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 64.9
Natural Cycle: 70
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.38
Intersection Signal Delay: 15.7 Intersection LOS: B
Intersection Capacity Utilization 31.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 59: Lone Star Rd & Alta Rd



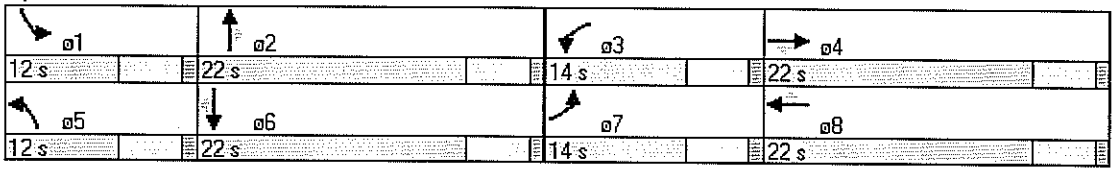
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	100		100	100		100
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			13			37			10			108
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)		2880			3964			3128			879	
Travel Time (s)		49.1			67.6			53.3			15.0	
Volume (vph)	70	62	12	7	97	34	34	51	9	39	16	99
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	76	67	13	8	105	37	37	55	10	42	17	108
Lane Group Flow (vph)	76	67	13	8	105	37	37	55	10	42	17	108
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	11.0	21.0	21.0	11.0	21.0	21.0
Total Split (s)	14.0	22.0	22.0	14.0	22.0	22.0	12.0	22.0	22.0	12.0	22.0	22.0
Total Split (%)	20.0%	31.4%	31.4%	20.0%	31.4%	31.4%	17.1%	31.4%	31.4%	17.1%	31.4%	31.4%
Maximum Green (s)	9.0	17.0	17.0	9.0	17.0	17.0	7.0	17.0	17.0	7.0	17.0	17.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	10.8	19.8	19.8	10.1	12.6	12.6	8.5	38.7	38.7	8.5	38.7	38.7
Actuated g/C Ratio	0.15	0.28	0.28	0.13	0.18	0.18	0.12	0.59	0.59	0.12	0.59	0.59
v/c Ratio	0.31	0.07	0.03	0.04	0.18	0.13	0.19	0.03	0.01	0.22	0.01	0.12
Control Delay	24.3	14.7	10.4	25.7	19.7	10.0	26.6	14.2	9.8	26.9	15.3	4.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.3	14.7	10.4	25.7	19.7	10.0	26.6	14.2	9.8	26.9	15.3	4.6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	B	B	C	B	A	C	B	A	C	B	A
Approach Delay		19.0			17.6			18.3			11.3	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)	19	5	0	2	13	0	10	5	0	11	1	0
Queue Length 95th (ft)	60	26	13	13	37	22	37	19	9	41	8	31
Internal Link Dist (ft)		2800			3884			3048			799	
Turn Bay Length (ft)	100		100	100		100	100		100	100		100
Base Capacity (vph)	261	1040	474	237	838	402	202	1924	865	202	1924	906
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	0.29	0.06	0.03	0.03	0.13	0.09	0.18	0.03	0.01	0.21	0.01	0.12

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 66
Natural Cycle: 70
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.31
Intersection Signal Delay: 16.3 Intersection LOS: B
Intersection Capacity Utilization 31.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 59: Lone Star Rd & Alta Rd



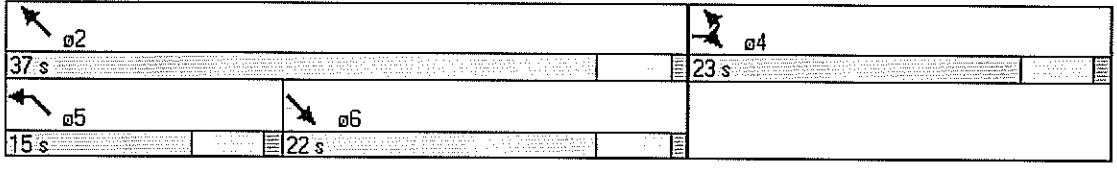
Lane Group	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		100	100	
Storage Lanes	1	1		1	1	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)	15	9		9	15	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	0.95
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1641	1468	3282	1468	1641	3282
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1641	1468	3282	1468	1641	3282
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		24		28		
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	50		40			40
Link Distance (ft)	1980		3964			2219
Travel Time (s)	27.0		67.6			37.8
Volume (vph)	24	22	47	26	19	41
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	26	24	51	28	21	45
Lane Group Flow (vph)	26	24	51	28	21	45
Turn Type		Prot		Perm	Prot	
Protected Phases	4	4	6		5	2
Permitted Phases				6		
Detector Phases	4	4	6	6	5	2
Minimum Initial (s)	8.0	8.0	10.0	10.0	8.0	10.0
Minimum Split (s)	21.0	21.0	21.0	21.0	13.0	21.0
Total Split (s)	23.0	23.0	22.0	22.0	15.0	37.0
Total Split (%)	38.3%	38.3%	36.7%	36.7%	25.0%	61.7%
Maximum Green (s)	18.0	18.0	17.0	17.0	10.0	32.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	Max	Max	None	Max
Walk Time (s)	5.0	5.0	5.0	5.0		5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0		11.0
Pedestrian Calls (#/hr)	0	0	0	0		0
Act Effct Green (s)	10.6	10.6	68.5	68.5	10.3	72.8
Actuated g/C Ratio	0.12	0.12	0.82	0.82	0.11	0.88
v/c Ratio	0.14	0.12	0.02	0.02	0.12	0.02
Control Delay	18.9	9.5	4.9	3.4	20.4	2.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.9	9.5	4.9	3.4	20.4	2.0

Lane Group	EBL	EBR	SET	SER	NWL	NWT
LOS	B	A	A	A	C	A
Approach Delay	14.4		4.3			7.9
Approach LOS	B		A			A
Queue Length 50th (ft)	9	0	0	0	8	0
Queue Length 95th (ft)	22	15	12	11	20	5
Internal Link Dist (ft)	1900		3884			2139
Turn Bay Length (ft)				100	100	
Base Capacity (vph)	351	333	2701	1213	216	2872
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	0.07	0.07	0.02	0.02	0.10	0.02

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 83.2
Natural Cycle: 55
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.14
Intersection Signal Delay: 8.1 Intersection LOS: A
Intersection Capacity Utilization 21.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 97: Otay Mesa Rd & Lone Star Rd



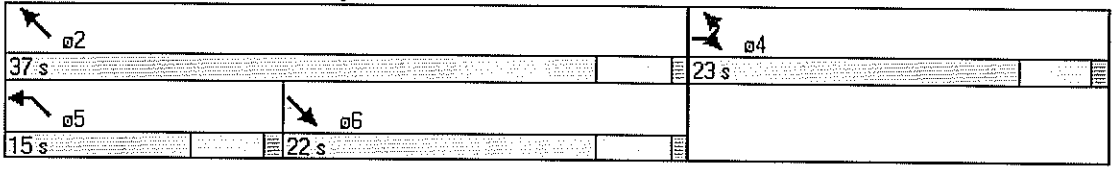
Lane Group	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		100	100	
Storage Lanes	1	1		1	1	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)	15	9		9	15	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	0.95
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1641	1468	3282	1468	1641	3282
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1641	1468	3282	1468	1641	3282
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		23		28		
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	50		40			40
Link Distance (ft)	1980		3964			2219
Travel Time (s)	27.0		67.6			37.8
Volume (vph)	28	21	45	26	25	52
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	30	23	49	28	27	57
Lane Group Flow (vph)	30	23	49	28	27	57
Turn Type		Prot		Perm	Prot	
Protected Phases	4	4	6		5	2
Permitted Phases				6		
Detector Phases	4	4	6	6	5	2
Minimum Initial (s)	8.0	8.0	10.0	10.0	8.0	10.0
Minimum Split (s)	21.0	21.0	21.0	21.0	13.0	21.0
Total Split (s)	23.0	23.0	22.0	22.0	15.0	37.0
Total Split (%)	38.3%	38.3%	36.7%	36.7%	25.0%	61.7%
Maximum Green (s)	18.0	18.0	17.0	17.0	10.0	32.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	Max	Max	None	Max
Walk Time (s)	5.0	5.0	5.0	5.0		5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0		11.0
Pedestrian Calls (#/hr)	0	0	0	0		0
Act Effct Green (s)	10.6	10.6	67.4	67.4	10.4	71.7
Actuated g/C Ratio	0.12	0.12	0.82	0.82	0.11	0.87
v/c Ratio	0.16	0.12	0.02	0.02	0.15	0.02
Control Delay	19.2	9.5	4.9	3.4	20.9	2.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.2	9.5	4.9	3.4	20.9	2.0

Lane Group	EBL	EBR	SET	SER	NWL	NWT
LOS	B	A	A	A	C	A
Approach Delay	15.0		4.3			8.1
Approach LOS	B		A			A
Queue Length 50th (ft)	10	0	0	0	9	0
Queue Length 95th (ft)	25	15	12	11	23	6
Internal Link Dist (ft)	1900		3884			2139
Turn Bay Length (ft)				100	100	
Base Capacity (vph)	356	336	2696	1211	219	2867
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	0.08	0.07	0.02	0.02	0.12	0.02

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 82.1
Natural Cycle: 55
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.16
Intersection Signal Delay: 8.4 Intersection LOS: A
Intersection Capacity Utilization 21.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 97: Otay Mesa Rd & Lone Star Rd



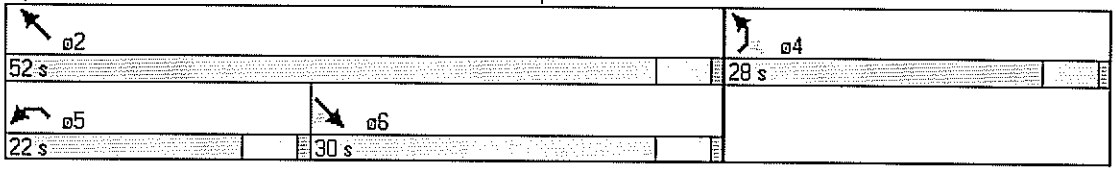
Lane Group	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		100	100		0	0
Storage Lanes		1	1		1	1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3282	1468	1641	3282	1641	1468
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3282	1468	1641	3282	1641	1468
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		39				42
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	40			40	40	
Link Distance (ft)	2219			1303	1347	
Travel Time (s)	37.8			22.2	23.0	
Volume (vph)	4	36	14	5	42	39
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	4	39	15	5	46	42
Lane Group Flow (vph)	4	39	15	5	46	42
Turn Type		Perm	Prot			Perm
Protected Phases	6		5	2	4	
Permitted Phases		6				4
Detector Phases	6	6	5	2	4	4
Minimum Initial (s)	8.0	8.0	6.0	8.0	10.0	10.0
Minimum Split (s)	21.0	21.0	13.0	21.0	21.0	21.0
Total Split (s)	30.0	30.0	22.0	52.0	28.0	28.0
Total Split (%)	37.5%	37.5%	27.5%	65.0%	35.0%	35.0%
Maximum Green (s)	25.0	25.0	17.0	47.0	23.0	23.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Max	Max	None	Max	C-Max	C-Max
Walk Time (s)	5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	45.5	45.5	7.3	48.0	24.0	24.0
Actuated g/C Ratio	0.57	0.57	0.09	0.60	0.30	0.30
v/c Ratio	0.00	0.05	0.10	0.00	0.09	0.09
Control Delay	10.0	4.1	34.6	6.4	17.7	5.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	10.0	4.1	34.6	6.4	17.7	5.4

Lane Group	SET	SER	NWL	NWT	NEL	NER
LOS	A	A	C	A	B	A
Approach Delay	4.7			27.5	11.8	
Approach LOS	A			C	B	
Queue Length 50th (ft)	0	0	7	0	13	0
Queue Length 95th (ft)	3	16	24	2	33	15
Internal Link Dist (ft)	2139			1223	1267	
Turn Bay Length (ft)		100	100			
Base Capacity (vph)	1866	851	369	1969	492	470
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	0.00	0.05	0.04	0.00	0.09	0.09

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 32 (40%), Referenced to phase 4:NEL, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.10
Intersection Signal Delay: 11.8 Intersection LOS: B
Intersection Capacity Utilization 22.4% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 43: Lone Star Rd & Siempre Viva Rd



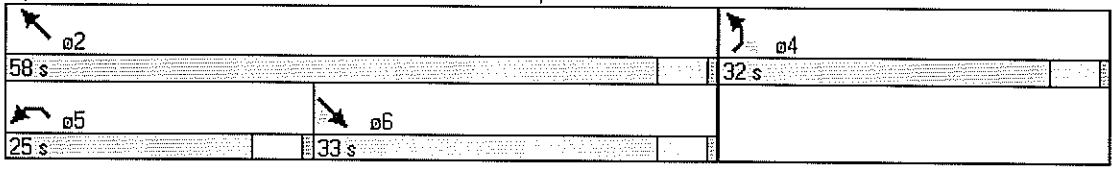
Lane Group	SET	SER	NWL	NWT	NEL	NER
Lane Configurations	↑↑↑	↱	↰	↑↑↑	↰	↱
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		100	100		0	0
Storage Lanes		1	1		1	1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3282	1468	1641	3282	1641	1468
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3282	1468	1641	3282	1641	1468
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		50				17
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	40			40	40	
Link Distance (ft)	2219			1303	1353	
Travel Time (s)	37.8			22.2	23.1	
Volume (vph)	5	46	43	4	39	16
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	5	50	47	4	42	17
Lane Group Flow (vph)	5	50	47	4	42	17
Turn Type		Perm	Prot			Perm
Protected Phases	6		5	2	4	
Permitted Phases		6				4
Detector Phases	6	6	5	2	4	4
Minimum Initial (s)	8.0	8.0	6.0	8.0	10.0	10.0
Minimum Split (s)	21.0	21.0	13.0	21.0	21.0	21.0
Total Split (s)	33.0	33.0	25.0	58.0	32.0	32.0
Total Split (%)	36.7%	36.7%	27.8%	64.4%	35.6%	35.6%
Maximum Green (s)	28.0	28.0	20.0	53.0	27.0	27.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Max	Max	None	Max	C-Max	C-Max
Walk Time (s)	5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	45.5	45.5	8.9	54.0	28.0	28.0
Actuated g/C Ratio	0.51	0.51	0.10	0.60	0.31	0.31
v/c Ratio	0.00	0.07	0.29	0.00	0.08	0.04
Control Delay	14.4	4.8	41.6	7.2	19.6	8.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.4	4.8	41.6	7.2	19.6	8.5

Lane Group	SET	SER	NWL	NWT	NEL	NER
LOS	B	A	D	A	B	A
Approach Delay	5.7			38.9	16.4	
Approach LOS	A			D	B	
Queue Length 50th (ft)	1	0	25	0	16	0
Queue Length 95th (ft)	4	21	57	2	35	12
Internal Link Dist (ft)	2139			1223	1273	
Turn Bay Length (ft)		100	100			
Base Capacity (vph)	1660	768	383	1969	511	468
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	0.00	0.07	0.12	0.00	0.08	0.04

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 78 (87%), Referenced to phase 4:NEL, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.29
Intersection Signal Delay: 19.8 Intersection LOS: B
Intersection Capacity Utilization 24.0% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 43: Lone Star Rd & Siempre Viva Rd



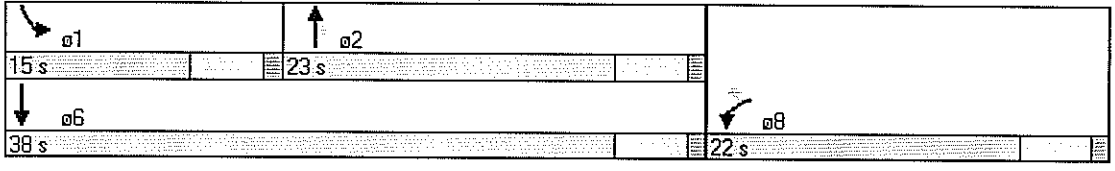
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		100	100	
Storage Lanes	1	1		1	1	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)	15	9		9	15	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	0.95
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1641	1468	3282	1468	1641	3282
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1641	1468	3282	1468	1641	3282
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		27		141		
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	40		40			40
Link Distance (ft)	2560		2568			978
Travel Time (s)	43.6		43.8			16.7
Volume (vph)	117	25	32	130	34	92
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	127	27	35	141	37	100
Lane Group Flow (vph)	127	27	35	141	37	100
Turn Type		Perm		Perm	Prot	
Protected Phases	8		2		1	6
Permitted Phases		8		2		
Detector Phases	8	8	2	2	1	6
Minimum Initial (s)	10.0	10.0	8.0	8.0	6.0	8.0
Minimum Split (s)	21.0	21.0	21.0	21.0	13.0	21.0
Total Split (s)	22.0	22.0	23.0	23.0	15.0	38.0
Total Split (%)	36.7%	36.7%	38.3%	38.3%	25.0%	63.3%
Maximum Green (s)	17.0	17.0	18.0	18.0	10.0	33.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Max	C-Max	Max	Max	None	Max
Walk Time (s)	5.0	5.0	5.0	5.0		5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0		11.0
Pedestrian Calls (#/hr)	0	0	0	0		0
Act Effct Green (s)	18.0	18.0	28.9	28.9	7.8	34.0
Actuated g/C Ratio	0.30	0.30	0.48	0.48	0.13	0.57
v/c Ratio	0.26	0.06	0.02	0.18	0.17	0.05
Control Delay	17.7	7.2	11.3	3.8	22.7	4.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	17.7	7.2	11.3	3.8	22.7	4.5

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
LOS	B	A	B	A	C	A
Approach Delay	15.9		5.3			9.4
Approach LOS	B		A			A
Queue Length 50th (ft)	34	0	2	0	10	6
Queue Length 95th (ft)	72	15	12	31	30	10
Internal Link Dist (ft)	2480		2488			898
Turn Bay Length (ft)				100	100	
Base Capacity (vph)	492	459	1579	779	301	1860
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	0.26	0.06	0.02	0.18	0.12	0.05

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 54 (90%), Referenced to phase 8:WBL, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.26
Intersection Signal Delay: 10.0 Intersection LOS: A
Intersection Capacity Utilization 23.6% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 117: Zinser Rd & Piper Ranch Rd



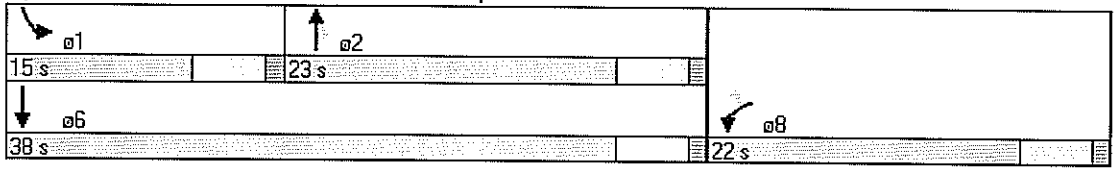
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		100	100	
Storage Lanes	1	1		1	1	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)	15	9		9	15	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	0.95
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1641	1468	3282	1468	1641	3282
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1641	1468	3282	1468	1641	3282
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		40		140		
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	40		40			40
Link Distance (ft)	2560		2568			978
Travel Time (s)	43.6		43.8			16.7
Volume (vph)	143	37	101	129	27	119
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	155	40	110	140	29	129
Lane Group Flow (vph)	155	40	110	140	29	129
Turn Type		Perm		Perm	Prot	
Protected Phases	8		2		1	6
Permitted Phases		8		2		
Detector Phases	8	8	2	2	1	6
Minimum Initial (s)	10.0	10.0	8.0	8.0	6.0	8.0
Minimum Split (s)	21.0	21.0	21.0	21.0	13.0	21.0
Total Split (s)	22.0	22.0	23.0	23.0	15.0	38.0
Total Split (%)	36.7%	36.7%	38.3%	38.3%	25.0%	63.3%
Maximum Green (s)	17.0	17.0	18.0	18.0	10.0	33.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Max	C-Max	Max	Max	None	Max
Walk Time (s)	5.0	5.0	5.0	5.0		5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0		11.0
Pedestrian Calls (#/hr)	0	0	0	0		0
Act Effct Green (s)	18.0	18.0	29.0	29.0	7.7	34.0
Actuated g/C Ratio	0.30	0.30	0.48	0.48	0.13	0.57
v/c Ratio	0.32	0.09	0.07	0.18	0.14	0.07
Control Delay	18.5	6.4	10.8	3.7	22.8	5.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.5	6.4	10.8	3.7	22.8	5.5

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
LOS	B	A	B	A	C	A
Approach Delay	16.0		6.8			8.7
Approach LOS	B		A			A
Queue Length 50th (ft)	43	0	8	0	10	10
Queue Length 95th (ft)	86	18	28	31	26	16
Internal Link Dist (ft)	2480		2488			898
Turn Bay Length (ft)				100	100	
Base Capacity (vph)	492	468	1584	781	301	1860
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	0.32	0.09	0.07	0.18	0.10	0.07

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 12 (20%), Referenced to phase 8:WBL, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.32
Intersection Signal Delay: 10.3 Intersection LOS: B
Intersection Capacity Utilization 23.2% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 117: Zinser Rd & Piper Ranch Rd



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)	100		100	100		100	100		100	100		100
Storage Lanes	1		1	1		1	1		1	1		1
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	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			39			2			17			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)		2560			1725			3203			980	
Travel Time (s)		43.6			29.4			54.6			16.7	
Volume (vph)	13	38	36	9	50	2	20	22	16	2	29	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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	14	41	39	10	54	2	22	24	17	2	32	9
Lane Group Flow (vph)	14	41	39	10	54	2	22	24	17	2	32	9
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0
Total Split (s)	13.0	23.0	23.0	13.0	23.0	23.0	13.0	21.0	21.0	13.0	21.0	21.0
Total Split (%)	18.6%	32.9%	32.9%	18.6%	32.9%	32.9%	18.6%	30.0%	30.0%	18.6%	30.0%	30.0%
Maximum Green (s)	8.0	18.0	18.0	8.0	18.0	18.0	8.0	16.0	16.0	8.0	16.0	16.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	10.6	13.6	13.6	10.6	13.6	13.6	8.8	46.9	46.9	8.3	46.5	46.5
Actuated g/C Ratio	0.15	0.19	0.19	0.15	0.19	0.19	0.12	0.76	0.76	0.12	0.75	0.75
v/c Ratio	0.06	0.07	0.12	0.04	0.09	0.01	0.11	0.01	0.02	0.01	0.01	0.01
Control Delay	19.5	14.6	7.9	19.6	14.5	13.0	20.1	9.0	6.4	21.5	9.3	7.9
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
Total Delay	19.5	14.6	7.9	19.6	14.5	13.0	20.1	9.0	6.4	21.5	9.3	7.9

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	B	B	A	B	B	B	C	A	A	C	A	A
Approach Delay		12.6			15.2			12.2			9.6	
Approach LOS		B			B			B			A	
Queue Length 50th (ft)	1	1	0	1	2	0	2	0	0	0	0	0
Queue Length 95th (ft)	19	18	22	15	22	5	25	10	12	6	13	9
Internal Link Dist (ft)		2480			1645			3123			900	
Turn Bay Length (ft)	100		100	100		100	100		100	100		100
Base Capacity (vph)	240	934	446	240	934	419	239	2480	1113	238	2459	1102
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	0.06	0.04	0.09	0.04	0.06	0.00	0.09	0.01	0.02	0.01	0.01	0.01

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 62.1
Natural Cycle: 70
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.13
Intersection Signal Delay: 12.6 Intersection LOS: B
Intersection Capacity Utilization 31.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 120: Zinser Rd & Sunroad Blvd

ø1	ø2	ø3	ø4
13 s	21 s	13 s	23 s
ø5	ø6	ø7	ø8
13 s	21 s	13 s	23 s

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)	100		100	100		100	100		100	100		100
Storage Lanes	1		1	1		1	1		1	1		1
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	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			24			2			40			15
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)		2560			1725			3203			980	
Travel Time (s)		43.6			29.4			54.6			16.7	
Volume (vph)	9	55	22	18	42	2	40	4	37	2	24	14
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	10	60	24	20	46	2	43	4	40	2	26	15
Lane Group Flow (vph)	10	60	24	20	46	2	43	4	40	2	26	15
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0
Total Split (s)	13.0	23.0	23.0	13.0	23.0	23.0	13.0	21.0	21.0	13.0	21.0	21.0
Total Split (%)	18.6%	32.9%	32.9%	18.6%	32.9%	32.9%	18.6%	30.0%	30.0%	18.6%	30.0%	30.0%
Maximum Green (s)	8.0	18.0	18.0	8.0	18.0	18.0	8.0	16.0	16.0	8.0	16.0	16.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	10.5	13.0	13.0	10.5	13.0	13.0	9.2	50.0	50.0	8.2	46.3	46.3
Actuated g/C Ratio	0.14	0.18	0.18	0.14	0.18	0.18	0.13	0.78	0.78	0.11	0.72	0.72
v/c Ratio	0.04	0.10	0.09	0.09	0.08	0.01	0.20	0.00	0.03	0.01	0.01	0.01
Control Delay	21.6	16.3	9.8	21.4	16.5	15.0	20.5	10.0	4.8	23.0	11.3	8.1
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
Total Delay	21.6	16.3	9.8	21.4	16.5	15.0	20.5	10.0	4.8	23.0	11.3	8.1

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	B	A	C	B	B	C	A	A	C	B	A
Approach Delay		15.2			17.9			12.8			10.8	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)	1	2	0	2	1	0	4	0	0	0	0	0
Queue Length 95th (ft)	15	24	17	23	20	5	40	3	18	6	12	12
Internal Link Dist (ft)		2480			1645			3123			900	
Turn Bay Length (ft)	100		100	100		100	100		100	100		100
Base Capacity (vph)	231	882	412	231	882	396	243	2570	1158	229	2379	1068
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	0.04	0.07	0.06	0.09	0.05	0.01	0.18	0.00	0.03	0.01	0.01	0.01

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 63.9
Natural Cycle: 70
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.20
Intersection Signal Delay: 14.5 Intersection LOS: B
Intersection Capacity Utilization 31.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 120: Zinser Rd & Sunroad Blvd

ø1	ø2	ø3	ø4
13 s	21 s	13 s	23 s
ø5	ø6	ø7	ø8
13 s	21 s	13 s	23 s

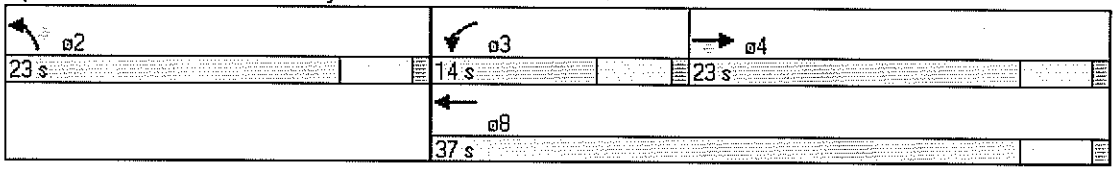
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		525	525		175	0
Storage Lanes		1	2		2	1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.91	1.00	0.97	0.91	0.97	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	4715	1468	3183	4715	3183	1468
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	4715	1468	3183	4715	3183	1468
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		214				382
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	50			50	40	
Link Distance (ft)	1820			5187	681	
Travel Time (s)	24.8			70.7	11.6	
Volume (vph)	553	197	200	387	209	351
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	601	214	217	421	227	382
Lane Group Flow (vph)	601	214	217	421	227	382
Turn Type		Perm	Prot			Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Detector Phases	4	4	3	8	2	2
Minimum Initial (s)	10.0	10.0	8.0	10.0	8.0	8.0
Minimum Split (s)	21.0	21.0	13.0	21.0	21.0	21.0
Total Split (s)	23.0	23.0	14.0	37.0	23.0	23.0
Total Split (%)	38.3%	38.3%	23.3%	61.7%	38.3%	38.3%
Maximum Green (s)	18.0	18.0	9.0	32.0	18.0	18.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Max	C-Max	None	C-Max	Max	Max
Walk Time (s)	5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	19.4	19.4	9.6	33.0	19.0	19.0
Actuated g/C Ratio	0.32	0.32	0.16	0.55	0.32	0.32
v/c Ratio	0.40	0.35	0.42	0.16	0.23	0.53
Control Delay	16.8	4.5	25.4	6.9	11.5	7.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.8	4.5	25.4	6.9	11.5	7.6

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
LOS	B	A	C	A	B	A
Approach Delay	13.6			13.2	9.1	
Approach LOS	B			B	A	
Queue Length 50th (ft)	61	0	36	24	27	0
Queue Length 95th (ft)	88	40	64	37	52	94
Internal Link Dist (ft)	1740			5107	601	
Turn Bay Length (ft)		525	525		175	
Base Capacity (vph)	1521	619	531	2593	1008	726
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	0.40	0.35	0.41	0.16	0.23	0.53

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 16 (27%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.53
Intersection Signal Delay: 12.1 Intersection LOS: B
Intersection Capacity Utilization 39.1% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 3: Otay Mesa Rd & Britannia Blvd



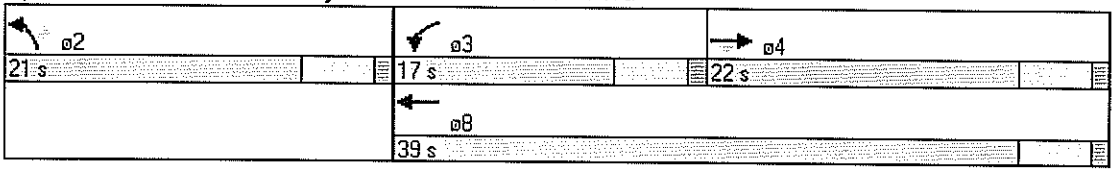
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		525	525		175	0
Storage Lanes		1	2		2	1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.91	1.00	0.97	0.91	0.97	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	4715	1468	3183	4715	3183	1468
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	4715	1468	3183	4715	3183	1468
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		250				240
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	50			50	40	
Link Distance (ft)	1820			5187	681	
Travel Time (s)	24.8			70.7	11.6	
Volume (vph)	425	230	386	608	216	221
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	462	250	420	661	235	240
Lane Group Flow (vph)	462	250	420	661	235	240
Turn Type		Perm	Prot			Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Detector Phases	4	4	3	8	2	2
Minimum Initial (s)	10.0	10.0	8.0	10.0	8.0	8.0
Minimum Split (s)	21.0	21.0	13.0	21.0	21.0	21.0
Total Split (s)	22.0	22.0	17.0	39.0	21.0	21.0
Total Split (%)	36.7%	36.7%	28.3%	65.0%	35.0%	35.0%
Maximum Green (s)	17.0	17.0	12.0	34.0	16.0	16.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Max	C-Max	None	C-Max	Max	Max
Walk Time (s)	5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	18.7	18.7	12.3	35.0	17.0	17.0
Actuated g/C Ratio	0.31	0.31	0.20	0.58	0.28	0.28
v/c Ratio	0.31	0.40	0.64	0.24	0.26	0.41
Control Delay	16.7	4.8	26.8	6.3	16.0	8.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.7	4.8	26.8	6.3	16.0	8.6

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
LOS	B	A	C	A	B	A
Approach Delay	12.5			14.3	12.2	
Approach LOS	B			B	B	
Queue Length 50th (ft)	46	0	71	37	29	0
Queue Length 95th (ft)	70	44	111	53	54	66
Internal Link Dist (ft)	1740			5107	601	
Turn Bay Length (ft)		525	525		175	
Base Capacity (vph)	1470	629	690	2750	902	588
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	0.31	0.40	0.61	0.24	0.26	0.41

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 54 (90%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.64
Intersection Signal Delay: 13.3 Intersection LOS: B
Intersection Capacity Utilization 36.0% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 3: Otay Mesa Rd & Britannia Blvd



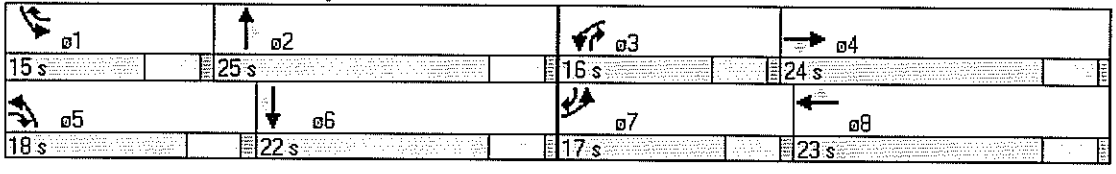
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	525		1000	525		0	250		100	250		100
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.86	1.00	1.00	0.86	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	5942	1468	1641	5942	1468	1641	4715	1468	1641	4715	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	5942	1468	1641	5942	1468	1641	4715	1468	1641	4715	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			108			107			33			83
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)		50			50			40			40	
Link Distance (ft)		5187			2583			435			3536	
Travel Time (s)		70.7			35.2			7.4			60.3	
Volume (vph)	104	430	99	103	261	98	121	427	30	85	497	76
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	113	467	108	112	284	107	132	464	33	92	540	83
Lane Group Flow (vph)	113	467	108	112	284	107	132	464	33	92	540	83
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)	8.0	10.0	6.0	8.0	10.0	6.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	11.0	13.0	21.0	11.0	11.0	21.0	13.0	11.0	21.0	13.0
Total Split (s)	17.0	24.0	18.0	16.0	23.0	15.0	18.0	25.0	16.0	15.0	22.0	17.0
Total Split (%)	21.3%	30.0%	22.5%	20.0%	28.8%	18.8%	22.5%	31.3%	20.0%	18.8%	27.5%	21.3%
Maximum Green (s)	12.0	19.0	13.0	11.0	18.0	10.0	13.0	20.0	11.0	10.0	17.0	12.0
Yellow 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
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	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
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	3.0
Recall Mode	None	C-Max	None	None	C-Max	None	None	Max	None	None	Max	None
Walk Time (s)		5.0			5.0			5.0			5.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	11.3	23.7	39.5	10.9	23.3	37.1	11.9	24.4	39.4	9.8	20.1	35.5
Actuated g/C Ratio	0.14	0.30	0.49	0.14	0.29	0.46	0.15	0.30	0.49	0.12	0.25	0.44
v/c Ratio	0.49	0.27	0.14	0.50	0.16	0.15	0.54	0.32	0.04	0.46	0.45	0.12
Control Delay	38.7	23.3	3.1	32.5	11.7	9.3	46.5	20.3	4.2	39.9	27.3	3.9
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
Total Delay	38.7	23.3	3.1	32.5	11.7	9.3	46.5	20.3	4.2	39.9	27.3	3.9

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	D	C	A	C	B	A	D	C	A	D	C	A
Approach Delay		22.7			15.8			25.0			26.2	
Approach LOS		C			B			C			C	
Queue Length 50th (ft)	53	55	0	40	40	23	52	68	0	43	84	0
Queue Length 95th (ft)	100	77	25	61	45	91	126	68	m1	87	120	24
Internal Link Dist (ft)		5107			2503			355			3456	
Turn Bay Length (ft)	525		1000	525			250		100	250		100
Base Capacity (vph)	267	1757	816	246	1729	758	287	1439	758	226	1187	726
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	0.42	0.27	0.13	0.46	0.16	0.14	0.46	0.32	0.04	0.41	0.45	0.11

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 22 (28%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.54
Intersection Signal Delay: 22.9 Intersection LOS: C
Intersection Capacity Utilization 44.6% ICU Level of Service A
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 8: Otay Mesa Rd & La Media Rd



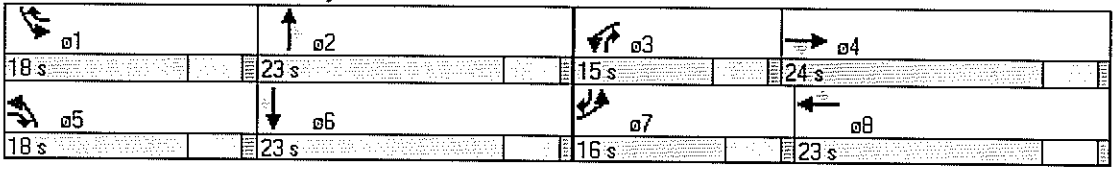
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	525		1000	525		0	250		100	250		100
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.86	1.00	1.00	0.86	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	5942	1468	1641	5942	1468	1641	4715	1468	1641	4715	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	5942	1468	1641	5942	1468	1641	4715	1468	1641	4715	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			146			101			123			124
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)		50			50			40			40	
Link Distance (ft)		5187			2583			435			3536	
Travel Time (s)		70.7			35.2			7.4			60.3	
Volume (vph)	83	287	134	33	473	93	109	547	113	108	470	114
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	90	312	146	36	514	101	118	595	123	117	511	124
Lane Group Flow (vph)	90	312	146	36	514	101	118	595	123	117	511	124
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)	8.0	10.0	6.0	8.0	10.0	6.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	11.0	13.0	21.0	11.0	11.0	21.0	13.0	11.0	21.0	13.0
Total Split (s)	16.0	24.0	18.0	15.0	23.0	18.0	18.0	23.0	15.0	18.0	23.0	16.0
Total Split (%)	20.0%	30.0%	22.5%	18.8%	28.8%	22.5%	22.5%	28.8%	18.8%	22.5%	28.8%	20.0%
Maximum Green (s)	11.0	19.0	13.0	10.0	18.0	13.0	13.0	18.0	10.0	13.0	18.0	11.0
Yellow 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
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	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
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	3.0
Recall Mode	None	C-Max	None	None	C-Max	None	None	Max	None	None	Max	None
Walk Time (s)		5.0			5.0			5.0			5.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	10.5	24.2	39.8	9.4	20.5	35.9	11.6	21.6	35.0	11.4	21.4	36.0
Actuated g/C Ratio	0.13	0.30	0.50	0.12	0.26	0.45	0.14	0.27	0.44	0.14	0.27	0.45
v/c Ratio	0.42	0.17	0.18	0.19	0.34	0.14	0.50	0.47	0.17	0.50	0.40	0.17
Control Delay	37.8	22.1	2.8	52.3	5.2	2.0	40.3	29.4	9.4	38.7	25.8	3.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.8	22.1	2.8	52.3	5.2	2.0	40.3	29.4	9.4	38.7	25.8	3.4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	D	C	A	D	A	A	D	C	A	D	C	A
Approach Delay		19.5			7.3			28.0			24.1	
Approach LOS		B			A			C			C	
Queue Length 50th (ft)	42	34	0	11	43	1	63	83	7	54	77	0
Queue Length 95th (ft)	85	53	28	m44	4	0	111	119	41	101	112	29
Internal Link Dist (ft)		5107			2503			355			3456	
Turn Bay Length (ft)	525		1000	525			250		100	250		100
Base Capacity (vph)	246	1799	844	226	1521	759	287	1273	739	287	1264	753
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	0.37	0.17	0.17	0.16	0.34	0.13	0.41	0.47	0.17	0.41	0.40	0.16

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 46 (58%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.50
Intersection Signal Delay: 20.5 Intersection LOS: C
Intersection Capacity Utilization 44.9% ICU Level of Service A
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 8: Otay Mesa Rd & La Media Rd



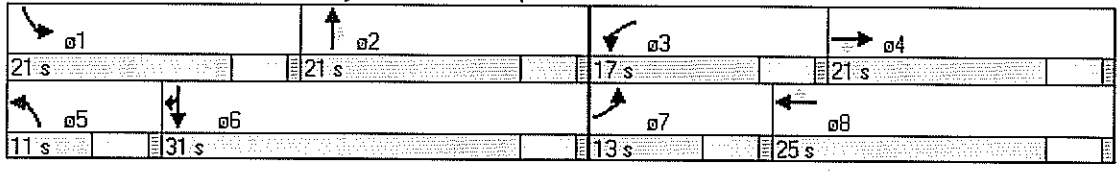
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	575		100	100		0	100		100	125		125
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	4715	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	4715	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			10			130			110			28
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)		50			50			40			40	
Link Distance (ft)		2583			1108			1296			2568	
Travel Time (s)		35.2			15.1			22.1			43.8	
Volume (vph)	20	641	9	140	654	120	14	4	101	102	4	26
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	22	697	10	152	711	130	15	4	110	111	4	28
Lane Group Flow (vph)	22	697	10	152	711	130	15	4	110	111	4	28
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Prot
Protected Phases	7	4		3	8		5	2		1	6	6
Permitted Phases			4			8			2			
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	11.0	21.0	21.0	21.0	21.0	21.0
Total Split (s)	13.0	21.0	21.0	17.0	25.0	25.0	11.0	21.0	21.0	21.0	31.0	31.0
Total Split (%)	16.3%	26.3%	26.3%	21.3%	31.3%	31.3%	13.8%	26.3%	26.3%	26.3%	38.8%	38.8%
Maximum Green (s)	8.0	16.0	16.0	12.0	20.0	20.0	6.0	16.0	16.0	16.0	26.0	26.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	Max	Max	Max
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0	0	0	0
Act Effct Green (s)	9.0	18.1	18.1	11.9	28.8	28.8	7.0	15.4	15.4	21.2	35.8	35.8
Actuated g/C Ratio	0.11	0.23	0.23	0.15	0.36	0.36	0.09	0.19	0.19	0.26	0.45	0.45
v/c Ratio	0.12	0.65	0.03	0.62	0.42	0.21	0.10	0.01	0.30	0.26	0.00	0.04
Control Delay	52.8	21.3	4.9	38.5	22.6	7.7	35.5	25.0	8.1	28.1	15.0	6.7
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
Total Delay	52.8	21.3	4.9	38.5	22.6	7.7	35.5	25.0	8.1	28.1	15.0	6.7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	D	C	A	D	C	A	D	C	A	C	B	A
Approach Delay		22.1			23.1			11.8			23.6	
Approach LOS		C			C			B			C	
Queue Length 50th (ft)	12	122	0	71	101	0	7	1	0	47	0	0
Queue Length 95th (ft)	m35	163	m3	131	164	49	25	4	39	92	4	17
Internal Link Dist (ft)		2503			1028			1216			2488	
Turn Bay Length (ft)	575		100	100			100		100	125		125
Base Capacity (vph)	185	1067	340	267	1698	612	144	697	399	435	1469	672
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	0.12	0.65	0.03	0.57	0.42	0.21	0.10	0.01	0.28	0.26	0.00	0.04

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 58 (73%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.65
Intersection Signal Delay: 22.0 Intersection LOS: C
Intersection Capacity Utilization 42.5% ICU Level of Service A
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 12: Otay Mesa Rd & Piper Ranch Rd



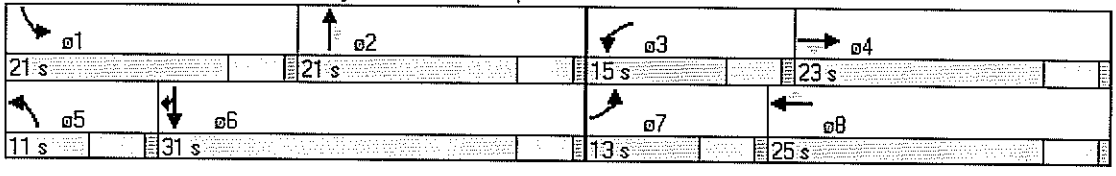
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	575		100	100		0	100		100	125		125
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	4715	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	4715	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			17			122			168			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)		50			50			40			40	
Link Distance (ft)		2583			1108			1296			2568	
Travel Time (s)		35.2			15.1			22.1			43.8	
Volume (vph)	29	719	16	111	705	112	10	5	155	132	4	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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	32	782	17	121	766	122	11	5	168	143	4	23
Lane Group Flow (vph)	32	782	17	121	766	122	11	5	168	143	4	23
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Prot
Protected Phases	7	4		3	8		5	2		1	6	6
Permitted Phases			4			8			2			
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	11.0	21.0	21.0	21.0	21.0	21.0
Total Split (s)	13.0	23.0	23.0	15.0	25.0	25.0	11.0	21.0	21.0	21.0	31.0	31.0
Total Split (%)	16.3%	28.8%	28.8%	18.8%	31.3%	31.3%	13.8%	26.3%	26.3%	26.3%	38.8%	38.8%
Maximum Green (s)	8.0	18.0	18.0	10.0	20.0	20.0	6.0	16.0	16.0	16.0	26.0	26.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	Max	Max	Max
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0	0	0	0
Act Effct Green (s)	9.0	22.1	22.1	10.5	28.8	28.8	7.0	17.0	17.0	17.0	35.8	35.8
Actuated g/C Ratio	0.11	0.28	0.28	0.13	0.36	0.36	0.09	0.21	0.21	0.21	0.45	0.45
v/c Ratio	0.17	0.60	0.04	0.56	0.45	0.20	0.08	0.01	0.38	0.41	0.00	0.03
Control Delay	30.8	22.4	8.5	49.7	16.4	3.9	35.0	25.0	7.4	31.4	15.0	7.1
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
Total Delay	30.8	22.4	8.5	49.7	16.4	3.9	35.0	25.0	7.4	31.4	15.0	7.1

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	C	A	D	B	A	C	C	A	C	B	A
Approach Delay		22.4			18.9			9.6			27.7	
Approach LOS		C			B			A			C	
Queue Length 50th (ft)	11	121	0	62	67	0	5	1	0	62	0	0
Queue Length 95th (ft)	m32	173	m15	116	109	13	21	5	48	116	4	15
Internal Link Dist (ft)		2503			1028			1216			2488	
Turn Bay Length (ft)	575		100	100			100		100	125		125
Base Capacity (vph)	185	1304	418	226	1698	606	144	697	444	349	1469	669
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	0.17	0.60	0.04	0.54	0.45	0.20	0.08	0.01	0.38	0.41	0.00	0.03

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 10 (13%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.60
Intersection Signal Delay: 20.1 Intersection LOS: C
Intersection Capacity Utilization 44.5% ICU Level of Service A
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 12: Otay Mesa Rd & Piper Ranch Rd



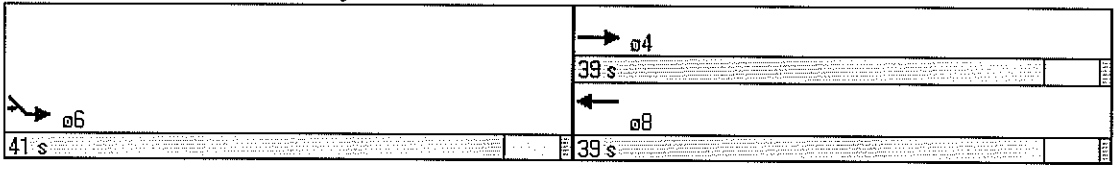
Lane Group	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations		↑↑↑	↑↑↑		↰↰	↱
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)		50	50		50	50
Trailing Detector (ft)		0	0		0	0
Turning Speed (mph)	15			9	15	9
Lane Util. Factor	1.00	0.91	0.91	1.00	0.97	1.00
Frt						0.850
Flt Protected					0.950	
Satd. Flow (prot)	0	4715	4715	0	3183	1468
Flt Permitted					0.950	
Satd. Flow (perm)	0	4715	4715	0	3183	1468
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)						147
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		50	50		65	
Link Distance (ft)		1108	1021		2555	
Travel Time (s)		15.1	13.9		26.8	
Volume (vph)	0	364	336	0	186	135
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	0	396	365	0	202	147
Lane Group Flow (vph)	0	396	365	0	202	147
Turn Type						Prot
Protected Phases		4	8		6	6
Permitted Phases						
Detector Phases		4	8		6	6
Minimum Initial (s)		10.0	10.0		8.0	8.0
Minimum Split (s)		21.0	21.0		21.0	21.0
Total Split (s)	0.0	39.0	39.0	0.0	41.0	41.0
Total Split (%)	0.0%	48.8%	48.8%	0.0%	51.3%	51.3%
Maximum Green (s)		34.0	34.0		36.0	36.0
Yellow Time (s)		4.0	4.0		4.0	4.0
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		Max	Max
Walk Time (s)		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0
Act Effct Green (s)		35.0	35.0		37.0	37.0
Actuated g/C Ratio		0.44	0.44		0.46	0.46
v/c Ratio		0.19	0.18		0.14	0.19
Control Delay		8.0	11.3		12.7	3.0
Queue Delay		0.0	0.0		0.0	0.0
Total Delay		8.0	11.3		12.7	3.0
LOS		A	B		B	A
Approach Delay		8.0	11.3		8.6	

Lane Group	EBL	EBT	WBT	WBR	SEL	SER
Approach LOS		A	B		A	
Queue Length 50th (ft)		54	33		28	0
Queue Length 95th (ft)		60	49		47	29
Internal Link Dist (ft)		1028	941		2475	
Turn Bay Length (ft)						
Base Capacity (vph)		2063	2063		1472	758
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		0.19	0.18		0.14	0.19

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 4 (5%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 45
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.19
Intersection Signal Delay: 9.3 Intersection LOS: A
Intersection Capacity Utilization 23.4% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 14: Otay Mesa Rd & SR 125 SB Off



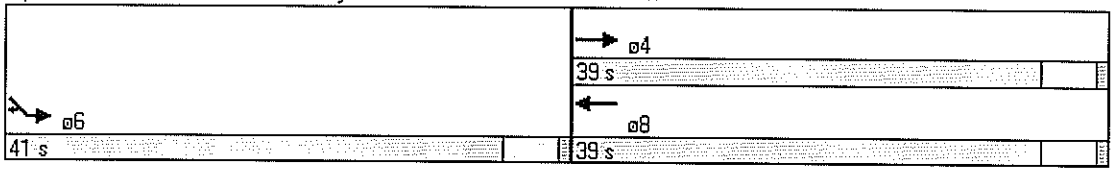
Lane Group	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations		↑↑↑	↑↑↑		↰↰	↱
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)		50	50		50	50
Trailing Detector (ft)		0	0		0	0
Turning Speed (mph)	15			9	15	9
Lane Util. Factor	1.00	0.91	0.91	1.00	0.97	1.00
Frt						0.850
Flt Protected					0.950	
Satd. Flow (prot)	0	4715	4715	0	3183	1468
Flt Permitted					0.950	
Satd. Flow (perm)	0	4715	4715	0	3183	1468
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)						110
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		50	50		65	
Link Distance (ft)		1108	1021		2555	
Travel Time (s)		15.1	13.9		26.8	
Volume (vph)	0	369	452	0	170	101
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	0	401	491	0	185	110
Lane Group Flow (vph)	0	401	491	0	185	110
Turn Type						Prot
Protected Phases		4	8		6	6
Permitted Phases						
Detector Phases		4	8		6	6
Minimum Initial (s)		10.0	10.0		8.0	8.0
Minimum Split (s)		21.0	21.0		21.0	21.0
Total Split (s)	0.0	39.0	39.0	0.0	41.0	41.0
Total Split (%)	0.0%	48.8%	48.8%	0.0%	51.3%	51.3%
Maximum Green (s)		34.0	34.0		36.0	36.0
Yellow Time (s)		4.0	4.0		4.0	4.0
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		Max	Max
Walk Time (s)		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0
Act Effct Green (s)		35.0	35.0		37.0	37.0
Actuated g/C Ratio		0.44	0.44		0.46	0.46
v/c Ratio		0.19	0.24		0.13	0.15
Control Delay		9.2	13.6		12.6	3.2
Queue Delay		0.0	0.0		0.0	0.0
Total Delay		9.2	13.6		12.6	3.2
LOS		A	B		B	A
Approach Delay		9.2	13.6		9.1	

Lane Group	EBL	EBT	WBT	WBR	SEL	SER
Approach LOS		A	B		A	
Queue Length 50th (ft)		22	60		25	0
Queue Length 95th (ft)		33	81		44	26
Internal Link Dist (ft)		1028	941		2475	
Turn Bay Length (ft)						
Base Capacity (vph)		2063	2063		1472	738
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		0.19	0.24		0.13	0.15

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 6 (8%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 45
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.24
Intersection Signal Delay: 11.0 Intersection LOS: B
Intersection Capacity Utilization 26.0% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 14: Otay Mesa Rd & SR 125 SB Off



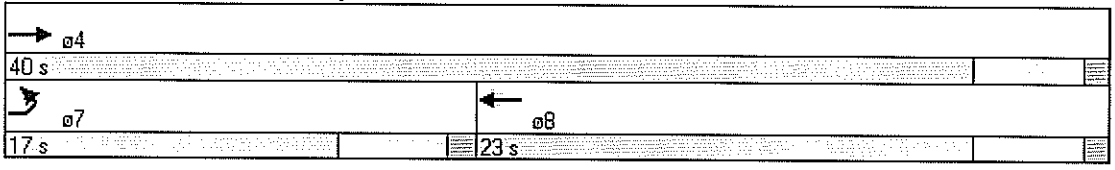
Lane Group	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100			100	0	0
Storage Lanes	1			1	0	0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50		
Trailing Detector (ft)	0	0	0	0		
Turning Speed (mph)	15			9	15	9
Lane Util. Factor	0.97	0.91	0.91	1.00	1.00	1.00
Frt				0.850		
Flt Protected	0.950					
Satd. Flow (prot)	3183	4715	4715	1468	0	0
Flt Permitted	0.950					
Satd. Flow (perm)	3183	4715	4715	1468	0	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				167		
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		50	50		65	
Link Distance (ft)		1021	498		1997	
Travel Time (s)		13.9	6.8		20.9	
Volume (vph)	91	459	336	154	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	99	499	365	167	0	0
Lane Group Flow (vph)	99	499	365	167	0	0
Turn Type	Prot			Perm		
Protected Phases	7	4	8			
Permitted Phases				8		
Detector Phases	7	4	8	8		
Minimum Initial (s)	8.0	10.0	10.0	10.0		
Minimum Split (s)	13.0	21.0	21.0	21.0		
Total Split (s)	17.0	40.0	23.0	23.0	0.0	0.0
Total Split (%)	42.5%	100.0%	57.5%	57.5%	0.0%	0.0%
Maximum Green (s)	12.0	35.0	18.0	18.0		
Yellow Time (s)	4.0	4.0	4.0	4.0		
All-Red Time (s)	1.0	1.0	1.0	1.0		
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0		
Recall Mode	None	C-Max	C-Max	C-Max		
Walk Time (s)		5.0	5.0	5.0		
Flash Dont Walk (s)		11.0	11.0	11.0		
Pedestrian Calls (#/hr)		0	0	0		
Act Effct Green (s)	9.0	40.0	29.8	29.8		
Actuated g/C Ratio	0.22	1.00	0.74	0.74		
v/c Ratio	0.14	0.11	0.10	0.15		
Control Delay	10.0	0.0	2.5	0.6		
Queue Delay	0.0	0.0	0.0	0.0		
Total Delay	10.0	0.0	2.5	0.6		

Lane Group	EBL	EBT	WBT	WBR	SEL	SER
LOS	A	A	A	A		
Approach Delay		1.7	1.9			
Approach LOS		A	A			
Queue Length 50th (ft)	17	0	10	0		
Queue Length 95th (ft)	32	0	15	8		
Internal Link Dist (ft)		941	418		1917	
Turn Bay Length (ft)	100			100		
Base Capacity (vph)	1034	4715	3513	1136		
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	0.10	0.11	0.10	0.15		

Intersection Summary

Area Type: Other
Cycle Length: 40
Actuated Cycle Length: 40
Offset: 6 (15%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 40
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.15
Intersection Signal Delay: 1.8 Intersection LOS: A
Intersection Capacity Utilization 23.4% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 40: Otay Mesa Rd & SR 125 NB On



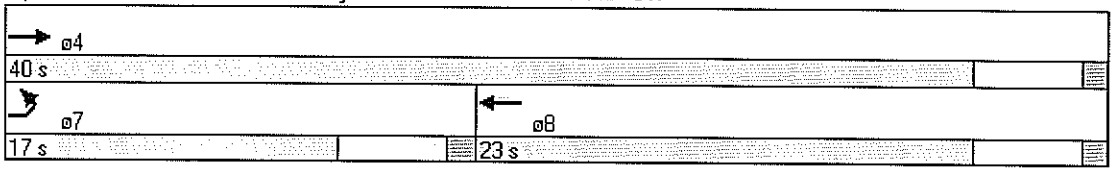
Lane Group	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100			100	0	0
Storage Lanes	1			1	0	0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50		
Trailing Detector (ft)	0	0	0	0		
Turning Speed (mph)	15			9	15	9
Lane Util. Factor	0.97	0.91	0.91	1.00	1.00	1.00
Frt				0.850		
Flt Protected	0.950					
Satd. Flow (prot)	3183	4715	4715	1468	0	0
Flt Permitted	0.950					
Satd. Flow (perm)	3183	4715	4715	1468	0	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				223		
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		50	50		65	
Link Distance (ft)		1021	498		1997	
Travel Time (s)		13.9	6.8		20.9	
Volume (vph)	149	390	452	205	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	162	424	491	223	0	0
Lane Group Flow (vph)	162	424	491	223	0	0
Turn Type	Prot			Perm		
Protected Phases	7	4	8			
Permitted Phases				8		
Detector Phases	7	4	8	8		
Minimum Initial (s)	8.0	10.0	10.0	10.0		
Minimum Split (s)	13.0	21.0	21.0	21.0		
Total Split (s)	17.0	40.0	23.0	23.0	0.0	0.0
Total Split (%)	42.5%	100.0%	57.5%	57.5%	0.0%	0.0%
Maximum Green (s)	12.0	35.0	18.0	18.0		
Yellow Time (s)	4.0	4.0	4.0	4.0		
All-Red Time (s)	1.0	1.0	1.0	1.0		
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0		
Recall Mode	None	C-Max	C-Max	C-Max		
Walk Time (s)		5.0	5.0	5.0		
Flash Dont Walk (s)		11.0	11.0	11.0		
Pedestrian Calls (#/hr)		0	0	0		
Act Effct Green (s)	9.1	40.0	26.3	26.3		
Actuated g/C Ratio	0.23	1.00	0.66	0.66		
v/c Ratio	0.22	0.09	0.16	0.21		
Control Delay	13.4	0.0	4.1	1.6		
Queue Delay	0.0	0.0	0.0	0.0		
Total Delay	13.4	0.0	4.1	1.6		

Lane Group	EBL	EBT	WBT	WBR	SEL	SER
LOS	B	A	A	A		
Approach Delay		3.7	3.3			
Approach LOS		A	A			
Queue Length 50th (ft)	12	0	15	0		
Queue Length 95th (ft)	21	0	38	33		
Internal Link Dist (ft)		941	418		1917	
Turn Bay Length (ft)	100			100		
Base Capacity (vph)	1034	4715	3098	1041		
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	0.16	0.09	0.16	0.21		

Intersection Summary

Area Type: Other
Cycle Length: 40
Actuated Cycle Length: 40
Offset: 22 (55%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 40
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.22
Intersection Signal Delay: 3.5 Intersection LOS: A
Intersection Capacity Utilization 26.0% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 40: Otay Mesa Rd & SR 125 NB On



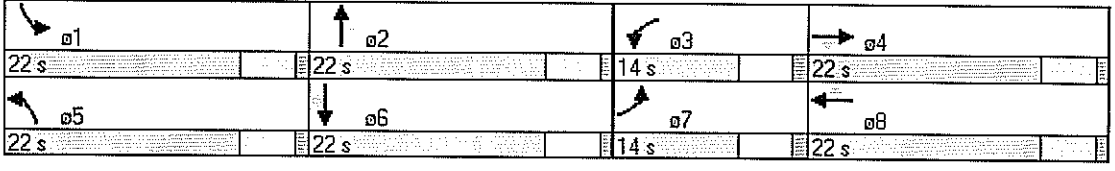
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	100		100	100		100
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	4715	1468	1641	4715	1468	1641	1727	1468	1641	1727	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	4715	1468	1641	4715	1468	1641	1727	1468	1641	1727	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			21			5			9			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)		50			50			40			40	
Link Distance (ft)		498			1276			499			1183	
Travel Time (s)		6.8			17.4			8.5			20.2	
Volume (vph)	51	153	19	21	105	5	15	11	8	5	9	34
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	55	166	21	23	114	5	16	12	9	5	10	37
Lane Group Flow (vph)	55	166	21	23	114	5	16	12	9	5	10	37
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0
Total Split (s)	14.0	22.0	22.0	14.0	22.0	22.0	22.0	22.0	22.0	22.0	22.0	22.0
Total Split (%)	17.5%	27.5%	27.5%	17.5%	27.5%	27.5%	27.5%	27.5%	27.5%	27.5%	27.5%	27.5%
Maximum Green (s)	9.0	17.0	17.0	9.0	17.0	17.0	17.0	17.0	17.0	17.0	17.0	17.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	Min	Min	Min	Min	Min	Min
Walk Time (s)		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0	0	0	0	0	0	0
Act Effct Green (s)	9.9	46.2	46.2	9.1	42.8	42.8	7.5	9.4	9.4	7.1	9.0	9.0
Actuated g/C Ratio	0.12	0.58	0.58	0.11	0.54	0.54	0.09	0.12	0.12	0.09	0.11	0.11
v/c Ratio	0.27	0.06	0.02	0.12	0.05	0.01	0.10	0.06	0.05	0.03	0.05	0.19
Control Delay	32.7	4.8	1.8	33.6	11.2	8.4	34.4	31.7	18.4	33.8	32.4	13.9
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
Total Delay	32.7	4.8	1.8	33.6	11.2	8.4	34.4	31.7	18.4	33.8	32.4	13.9

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	A	A	C	B	A	C	C	B	C	C	B
Approach Delay		10.9			14.7			29.6			19.4	
Approach LOS		B			B			C			B	
Queue Length 50th (ft)	24	3	0	11	10	0	8	5	0	2	5	0
Queue Length 95th (ft)	52	19	7	32	22	6	25	20	13	13	19	27
Internal Link Dist (ft)		418			1196			419			1103	
Turn Bay Length (ft)	100		100	100		100	100		100	100		100
Base Capacity (vph)	215	2722	857	205	2522	787	369	389	337	369	389	359
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	0.26	0.06	0.02	0.11	0.05	0.01	0.04	0.03	0.03	0.01	0.03	0.10

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 16 (20%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.27
Intersection Signal Delay: 14.4 Intersection LOS: B
Intersection Capacity Utilization 31.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 18: Otay Mesa Rd & Harvest Rd



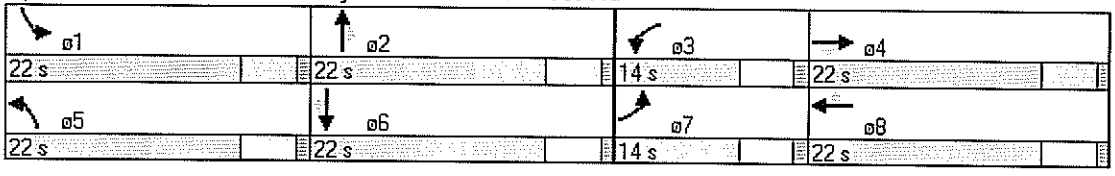
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	100		100	100		100
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	4715	1468	1641	4715	1468	1641	1727	1468	1641	1727	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	4715	1468	1641	4715	1468	1641	1727	1468	1641	1727	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			17			7			25			62
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)		50			50			40			40	
Link Distance (ft)		498			1276			499			1183	
Travel Time (s)		6.8			17.4			8.5			20.2	
Volume (vph)	38	116	16	9	169	6	21	11	23	5	12	57
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	41	126	17	10	184	7	23	12	25	5	13	62
Lane Group Flow (vph)	41	126	17	10	184	7	23	12	25	5	13	62
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0
Total Split (s)	14.0	22.0	22.0	14.0	22.0	22.0	22.0	22.0	22.0	22.0	22.0	22.0
Total Split (%)	17.5%	27.5%	27.5%	17.5%	27.5%	27.5%	27.5%	27.5%	27.5%	27.5%	27.5%	27.5%
Maximum Green (s)	9.0	17.0	17.0	9.0	17.0	17.0	17.0	17.0	17.0	17.0	17.0	17.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	Min	Min	Min	Min	Min	Min
Walk Time (s)		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0	0	0	0	0	0	0
Act Effct Green (s)	9.4	48.4	48.4	9.0	45.4	45.4	7.8	9.9	9.9	7.1	9.2	9.2
Actuated g/C Ratio	0.12	0.60	0.60	0.11	0.57	0.57	0.10	0.12	0.12	0.09	0.12	0.12
v/c Ratio	0.21	0.04	0.02	0.05	0.07	0.01	0.14	0.06	0.12	0.03	0.07	0.28
Control Delay	40.7	3.3	1.3	32.6	9.8	7.8	34.7	30.8	14.1	33.8	32.2	12.8
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
Total Delay	40.7	3.3	1.3	32.6	9.8	7.8	34.7	30.8	14.1	33.8	32.2	12.8

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	D	A	A	C	A	A	C	C	B	C	C	B
Approach Delay		11.4			10.9			25.3			17.3	
Approach LOS		B			B			C			B	
Queue Length 50th (ft)	18	2	0	5	10	0	11	5	0	2	6	0
Queue Length 95th (ft)	47	14	0	19	32	7	32	20	21	13	22	34
Internal Link Dist (ft)		418			1196			419			1103	
Turn Bay Length (ft)	100		100	100		100	100		100	100		100
Base Capacity (vph)	209	2853	895	205	2676	836	369	389	350	369	389	378
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	0.20	0.04	0.02	0.05	0.07	0.01	0.06	0.03	0.07	0.01	0.03	0.16

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 60 (75%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.28
Intersection Signal Delay: 13.7 Intersection LOS: B
Intersection Capacity Utilization 32.8% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 18: Otay Mesa Rd & Harvest Rd



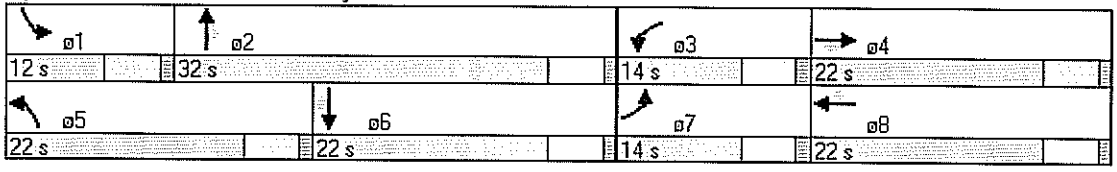
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	75		100	100		100
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	4715	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	4715	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			92			26			55			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)		50			50			40			40	
Link Distance (ft)		1276			1405			2585			3203	
Travel Time (s)		17.4			19.2			44.1			54.6	
Volume (vph)	43	126	85	56	139	24	55	53	51	22	78	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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	47	137	92	61	151	26	60	58	55	24	85	10
Lane Group Flow (vph)	47	137	92	61	151	26	60	58	55	24	85	10
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	21.0	21.0	21.0	11.0	21.0	21.0
Total Split (s)	14.0	22.0	22.0	14.0	22.0	22.0	22.0	32.0	32.0	12.0	22.0	22.0
Total Split (%)	17.5%	27.5%	27.5%	17.5%	27.5%	27.5%	27.5%	40.0%	40.0%	15.0%	27.5%	27.5%
Maximum Green (s)	9.0	17.0	17.0	9.0	17.0	17.0	17.0	27.0	27.0	7.0	17.0	17.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	Min	Min	Min	None	None	None
Walk Time (s)		5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0	11.0	11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0	0	0	0		0	0
Act Effct Green (s)	12.0	14.1	14.1	12.0	17.4	17.4	30.1	36.1	36.1	9.8	11.8	11.8
Actuated g/C Ratio	0.18	0.21	0.21	0.18	0.26	0.26	0.50	0.60	0.60	0.14	0.18	0.18
v/c Ratio	0.16	0.14	0.24	0.20	0.12	0.06	0.07	0.03	0.06	0.10	0.14	0.04
Control Delay	21.9	16.4	7.0	20.5	14.4	9.4	18.6	12.8	6.0	25.1	18.7	12.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.9	16.4	7.0	20.5	14.4	9.4	18.6	12.8	6.0	25.1	18.7	12.3

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	B	A	C	B	A	B	B	A	C	B	B
Approach Delay		14.2			15.4			12.6			19.5	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)	13	13	0	17	9	0	17	5	0	7	12	0
Queue Length 95th (ft)	38	28	31	47	30	17	45	21	24	25	30	11
Internal Link Dist (ft)		1196			1325			2505			3123	
Turn Bay Length (ft)	100		100	100		100	75		100	100		100
Base Capacity (vph)	311	1424	508	323	1569	506	935	2175	991	250	974	443
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	0.15	0.10	0.18	0.19	0.10	0.05	0.06	0.03	0.06	0.10	0.09	0.02

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 59.7
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.24
Intersection Signal Delay: 15.0 Intersection LOS: B
Intersection Capacity Utilization 34.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 21: Otay Mesa Rd & Sunroad Blvd



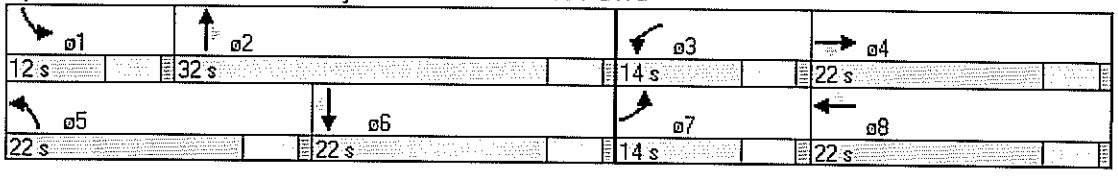
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	75		100	100		100
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	4715	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	4715	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			66			26			47			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)		50			50			40			40	
Link Distance (ft)		1276			1405			2585			3203	
Travel Time (s)		17.4			19.2			44.1			54.6	
Volume (vph)	9	98	61	56	139	24	94	86	43	37	32	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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	10	107	66	61	151	26	102	93	47	40	35	22
Lane Group Flow (vph)	10	107	66	61	151	26	102	93	47	40	35	22
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	21.0	21.0	21.0	11.0	21.0	21.0
Total Split (s)	14.0	22.0	22.0	14.0	22.0	22.0	22.0	32.0	32.0	12.0	22.0	22.0
Total Split (%)	17.5%	27.5%	27.5%	17.5%	27.5%	27.5%	27.5%	40.0%	40.0%	15.0%	27.5%	27.5%
Maximum Green (s)	9.0	17.0	17.0	9.0	17.0	17.0	17.0	27.0	27.0	7.0	17.0	17.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	Min	Min	Min	None	None	None
Walk Time (s)		5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0	11.0	11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0	0	0	0		0	0
Act Effct Green (s)	11.3	13.6	13.6	11.6	20.2	20.2	31.6	34.9	34.9	9.5	11.3	11.3
Actuated g/C Ratio	0.16	0.20	0.20	0.18	0.30	0.30	0.52	0.57	0.57	0.14	0.17	0.17
v/c Ratio	0.04	0.11	0.19	0.21	0.11	0.06	0.12	0.05	0.05	0.17	0.06	0.08
Control Delay	24.1	17.3	7.8	21.6	12.4	8.1	17.2	13.9	7.0	24.5	20.7	11.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.1	17.3	7.8	21.6	12.4	8.1	17.2	13.9	7.0	24.5	20.7	11.4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	B	A	C	B	A	B	B	A	C	C	B
Approach Delay		14.3			14.3			14.0			20.2	
Approach LOS		B			B			B			C	
Queue Length 50th (ft)	3	10	0	18	9	0	29	8	0	12	5	0
Queue Length 95th (ft)	14	24	27	48	31	17	66	29	21	37	16	17
Internal Link Dist (ft)		1196			1325			2505			3123	
Turn Bay Length (ft)	100		100	100		100	75		100	100		100
Base Capacity (vph)	283	1365	472	306	1648	530	936	2125	967	244	933	433
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	0.04	0.08	0.14	0.20	0.09	0.05	0.11	0.04	0.05	0.16	0.04	0.05

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 60.8
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.21
Intersection Signal Delay: 14.9 Intersection LOS: B
Intersection Capacity Utilization 31.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 21: Otay Mesa Rd & Sunroad Blvd



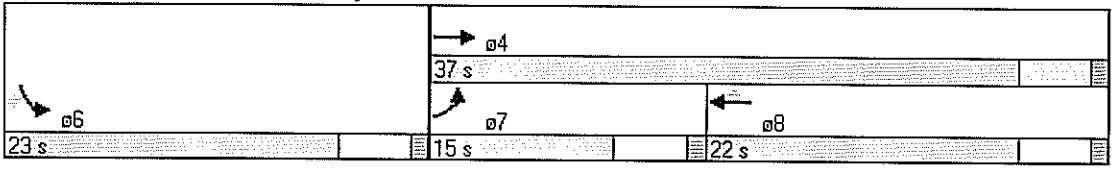
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100			100	100	0
Storage Lanes	1			1	1	1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)	15			9	15	9
Lane Util. Factor	1.00	0.91	0.91	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1641	4715	4715	1468	1641	1468
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1641	4715	4715	1468	1641	1468
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				28		21
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		50	50		40	
Link Distance (ft)		1405	2231		3108	
Travel Time (s)		19.2	30.4		53.0	
Volume (vph)	22	217	191	26	24	19
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	24	236	208	28	26	21
Lane Group Flow (vph)	24	236	208	28	26	21
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)	8.0	10.0	10.0	10.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	21.0	21.0	21.0
Total Split (s)	15.0	37.0	22.0	22.0	23.0	23.0
Total Split (%)	25.0%	61.7%	36.7%	36.7%	38.3%	38.3%
Maximum Green (s)	10.0	32.0	17.0	17.0	18.0	18.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max	C-Max	C-Max	Min	Min
Walk Time (s)		5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0	0	0	0
Act Effct Green (s)	9.0	43.0	40.4	40.4	9.0	9.0
Actuated g/C Ratio	0.15	0.72	0.67	0.67	0.15	0.15
v/c Ratio	0.10	0.07	0.07	0.03	0.11	0.09
Control Delay	23.2	2.6	4.4	2.9	14.5	7.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.2	2.6	4.4	2.9	14.5	7.4

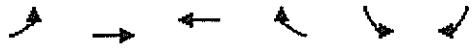
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
LOS	C	A	A	A	B	A
Approach Delay		4.5	4.3		11.3	
Approach LOS		A	A		B	
Queue Length 50th (ft)	8	6	6	0	9	0
Queue Length 95th (ft)	25	12	23	10	17	0
Internal Link Dist (ft)		1325	2151		3028	
Turn Bay Length (ft)	100			100	100	
Base Capacity (vph)	301	3379	3175	998	520	479
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	0.08	0.07	0.07	0.03	0.05	0.04

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 28 (47%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.11
Intersection Signal Delay: 5.0 Intersection LOS: A
Intersection Capacity Utilization 31.6% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 106: Otay Mesa Rd & Vann Center Blvd





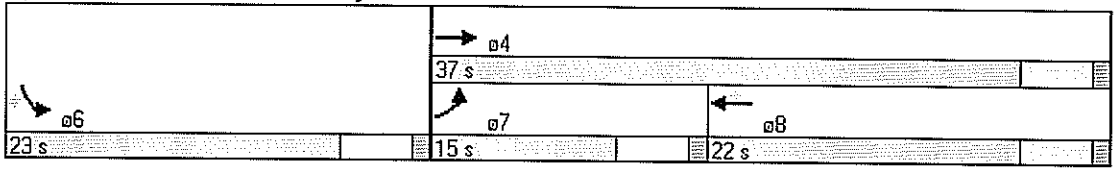
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100			100	100	0
Storage Lanes	1			1	1	1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)	15			9	15	9
Lane Util. Factor	1.00	0.91	0.91	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1641	4715	4715	1468	1641	1468
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1641	4715	4715	1468	1641	1468
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				29		26
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		50	50		40	
Link Distance (ft)		1405	2231		3108	
Travel Time (s)		19.2	30.4		53.0	
Volume (vph)	21	210	238	27	29	24
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	23	228	259	29	32	26
Lane Group Flow (vph)	23	228	259	29	32	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)	8.0	10.0	10.0	10.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	21.0	21.0	21.0
Total Split (s)	15.0	37.0	22.0	22.0	23.0	23.0
Total Split (%)	25.0%	61.7%	36.7%	36.7%	38.3%	38.3%
Maximum Green (s)	10.0	32.0	17.0	17.0	18.0	18.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max	C-Max	C-Max	Min	Min
Walk Time (s)		5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0	0	0	0
Act Effct Green (s)	9.0	43.0	40.4	40.4	9.0	9.0
Actuated g/C Ratio	0.15	0.72	0.67	0.67	0.15	0.15
v/c Ratio	0.09	0.07	0.08	0.03	0.13	0.11
Control Delay	23.1	2.6	4.5	2.9	16.4	7.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.1	2.6	4.5	2.9	16.4	7.4

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
LOS	C	A	A	A	B	A
Approach Delay		4.5	4.3		12.3	
Approach LOS		A	A		B	
Queue Length 50th (ft)	7	6	7	0	11	0
Queue Length 95th (ft)	25	11	28	10	21	10
Internal Link Dist (ft)		1325	2151		3028	
Turn Bay Length (ft)	100			100	100	
Base Capacity (vph)	301	3376	3172	997	520	483
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	0.08	0.07	0.08	0.03	0.06	0.05

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 26 (43%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.13
Intersection Signal Delay: 5.2 Intersection LOS: A
Intersection Capacity Utilization 30.8% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 106: Otay Mesa Rd & Vann Center Blvd



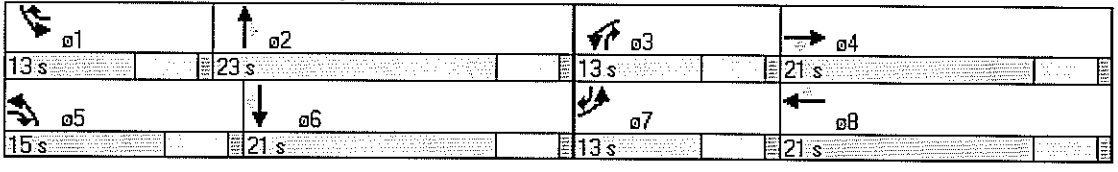
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	325		100	100		100
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	4715	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	4715	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			79			48			108			132
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)		50			50			40			40	
Link Distance (ft)		2231			2821			551			3122	
Travel Time (s)		30.4			38.5			9.4			53.2	
Volume (vph)	38	79	73	46	75	44	116	241	99	30	156	121
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	41	86	79	50	82	48	126	262	108	33	170	132
Lane Group Flow (vph)	41	86	79	50	82	48	126	262	108	33	170	132
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)	6.0	8.0	8.0	6.0	8.0	8.0	8.0	10.0	6.0	8.0	10.0	6.0
Minimum Split (s)	13.0	21.0	13.0	13.0	21.0	13.0	13.0	21.0	13.0	13.0	21.0	13.0
Total Split (s)	13.0	21.0	15.0	13.0	21.0	13.0	15.0	23.0	13.0	13.0	21.0	13.0
Total Split (%)	18.6%	30.0%	21.4%	18.6%	30.0%	18.6%	21.4%	32.9%	18.6%	18.6%	30.0%	18.6%
Maximum Green (s)	8.0	16.0	10.0	8.0	16.0	8.0	10.0	18.0	8.0	8.0	16.0	8.0
Yellow 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
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	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
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	3.0
Recall Mode	None	None	None	None	None	None	None	Max	None	None	None	None
Walk Time (s)		5.0			5.0			5.0			5.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	9.9	10.4	25.4	9.0	10.1	19.5	11.8	34.7	45.6	10.0	29.0	41.6
Actuated g/C Ratio	0.14	0.14	0.35	0.12	0.14	0.26	0.16	0.50	0.62	0.13	0.42	0.58
v/c Ratio	0.18	0.13	0.14	0.25	0.13	0.11	0.47	0.16	0.11	0.15	0.12	0.15
Control Delay	25.2	22.0	4.2	26.6	22.5	5.5	27.2	13.2	2.2	24.8	15.4	2.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.2	22.0	4.2	26.6	22.5	5.5	27.2	13.2	2.2	24.8	15.4	2.4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	C	A	C	C	A	C	B	A	C	B	A
Approach Delay		15.8			19.1			14.4			11.2	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)	14	10	0	17	9	0	42	37	0	11	25	0
Queue Length 95th (ft)	38	22	22	44	21	18	88	64	19	33	47	23
Internal Link Dist (ft)		2151			2741			471			3042	
Turn Bay Length (ft)	100		100	100		100	325		100	100		100
Base Capacity (vph)	237	1130	537	220	1063	420	286	1647	953	220	1437	909
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	0.17	0.08	0.15	0.23	0.08	0.11	0.44	0.16	0.11	0.15	0.12	0.15

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 69.2
Natural Cycle: 70
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.47
Intersection Signal Delay: 14.4 Intersection LOS: B
Intersection Capacity Utilization 34.2% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 54: Otay Mesa Rd & Enrico Fermi Dr



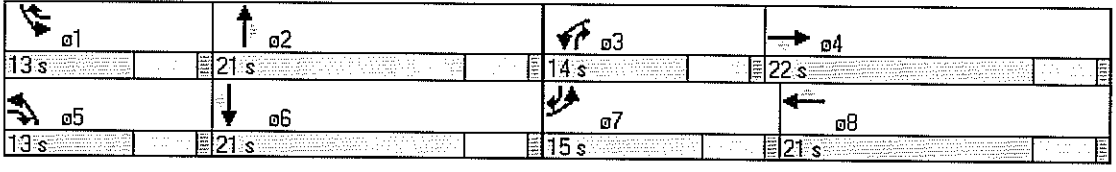
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	325		100	100		100
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	4715	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	4715	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			138			41			55			46
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)		50			50			40			40	
Link Distance (ft)		2231			2821			551			3122	
Travel Time (s)		30.4			38.5			9.4			53.2	
Volume (vph)	133	82	127	109	87	38	80	172	51	48	265	42
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	145	89	138	118	95	41	87	187	55	52	288	46
Lane Group Flow (vph)	145	89	138	118	95	41	87	187	55	52	288	46
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)	6.0	8.0	8.0	6.0	8.0	8.0	8.0	10.0	6.0	8.0	10.0	6.0
Minimum Split (s)	13.0	21.0	13.0	13.0	21.0	13.0	13.0	21.0	13.0	13.0	21.0	13.0
Total Split (s)	15.0	22.0	13.0	14.0	21.0	13.0	13.0	21.0	14.0	13.0	21.0	15.0
Total Split (%)	21.4%	31.4%	18.6%	20.0%	30.0%	18.6%	18.6%	30.0%	20.0%	18.6%	30.0%	21.4%
Maximum Green (s)	10.0	17.0	8.0	9.0	16.0	8.0	8.0	16.0	9.0	8.0	16.0	10.0
Yellow 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
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	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
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	3.0
Recall Mode	None	None	None	None	None	None	None	Max	None	None	None	None
Walk Time (s)		5.0			5.0			5.0			5.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	11.3	10.6	20.1	14.1	10.0	21.6	10.0	32.6	50.3	9.8	29.2	42.8
Actuated g/C Ratio	0.15	0.14	0.27	0.19	0.13	0.28	0.13	0.45	0.68	0.13	0.40	0.58
v/c Ratio	0.58	0.14	0.28	0.38	0.15	0.09	0.40	0.13	0.05	0.25	0.22	0.05
Control Delay	32.0	22.5	4.3	25.2	22.6	5.6	28.7	15.1	2.9	26.8	16.7	2.9
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
Total Delay	32.0	22.5	4.3	25.2	22.6	5.6	28.7	15.1	2.9	26.8	16.7	2.9

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	C	A	C	C	A	C	B	A	C	B	A
Approach Delay		19.5			21.1			16.6			16.4	
Approach LOS		B			C			B			B	
Queue Length 50th (ft)	50	10	0	41	11	0	30	28	0	18	45	0
Queue Length 95th (ft)	99	22	30	85	24	17	68	51	14	45	74	13
Internal Link Dist (ft)		2151			2741			471			3042	
Turn Bay Length (ft)	100		100	100		100	325		100	100		100
Base Capacity (vph)	266	1069	496	319	1058	440	219	1486	1006	209	1381	863
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	0.55	0.08	0.28	0.37	0.09	0.09	0.40	0.13	0.05	0.25	0.21	0.05

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 72.1
Natural Cycle: 70
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.58
Intersection Signal Delay: 18.2 Intersection LOS: B
Intersection Capacity Utilization 39.0% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 54: Otay Mesa Rd & Enrico Fermi Dr



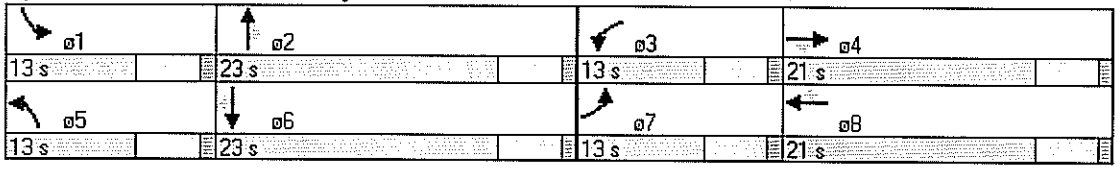
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	100		100	100		100
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			29			10			26			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)		50			50			40			40	
Link Distance (ft)		2821			1980			2550			3128	
Travel Time (s)		38.5			27.0			43.5			53.3	
Volume (vph)	32	45	27	17	17	9	22	21	24	12	30	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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	35	49	29	18	18	10	24	23	26	13	33	21
Lane Group Flow (vph)	35	49	29	18	18	10	24	23	26	13	33	21
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	8.0	10.0	10.0	8.0	10.0	10.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0
Total Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	13.0	23.0	23.0	13.0	23.0	23.0
Total Split (%)	18.6%	30.0%	30.0%	18.6%	30.0%	30.0%	18.6%	32.9%	32.9%	18.6%	32.9%	32.9%
Maximum Green (s)	8.0	16.0	16.0	8.0	16.0	16.0	8.0	18.0	18.0	8.0	18.0	18.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	Min	Min	None	Min	Min
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	10.1	13.0	13.0	9.8	12.9	12.9	11.9	42.9	42.9	11.9	42.9	42.9
Actuated g/C Ratio	0.15	0.19	0.19	0.14	0.19	0.19	0.17	0.72	0.72	0.17	0.72	0.72
v/c Ratio	0.14	0.08	0.09	0.08	0.03	0.03	0.09	0.01	0.02	0.05	0.01	0.02
Control Delay	16.2	12.1	7.4	16.2	12.9	9.6	15.4	10.2	6.6	15.7	9.8	7.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.2	12.1	7.4	16.2	12.9	9.6	15.4	10.2	6.6	15.7	9.8	7.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	B	B	A	B	B	A	B	B	A	B	A	A
Approach Delay		12.2			13.5			10.6			10.0	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)	1	0	0	1	0	0	0	0	0	1	0	0
Queue Length 95th (ft)	30	18	17	20	10	10	23	11	16	15	13	14
Internal Link Dist (ft)		2741			1900			2470			3048	
Turn Bay Length (ft)	100		100	100		100	100		100	100		100
Base Capacity (vph)	280	976	457	279	975	443	280	2517	1132	280	2517	1131
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	0.13	0.05	0.06	0.06	0.02	0.02	0.09	0.01	0.02	0.05	0.01	0.02

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 59.7
Natural Cycle: 70
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.14
Intersection Signal Delay: 11.5 Intersection LOS: B
Intersection Capacity Utilization 31.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 37: Otay Mesa Rd & Alta Rd



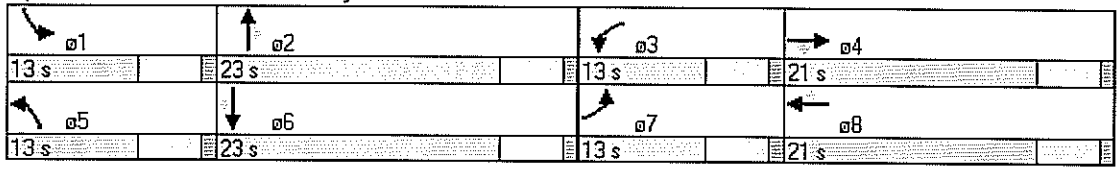
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	100		100	100		100
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			26			14			21			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)		50			50			40			40	
Link Distance (ft)		2821			1980			2550			3128	
Travel Time (s)		38.5			27.0			43.5			53.3	
Volume (vph)	21	19	24	27	50	13	29	33	19	10	23	36
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	23	21	26	29	54	14	32	36	21	11	25	39
Lane Group Flow (vph)	23	21	26	29	54	14	32	36	21	11	25	39
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	8.0	10.0	10.0	8.0	10.0	10.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0
Total Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	13.0	23.0	23.0	13.0	23.0	23.0
Total Split (%)	18.6%	30.0%	30.0%	18.6%	30.0%	30.0%	18.6%	32.9%	32.9%	18.6%	32.9%	32.9%
Maximum Green (s)	8.0	16.0	16.0	8.0	16.0	16.0	8.0	18.0	18.0	8.0	18.0	18.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	Min	Min	None	Min	Min
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	10.2	13.2	13.2	10.3	13.2	13.2	12.2	43.9	43.9	12.2	43.9	43.9
Actuated g/C Ratio	0.15	0.19	0.19	0.15	0.19	0.19	0.17	0.72	0.72	0.17	0.72	0.72
v/c Ratio	0.10	0.03	0.09	0.12	0.09	0.05	0.11	0.02	0.02	0.04	0.01	0.04
Control Delay	16.0	12.8	7.8	16.0	12.2	8.8	15.4	9.7	6.9	15.6	10.1	5.8
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
Total Delay	16.0	12.8	7.8	16.0	12.2	8.8	15.4	9.7	6.9	15.6	10.1	5.8

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	B	B	A	B	B	A	B	A	A	B	B	A
Approach Delay		12.0			12.8			11.1			8.7	
Approach LOS		B			B			B			A	
Queue Length 50th (ft)	1	0	0	1	0	0	0	0	0	1	0	0
Queue Length 95th (ft)	22	11	17	26	20	12	28	14	14	14	11	19
Internal Link Dist (ft)		2741			1900			2470			3048	
Turn Bay Length (ft)	100		100	100		100	100		100	100		100
Base Capacity (vph)	280	974	454	280	975	446	280	2517	1131	280	2517	1135
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	0.08	0.02	0.06	0.10	0.06	0.03	0.11	0.01	0.02	0.04	0.01	0.03

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 61
Natural Cycle: 70
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.12
Intersection Signal Delay: 11.2 Intersection LOS: B
Intersection Capacity Utilization 31.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 37: Otay Mesa Rd & Alta Rd



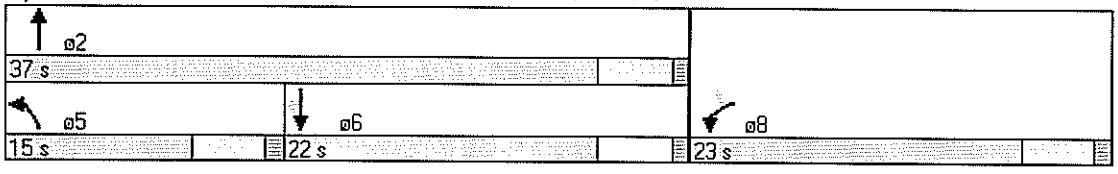
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	100		0	100		100	0		100
Storage Lanes	0		0	1		1	2		0	0		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)				50		50	50	50			50	50
Trailing Detector (ft)				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	0.97	0.95	1.00	1.00	0.95	1.00
Frt						0.850						0.850
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	0	0	1641	0	1468	3183	3282	0	0	3282	1468
Flt Permitted				0.950			0.950					
Satd. Flow (perm)	0	0	0	1641	0	1468	3183	3282	0	0	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						88						322
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)		65			65			40			40	
Link Distance (ft)		514			877			880			681	
Travel Time (s)		5.4			9.2			15.0			11.6	
Volume (vph)	0	0	0	59	0	81	156	550	0	0	146	296
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	0	0	0	64	0	88	170	598	0	0	159	322
Lane Group Flow (vph)	0	0	0	64	0	88	170	598	0	0	159	322
Turn Type				Prot		custom	Prot					Perm
Protected Phases				8			5	2			6	
Permitted Phases						8						6
Detector Phases				8		8	5	2			6	6
Minimum Initial (s)				8.0		8.0	8.0	10.0			10.0	10.0
Minimum Split (s)				21.0		21.0	13.0	21.0			21.0	21.0
Total Split (s)	0.0	0.0	0.0	23.0	0.0	23.0	15.0	37.0	0.0	0.0	22.0	22.0
Total Split (%)	0.0%	0.0%	0.0%	38.3%	0.0%	38.3%	25.0%	61.7%	0.0%	0.0%	36.7%	36.7%
Maximum Green (s)				18.0		18.0	10.0	32.0			17.0	17.0
Yellow Time (s)				4.0		4.0	4.0	4.0			4.0	4.0
All-Red Time (s)				1.0		1.0	1.0	1.0			1.0	1.0
Lead/Lag							Lead				Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)				3.0		3.0	3.0	3.0			3.0	3.0
Recall Mode				None		None	None	C-Max			C-Max	C-Max
Walk Time (s)				5.0		5.0		5.0			5.0	5.0
Flash Dont Walk (s)				11.0		11.0		11.0			11.0	11.0
Pedestrian Calls (#/hr)				0		0		0			0	0
Act Effct Green (s)				9.5		9.5	10.3	45.9			34.2	34.2
Actuated g/C Ratio				0.16		0.16	0.17	0.76			0.57	0.57
v/c Ratio				0.25		0.29	0.31	0.24			0.08	0.33
Control Delay				24.4		8.7	20.2	2.1			7.7	4.9
Queue Delay				0.0		0.0	0.0	0.0			0.0	0.0
Total Delay				24.4		8.7	20.2	2.1			7.7	4.9

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS				C		A	C	A			A	A
Approach Delay								6.1			5.8	
Approach LOS								A			A	
Queue Length 50th (ft)				21		0	30	45			23	50
Queue Length 95th (ft)				49		32	32	1			41	87
Internal Link Dist (ft)		434			797			800			601	
Turn Bay Length (ft)				100			100					100
Base Capacity (vph)				520		525	599	2508			1871	975
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				0.12		0.17	0.28	0.24			0.08	0.33

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 32 (53%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.33
Intersection Signal Delay: 7.0 Intersection LOS: A
Intersection Capacity Utilization 41.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 66: SR 905 WB On & Britannia Blvd



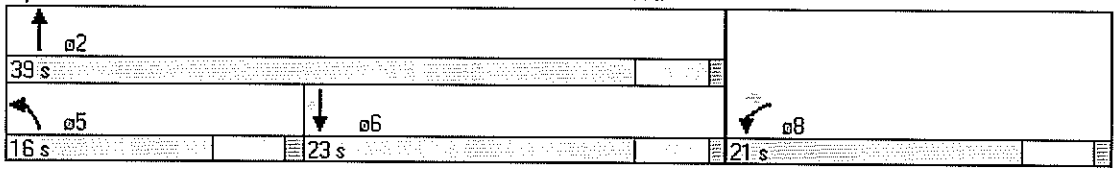
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	100		0	100		100	0		100
Storage Lanes	0		0	1		1	2		0	0		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)				50		50	50	50			50	50
Trailing Detector (ft)				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	0.97	0.95	1.00	1.00	0.95	1.00
Frt						0.850						0.850
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	0	0	1641	0	1468	3183	3282	0	0	3282	1468
Flt Permitted				0.950			0.950					
Satd. Flow (perm)	0	0	0	1641	0	1468	3183	3282	0	0	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						76						288
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)		65			65			40			40	
Link Distance (ft)		514			877			880			681	
Travel Time (s)		5.4			9.2			15.0			11.6	
Volume (vph)	0	0	0	81	0	70	337	415	0	0	430	265
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	0	0	0	88	0	76	366	451	0	0	467	288
Lane Group Flow (vph)	0	0	0	88	0	76	366	451	0	0	467	288
Turn Type				Prot		custom	Prot					Perm
Protected Phases				8			5	2			6	
Permitted Phases						8						6
Detector Phases				8		8	5	2			6	6
Minimum Initial (s)				8.0		8.0	8.0	10.0			10.0	10.0
Minimum Split (s)				21.0		21.0	13.0	21.0			21.0	21.0
Total Split (s)	0.0	0.0	0.0	21.0	0.0	21.0	16.0	39.0	0.0	0.0	23.0	23.0
Total Split (%)	0.0%	0.0%	0.0%	35.0%	0.0%	35.0%	26.7%	65.0%	0.0%	0.0%	38.3%	38.3%
Maximum Green (s)				16.0		16.0	11.0	34.0			18.0	18.0
Yellow Time (s)				4.0		4.0	4.0	4.0			4.0	4.0
All-Red Time (s)				1.0		1.0	1.0	1.0			1.0	1.0
Lead/Lag							Lead				Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)				3.0		3.0	3.0	3.0			3.0	3.0
Recall Mode				None		None	None	C-Max			C-Max	C-Max
Walk Time (s)				5.0		5.0		5.0			5.0	5.0
Flash Dont Walk (s)				11.0		11.0		11.0			11.0	11.0
Pedestrian Calls (#/hr)				0		0		0			0	0
Act Effct Green (s)				10.1		10.1	14.1	45.3			26.4	26.4
Actuated g/C Ratio				0.17		0.17	0.24	0.76			0.44	0.44
v/c Ratio				0.32		0.25	0.49	0.18			0.32	0.36
Control Delay				24.8		8.2	19.3	1.0			7.4	2.4
Queue Delay				0.0		0.0	0.0	0.0			0.0	0.0
Total Delay				24.8		8.2	19.3	1.0			7.4	2.4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS				C		A	B	A			A	A
Approach Delay								9.2			5.5	
Approach LOS								A			A	
Queue Length 50th (ft)				29		0	42	0			24	0
Queue Length 95th (ft)				61		28	58	4			73	m0
Internal Link Dist (ft)		434			797			800			601	
Turn Bay Length (ft)				100			100					100
Base Capacity (vph)				465		470	779	2479			1443	807
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				0.19		0.16	0.47	0.18			0.32	0.36

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 54 (90%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.49
Intersection Signal Delay: 8.3 Intersection LOS: A
Intersection Capacity Utilization 42.7% ICU Level of Service A
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 66: SR 905 WB On & Britannia Blvd



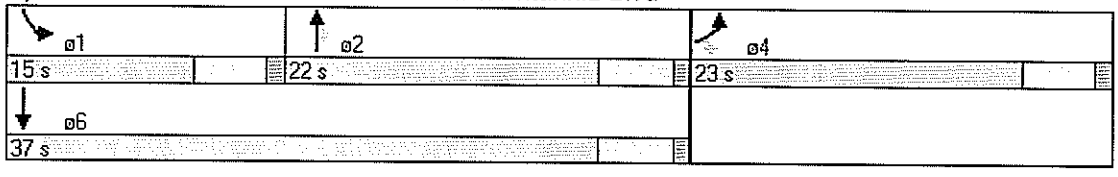
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	0		0	0		100	100		0
Storage Lanes	2		2	0		0	0		1	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50		50					50	50	50	50	
Trailing Detector (ft)	0		0					0	0	0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	0.97	1.00	0.88	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850						0.850			
Flt Protected	0.950									0.950		
Satd. Flow (prot)	3183	0	2584	0	0	0	0	3282	1468	1641	3282	0
Flt Permitted	0.950									0.950		
Satd. Flow (perm)	3183	0	2584	0	0	0	0	3282	1468	1641	3282	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			334						79			
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)		65			65			40			40	
Link Distance (ft)		891			856			1034			880	
Travel Time (s)		9.3			9.0			17.6			15.0	
Volume (vph)	240	0	307	0	0	0	0	466	73	64	141	0
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	261	0	334	0	0	0	0	507	79	70	153	0
Lane Group Flow (vph)	261	0	334	0	0	0	0	507	79	70	153	0
Turn Type	Prot		custom						Perm	Prot		
Protected Phases	4							2		1	6	
Permitted Phases			4						2			
Detector Phases	4		4					2	2	1	6	
Minimum Initial (s)	8.0		8.0					10.0	10.0	8.0	10.0	
Minimum Split (s)	21.0		21.0					21.0	21.0	13.0	21.0	
Total Split (s)	23.0	0.0	23.0	0.0	0.0	0.0	0.0	22.0	22.0	15.0	37.0	0.0
Total Split (%)	38.3%	0.0%	38.3%	0.0%	0.0%	0.0%	0.0%	36.7%	36.7%	25.0%	61.7%	0.0%
Maximum Green (s)	18.0		18.0					17.0	17.0	10.0	32.0	
Yellow Time (s)	4.0		4.0					4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0					1.0	1.0	1.0	1.0	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0		3.0					3.0	3.0	3.0	3.0	
Recall Mode	None		None					C-Max	C-Max	None	C-Max	
Walk Time (s)	5.0		5.0					5.0	5.0		5.0	
Flash Dont Walk (s)	11.0		11.0					11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0		0					0	0		0	
Act Effct Green (s)	11.4		11.4					34.6	34.6	9.8	40.6	
Actuated g/C Ratio	0.19		0.19					0.58	0.58	0.16	0.68	
v/c Ratio	0.43		0.44					0.27	0.09	0.26	0.07	
Control Delay	23.2		4.7					9.3	4.0	15.7	0.5	
Queue Delay	0.0		0.0					0.0	0.0	0.0	0.0	
Total Delay	23.2		4.7					9.3	4.0	15.7	0.5	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C		A					A	A	B	A	
Approach Delay								8.6			5.3	
Approach LOS								A			A	
Queue Length 50th (ft)	43		0					27	0	12	0	
Queue Length 95th (ft)	68		29					108	23	24	0	
Internal Link Dist (ft)		811			776			954			800	
Turn Bay Length (ft)	100								100	100		
Base Capacity (vph)	1008		1047					1895	881	305	2221	
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	0.26		0.32					0.27	0.09	0.23	0.07	

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.44
Intersection Signal Delay: 9.9 Intersection LOS: A
Intersection Capacity Utilization 41.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 69: SR 905 EB Off & Britannia Blvd



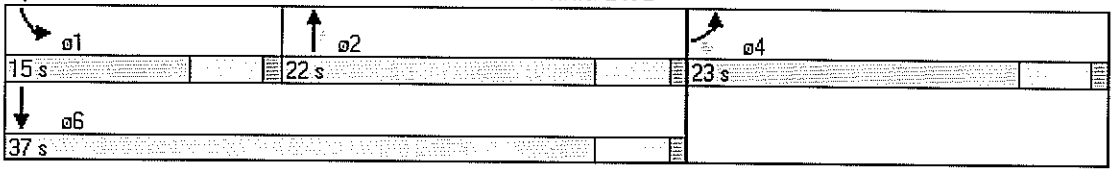
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	0		0	0		100	100		0
Storage Lanes	2		2	0		0	0		1	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50		50					50	50	50	50	
Trailing Detector (ft)	0		0					0	0	0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	0.97	1.00	0.88	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850						0.850			
Flt Protected	0.950									0.950		
Satd. Flow (prot)	3183	0	2584	0	0	0	0	3282	1468	1641	3282	0
Flt Permitted	0.950									0.950		
Satd. Flow (perm)	3183	0	2584	0	0	0	0	3282	1468	1641	3282	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			187						71			
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)		65			65			40			40	
Link Distance (ft)		891			856			1034			880	
Travel Time (s)		9.3			9.0			17.6			15.0	
Volume (vph)	325	0	172	0	0	0	0	427	65	89	422	0
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	353	0	187	0	0	0	0	464	71	97	459	0
Lane Group Flow (vph)	353	0	187	0	0	0	0	464	71	97	459	0
Turn Type	Prot		custom						Perm	Prot		
Protected Phases	4							2		1	6	
Permitted Phases			4						2			
Detector Phases	4		4					2	2	1	6	
Minimum Initial (s)	8.0		8.0					10.0	10.0	8.0	10.0	
Minimum Split (s)	21.0		21.0					21.0	21.0	13.0	21.0	
Total Split (s)	23.0	0.0	23.0	0.0	0.0	0.0	0.0	22.0	22.0	15.0	37.0	0.0
Total Split (%)	38.3%	0.0%	38.3%	0.0%	0.0%	0.0%	0.0%	36.7%	36.7%	25.0%	61.7%	0.0%
Maximum Green (s)	18.0		18.0					17.0	17.0	10.0	32.0	
Yellow Time (s)	4.0		4.0					4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0					1.0	1.0	1.0	1.0	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0		3.0					3.0	3.0	3.0	3.0	
Recall Mode	None		None					C-Max	C-Max	None	C-Max	
Walk Time (s)	5.0		5.0					5.0	5.0		5.0	
Flash Dont Walk (s)	11.0		11.0					11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0		0					0	0		0	
Act Effct Green (s)	12.6		12.6					30.0	30.0	10.6	39.4	
Actuated g/C Ratio	0.21		0.21					0.50	0.50	0.18	0.66	
v/c Ratio	0.53		0.27					0.28	0.09	0.34	0.21	
Control Delay	23.6		4.5					12.2	4.8	17.2	0.6	
Queue Delay	0.0		0.0					0.0	0.0	0.0	0.0	
Total Delay	23.6		4.5					12.2	4.8	17.2	0.6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C		A					B	A	B	A	
Approach Delay								11.2			3.5	
Approach LOS								B			A	
Queue Length 50th (ft)	59		0					59	0	11	0	
Queue Length 95th (ft)	86		21					109	24	23	1	
Internal Link Dist (ft)		811			776			954			800	
Turn Bay Length (ft)	100								100	100		
Base Capacity (vph)	1008		946					1642	770	318	2155	
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	0.35		0.20					0.28	0.09	0.31	0.21	

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 24 (40%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.53
Intersection Signal Delay: 10.5 Intersection LOS: B
Intersection Capacity Utilization 42.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 69: SR 905 EB Off & Britannia Blvd



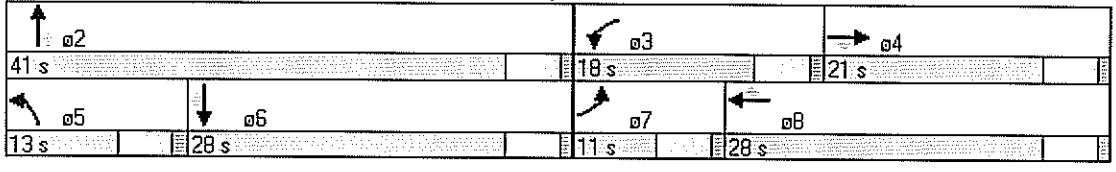
Lane Group	EBL	EBT	EBR2	WBL	WBT	WBR	NBL	NBT	NBR2	SBT	SBR
Lane Configurations											
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			100		0	0				100
Storage Lanes	1			1		1	1				1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading 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		9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	0.91	1.00
Frt			0.850			0.850			0.850		0.850
Flt Protected	0.950			0.950			0.950				
Satd. Flow (prot)	1641	1727	1468	1641	1727	1468	1641	4715	1468	4715	1468
Flt Permitted	0.950			0.950			0.950				
Satd. Flow (perm)	1641	1727	1468	1641	1727	1468	1641	4715	1468	4715	1468
Right Turn on Red			Yes			Yes			Yes		Yes
Satd. Flow (RTOR)			12			204			168		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
Link Speed (mph)		65			65			40		40	
Link Distance (ft)		431			1600			490		435	
Travel Time (s)		4.5			16.8			8.4		7.4	
Volume (vph)	19	20	11	140	24	188	13	554	155	878	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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	21	22	12	152	26	204	14	602	168	954	25
Lane Group Flow (vph)	21	22	12	152	26	204	14	602	168	954	25
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm		Perm
Protected Phases	7	4		3	8		5	2		6	
Permitted Phases			4			8			2		6
Detector Phases	7	4	4	3	8	8	5	2	2	6	6
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	8.0	10.0	10.0	10.0	10.0
Minimum Split (s)	11.0	21.0	21.0	11.0	21.0	21.0	13.0	21.0	21.0	21.0	21.0
Total Split (s)	11.0	21.0	21.0	18.0	28.0	28.0	13.0	41.0	41.0	28.0	28.0
Total Split (%)	13.8%	26.3%	26.3%	22.5%	35.0%	35.0%	16.3%	51.3%	51.3%	35.0%	35.0%
Maximum Green (s)	6.0	16.0	16.0	13.0	23.0	23.0	8.0	36.0	36.0	23.0	23.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
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
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead			Lag	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	None	C-Max	C-Max	C-Max	C-Max
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0	0	0
Act Effct Green (s)	7.0	9.0	9.0	12.4	13.2	13.2	9.0	54.4	54.4	51.8	51.8
Actuated g/C Ratio	0.09	0.11	0.11	0.16	0.16	0.16	0.11	0.68	0.68	0.65	0.65
v/c Ratio	0.15	0.11	0.07	0.60	0.09	0.50	0.08	0.19	0.16	0.31	0.03
Control Delay	36.3	33.5	17.9	41.5	27.5	8.9	31.8	1.9	0.6	4.3	1.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.3	33.5	17.9	41.5	27.5	8.9	31.8	1.9	0.6	4.3	1.5

Lane Group	EBL	EBT	EBR2	WBL	WBT	WBR	NBL	NBT	NBR2	SBT	SBR
LOS	D	C	B	D	C	A	C	A	A	A	A
Approach Delay		31.2			23.1			2.1		4.2	
Approach LOS		C			C			A		A	
Queue Length 50th (ft)	10	10	0	70	11	0	6	3	0	14	0
Queue Length 95th (ft)	32	31	15	128	31	54	m14	10	m0	63	m0
Internal Link Dist (ft)		351			1520			410		355	
Turn Bay Length (ft)				100							100
Base Capacity (vph)	144	367	321	287	518	583	185	3206	1052	3053	959
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	0.15	0.06	0.04	0.53	0.05	0.35	0.08	0.19	0.16	0.31	0.03

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 74 (93%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.60
Intersection Signal Delay: 7.4 Intersection LOS: A
Intersection Capacity Utilization 41.4% ICU Level of Service A
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 118: SR 905 WB Off Ramp & La Media Rd



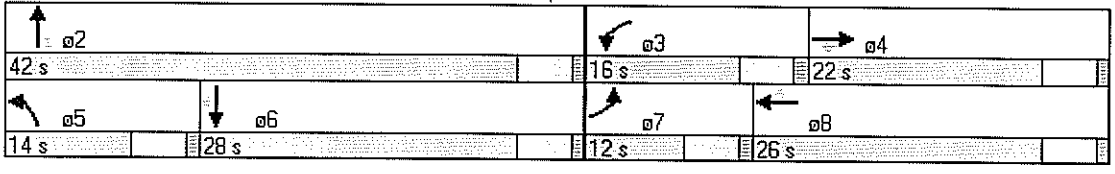
Lane Group	EBL	EBT	EBR2	WBL	WBT	WBR	NBL	NBT	NBR2	SBT	SBR
Lane Configurations											
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			100		0	0				100
Storage Lanes	1			1		1	1				1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading 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		9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	0.91	1.00
Frt			0.850			0.850			0.850		0.850
Flt Protected	0.950			0.950			0.950				
Satd. Flow (prot)	1641	1727	1468	1641	1727	1468	1641	4715	1468	4715	1468
Flt Permitted	0.950			0.950			0.950				
Satd. Flow (perm)	1641	1727	1468	1641	1727	1468	1641	4715	1468	4715	1468
Right Turn on Red			Yes			Yes			Yes		Yes
Satd. Flow (RTOR)			36			214			329		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
Link Speed (mph)		65			65			40		40	
Link Distance (ft)		431			1600			490		435	
Travel Time (s)		4.5			16.8			8.4		7.4	
Volume (vph)	25	26	33	98	22	197	12	769	303	816	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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	27	28	36	107	24	214	13	836	329	887	22
Lane Group Flow (vph)	27	28	36	107	24	214	13	836	329	887	22
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm		Perm
Protected Phases	7	4		3	8		5	2		6	
Permitted Phases			4			8			2		6
Detector Phases	7	4	4	3	8	8	5	2	2	6	6
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	8.0	10.0	10.0	10.0	10.0
Minimum Split (s)	11.0	21.0	21.0	11.0	21.0	21.0	13.0	21.0	21.0	21.0	21.0
Total Split (s)	12.0	22.0	22.0	16.0	26.0	26.0	14.0	42.0	42.0	28.0	28.0
Total Split (%)	15.0%	27.5%	27.5%	20.0%	32.5%	32.5%	17.5%	52.5%	52.5%	35.0%	35.0%
Maximum Green (s)	7.0	17.0	17.0	11.0	21.0	21.0	9.0	37.0	37.0	23.0	23.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
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
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead			Lag	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	None	C-Max	C-Max	C-Max	C-Max
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0	0	0
Act Effct Green (s)	7.4	9.1	9.1	10.5	13.9	13.9	9.0	53.3	53.3	50.7	50.7
Actuated g/C Ratio	0.09	0.11	0.11	0.13	0.17	0.17	0.11	0.67	0.67	0.63	0.63
v/c Ratio	0.18	0.14	0.18	0.50	0.08	0.50	0.07	0.27	0.30	0.30	0.02
Control Delay	36.2	33.8	13.9	40.5	27.3	8.7	38.9	2.7	0.8	5.1	1.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.2	33.8	13.9	40.5	27.3	8.7	38.9	2.7	0.8	5.1	1.2

Lane Group	EBL	EBT	EBR2	WBL	WBT	WBR	NBL	NBT	NBR2	SBT	SBR
LOS	D	C	B	D	C	A	D	A	A	A	A
Approach Delay		26.7			19.9			2.6		5.0	
Approach LOS		C			B			A		A	
Queue Length 50th (ft)	13	13	0	49	8	1	6	21	0	25	0
Queue Length 95th (ft)	37	36	26	m96	m29	m53	m19	31	m1	180	m1
Internal Link Dist (ft)		351			1520			410		355	
Turn Bay Length (ft)				100							100
Base Capacity (vph)	164	389	358	246	485	566	205	3139	1087	2986	938
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	0.16	0.07	0.10	0.43	0.05	0.38	0.06	0.27	0.30	0.30	0.02

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 30 (38%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.50
Intersection Signal Delay: 6.7 Intersection LOS: A
Intersection Capacity Utilization 42.1% ICU Level of Service A
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 118: SR 905 WB Off Ramp & La Media Rd



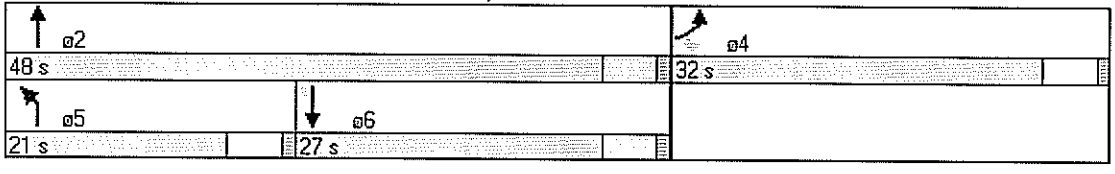
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	SBR2	SEL	SER
Lane Configurations									
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100	0	100			100		0	0
Storage Lanes	1	1	1			1		0	0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50		50		
Trailing Detector (ft)	0	0	0	0	0		0		
Turning Speed (mph)	15	9	15			9	9	15	9
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	1.00	1.00	1.00	1.00
Frt		0.850					0.850		
Flt Protected	0.950		0.950						
Satd. Flow (prot)	1641	1468	1641	4715	4715	0	1468	0	0
Flt Permitted	0.950		0.950						
Satd. Flow (perm)	1641	1468	1641	4715	4715	0	1468	0	0
Right Turn on Red		Yes					Yes		
Satd. Flow (RTOR)		299					195		
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	65			40	40			65	
Link Distance (ft)	1093			830	839			1237	
Travel Time (s)	11.5			14.1	14.3			13.0	
Volume (vph)	206	275	89	503	592	0	179	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	224	299	97	547	643	0	195	0	0
Lane Group Flow (vph)	224	299	97	547	643	0	195	0	0
Turn Type		Perm	Prot				Perm		
Protected Phases	4		5	2	6				
Permitted Phases		4					6		
Detector Phases	4	4	5	2	6		6		
Minimum Initial (s)	8.0	8.0	8.0	10.0	10.0		10.0		
Minimum Split (s)	21.0	21.0	13.0	21.0	21.0		21.0		
Total Split (s)	32.0	32.0	21.0	48.0	27.0	0.0	27.0	0.0	0.0
Total Split (%)	40.0%	40.0%	26.3%	60.0%	33.8%	0.0%	33.8%	0.0%	0.0%
Maximum Green (s)	27.0	27.0	16.0	43.0	22.0		22.0		
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0		
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0		
Lead/Lag			Lead		Lag		Lag		
Lead-Lag Optimize?									
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0		
Recall Mode	None	None	None	C-Max	C-Max		C-Max		
Walk Time (s)	5.0	5.0		5.0	5.0		5.0		
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0		
Pedestrian Calls (#/hr)	0	0		0	0		0		
Act Effct Green (s)	16.5	16.5	11.4	55.5	42.6		42.6		
Actuated g/C Ratio	0.21	0.21	0.14	0.69	0.53		0.53		
v/c Ratio	0.66	0.55	0.41	0.17	0.26		0.22		
Control Delay	38.0	7.3	35.0	4.1	6.5		1.1		
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0		
Total Delay	38.0	7.3	35.0	4.1	6.5		1.1		

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	SBR2	SEL	SER
LOS	D	A	C	A	A		A		
Approach Delay	20.5			8.8	5.2				
Approach LOS	C			A	A				
Queue Length 50th (ft)	104	0	48	21	38		1		
Queue Length 95th (ft)	156	55	m91	47	28		4		
Internal Link Dist (ft)	1013			750	759			1157	
Turn Bay Length (ft)	100		100				100		
Base Capacity (vph)	574	708	349	3270	2513		874		
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	0.39	0.42	0.28	0.17	0.26		0.22		

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 16 (20%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.66
Intersection Signal Delay: 10.3 Intersection LOS: B
Intersection Capacity Utilization 39.5% ICU Level of Service A
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 33: SR 905 EB Ramp & La Media Rd



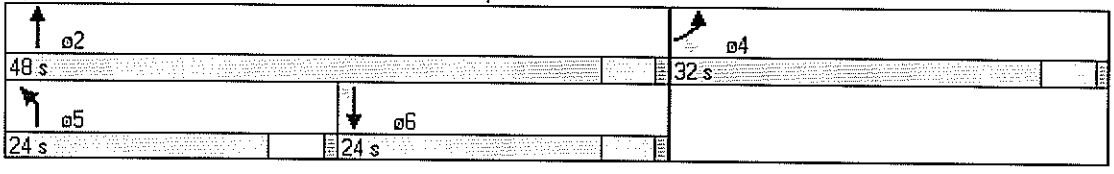
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	SBR2	SEL	SER
Lane Configurations									
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100	0	100			100		0	0
Storage Lanes	1	1	1			1		0	0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50		50		
Trailing Detector (ft)	0	0	0	0	0		0		
Turning Speed (mph)	15	9	15			9	9	15	9
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	1.00	1.00	1.00	1.00
Frt		0.850					0.850		
Flt Protected	0.950		0.950						
Satd. Flow (prot)	1641	1468	1641	4715	4715	0	1468	0	0
Flt Permitted	0.950		0.950						
Satd. Flow (perm)	1641	1468	1641	4715	4715	0	1468	0	0
Right Turn on Red		Yes					Yes		
Satd. Flow (RTOR)		185					225		
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	65			40	40			65	
Link Distance (ft)	1093			830	839			1237	
Travel Time (s)	11.5			14.1	14.3			13.0	
Volume (vph)	272	170	153	800	481	0	207	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	296	185	166	870	523	0	225	0	0
Lane Group Flow (vph)	296	185	166	870	523	0	225	0	0
Turn Type		Perm	Prot				Perm		
Protected Phases	4		5	2	6				
Permitted Phases		4					6		
Detector Phases	4	4	5	2	6		6		
Minimum Initial (s)	8.0	8.0	8.0	10.0	10.0		10.0		
Minimum Split (s)	21.0	21.0	13.0	21.0	21.0		21.0		
Total Split (s)	32.0	32.0	24.0	48.0	24.0	0.0	24.0	0.0	0.0
Total Split (%)	40.0%	40.0%	30.0%	60.0%	30.0%	0.0%	30.0%	0.0%	0.0%
Maximum Green (s)	27.0	27.0	19.0	43.0	19.0		19.0		
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0		
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0		
Lead/Lag			Lead		Lag		Lag		
Lead-Lag Optimize?									
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0		
Recall Mode	None	None	None	C-Max	C-Max		C-Max		
Walk Time (s)	5.0	5.0		5.0	5.0		5.0		
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0		
Pedestrian Calls (#/hr)	0	0		0	0		0		
Act Effct Green (s)	20.0	20.0	14.0	52.0	34.0		34.0		
Actuated g/C Ratio	0.25	0.25	0.18	0.65	0.42		0.42		
v/c Ratio	0.72	0.37	0.58	0.28	0.26		0.30		
Control Delay	37.1	5.5	23.7	3.5	8.4		1.3		
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0		
Total Delay	37.1	5.5	23.7	3.5	8.4		1.3		

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	SBR2	SEL	SER
LOS	D	A	C	A	A		A		
Approach Delay	24.9			6.8	6.3				
Approach LOS	C			A	A				
Queue Length 50th (ft)	136	0	33	8	24		0		
Queue Length 95th (ft)	190	41	46	10	35		2		
Internal Link Dist (ft)	1013			750	759			1157	
Turn Bay Length (ft)	100		100				100		
Base Capacity (vph)	574	634	410	3066	2004		753		
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	0.52	0.29	0.40	0.28	0.26		0.30		

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 40 (50%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.72
Intersection Signal Delay: 10.5 Intersection LOS: B
Intersection Capacity Utilization 42.8% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 33: SR 905 EB Ramp & La Media Rd



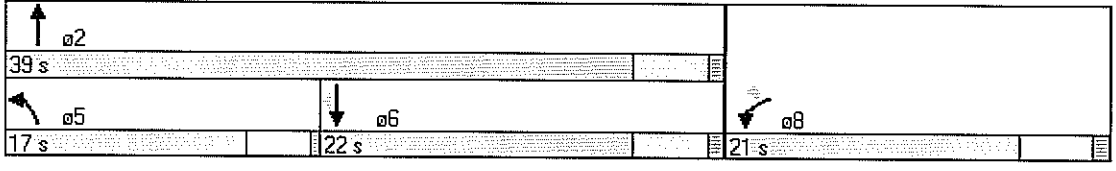
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	100		0	100		100	100		100
Storage Lanes	0		0	1		1	1		0	0		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)				50		50	50	50			50	50
Trailing Detector (ft)				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	0.95	1.00	1.00	0.95	1.00
Frt						0.850						0.850
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	0	0	1641	0	1468	1641	3282	0	0	3282	1468
Flt Permitted				0.950			0.950					
Satd. Flow (perm)	0	0	0	1641	0	1468	1641	3282	0	0	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						236						142
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)		65			65			40			40	
Link Distance (ft)		552			1015			1153			551	
Travel Time (s)		5.8			10.6			19.7			9.4	
Volume (vph)	0	0	0	177	0	217	161	138	0	0	223	131
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	0	0	0	192	0	236	175	150	0	0	242	142
Lane Group Flow (vph)	0	0	0	192	0	236	175	150	0	0	242	142
Turn Type				Prot		custom	Prot					Perm
Protected Phases				8			5	2			6	
Permitted Phases						8						6
Detector Phases				8		8	5	2			6	6
Minimum Initial (s)				8.0		8.0	4.0	10.0			10.0	10.0
Minimum Split (s)				21.0		21.0	8.0	21.0			21.0	21.0
Total Split (s)	0.0	0.0	0.0	21.0	0.0	21.0	17.0	39.0	0.0	0.0	22.0	22.0
Total Split (%)	0.0%	0.0%	0.0%	35.0%	0.0%	35.0%	28.3%	65.0%	0.0%	0.0%	36.7%	36.7%
Maximum Green (s)				16.0		16.0	13.0	34.0			17.0	17.0
Yellow Time (s)				4.0		4.0	3.5	4.0			4.0	4.0
All-Red Time (s)				1.0		1.0	0.5	1.0			1.0	1.0
Lead/Lag							Lead				Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)				3.0		3.0	3.0	3.0			3.0	3.0
Recall Mode				None		None	None	C-Max			C-Max	C-Max
Walk Time (s)				5.0		5.0		5.0			5.0	5.0
Flash Dont Walk (s)				11.0		11.0		11.0			11.0	11.0
Pedestrian Calls (#/hr)				0		0		0			0	0
Act Effct Green (s)				12.9		12.9	9.2	39.1			27.9	27.9
Actuated g/C Ratio				0.22		0.22	0.15	0.65			0.46	0.46
v/c Ratio				0.54		0.47	0.69	0.07			0.16	0.19
Control Delay				26.3		6.4	35.5	1.8			12.3	4.0
Queue Delay				0.0		0.0	0.0	0.0			0.0	0.0
Total Delay				26.3		6.4	35.5	1.8			12.3	4.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS				C		A	D	A			B	A
Approach Delay								19.9			9.2	
Approach LOS								B			A	
Queue Length 50th (ft)				62		0	41	0			26	0
Queue Length 95th (ft)				107		44	80	7			59	34
Internal Link Dist (ft)		472			935			1073			471	
Turn Bay Length (ft)				100			100					100
Base Capacity (vph)				465		585	356	2139			1527	759
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				0.41		0.40	0.49	0.07			0.16	0.19

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 28 (47%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.69
Intersection Signal Delay: 14.6 Intersection LOS: B
Intersection Capacity Utilization 38.0% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 44: SR 11 WB Ramp & Enrico Fermi Dr



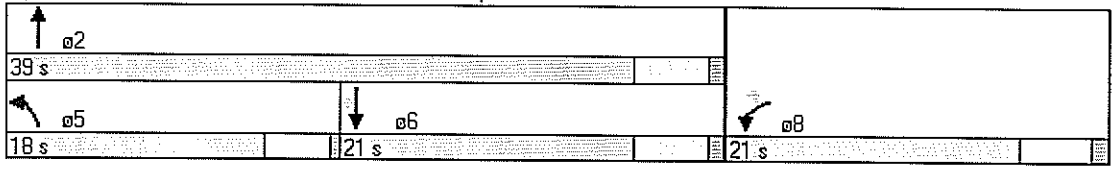
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	100		0	100		100	100		100
Storage Lanes	0		0	1		1	1		0	0		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)				50		50	50	50			50	50
Trailing Detector (ft)				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	0.95	1.00	1.00	0.95	1.00
Frt						0.850						0.850
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	0	0	1641	0	1468	1641	3282	0	0	3282	1468
Flt Permitted				0.950			0.950					
Satd. Flow (perm)	0	0	0	1641	0	1468	1641	3282	0	0	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						197						237
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)		65			65			40			40	
Link Distance (ft)		552			1015			1153			551	
Travel Time (s)		5.8			10.6			19.7			9.4	
Volume (vph)	0	0	0	221	0	181	178	138	0	0	248	218
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	0	0	0	240	0	197	193	150	0	0	270	237
Lane Group Flow (vph)	0	0	0	240	0	197	193	150	0	0	270	237
Turn Type				Prot		custom	Prot					Perm
Protected Phases				8			5	2			6	
Permitted Phases						8						6
Detector Phases				8		8	5	2			6	6
Minimum Initial (s)				8.0		8.0	4.0	10.0			10.0	10.0
Minimum Split (s)				21.0		21.0	8.0	21.0			21.0	21.0
Total Split (s)	0.0	0.0	0.0	21.0	0.0	21.0	18.0	39.0	0.0	0.0	21.0	21.0
Total Split (%)	0.0%	0.0%	0.0%	35.0%	0.0%	35.0%	30.0%	65.0%	0.0%	0.0%	35.0%	35.0%
Maximum Green (s)				16.0		16.0	14.0	34.0			16.0	16.0
Yellow Time (s)				4.0		4.0	3.5	4.0			4.0	4.0
All-Red Time (s)				1.0		1.0	0.5	1.0			1.0	1.0
Lead/Lag							Lead				Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)				3.0		3.0	3.0	3.0			3.0	3.0
Recall Mode				None		None	None	C-Max			C-Max	C-Max
Walk Time (s)				5.0		5.0		5.0			5.0	5.0
Flash Dont Walk (s)				11.0		11.0		11.0			11.0	11.0
Pedestrian Calls (#/hr)				0		0		0			0	0
Act Effct Green (s)				14.0		14.0	9.2	38.0			24.8	24.8
Actuated g/C Ratio				0.23		0.23	0.15	0.63			0.41	0.41
v/c Ratio				0.63		0.40	0.77	0.07			0.20	0.32
Control Delay				27.8		5.8	40.6	0.3			12.8	3.7
Queue Delay				0.0		0.0	0.0	0.0			0.0	0.0
Total Delay				27.8		5.8	40.6	0.3			12.8	3.7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS				C		A	D	A			B	A
Approach Delay								23.0			8.6	
Approach LOS								C			A	
Queue Length 50th (ft)				77		0	33	0			30	0
Queue Length 95th (ft)				133		40	#91	0			60	40
Internal Link Dist (ft)		472			935			1073			471	
Turn Bay Length (ft)				100			100					100
Base Capacity (vph)				465		557	383	2079			1355	745
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				0.52		0.35	0.50	0.07			0.20	0.32

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 48 (80%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.77
Intersection Signal Delay: 15.6 Intersection LOS: B
Intersection Capacity Utilization 45.6% 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: 44: SR 11 WB Ramp & Enrico Fermi Dr



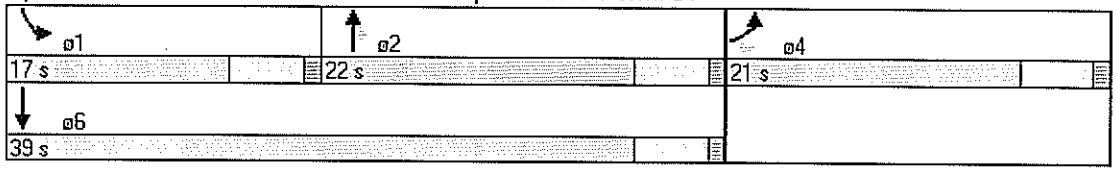
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	500		0	0		0	0		100	100		0
Storage Lanes	1		1	0		0	0		1	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50		50					50	50	50	50	
Trailing Detector (ft)	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	0.95	1.00	1.00	0.95	1.00
Frt			0.850						0.850			
Flt Protected	0.950									0.950		
Satd. Flow (prot)	1641	0	1468	0	0	0	0	3282	1468	1641	3282	0
Flt Permitted	0.950									0.950		
Satd. Flow (perm)	1641	0	1468	0	0	0	0	3282	1468	1641	3282	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			65						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)		65			65			40			40	
Link Distance (ft)		1141			466			869			1153	
Travel Time (s)		12.0			4.9			14.8			19.7	
Volume (vph)	96	0	60	0	0	0	0	203	199	163	237	0
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	104	0	65	0	0	0	0	221	216	177	258	0
Lane Group Flow (vph)	104	0	65	0	0	0	0	221	216	177	258	0
Turn Type	Prot		custom						Perm	Prot		
Protected Phases	4							2		1	6	
Permitted Phases			4						2			
Detector Phases	4		4					2	2	1	6	
Minimum Initial (s)	8.0		8.0					10.0	10.0	8.0	10.0	
Minimum Split (s)	21.0		21.0					21.0	21.0	13.0	21.0	
Total Split (s)	21.0	0.0	21.0	0.0	0.0	0.0	0.0	22.0	22.0	17.0	39.0	0.0
Total Split (%)	35.0%	0.0%	35.0%	0.0%	0.0%	0.0%	0.0%	36.7%	36.7%	28.3%	65.0%	0.0%
Maximum Green (s)	16.0		16.0					17.0	17.0	12.0	34.0	
Yellow Time (s)	4.0		4.0					4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0					1.0	1.0	1.0	1.0	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0		3.0					3.0	3.0	3.0	3.0	
Recall Mode	None		None					C-Max	C-Max	None	C-Max	
Walk Time (s)	5.0		5.0					5.0	5.0		5.0	
Flash Dont Walk (s)	11.0		11.0					11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0		0					0	0		0	
Act Effct Green (s)	10.4		10.4					31.6	31.6	12.0	45.0	
Actuated g/C Ratio	0.17		0.17					0.53	0.53	0.20	0.75	
v/c Ratio	0.36		0.21					0.13	0.25	0.54	0.10	
Control Delay	25.2		8.1					12.0	3.6	22.9	1.3	
Queue Delay	0.0		0.0					0.0	0.0	0.0	0.0	
Total Delay	25.2		8.1					12.0	3.6	22.9	1.3	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C		A					B	A	C	A	
Approach Delay								7.8			10.1	
Approach LOS								A			B	
Queue Length 50th (ft)	34		0					23	0	46	2	
Queue Length 95th (ft)	69		26					54	41	70	12	
Internal Link Dist (ft)		1061			386			789			1073	
Turn Bay Length (ft)	500								100	100		
Base Capacity (vph)	465		463					1728	875	384	2460	
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	0.22		0.14					0.13	0.25	0.46	0.10	

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.54
Intersection Signal Delay: 10.5 Intersection LOS: B
Intersection Capacity Utilization 38.0% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 91: SR 11 EB Ramp & Enrico Fermi Dr



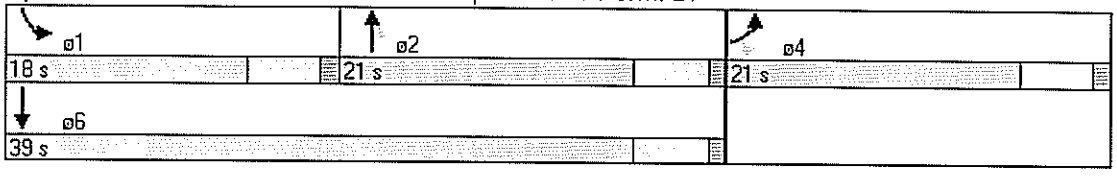
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	500		0	0		0	0		100	100		0
Storage Lanes	1		1	0		0	0		1	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50		50					50	50	50	50	
Trailing Detector (ft)	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	0.95	1.00	1.00	0.95	1.00
Frt			0.850						0.850			
Flt Protected	0.950									0.950		
Satd. Flow (prot)	1641	0	1468	0	0	0	0	3282	1468	1641	3282	0
Flt Permitted	0.950									0.950		
Satd. Flow (perm)	1641	0	1468	0	0	0	0	3282	1468	1641	3282	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			96						214			
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)		65			65			40			40	
Link Distance (ft)		1141			466			869			1153	
Travel Time (s)		12.0			4.9			14.8			19.7	
Volume (vph)	56	0	88	0	0	0	0	260	197	241	228	0
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	61	0	96	0	0	0	0	283	214	262	248	0
Lane Group Flow (vph)	61	0	96	0	0	0	0	283	214	262	248	0
Turn Type	Prot		custom						Perm	Prot		
Protected Phases	4							2		1	6	
Permitted Phases			4						2			
Detector Phases	4		4					2	2	1	6	
Minimum Initial (s)	8.0		8.0					10.0	10.0	8.0	10.0	
Minimum Split (s)	21.0		21.0					21.0	21.0	13.0	21.0	
Total Split (s)	21.0	0.0	21.0	0.0	0.0	0.0	0.0	21.0	21.0	18.0	39.0	0.0
Total Split (%)	35.0%	0.0%	35.0%	0.0%	0.0%	0.0%	0.0%	35.0%	35.0%	30.0%	65.0%	0.0%
Maximum Green (s)	16.0		16.0					16.0	16.0	13.0	34.0	
Yellow Time (s)	4.0		4.0					4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0					1.0	1.0	1.0	1.0	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0		3.0					3.0	3.0	3.0	3.0	
Recall Mode	None		None					C-Max	C-Max	None	C-Max	
Walk Time (s)	5.0		5.0					5.0	5.0		5.0	
Flash Dont Walk (s)	11.0		11.0					11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0		0					0	0		0	
Act Effct Green (s)	9.5		9.5					25.4	25.4	15.7	45.9	
Actuated g/C Ratio	0.16		0.16					0.42	0.42	0.26	0.76	
v/c Ratio	0.23		0.31					0.20	0.29	0.61	0.10	
Control Delay	24.3		8.7					14.1	4.1	22.5	3.8	
Queue Delay	0.0		0.0					0.0	0.0	0.0	0.0	
Total Delay	24.3		8.7					14.1	4.1	22.5	3.8	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C		A					B	A	C	A	
Approach Delay								9.8			13.4	
Approach LOS								A			B	
Queue Length 50th (ft)	20		0					35	0	69	13	
Queue Length 95th (ft)	48		33					70	42	m102	m28	
Internal Link Dist (ft)		1061			386			789			1073	
Turn Bay Length (ft)	500								100	100		
Base Capacity (vph)	465		485					1392	746	455	2511	
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		0.20					0.20	0.29	0.58	0.10	

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 16 (27%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.61
Intersection Signal Delay: 12.0 Intersection LOS: B
Intersection Capacity Utilization 45.6% ICU Level of Service A
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 91: SR 11 EB Ramp & Enrico Fermi Dr



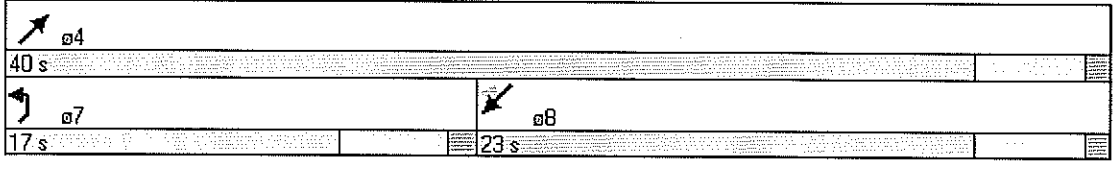
Lane Group	EBL	EBR	NEL	NET	SWT	SWR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	100			100
Storage Lanes	0	0	1			1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)			50	50	50	50
Trailing Detector (ft)			0	0	0	0
Turning Speed (mph)	15	9	15			9
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Frt						0.850
Flt Protected			0.950			
Satd. Flow (prot)	0	0	1641	3282	3282	1468
Flt Permitted			0.950			
Satd. Flow (perm)	0	0	1641	3282	3282	1468
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						48
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	65			40	40	
Link Distance (ft)	963			792	1347	
Travel Time (s)	10.1			13.5	23.0	
Volume (vph)	0	0	53	111	17	44
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	0	0	58	121	18	48
Lane Group Flow (vph)	0	0	58	121	18	48
Turn Type			Prot			Perm
Protected Phases			7	4	8	
Permitted Phases						8
Detector Phases			7	4	8	8
Minimum Initial (s)			8.0	10.0	10.0	10.0
Minimum Split (s)			13.0	15.0	21.0	21.0
Total Split (s)	0.0	0.0	17.0	40.0	23.0	23.0
Total Split (%)	0.0%	0.0%	42.5%	100.0%	57.5%	57.5%
Maximum Green (s)			12.0	35.0	18.0	18.0
Yellow Time (s)			4.0	4.0	4.0	4.0
All-Red Time (s)			1.0	1.0	1.0	1.0
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?						
Vehicle Extension (s)			3.0	3.0	3.0	3.0
Recall Mode			None	C-Max	C-Max	C-Max
Walk Time (s)					5.0	5.0
Flash Dont Walk (s)					11.0	11.0
Pedestrian Calls (#/hr)					0	0
Act Effct Green (s)			9.0	40.0	36.6	36.6
Actuated g/C Ratio			0.22	1.00	0.92	0.92
v/c Ratio			0.16	0.04	0.01	0.04
Control Delay			9.2	0.0	1.1	0.3
Queue Delay			0.0	0.0	0.0	0.0
Total Delay			9.2	0.0	1.1	0.3

Lane Group	EBL	EBR	NEL	NET	SWT	SWR
LOS			A	A	A	A
Approach Delay				3.0	0.5	
Approach LOS				A	A	
Queue Length 50th (ft)			9	0	0	0
Queue Length 95th (ft)			20	0	2	3
Internal Link Dist (ft)	883			712	1267	
Turn Bay Length (ft)			100			100
Base Capacity (vph)			533	3282	3003	1347
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			0.11	0.04	0.01	0.04

Intersection Summary

Area Type: Other
Cycle Length: 40
Actuated Cycle Length: 40
Offset: 0 (0%), Referenced to phase 4:NET and 8:SWT, Start of Green
Natural Cycle: 40
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.16
Intersection Signal Delay: 2.3 Intersection LOS: A
Intersection Capacity Utilization 21.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 62: SR 11 WB On-Ramp & Siempre Viva Rd



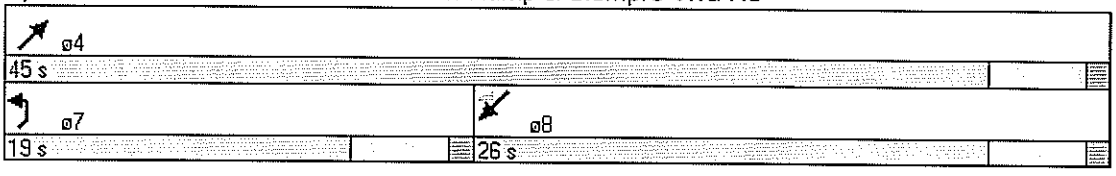
Lane Group	EBL	EBR	NEL	NET	SWT	SWR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	100			100
Storage Lanes	0	0	1			1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)			50	50	50	50
Trailing Detector (ft)			0	0	0	0
Turning Speed (mph)	15	9	15			9
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Frt						0.850
Flt Protected			0.950			
Satd. Flow (prot)	0	0	1641	3282	3282	1468
Flt Permitted			0.950			
Satd. Flow (perm)	0	0	1641	3282	3282	1468
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						79
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	65			40	40	
Link Distance (ft)	946			779	1353	
Travel Time (s)	9.9			13.3	23.1	
Volume (vph)	0	0	59	102	43	73
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	0	0	64	111	47	79
Lane Group Flow (vph)	0	0	64	111	47	79
Turn Type			Prot			Perm
Protected Phases			7	4	8	
Permitted Phases						8
Detector Phases			7	4	8	8
Minimum Initial (s)			8.0	10.0	10.0	10.0
Minimum Split (s)			13.0	15.0	21.0	21.0
Total Split (s)	0.0	0.0	19.0	45.0	26.0	26.0
Total Split (%)	0.0%	0.0%	42.2%	100.0%	57.8%	57.8%
Maximum Green (s)			14.0	40.0	21.0	21.0
Yellow Time (s)			4.0	4.0	4.0	4.0
All-Red Time (s)			1.0	1.0	1.0	1.0
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?						
Vehicle Extension (s)			3.0	3.0	3.0	3.0
Recall Mode			None	C-Max	C-Max	C-Max
Walk Time (s)					5.0	5.0
Flash Dont Walk (s)					11.0	11.0
Pedestrian Calls (#/hr)					0	0
Act Effct Green (s)			9.1	45.0	38.1	38.1
Actuated g/C Ratio			0.20	1.00	0.85	0.85
v/c Ratio			0.19	0.03	0.02	0.06
Control Delay			11.9	0.0	1.3	0.2
Queue Delay			0.0	0.0	0.0	0.0
Total Delay			11.9	0.0	1.3	0.2

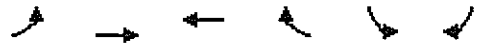
Lane Group	EBL	EBR	NEL	NET	SWT	SWR
LOS			B	A	A	A
Approach Delay				4.4	0.6	
Approach LOS				A	A	
Queue Length 50th (ft)			8	0	0	0
Queue Length 95th (ft)			16	0	2	1
Internal Link Dist (ft)	866			699	1273	
Turn Bay Length (ft)			100			100
Base Capacity (vph)			547	3282	2777	1254
Starvation Cap Reductn			0	0	0	0
Spillback Cap Reductn			0	0	0	0
Storage Cap Reductn			0	0	0	0
Reduced v/c Ratio			0.12	0.03	0.02	0.06

Intersection Summary

Area Type: Other
Cycle Length: 45
Actuated Cycle Length: 45
Offset: 42 (93%), Referenced to phase 4:NET and 8:SWT, Start of Green
Natural Cycle: 40
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.19
Intersection Signal Delay: 2.8 Intersection LOS: A
Intersection Capacity Utilization 21.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 62: SR 11 WB On-Ramp & Siempre Viva Rd





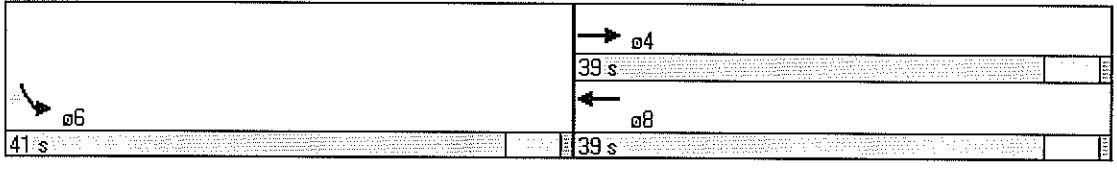
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↰	↱
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			0	500	0
Storage Lanes	0			0	1	1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)		50	50		50	50
Trailing Detector (ft)		0	0		0	0
Turning Speed (mph)	15			9	15	9
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Frt						0.850
Flt Protected					0.950	
Satd. Flow (prot)	0	3282	3282	0	1641	1468
Flt Permitted					0.950	
Satd. Flow (perm)	0	3282	3282	0	1641	1468
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)						59
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40	40		65	
Link Distance (ft)		1095	792		1002	
Travel Time (s)		18.7	13.5		10.5	
Volume (vph)	0	86	17	0	25	54
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	0	93	18	0	27	59
Lane Group Flow (vph)	0	93	18	0	27	59
Turn Type						Perm
Protected Phases		4	8		6	
Permitted Phases						6
Detector Phases		4	8		6	6
Minimum Initial (s)		10.0	10.0		8.0	8.0
Minimum Split (s)		21.0	21.0		21.0	21.0
Total Split (s)	0.0	39.0	39.0	0.0	41.0	41.0
Total Split (%)	0.0%	48.8%	48.8%	0.0%	51.3%	51.3%
Maximum Green (s)		34.0	34.0		36.0	36.0
Yellow Time (s)		4.0	4.0		4.0	4.0
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		Max	Max
Walk Time (s)		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0
Act Effct Green (s)		35.0	35.0		37.0	37.0
Actuated g/C Ratio		0.44	0.44		0.46	0.46
v/c Ratio		0.06	0.01		0.04	0.08
Control Delay		13.3	8.3		12.0	3.9
Queue Delay		0.0	0.0		0.0	0.0
Total Delay		13.3	8.3		12.0	3.9

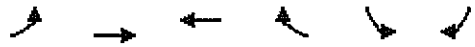
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
LOS		B	A		B	A
Approach Delay		13.3	8.3		6.5	
Approach LOS		B	A		A	
Queue Length 50th (ft)		13	2		7	0
Queue Length 95th (ft)		26	4		20	19
Internal Link Dist (ft)		1015	712		922	
Turn Bay Length (ft)					500	
Base Capacity (vph)		1436	1436		759	711
Starvation Cap Reductn		0	0		0	0
Spillback Cap Reductn		0	0		0	0
Storage Cap Reductn		0	0		0	0
Reduced v/c Ratio		0.06	0.01		0.04	0.08

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 16 (20%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 45
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.08
Intersection Signal Delay: 9.8 Intersection LOS: A
Intersection Capacity Utilization 21.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 94: Siempre Viva Rd & SR 11 EB Off-Ramp





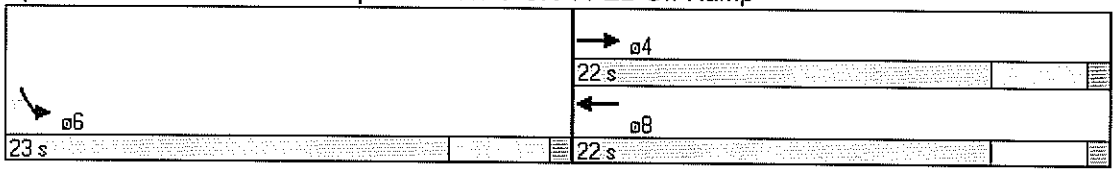
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↰	↱
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			0	500	0
Storage Lanes	0			0	1	1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)		50	50		50	50
Trailing Detector (ft)		0	0		0	0
Turning Speed (mph)	15			9	15	9
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Frt						0.850
Flt Protected					0.950	
Satd. Flow (prot)	0	3282	3282	0	1641	1468
Flt Permitted					0.950	
Satd. Flow (perm)	0	3282	3282	0	1641	1468
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)						64
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40	40		65	
Link Distance (ft)		1095	779		1002	
Travel Time (s)		18.7	13.3		10.5	
Volume (vph)	0	83	43	0	19	59
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	0	90	47	0	21	64
Lane Group Flow (vph)	0	90	47	0	21	64
Turn Type						Perm
Protected Phases		4	8		6	
Permitted Phases						6
Detector Phases		4	8		6	6
Minimum Initial (s)		10.0	10.0		8.0	8.0
Minimum Split (s)		21.0	21.0		21.0	21.0
Total Split (s)	0.0	22.0	22.0	0.0	23.0	23.0
Total Split (%)	0.0%	48.9%	48.9%	0.0%	51.1%	51.1%
Maximum Green (s)		17.0	17.0		18.0	18.0
Yellow Time (s)		4.0	4.0		4.0	4.0
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		Max	Max
Walk Time (s)		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0
Act Effct Green (s)		18.0	18.0		19.0	19.0
Actuated g/C Ratio		0.40	0.40		0.42	0.42
v/c Ratio		0.07	0.04		0.03	0.10
Control Delay		4.9	5.0		7.8	3.3
Queue Delay		0.0	0.0		0.0	0.0
Total Delay		4.9	5.0		7.8	3.3

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
LOS		A	A		A	A
Approach Delay		4.9	5.0		4.4	
Approach LOS		A	A		A	
Queue Length 50th (ft)		3	2		3	0
Queue Length 95th (ft)		6	6		12	15
Internal Link Dist (ft)		1015	699		922	
Turn Bay Length (ft)					500	
Base Capacity (vph)		1313	1313		693	657
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		0.07	0.04		0.03	0.10

Intersection Summary

Area Type: Other
Cycle Length: 45
Actuated Cycle Length: 45
Offset: 6 (13%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 45
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.10
Intersection Signal Delay: 4.7 Intersection LOS: A
Intersection Capacity Utilization 21.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 94: Siempre Viva Rd & SR 11 EB Off-Ramp



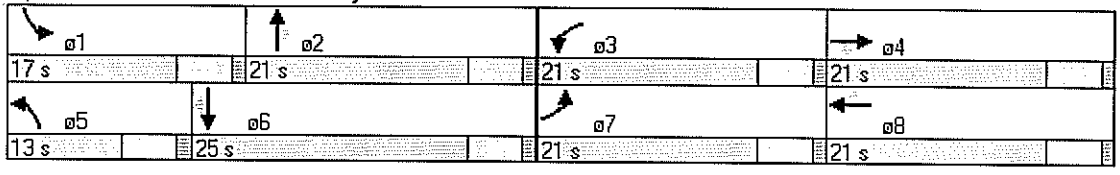
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		600	200		0	475		100
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			57			87			60			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			40			40	
Link Distance (ft)		1847			5168			2579			1034	
Travel Time (s)		31.5			88.1			44.0			17.6	
Volume (vph)	46	99	52	106	65	80	40	175	55	146	198	50
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	50	108	57	115	71	87	43	190	60	159	215	54
Lane Group Flow (vph)	50	108	57	115	71	87	43	190	60	159	215	54
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	8.0	10.0	10.0	8.0	10.0	10.0
Minimum Split (s)	21.0	21.0	21.0	21.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0
Total Split (s)	21.0	21.0	21.0	21.0	21.0	21.0	13.0	21.0	21.0	17.0	25.0	25.0
Total Split (%)	26.3%	26.3%	26.3%	26.3%	26.3%	26.3%	16.3%	26.3%	26.3%	21.3%	31.3%	31.3%
Maximum Green (s)	16.0	16.0	16.0	16.0	16.0	16.0	8.0	16.0	16.0	12.0	20.0	20.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0		0	0		0	0
Act Effct Green (s)	9.4	10.2	10.2	12.2	15.9	15.9	9.6	31.4	31.4	12.8	37.7	37.7
Actuated g/C Ratio	0.11	0.13	0.13	0.15	0.20	0.20	0.12	0.41	0.41	0.16	0.49	0.49
v/c Ratio	0.26	0.26	0.24	0.46	0.11	0.24	0.23	0.14	0.10	0.61	0.13	0.07
Control Delay	30.3	26.7	11.1	29.9	22.2	7.9	30.5	18.9	7.1	34.7	15.2	6.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.3	26.7	11.1	29.9	22.2	7.9	30.5	18.9	7.1	34.7	15.2	6.3

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	C	B	C	C	A	C	B	A	C	B	A
Approach Delay		23.4			20.9			18.2			21.3	
Approach LOS		C			C			B			C	
Queue Length 50th (ft)	19	21	0	42	12	0	16	31	0	58	32	0
Queue Length 95th (ft)	49	44	30	88	30	34	45	62	27	122	64	23
Internal Link Dist (ft)		1767			5088			2499			954	
Turn Bay Length (ft)	100		100	100		600	200			475		100
Base Capacity (vph)	328	681	350	350	775	413	191	1331	631	284	1595	741
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	0.15	0.16	0.16	0.33	0.09	0.21	0.23	0.14	0.10	0.56	0.13	0.07

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 77.5
Natural Cycle: 80
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.61
Intersection Signal Delay: 20.8 Intersection LOS: C
Intersection Capacity Utilization 39.0% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 5: Airway Rd & Britannia Blvd



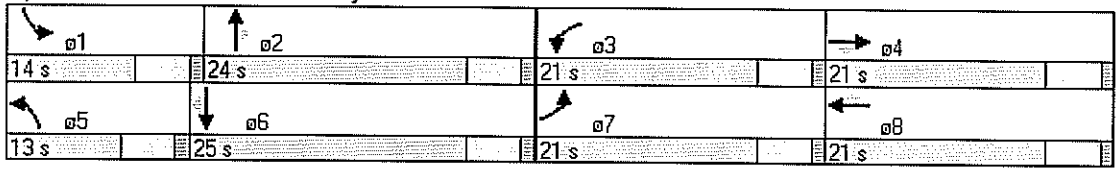
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		600	200		0	475		100
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			48			175			127			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			40			40	
Link Distance (ft)		1847			5168			2579			1034	
Travel Time (s)		31.5			88.1			44.0			17.6	
Volume (vph)	55	72	44	61	108	161	58	218	117	88	192	51
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	60	78	48	66	117	175	63	237	127	96	209	55
Lane Group Flow (vph)	60	78	48	66	117	175	63	237	127	96	209	55
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	8.0	10.0	10.0	8.0	10.0	10.0
Minimum Split (s)	21.0	21.0	21.0	21.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0
Total Split (s)	21.0	21.0	21.0	21.0	21.0	21.0	13.0	24.0	24.0	14.0	25.0	25.0
Total Split (%)	26.3%	26.3%	26.3%	26.3%	26.3%	26.3%	16.3%	30.0%	30.0%	17.5%	31.3%	31.3%
Maximum Green (s)	16.0	16.0	16.0	16.0	16.0	16.0	8.0	19.0	19.0	9.0	20.0	20.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0		0	0		0	0
Act Effct Green (s)	9.3	10.6	10.6	9.4	10.8	10.8	9.4	31.8	31.8	10.1	32.4	32.4
Actuated g/C Ratio	0.13	0.16	0.16	0.14	0.16	0.16	0.13	0.49	0.49	0.14	0.50	0.50
v/c Ratio	0.27	0.15	0.18	0.29	0.22	0.46	0.29	0.15	0.16	0.41	0.13	0.07
Control Delay	28.1	24.0	10.5	28.1	23.7	9.0	29.4	14.9	4.8	30.4	14.3	6.2
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
Total Delay	28.1	24.0	10.5	28.1	23.7	9.0	29.4	14.9	4.8	30.4	14.3	6.2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	C	B	C	C	A	C	B	A	C	B	A
Approach Delay		21.8			17.3			14.0			17.4	
Approach LOS		C			B			B			B	
Queue Length 50th (ft)	21	14	0	23	21	0	22	35	0	34	30	0
Queue Length 95th (ft)	54	33	26	58	44	48	59	69	35	82	60	23
Internal Link Dist (ft)		1767			5088			2499			954	
Turn Bay Length (ft)	100		100	100		600	200			475		100
Base Capacity (vph)	374	803	395	375	804	492	221	1611	785	244	1641	761
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	0.16	0.10	0.12	0.18	0.15	0.36	0.29	0.15	0.16	0.39	0.13	0.07

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 64.8
Natural Cycle: 80
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.46
Intersection Signal Delay: 16.9 Intersection LOS: B
Intersection Capacity Utilization 35.0% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 5: Airway Rd & Britannia Blvd



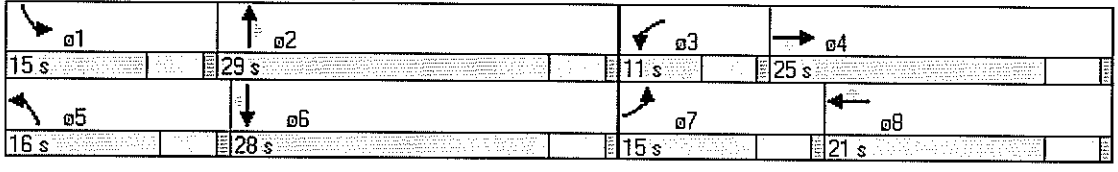
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	100		100	325		0
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.91	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1468	1641	3282	1468	1641	4715	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3282	1468	1641	3282	1468	1641	4715	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			247			133			134			72
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)		5168			6483			2507			830	
Travel Time (s)		88.1			110.5			42.7			14.1	
Volume (vph)	123	116	227	21	124	122	139	462	123	96	654	66
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	134	126	247	23	135	133	151	502	134	104	711	72
Lane Group Flow (vph)	134	126	247	23	135	133	151	502	134	104	711	72
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	8.0	10.0	10.0	8.0	10.0	10.0
Minimum Split (s)	11.0	21.0	21.0	11.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0
Total Split (s)	15.0	25.0	25.0	11.0	21.0	21.0	16.0	29.0	29.0	15.0	28.0	28.0
Total Split (%)	18.8%	31.3%	31.3%	13.8%	26.3%	26.3%	20.0%	36.3%	36.3%	18.8%	35.0%	35.0%
Maximum Green (s)	10.0	20.0	20.0	6.0	16.0	16.0	11.0	24.0	24.0	10.0	23.0	23.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	10.4	20.0	20.0	7.0	10.0	10.0	13.5	34.3	34.3	11.9	30.1	30.1
Actuated g/C Ratio	0.13	0.25	0.25	0.09	0.12	0.12	0.17	0.43	0.43	0.15	0.38	0.38
v/c Ratio	0.63	0.15	0.45	0.16	0.33	0.44	0.55	0.25	0.19	0.43	0.58	0.12
Control Delay	46.7	25.3	7.0	36.6	34.0	11.3	37.3	17.0	4.6	46.0	13.8	1.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.7	25.3	7.0	36.6	34.0	11.3	37.3	17.0	4.6	46.0	13.8	1.3

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	D	C	A	D	C	B	D	B	A	D	B	A
Approach Delay		22.1			23.8			18.8			16.6	
Approach LOS		C			C			B			B	
Queue Length 50th (ft)	64	23	0	11	33	0	70	60	0	55	62	1
Queue Length 95th (ft)	#130	51	58	33	57	47	121	97	37	m103	91	m2
Internal Link Dist (ft)		5088			6403			2427			750	
Turn Bay Length (ft)	100		100	100		100	100		100	325		
Base Capacity (vph)	226	915	588	144	697	417	291	2024	707	257	1235	597
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	0.59	0.14	0.42	0.16	0.19	0.32	0.52	0.25	0.19	0.40	0.58	0.12

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 16 (20%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.63
Intersection Signal Delay: 19.3 Intersection LOS: B
Intersection Capacity Utilization 52.6% 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.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: Airway Rd & La Media Rd



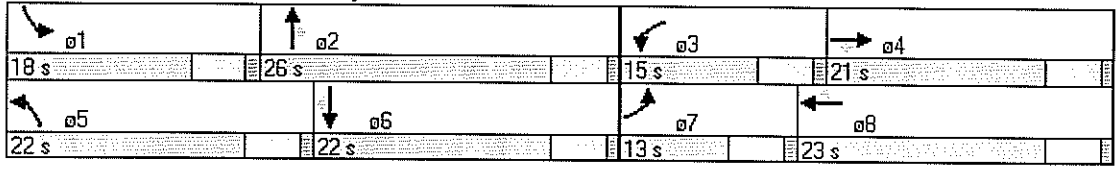
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	100		100	325		0
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.91	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1468	1641	3282	1468	1641	4715	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3282	1468	1641	3282	1468	1641	4715	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			166			115			25			147
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)		5168			6483			2507			830	
Travel Time (s)		88.1			110.5			42.7			14.1	
Volume (vph)	73	137	153	135	128	106	250	719	23	134	508	135
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	79	149	166	147	139	115	272	782	25	146	552	147
Lane Group Flow (vph)	79	149	166	147	139	115	272	782	25	146	552	147
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	8.0	10.0	10.0	8.0	10.0	10.0
Minimum Split (s)	11.0	21.0	21.0	11.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0
Total Split (s)	13.0	21.0	21.0	15.0	23.0	23.0	22.0	26.0	26.0	18.0	22.0	22.0
Total Split (%)	16.3%	26.3%	26.3%	18.8%	28.8%	28.8%	27.5%	32.5%	32.5%	22.5%	27.5%	27.5%
Maximum Green (s)	8.0	16.0	16.0	10.0	18.0	18.0	17.0	21.0	21.0	13.0	17.0	17.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	8.5	10.3	10.3	10.6	14.5	14.5	19.1	29.7	29.7	13.4	24.0	24.0
Actuated g/C Ratio	0.11	0.13	0.13	0.13	0.18	0.18	0.24	0.37	0.37	0.17	0.30	0.30
v/c Ratio	0.45	0.35	0.50	0.68	0.23	0.32	0.69	0.45	0.04	0.53	0.56	0.27
Control Delay	42.0	33.8	11.0	49.9	30.0	8.8	37.1	21.2	8.9	24.1	30.5	12.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.0	33.8	11.0	49.9	30.0	8.8	37.1	21.2	8.9	24.1	30.5	12.6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	D	C	B	D	C	A	D	C	A	C	C	B
Approach Delay		25.9			31.2			24.9			26.3	
Approach LOS		C			C			C			C	
Queue Length 50th (ft)	37	36	0	71	33	0	122	105	0	57	148	11
Queue Length 95th (ft)	80	62	51	#148	56	42	196	164	18	43	206	78
Internal Link Dist (ft)		5088			6403			2427			750	
Turn Bay Length (ft)	100		100	100		100	100		100	325		
Base Capacity (vph)	185	697	443	227	801	445	417	1750	561	310	985	543
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	0.43	0.21	0.37	0.65	0.17	0.26	0.65	0.45	0.04	0.47	0.56	0.27

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 2 (3%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.69
Intersection Signal Delay: 26.4 Intersection LOS: C
Intersection Capacity Utilization 55.4% 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: Airway Rd & La Media Rd



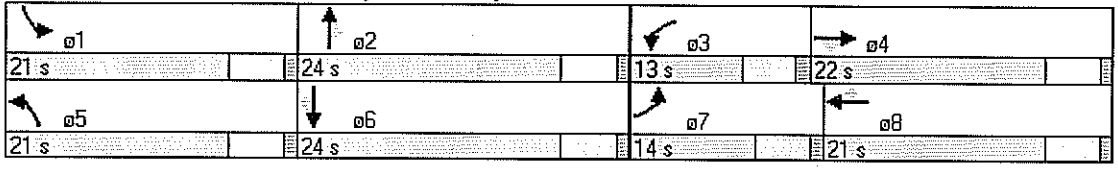
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	250		100	100		675
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			57			33			13			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			40			40	
Link Distance (ft)		6483			1406			1377			2585	
Travel Time (s)		110.5			24.0			23.5			44.1	
Volume (vph)	80	84	52	16	74	30	43	74	12	40	86	58
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	87	91	57	17	80	33	47	80	13	43	93	63
Lane Group Flow (vph)	87	91	57	17	80	33	47	80	13	43	93	63
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	8.0	10.0	10.0	8.0	10.0	10.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0
Total Split (s)	14.0	22.0	22.0	13.0	21.0	21.0	21.0	24.0	24.0	21.0	24.0	24.0
Total Split (%)	17.5%	27.5%	27.5%	16.3%	26.3%	26.3%	26.3%	30.0%	30.0%	26.3%	30.0%	30.0%
Maximum Green (s)	9.0	17.0	17.0	8.0	16.0	16.0	16.0	19.0	19.0	16.0	19.0	19.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	Min	Min	Min	Min	Min	Min
Walk Time (s)		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0	0	0	0	0	0	0
Act Effct Green (s)	8.7	14.4	14.4	7.7	9.2	9.2	10.2	12.3	12.3	10.2	12.3	12.3
Actuated g/C Ratio	0.18	0.29	0.29	0.14	0.19	0.19	0.23	0.28	0.28	0.23	0.28	0.28
v/c Ratio	0.30	0.10	0.12	0.07	0.13	0.11	0.12	0.09	0.03	0.11	0.10	0.14
Control Delay	22.5	14.3	6.6	24.2	20.0	9.8	20.0	17.5	10.6	20.2	17.6	7.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.5	14.3	6.6	24.2	20.0	9.8	20.0	17.5	10.6	20.2	17.6	7.3

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	B	A	C	C	A	C	B	B	C	B	A
Approach Delay		15.5			18.0			17.7			14.9	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)	25	8	0	5	11	0	13	11	0	12	13	0
Queue Length 95th (ft)	60	30	24	20	28	19	37	26	12	35	30	25
Internal Link Dist (ft)		6403			1326			1297			2505	
Turn Bay Length (ft)	100		100	100		100	250		100	100		675
Base Capacity (vph)	334	1201	574	283	986	464	577	1324	600	576	1323	629
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	0.26	0.08	0.10	0.06	0.08	0.07	0.08	0.06	0.02	0.07	0.07	0.10

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 44.3
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.30
Intersection Signal Delay: 16.2 Intersection LOS: B
Intersection Capacity Utilization 31.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 20: Airway Rd & Sanyo Ave



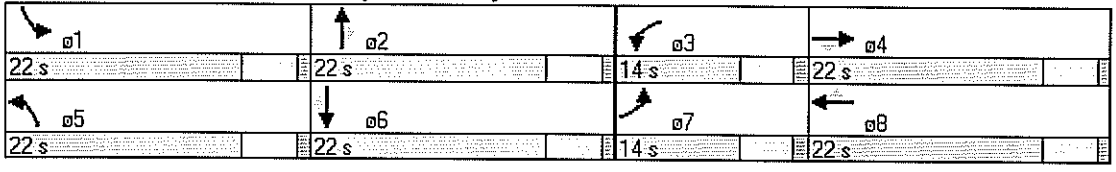
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	250		100	100		675
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			51			48			18			97
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)		6483			1406			1377			2585	
Travel Time (s)		110.5			24.0			23.5			44.1	
Volume (vph)	63	81	47	13	93	44	57	94	17	33	81	89
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	68	88	51	14	101	48	62	102	18	36	88	97
Lane Group Flow (vph)	68	88	51	14	101	48	62	102	18	36	88	97
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	8.0	10.0	10.0	8.0	10.0	10.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0
Total Split (s)	14.0	22.0	22.0	14.0	22.0	22.0	22.0	22.0	22.0	22.0	22.0	22.0
Total Split (%)	17.5%	27.5%	27.5%	17.5%	27.5%	27.5%	27.5%	27.5%	27.5%	27.5%	27.5%	27.5%
Maximum Green (s)	9.0	17.0	17.0	9.0	17.0	17.0	17.0	17.0	17.0	17.0	17.0	17.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	Min	Min	Min	Min	Min	Min
Walk Time (s)		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0	0	0	0	0	0	0
Act Effct Green (s)	8.5	14.4	14.4	7.7	9.3	9.3	10.5	12.6	12.6	10.2	12.3	12.3
Actuated g/C Ratio	0.17	0.29	0.29	0.14	0.19	0.19	0.24	0.28	0.28	0.23	0.28	0.28
v/c Ratio	0.24	0.09	0.11	0.06	0.16	0.15	0.16	0.11	0.04	0.10	0.10	0.20
Control Delay	22.2	14.4	6.7	24.5	20.2	9.0	20.1	17.2	9.8	20.6	17.9	6.8
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
Total Delay	22.2	14.4	6.7	24.5	20.2	9.0	20.1	17.2	9.8	20.6	17.9	6.8

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	B	A	C	C	A	C	B	A	C	B	A
Approach Delay		15.1			17.3			17.5			13.5	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)	19	8	0	4	14	0	17	14	0	10	12	0
Queue Length 95th (ft)	51	29	24	18	34	24	46	32	14	32	30	33
Internal Link Dist (ft)		6403			1326			1297			2505	
Turn Bay Length (ft)	100		100	100		100	250		100	100		675
Base Capacity (vph)	332	1190	565	307	1024	491	598	1248	569	595	1242	616
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	0.20	0.07	0.09	0.05	0.10	0.10	0.10	0.08	0.03	0.06	0.07	0.16

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 44.5
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.24
Intersection Signal Delay: 15.6 Intersection LOS: B
Intersection Capacity Utilization 31.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 20: Airway Rd & Sanyo Ave



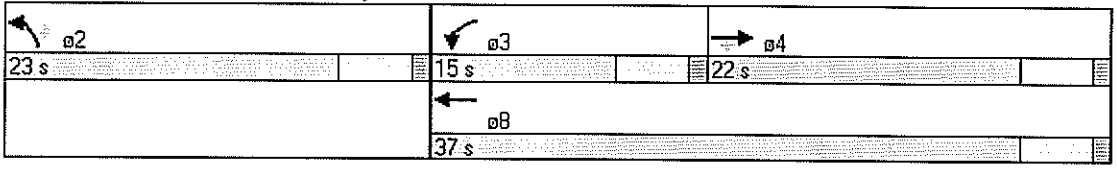
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↱	↰	↑↑	↰	↱
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		100	100		100	0
Storage Lanes		1	1		1	1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3282	1468	1641	3282	1641	1468
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3282	1468	1641	3282	1641	1468
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		64				66
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	40			40	40	
Link Distance (ft)	1406			2459	1186	
Travel Time (s)	24.0			41.9	20.2	
Volume (vph)	75	59	41	67	74	61
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	82	64	45	73	80	66
Lane Group Flow (vph)	82	64	45	73	80	66
Turn Type		Perm	Prot			Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Detector Phases	4	4	3	8	2	2
Minimum Initial (s)	10.0	10.0	8.0	10.0	8.0	8.0
Minimum Split (s)	21.0	21.0	13.0	21.0	21.0	21.0
Total Split (s)	22.0	22.0	15.0	37.0	23.0	23.0
Total Split (%)	36.7%	36.7%	25.0%	61.7%	38.3%	38.3%
Maximum Green (s)	17.0	17.0	10.0	32.0	18.0	18.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?						
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)	5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	14.5	14.5	11.3	21.8	29.2	29.2
Actuated g/C Ratio	0.25	0.25	0.19	0.37	0.56	0.56
v/c Ratio	0.10	0.15	0.15	0.06	0.09	0.08
Control Delay	10.4	5.4	14.3	4.6	10.9	4.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	10.4	5.4	14.3	4.6	10.9	4.9

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
LOS	B	A	B	A	B	A
Approach Delay	8.2			8.3	8.2	
Approach LOS	A			A	A	
Queue Length 50th (ft)	3	0	4	3	8	0
Queue Length 95th (ft)	20	20	28	8	40	20
Internal Link Dist (ft)	1326			2379	1106	
Turn Bay Length (ft)		100	100		100	
Base Capacity (vph)	1134	549	358	1750	1064	975
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	0.07	0.12	0.13	0.04	0.08	0.07

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 52.2
Natural Cycle: 55
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.15
Intersection Signal Delay: 8.2 Intersection LOS: A
Intersection Capacity Utilization 22.3% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 25: Airway Rd & Paseo De Las Americas



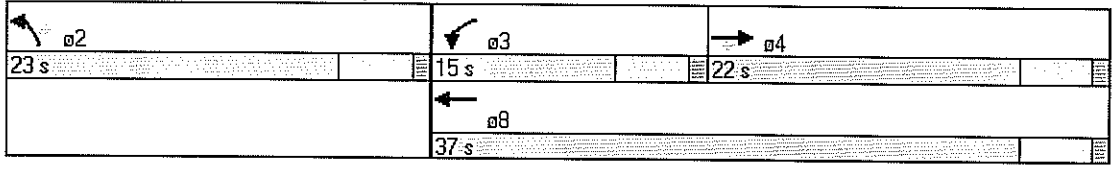
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		100	100		100	0
Storage Lanes		1	1		1	1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3282	1468	1641	3282	1641	1468
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3282	1468	1641	3282	1641	1468
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		88				49
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	40			40	40	
Link Distance (ft)	1406			2459	1186	
Travel Time (s)	24.0			41.9	20.2	
Volume (vph)	74	81	67	83	65	45
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	80	88	73	90	71	49
Lane Group Flow (vph)	80	88	73	90	71	49
Turn Type		Perm	Prot			Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Detector Phases	4	4	3	8	2	2
Minimum Initial (s)	10.0	10.0	8.0	10.0	8.0	8.0
Minimum Split (s)	21.0	21.0	13.0	21.0	21.0	21.0
Total Split (s)	22.0	22.0	15.0	37.0	23.0	23.0
Total Split (%)	36.7%	36.7%	25.0%	61.7%	38.3%	38.3%
Maximum Green (s)	17.0	17.0	10.0	32.0	18.0	18.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?						
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)	5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	14.8	14.8	11.9	22.2	28.3	28.3
Actuated g/C Ratio	0.26	0.26	0.20	0.39	0.56	0.56
v/c Ratio	0.09	0.20	0.22	0.07	0.08	0.06
Control Delay	10.5	5.1	14.3	4.5	11.3	5.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	10.5	5.1	14.3	4.5	11.3	5.7

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
LOS	B	A	B	A	B	A
Approach Delay	7.7			8.9	9.0	
Approach LOS	A			A	A	
Queue Length 50th (ft)	3	0	7	3	7	0
Queue Length 95th (ft)	20	24	39	10	38	18
Internal Link Dist (ft)	1326			2379	1106	
Turn Bay Length (ft)		100	100		100	
Base Capacity (vph)	1172	581	377	1798	1061	966
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	0.07	0.15	0.19	0.05	0.07	0.05

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 50.9
Natural Cycle: 55
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.22
Intersection Signal Delay: 8.5 Intersection LOS: A
Intersection Capacity Utilization 23.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 25: Airway Rd & Paseo De Las Americas



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)	175		100	100		100	175		0	200		0
Storage Lanes	1		1	1		1	1		1	1		1
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	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			146			38			228			136
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)		2459			2618			1171			869	
Travel Time (s)		41.9			44.6			20.0			14.8	
Volume (vph)	101	66	134	219	41	35	94	294	210	47	429	125
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	110	72	146	238	45	38	102	320	228	51	466	136
Lane Group Flow (vph)	110	72	146	238	45	38	102	320	228	51	466	136
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	8.0	10.0	10.0	8.0	10.0	10.0
Minimum Split (s)	11.0	21.0	21.0	11.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0
Total Split (s)	14.0	21.0	21.0	15.0	22.0	22.0	13.0	21.0	21.0	13.0	21.0	21.0
Total Split (%)	20.0%	30.0%	30.0%	21.4%	31.4%	31.4%	18.6%	30.0%	30.0%	18.6%	30.0%	30.0%
Maximum Green (s)	9.0	16.0	16.0	10.0	17.0	17.0	8.0	16.0	16.0	8.0	16.0	16.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	12.6	9.7	9.7	11.0	10.6	10.6	9.1	25.9	25.9	9.1	23.2	23.2
Actuated g/C Ratio	0.19	0.15	0.15	0.17	0.16	0.16	0.14	0.40	0.40	0.13	0.36	0.36
v/c Ratio	0.35	0.15	0.43	0.85	0.09	0.14	0.46	0.24	0.31	0.24	0.39	0.22
Control Delay	26.3	23.7	9.1	53.3	22.8	9.7	31.8	16.5	4.5	27.7	19.1	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
Total Delay	26.3	23.7	9.1	53.3	22.8	9.7	31.8	16.5	4.5	27.7	19.1	5.1

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	C	A	D	C	A	C	B	A	C	B	A
Approach Delay		18.1			43.8			14.7			16.9	
Approach LOS		B			D			B			B	
Queue Length 50th (ft)	38	12	0	87	7	0	36	50	0	17	77	0
Queue Length 95th (ft)	84	28	42	#207	20	22	80	87	46	47	125	36
Internal Link Dist (ft)		2379			2538			1091			789	
Turn Bay Length (ft)	175		100	100		100	175			200		
Base Capacity (vph)	323	761	453	282	801	387	224	1329	730	216	1191	619
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	0.34	0.09	0.32	0.84	0.06	0.10	0.46	0.24	0.31	0.24	0.39	0.22

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 64
Natural Cycle: 70
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.85
Intersection Signal Delay: 20.8 Intersection LOS: C
Intersection Capacity Utilization 47.3% 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: 7: Airway Rd & Enrico Fermi Dr

ø1	ø2	ø3	ø4
13 s	21 s	15 s	21 s
ø5	**ø6**	**ø7**	**ø8**
13 s	21 s	14 s	22 s

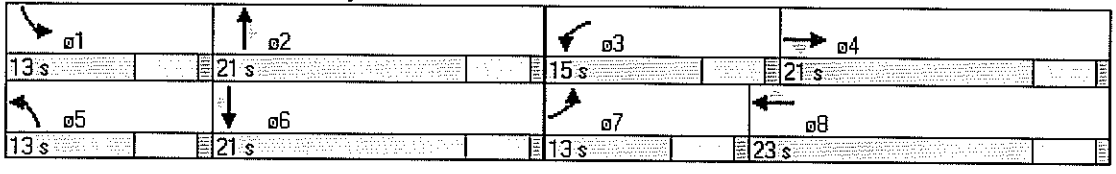
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	175		100	100		100	175		0	200		0
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			113			55			262			121
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)		2459			2618			1171			869	
Travel Time (s)		41.9			44.6			20.0			14.8	
Volume (vph)	137	45	104	231	73	51	148	472	241	39	324	111
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	149	49	113	251	79	55	161	513	262	42	352	121
Lane Group Flow (vph)	149	49	113	251	79	55	161	513	262	42	352	121
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	8.0	10.0	10.0	8.0	10.0	10.0
Minimum Split (s)	11.0	21.0	21.0	11.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0
Total Split (s)	13.0	21.0	21.0	15.0	23.0	23.0	13.0	21.0	21.0	13.0	21.0	21.0
Total Split (%)	18.6%	30.0%	30.0%	21.4%	32.9%	32.9%	18.6%	30.0%	30.0%	18.6%	30.0%	30.0%
Maximum Green (s)	8.0	16.0	16.0	10.0	18.0	18.0	8.0	16.0	16.0	8.0	16.0	16.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	8.6	9.4	9.4	11.1	11.5	11.5	9.0	25.4	25.4	9.1	20.4	20.4
Actuated g/C Ratio	0.14	0.15	0.15	0.19	0.19	0.19	0.14	0.42	0.42	0.13	0.34	0.34
v/c Ratio	0.65	0.10	0.36	0.83	0.13	0.17	0.68	0.37	0.34	0.19	0.31	0.21
Control Delay	40.8	23.3	9.2	50.2	21.9	8.5	42.5	15.9	4.4	27.8	18.5	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	0.0
Total Delay	40.8	23.3	9.2	50.2	21.9	8.5	42.5	15.9	4.4	27.8	18.5	5.4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	D	C	A	D	C	A	D	B	A	C	B	A
Approach Delay		26.6			38.4			17.3			16.2	
Approach LOS		C			D			B			B	
Queue Length 50th (ft)	53	8	0	93	13	0	58	57	0	14	56	0
Queue Length 95th (ft)	#129	21	38	#217	29	25	#142	136	49	40	93	34
Internal Link Dist (ft)		2379			2538			1091			789	
Turn Bay Length (ft)	175		100	100		100	175			200		
Base Capacity (vph)	236	796	442	304	930	456	236	1394	774	220	1118	580
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	0.06	0.26	0.83	0.08	0.12	0.68	0.37	0.34	0.19	0.31	0.21

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 59.9
Natural Cycle: 70
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.83
Intersection Signal Delay: 22.2 Intersection LOS: C
Intersection Capacity Utilization 49.2% 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: 7: Airway Rd & Enrico Fermi Dr



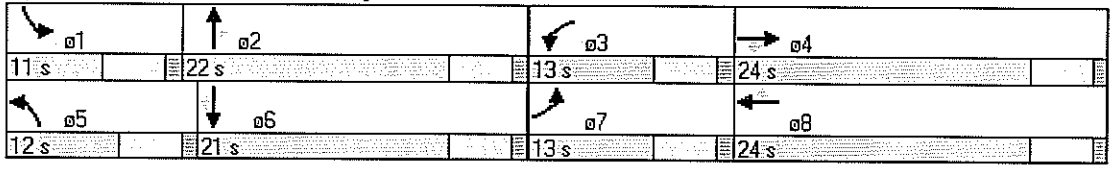
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	100		100	100		100
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			7			9			3			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			40			40	
Link Distance (ft)		2618			1746			1165			2550	
Travel Time (s)		44.6			29.8			19.9			43.5	
Volume (vph)	24	31	6	3	28	8	7	7	3	9	4	16
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	26	34	7	3	30	9	8	8	3	10	4	17
Lane Group Flow (vph)	26	34	7	3	30	9	8	8	3	10	4	17
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	12.0	21.0	21.0	11.0	21.0	21.0
Total Split (s)	13.0	24.0	24.0	13.0	24.0	24.0	12.0	22.0	22.0	11.0	21.0	21.0
Total Split (%)	18.6%	34.3%	34.3%	18.6%	34.3%	34.3%	17.1%	31.4%	31.4%	15.7%	30.0%	30.0%
Maximum Green (s)	8.0	19.0	19.0	8.0	19.0	19.0	7.0	17.0	17.0	6.0	16.0	16.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	11.4	13.7	13.7	11.4	13.7	13.7	9.1	59.5	59.5	8.9	59.4	59.4
Actuated g/C Ratio	0.14	0.17	0.17	0.14	0.17	0.17	0.12	0.86	0.86	0.11	0.86	0.86
v/c Ratio	0.11	0.06	0.03	0.01	0.05	0.04	0.04	0.00	0.00	0.05	0.00	0.01
Control Delay	17.0	14.7	11.2	17.0	14.8	10.9	18.1	8.3	7.3	18.3	9.0	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	0.0
Total Delay	17.0	14.7	11.2	17.0	14.8	10.9	18.1	8.3	7.3	18.3	9.0	5.6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	B	B	B	B	B	B	B	A	A	B	A	A
Approach Delay		15.2			14.1			12.3			10.2	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)	4	2	0	1	2	0	1	0	0	2	0	0
Queue Length 95th (ft)	27	16	9	8	14	10	14	5	5	15	3	12
Internal Link Dist (ft)		2538			1666			1085			2470	
Turn Bay Length (ft)	100		100	100		100	100		100	100		100
Base Capacity (vph)	234	868	393	234	868	395	211	2819	1261	188	2812	1260
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	0.11	0.04	0.02	0.01	0.03	0.02	0.04	0.00	0.00	0.05	0.00	0.01

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 69.3
Natural Cycle: 70
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.11
Intersection Signal Delay: 13.6 Intersection LOS: B
Intersection Capacity Utilization 31.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 39: Airway Rd & Alta Rd



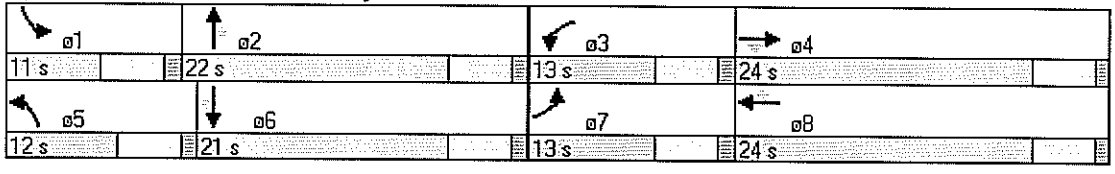
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	100		100	100		100
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			9			11			3			28
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)		2618			1746			1165			2550	
Travel Time (s)		44.6			29.8			19.9			43.5	
Volume (vph)	18	31	8	3	34	10	7	4	3	8	8	26
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	20	34	9	3	37	11	8	4	3	9	9	28
Lane Group Flow (vph)	20	34	9	3	37	11	8	4	3	9	9	28
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	12.0	21.0	21.0	11.0	21.0	21.0
Total Split (s)	13.0	24.0	24.0	13.0	24.0	24.0	12.0	22.0	22.0	11.0	21.0	21.0
Total Split (%)	18.6%	34.3%	34.3%	18.6%	34.3%	34.3%	17.1%	31.4%	31.4%	15.7%	30.0%	30.0%
Maximum Green (s)	8.0	19.0	19.0	8.0	19.0	19.0	7.0	17.0	17.0	6.0	16.0	16.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	10.8	14.0	14.0	10.8	14.0	14.0	8.6	53.6	53.6	8.4	53.5	53.5
Actuated g/C Ratio	0.13	0.18	0.18	0.13	0.18	0.18	0.11	0.76	0.76	0.11	0.75	0.75
v/c Ratio	0.09	0.06	0.03	0.01	0.06	0.04	0.05	0.00	0.00	0.05	0.00	0.03
Control Delay	19.4	14.7	10.9	19.7	14.7	10.4	20.6	10.2	8.7	21.1	10.2	5.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.4	14.7	10.9	19.7	14.7	10.4	20.6	10.2	8.7	21.1	10.2	5.7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	B	B	B	B	B	B	C	B	A	C	B	A
Approach Delay		15.6			14.1			15.4			9.6	
Approach LOS		B			B			B			A	
Queue Length 50th (ft)	3	2	0	1	2	0	1	0	0	1	0	0
Queue Length 95th (ft)	23	16	10	8	17	12	14	3	5	14	5	16
Internal Link Dist (ft)		2538			1666			1085			2470	
Turn Bay Length (ft)	100		100	100		100	100		100	100		100
Base Capacity (vph)	217	891	405	217	891	406	195	2482	1111	173	2475	1114
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	0.09	0.04	0.02	0.01	0.04	0.03	0.04	0.00	0.00	0.05	0.00	0.03

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 70.9
Natural Cycle: 70
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.09
Intersection Signal Delay: 13.6 Intersection LOS: B
Intersection Capacity Utilization 31.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 39: Airway Rd & Alta Rd



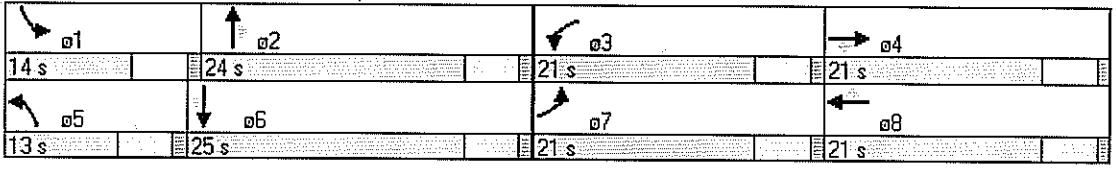
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		375	125		100	350		0
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	4715	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	4715	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			39			51			38			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)		40			40			40			40	
Link Distance (ft)		1880			5156			1276			2579	
Travel Time (s)		32.0			87.9			21.8			44.0	
Volume (vph)	36	27	36	55	12	47	24	150	35	82	244	41
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	39	29	39	60	13	51	26	163	38	89	265	45
Lane Group Flow (vph)	39	29	39	60	13	51	26	163	38	89	265	45
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	8.0	10.0	10.0	8.0	10.0	10.0
Minimum Split (s)	21.0	21.0	21.0	21.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0
Total Split (s)	21.0	21.0	21.0	21.0	21.0	21.0	13.0	24.0	24.0	14.0	25.0	25.0
Total Split (%)	26.3%	26.3%	26.3%	26.3%	26.3%	26.3%	16.3%	30.0%	30.0%	17.5%	31.3%	31.3%
Maximum Green (s)	16.0	16.0	16.0	16.0	16.0	16.0	8.0	19.0	19.0	9.0	20.0	20.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0		0	0		0	0
Act Effct Green (s)	9.0	9.9	9.9	9.8	13.5	13.5	9.8	42.0	42.0	10.5	45.6	45.6
Actuated g/C Ratio	0.11	0.13	0.13	0.13	0.18	0.18	0.12	0.58	0.58	0.14	0.63	0.63
v/c Ratio	0.21	0.05	0.18	0.29	0.02	0.17	0.13	0.08	0.04	0.40	0.13	0.05
Control Delay	27.9	24.2	11.6	26.6	22.2	9.8	27.2	13.4	6.7	28.6	11.2	6.1
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
Total Delay	27.9	24.2	11.6	26.6	22.2	9.8	27.2	13.4	6.7	28.6	11.2	6.1

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	C	B	C	C	A	C	B	A	C	B	A
Approach Delay		21.0			19.2			13.9			14.5	
Approach LOS		C			B			B			B	
Queue Length 50th (ft)	14	3	0	21	1	0	9	23	0	31	25	0
Queue Length 95th (ft)	38	11	24	52	6	26	30	46	19	73	68	20
Internal Link Dist (ft)		1800			5076			1196			2499	
Turn Bay Length (ft)	100		100	100		375	125		100	350		
Base Capacity (vph)	343	1017	347	357	1122	389	202	1919	874	232	2081	947
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	0.11	0.03	0.11	0.17	0.01	0.13	0.13	0.08	0.04	0.38	0.13	0.05

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 71.9
Natural Cycle: 80
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.40
Intersection Signal Delay: 15.8 Intersection LOS: B
Intersection Capacity Utilization 34.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 34: Siempre Viva Rd & Britannia Blvd



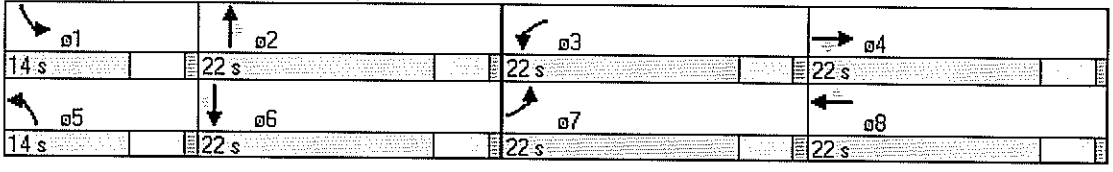
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		375	125		100	350		0
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	4715	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	4715	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			29			68			65			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)		40			40			40			40	
Link Distance (ft)		1880			5156			1276			2579	
Travel Time (s)		32.0			87.9			21.8			44.0	
Volume (vph)	45	13	27	38	30	63	39	268	60	51	165	39
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	49	14	29	41	33	68	42	291	65	55	179	42
Lane Group Flow (vph)	49	14	29	41	33	68	42	291	65	55	179	42
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	8.0	10.0	10.0	8.0	10.0	10.0
Minimum Split (s)	21.0	21.0	21.0	21.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0
Total Split (s)	22.0	22.0	22.0	22.0	22.0	22.0	14.0	22.0	22.0	14.0	22.0	22.0
Total Split (%)	27.5%	27.5%	27.5%	27.5%	27.5%	27.5%	17.5%	27.5%	27.5%	17.5%	27.5%	27.5%
Maximum Green (s)	17.0	17.0	17.0	17.0	17.0	17.0	9.0	17.0	17.0	9.0	17.0	17.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0		0	0		0	0
Act Effct Green (s)	9.4	13.4	13.4	9.1	10.2	10.2	10.1	40.4	40.4	10.3	43.6	43.6
Actuated g/C Ratio	0.13	0.18	0.18	0.12	0.13	0.13	0.13	0.57	0.57	0.14	0.62	0.62
v/c Ratio	0.24	0.02	0.10	0.21	0.05	0.27	0.20	0.15	0.07	0.25	0.09	0.05
Control Delay	25.3	21.2	10.9	26.6	22.5	10.0	26.2	13.5	5.7	25.2	11.9	6.7
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
Total Delay	25.3	21.2	10.9	26.6	22.5	10.0	26.2	13.5	5.7	25.2	11.9	6.7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	C	B	C	C	A	C	B	A	C	B	A
Approach Delay		20.1			17.7			13.6			13.7	
Approach LOS		C			B			B			B	
Queue Length 50th (ft)	16	1	0	14	3	0	14	42	0	18	16	0
Queue Length 95th (ft)	44	6	20	39	11	30	40	77	25	48	51	20
Internal Link Dist (ft)		1800			5076			1196			2499	
Turn Bay Length (ft)	100		100	100		375	125		100	350		
Base Capacity (vph)	379	1179	389	366	1089	391	227	1883	870	236	2030	924
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	0.13	0.01	0.07	0.11	0.03	0.17	0.19	0.15	0.07	0.23	0.09	0.05

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 70.5
Natural Cycle: 80
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.27
Intersection Signal Delay: 14.9 Intersection LOS: B
Intersection Capacity Utilization 34.2% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 34: Siempre Viva Rd & Britannia Blvd



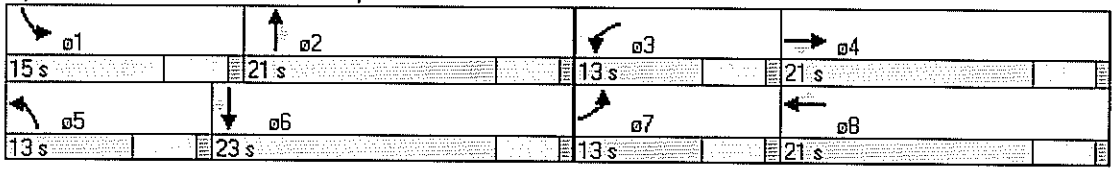
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	100		100	100		100
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	4715	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	4715	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			39			84			20			79
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)		5156			5308			1287			2507	
Travel Time (s)		87.9			90.5			21.9			42.7	
Volume (vph)	55	134	36	22	105	77	29	89	18	117	150	73
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	60	146	39	24	114	84	32	97	20	127	163	79
Lane Group Flow (vph)	60	146	39	24	114	84	32	97	20	127	163	79
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	8.0	10.0	10.0	8.0	10.0	10.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0
Total Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0	15.0	23.0	23.0
Total Split (%)	18.6%	30.0%	30.0%	18.6%	30.0%	30.0%	18.6%	30.0%	30.0%	21.4%	32.9%	32.9%
Maximum Green (s)	8.0	16.0	16.0	8.0	16.0	16.0	8.0	16.0	16.0	10.0	18.0	18.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	Min	Min	None	Min	Min
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	10.3	17.8	17.8	9.8	11.7	11.7	11.5	31.4	31.4	12.8	35.4	35.4
Actuated g/C Ratio	0.16	0.27	0.27	0.14	0.18	0.18	0.17	0.52	0.52	0.19	0.58	0.58
v/c Ratio	0.23	0.11	0.09	0.10	0.14	0.25	0.12	0.06	0.03	0.40	0.08	0.09
Control Delay	22.1	13.5	7.7	24.9	18.1	7.9	22.4	16.3	9.9	21.9	12.7	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	0.0
Total Delay	22.1	13.5	7.7	24.9	18.1	7.9	22.4	16.3	9.9	21.9	12.7	5.6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	B	A	C	B	A	C	B	A	C	B	A
Approach Delay		14.7			15.0			16.8			14.3	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)	18	10	0	7	11	0	9	13	0	37	14	0
Queue Length 95th (ft)	47	30	21	24	24	31	29	31	14	81	45	28
Internal Link Dist (ft)		5076			5228			1207			2427	
Turn Bay Length (ft)	100		100	100		100	100		100	100		100
Base Capacity (vph)	285	1548	508	266	1315	470	276	1853	837	340	2016	932
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	0.21	0.09	0.08	0.09	0.09	0.18	0.12	0.05	0.02	0.37	0.08	0.08

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 60.6
Natural Cycle: 70
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.40
Intersection Signal Delay: 14.9 Intersection LOS: B
Intersection Capacity Utilization 40.0% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 22: Siempre Viva Rd & La Media Rd



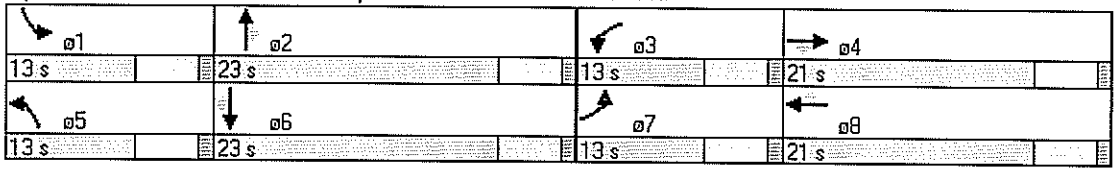
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	100		100	100		100
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	4715	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	4715	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			35			140			26			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			40			40	
Link Distance (ft)		5156			5308			1287			2507	
Travel Time (s)		87.9			90.5			21.9			42.7	
Volume (vph)	80	115	32	20	147	129	40	165	24	84	98	60
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	87	125	35	22	160	140	43	179	26	91	107	65
Lane Group Flow (vph)	87	125	35	22	160	140	43	179	26	91	107	65
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	8.0	10.0	10.0	8.0	10.0	10.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0
Total Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	13.0	23.0	23.0	13.0	23.0	23.0
Total Split (%)	18.6%	30.0%	30.0%	18.6%	30.0%	30.0%	18.6%	32.9%	32.9%	18.6%	32.9%	32.9%
Maximum Green (s)	8.0	16.0	16.0	8.0	16.0	16.0	8.0	18.0	18.0	8.0	18.0	18.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	Min	Min	None	Min	Min
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	9.7	18.3	18.3	8.8	12.0	12.0	10.5	25.1	25.1	10.6	28.1	28.1
Actuated g/C Ratio	0.14	0.28	0.28	0.12	0.18	0.18	0.15	0.40	0.40	0.16	0.45	0.45
v/c Ratio	0.36	0.09	0.08	0.11	0.18	0.36	0.18	0.14	0.04	0.36	0.07	0.09
Control Delay	24.1	12.7	7.4	24.7	17.3	7.3	22.9	15.8	9.0	23.6	14.4	6.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.1	12.7	7.4	24.7	17.3	7.3	22.9	15.8	9.0	23.6	14.4	6.6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	B	A	C	B	A	C	B	A	C	B	A
Approach Delay		16.0			13.4			16.3			15.7	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)	25	8	0	6	16	0	12	25	0	26	10	0
Queue Length 95th (ft)	62	26	19	23	31	38	37	51	17	64	33	26
Internal Link Dist (ft)		5076			5228			1207			2427	
Turn Bay Length (ft)	100		100	100		100	100		100	100		100
Base Capacity (vph)	256	1584	517	234	1332	515	245	1599	728	256	1689	787
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	0.34	0.08	0.07	0.09	0.12	0.27	0.18	0.11	0.04	0.36	0.06	0.08

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 62.6
Natural Cycle: 70
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.36
Intersection Signal Delay: 15.2 Intersection LOS: B
Intersection Capacity Utilization 40.0% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 22: Siempre Viva Rd & La Media Rd



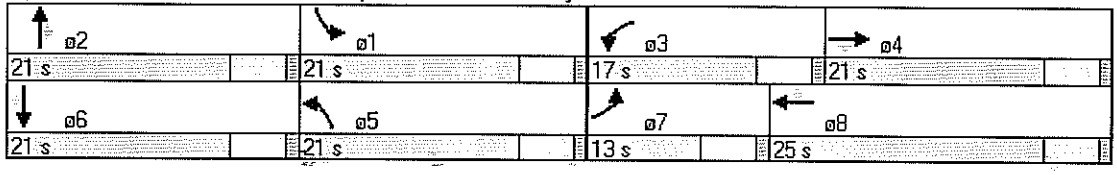
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	0		0	0		0
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	4715	1468	1641	4715	1468	1641	1727	1468	1641	1727	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	4715	1468	1641	4715	1468	1641	1727	1468	1641	1727	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			22			140			134			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			40			40	
Link Distance (ft)		5308			1198			1155			1216	
Travel Time (s)		90.5			20.4			19.7			20.7	
Volume (vph)	33	488	20	171	498	129	31	26	123	109	30	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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	36	530	22	186	541	140	34	28	134	118	33	48
Lane Group Flow (vph)	36	530	22	186	541	140	34	28	134	118	33	48
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0	10.0	8.0	8.0	8.0	8.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0
Total Split (s)	13.0	21.0	21.0	17.0	25.0	25.0	21.0	21.0	21.0	21.0	21.0	21.0
Total Split (%)	16.3%	26.3%	26.3%	21.3%	31.3%	31.3%	26.3%	26.3%	26.3%	26.3%	26.3%	26.3%
Maximum Green (s)	8.0	16.0	16.0	12.0	20.0	20.0	16.0	16.0	16.0	16.0	16.0	16.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lead	Lead	Lag	Lead	Lead
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	3.0
Recall Mode	None	None	None	None	None	None	Max	Max	Max	Max	Max	Max
Walk Time (s)		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0	0	0	0	0	0	0
Act Effct Green (s)	9.0	14.6	14.6	12.3	23.3	23.3	17.0	17.0	17.0	17.0	17.0	17.0
Actuated g/C Ratio	0.11	0.19	0.19	0.16	0.30	0.30	0.22	0.22	0.22	0.22	0.22	0.22
v/c Ratio	0.20	0.59	0.07	0.71	0.38	0.26	0.09	0.07	0.31	0.33	0.09	0.13
Control Delay	35.4	31.5	11.8	47.8	23.3	6.0	25.9	25.7	7.5	29.1	25.8	9.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.4	31.5	11.8	47.8	23.3	6.0	25.9	25.7	7.5	29.1	25.8	9.3

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	D	C	B	D	C	A	C	C	A	C	C	A
Approach Delay		31.0			25.8			13.3			23.8	
Approach LOS		C			C			B			C	
Queue Length 50th (ft)	16	86	0	86	82	0	13	11	0	48	13	0
Queue Length 95th (ft)	44	120	18	#178	113	41	37	32	43	97	36	26
Internal Link Dist (ft)		5228			1118			1075			1136	
Turn Bay Length (ft)	100		100	100		100						
Base Capacity (vph)	180	1011	332	275	1447	548	363	382	429	363	382	362
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	0.20	0.52	0.07	0.68	0.37	0.26	0.09	0.07	0.31	0.33	0.09	0.13

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 77
Natural Cycle: 80
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.71
Intersection Signal Delay: 25.9 Intersection LOS: C
Intersection Capacity Utilization 41.6% 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: 47: Siempre Viva Rd & Otay Center Dr



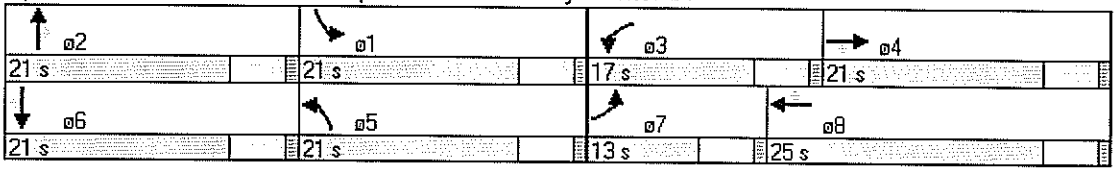
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	0		0	0		0
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	4715	1468	1641	4715	1468	1641	1727	1468	1641	1727	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	4715	1468	1641	4715	1468	1641	1727	1468	1641	1727	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			37			130			204			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			40			40	
Link Distance (ft)		5308			1198			1155			1216	
Travel Time (s)		90.5			20.4			19.7			20.7	
Volume (vph)	49	548	34	136	538	120	22	33	188	142	28	36
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	53	596	37	148	585	130	24	36	204	154	30	39
Lane Group Flow (vph)	53	596	37	148	585	130	24	36	204	154	30	39
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0	10.0	8.0	8.0	8.0	8.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0
Total Split (s)	13.0	21.0	21.0	17.0	25.0	25.0	21.0	21.0	21.0	21.0	21.0	21.0
Total Split (%)	16.3%	26.3%	26.3%	21.3%	31.3%	31.3%	26.3%	26.3%	26.3%	26.3%	26.3%	26.3%
Maximum Green (s)	8.0	16.0	16.0	12.0	20.0	20.0	16.0	16.0	16.0	16.0	16.0	16.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lead	Lead	Lag	Lead	Lead
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	3.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	Max	Max	Max	Max	Max	Max
Walk Time (s)		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0	0	0	0	0	0	0
Act Effct Green (s)	9.0	18.1	18.1	11.9	26.2	26.2	17.0	17.0	17.0	17.0	17.0	17.0
Actuated g/C Ratio	0.11	0.23	0.23	0.15	0.33	0.33	0.21	0.21	0.21	0.21	0.21	0.21
v/c Ratio	0.29	0.56	0.10	0.60	0.38	0.23	0.07	0.10	0.43	0.44	0.08	0.11
Control Delay	37.1	30.1	9.9	53.5	24.0	8.8	25.9	26.3	7.4	32.1	26.1	9.9
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
Total Delay	37.1	30.1	9.9	53.5	24.0	8.8	25.9	26.3	7.4	32.1	26.1	9.9

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	D	C	A	D	C	A	C	C	A	C	C	A
Approach Delay		29.6			26.8			11.7			27.4	
Approach LOS		C			C			B			C	
Queue Length 50th (ft)	25	98	0	82	69	5	10	15	0	67	12	0
Queue Length 95th (ft)	58	135	24	141	100	38	29	39	53	123	34	24
Internal Link Dist (ft)		5228			1118			1075			1136	
Turn Bay Length (ft)	100		100	100		100						
Base Capacity (vph)	185	1066	360	267	1544	568	349	367	473	349	367	343
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	0.29	0.56	0.10	0.55	0.38	0.23	0.07	0.10	0.43	0.44	0.08	0.11

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 58 (73%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.60
Intersection Signal Delay: 25.8 Intersection LOS: C
Intersection Capacity Utilization 42.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 47: Siempre Viva Rd & Otay Center Dr



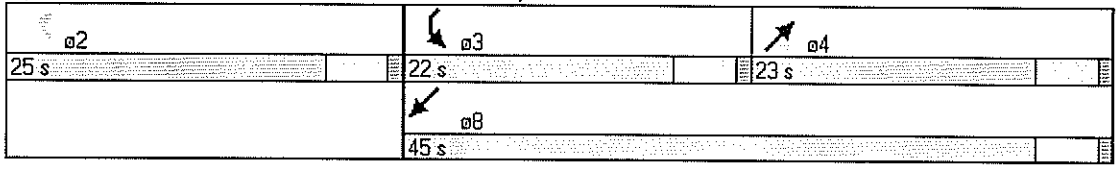
Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	200	
Storage Lanes	0	2		2	2	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)		50	50	50	50	50
Trailing Detector (ft)		0	0	0	0	0
Turning Speed (mph)	15	9		9	15	
Lane Util. Factor	1.00	0.88	0.91	0.88	0.97	0.91
Frt		0.850		0.850		
Flt Protected					0.950	
Satd. Flow (prot)	0	2584	4715	2584	3183	4715
Flt Permitted					0.950	
Satd. Flow (perm)	0	2584	4715	2584	3183	4715
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		980		443		
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	65		40			40
Link Distance (ft)	1134		1198			210
Travel Time (s)	11.9		20.4			3.6
Volume (vph)	0	435	565	408	371	1072
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	0	473	614	443	403	1165
Lane Group Flow (vph)	0	473	614	443	403	1165
Turn Type		custom		Perm	Prot	
Protected Phases			4		3	8
Permitted Phases		2		4		
Detector Phases		2	4	4	3	8
Minimum Initial (s)		8.0	10.0	10.0	8.0	10.0
Minimum Split (s)		21.0	21.0	21.0	13.0	21.0
Total Split (s)	0.0	25.0	23.0	23.0	22.0	45.0
Total Split (%)	0.0%	35.7%	32.9%	32.9%	31.4%	64.3%
Maximum Green (s)		20.0	18.0	18.0	17.0	40.0
Yellow Time (s)		4.0	4.0	4.0	4.0	4.0
All-Red Time (s)		1.0	1.0	1.0	1.0	1.0
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?						
Vehicle Extension (s)		3.0	3.0	3.0	3.0	3.0
Recall Mode		None	C-Max	C-Max	None	C-Max
Walk Time (s)		5.0	5.0	5.0		5.0
Flash Dont Walk (s)		11.0	11.0	11.0		11.0
Pedestrian Calls (#/hr)		0	0	0		0
Act Effct Green (s)		9.0	33.7	33.7	15.3	53.0
Actuated g/C Ratio		0.13	0.48	0.48	0.22	0.76
v/c Ratio		0.40	0.27	0.30	0.58	0.33
Control Delay		1.0	12.0	2.1	24.8	2.1
Queue Delay		0.0	0.0	0.0	0.0	0.0
Total Delay		1.0	12.0	2.1	24.8	2.1

Lane Group	NWL	NWR	NET	NER	SWL	SWT
LOS		A	B	A	C	A
Approach Delay			7.8			7.9
Approach LOS			A			A
Queue Length 50th (ft)		0	53	0	68	33
Queue Length 95th (ft)		0	89	27	89	19
Internal Link Dist (ft)	1054		1118			130
Turn Bay Length (ft)					200	
Base Capacity (vph)		1461	2271	1474	843	3570
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	0.27	0.30	0.48	0.33

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 70
Offset: 10 (14%), Referenced to phase 4:NET and 8:SWT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.58
Intersection Signal Delay: 6.8 Intersection LOS: A
Intersection Capacity Utilization 32.8% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 23: SR 905 SB & Siempre Viva Rd



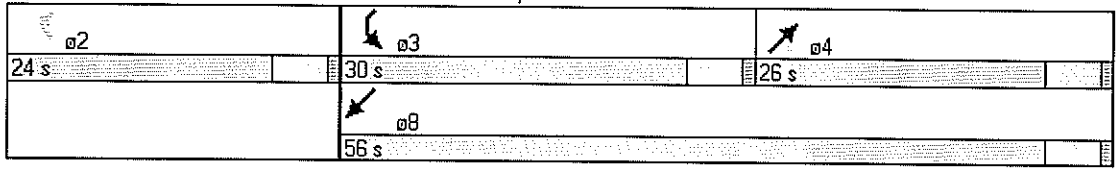
Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	200	
Storage Lanes	0	2		2	2	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)		50	50	50	50	50
Trailing Detector (ft)		0	0	0	0	0
Turning Speed (mph)	15	9		9	15	
Lane Util. Factor	1.00	0.88	0.91	0.88	0.97	0.91
Frt		0.850		0.850		
Flt Protected					0.950	
Satd. Flow (prot)	0	2584	4715	2584	3183	4715
Flt Permitted					0.950	
Satd. Flow (perm)	0	2584	4715	2584	3183	4715
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		1056		434		
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	65		40			40
Link Distance (ft)	1134		1198			210
Travel Time (s)	11.9		20.4			3.6
Volume (vph)	0	415	782	399	594	1034
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	0	451	850	434	646	1124
Lane Group Flow (vph)	0	451	850	434	646	1124
Turn Type		custom		Perm	Prot	
Protected Phases			4		3	8
Permitted Phases		2		4		
Detector Phases		2	4	4	3	8
Minimum Initial (s)		8.0	10.0	10.0	8.0	10.0
Minimum Split (s)		21.0	21.0	21.0	13.0	21.0
Total Split (s)	0.0	24.0	26.0	26.0	30.0	56.0
Total Split (%)	0.0%	30.0%	32.5%	32.5%	37.5%	70.0%
Maximum Green (s)		19.0	21.0	21.0	25.0	51.0
Yellow Time (s)		4.0	4.0	4.0	4.0	4.0
All-Red Time (s)		1.0	1.0	1.0	1.0	1.0
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?						
Vehicle Extension (s)		3.0	3.0	3.0	3.0	3.0
Recall Mode		None	C-Max	C-Max	None	C-Max
Walk Time (s)		5.0	5.0	5.0		5.0
Flash Dont Walk (s)		11.0	11.0	11.0		11.0
Pedestrian Calls (#/hr)		0	0	0		0
Act Effct Green (s)		9.0	33.7	33.7	25.3	63.0
Actuated g/C Ratio		0.11	0.42	0.42	0.32	0.79
v/c Ratio		0.37	0.43	0.32	0.64	0.30
Control Delay		0.8	11.2	1.2	21.5	0.8
Queue Delay		0.0	0.0	0.0	0.0	0.0
Total Delay		0.8	11.2	1.2	21.5	0.8

Lane Group	NWL	NWR	NET	NER	SWL	SWT
LOS		A	B	A	C	A
Approach Delay			7.8			8.4
Approach LOS			A			A
Queue Length 50th (ft)		0	63	0	86	10
Queue Length 95th (ft)		0	90	6	105	12
Internal Link Dist (ft)	1054		1118			130
Turn Bay Length (ft)					200	
Base Capacity (vph)		1438	1986	1340	1115	3713
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	0.43	0.32	0.58	0.30

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 78 (98%), Referenced to phase 4:NET and 8:SWT, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.64
Intersection Signal Delay: 7.2 Intersection LOS: A
Intersection Capacity Utilization 38.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 23: SR 905 SB & Siempre Viva Rd



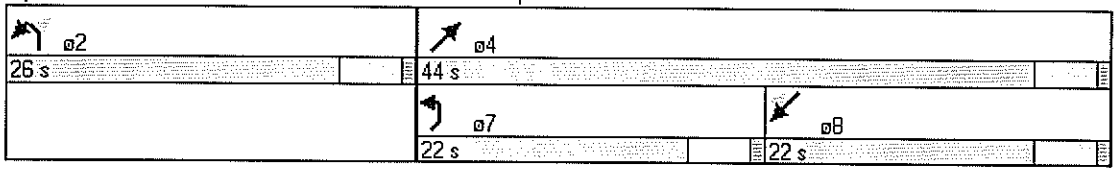
Lane Group	EBL	EBR	NBL2	NBL	NBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations											
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)	0%			0%			0%			15%	
Storage Length (ft)	0	0		0	0	250		0	0		250
Storage Lanes	0	0		2	2	2		0	0		2
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)			50		50	50	50			50	50
Trailing Detector (ft)			0		0	0	0			0	0
Turning Speed (mph)	15	9	15	15	9	15		9	15		9
Lane Util. Factor	1.00	1.00	0.97	1.00	0.88	0.97	0.91	1.00	1.00	0.91	0.88
Frt					0.850						0.850
Flt Protected			0.950			0.950					
Satd. Flow (prot)	0	0	3183	0	2584	3183	4715	0	0	4362	2390
Flt Permitted			0.950			0.950					
Satd. Flow (perm)	0	0	3183	0	2584	3183	4715	0	0	4362	2390
Right Turn on Red					Yes			Yes			Yes
Satd. Flow (RTOR)					301						398
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.11	1.11	1.11
Link Speed (mph)	65			65			40			40	
Link Distance (ft)	1165			1210			494			1118	
Travel Time (s)	12.2			12.7			8.4			19.1	
Volume (vph)	0	0	362	0	540	375	742	0	0	585	366
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	0	0	393	0	587	408	807	0	0	636	398
Lane Group Flow (vph)	0	0	393	0	587	408	807	0	0	636	398
Turn Type			Prot		custom	Prot					Perm
Protected Phases			2			7	4			8	
Permitted Phases					2						8
Detector Phases			2		2	7	4			8	8
Minimum Initial (s)			8.0		8.0	8.0	10.0			10.0	10.0
Minimum Split (s)			21.0		21.0	13.0	21.0			21.0	21.0
Total Split (s)	0.0	0.0	26.0	0.0	26.0	22.0	44.0	0.0	0.0	22.0	22.0
Total Split (%)	0.0%	0.0%	37.1%	0.0%	37.1%	31.4%	62.9%	0.0%	0.0%	31.4%	31.4%
Maximum Green (s)			21.0		21.0	17.0	39.0			17.0	17.0
Yellow Time (s)			4.0		4.0	4.0	4.0			4.0	4.0
All-Red Time (s)			1.0		1.0	1.0	1.0			1.0	1.0
Lead/Lag						Lead				Lag	Lag
Lead-Lag Optimize?											
Vehicle Extension (s)			3.0		3.0	3.0	3.0			3.0	3.0
Recall Mode			Max		Max	None	C-Max			C-Max	C-Max
Walk Time (s)			5.0		5.0		5.0			5.0	5.0
Flash Dont Walk (s)			11.0		11.0		11.0			11.0	11.0
Pedestrian Calls (#/hr)			0		0		0			0	0
Act Effct Green (s)			22.0		22.0	14.5	40.0			21.5	21.5
Actuated g/C Ratio			0.31		0.31	0.21	0.57			0.31	0.31
v/c Ratio			0.39		0.58	0.62	0.30			0.47	0.39
Control Delay			20.2		12.0	23.8	5.4			12.7	1.6
Queue Delay			0.0		0.0	0.0	0.0			0.0	0.0

Lane Group	EBL	EBR	NBL2	NBL	NBR	NEL	NET	NER	SWL	SWT	SWR
Total Delay			20.2		12.0	23.8	5.4			12.7	1.6
LOS			C		B	C	A			B	A
Approach Delay							11.6			8.4	
Approach LOS							B			A	
Queue Length 50th (ft)			67		53	74	30			36	0
Queue Length 95th (ft)			103		105	72	39			51	4
Internal Link Dist (ft)	1085			1130			414			1038	
Turn Bay Length (ft)						250					250
Base Capacity (vph)			1000		1019	818	2694			1340	1010
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			0.39		0.58	0.50	0.30			0.47	0.39

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 70
Offset: 32 (46%), Referenced to phase 4:NET and 8:SWT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.62
Intersection Signal Delay: 11.7 Intersection LOS: B
Intersection Capacity Utilization 39.9% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 31: SR 905 NB & Siempre Viva Rd



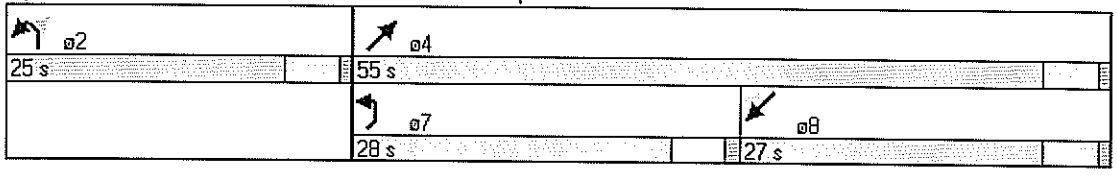
Lane Group	EBL	EBR	NBL2	NBL	NBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations											
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)	0%			0%			0%			15%	
Storage Length (ft)	0	0		0	0	250		0	0		250
Storage Lanes	0	0		2	2	2		0	0		2
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)			50		50	50	50			50	50
Trailing Detector (ft)			0		0	0	0			0	0
Turning Speed (mph)	15	9	15	15	9	15		9	15		9
Lane Util. Factor	1.00	1.00	0.97	1.00	0.88	0.97	0.91	1.00	1.00	0.91	0.88
Frt					0.850						0.850
Flt Protected			0.950			0.950					
Satd. Flow (prot)	0	0	3183	0	2584	3183	4715	0	0	4362	2390
Flt Permitted			0.950			0.950					
Satd. Flow (perm)	0	0	3183	0	2584	3183	4715	0	0	4362	2390
Right Turn on Red					Yes			Yes			Yes
Satd. Flow (RTOR)					353						504
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.11	1.11	1.11
Link Speed (mph)	65			65			40			40	
Link Distance (ft)	1165			1210			494			1118	
Travel Time (s)	12.2			12.7			8.4			19.1	
Volume (vph)	0	0	449	0	408	546	759	0	0	804	464
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	0	0	488	0	443	593	825	0	0	874	504
Lane Group Flow (vph)	0	0	488	0	443	593	825	0	0	874	504
Turn Type			Prot		custom	Prot					Perm
Protected Phases			2			7	4			8	
Permitted Phases					2						8
Detector Phases			2		2	7	4			8	8
Minimum Initial (s)			8.0		8.0	8.0	10.0			10.0	10.0
Minimum Split (s)			21.0		21.0	13.0	21.0			21.0	21.0
Total Split (s)	0.0	0.0	25.0	0.0	25.0	28.0	55.0	0.0	0.0	27.0	27.0
Total Split (%)	0.0%	0.0%	31.3%	0.0%	31.3%	35.0%	68.8%	0.0%	0.0%	33.8%	33.8%
Maximum Green (s)			20.0		20.0	23.0	50.0			22.0	22.0
Yellow Time (s)			4.0		4.0	4.0	4.0			4.0	4.0
All-Red Time (s)			1.0		1.0	1.0	1.0			1.0	1.0
Lead/Lag						Lead				Lag	Lag
Lead-Lag Optimize?											
Vehicle Extension (s)			3.0		3.0	3.0	3.0			3.0	3.0
Recall Mode			Max		Max	None	C-Max			C-Max	C-Max
Walk Time (s)			5.0		5.0		5.0			5.0	5.0
Flash Dont Walk (s)			11.0		11.0		11.0			11.0	11.0
Pedestrian Calls (#/hr)			0		0		0			0	0
Act Effct Green (s)			21.0		21.0	21.8	51.0			25.2	25.2
Actuated g/C Ratio			0.26		0.26	0.27	0.64			0.32	0.32
v/c Ratio			0.58		0.47	0.68	0.27			0.64	0.46
Control Delay			29.0		7.5	18.7	4.2			17.9	2.2
Queue Delay			0.0		0.0	0.0	0.0			0.0	0.0

Lane Group	EBL	EBR	NBL2	NBL	NBR	NEL	NET	NER	SWL	SWT	SWR
Total Delay			29.0		7.5	18.7	4.2			17.9	2.2
LOS			C		A	B	A			B	A
Approach Delay							10.3			12.2	
Approach LOS							B			B	
Queue Length 50th (ft)			109		19	96	25			66	5
Queue Length 95th (ft)			157		59	78	32			86	m10
Internal Link Dist (ft)	1085			1130			414			1038	
Turn Bay Length (ft)						250					250
Base Capacity (vph)			836		939	955	3006			1373	1097
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			0.58		0.47	0.62	0.27			0.64	0.46

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 32 (40%), Referenced to phase 4:NET and 8:SWT, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.68
Intersection Signal Delay: 13.1 Intersection LOS: B
Intersection Capacity Utilization 39.9% ICU Level of Service A
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 31: SR 905 NB & Siempre Viva Rd



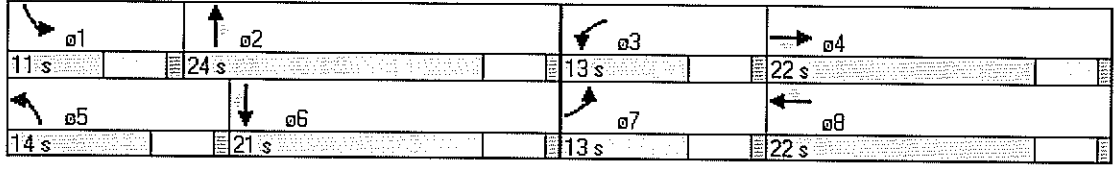
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	225		100	350		100	250		0	200		0
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	4715	1468	1641	4715	1468	1641	1727	1468	1641	1727	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	4715	1468	1641	4715	1468	1641	1727	1468	1641	1727	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			245			63			62			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			40			40	
Link Distance (ft)		1118			2383			1406			1186	
Travel Time (s)		19.1			40.6			24.0			20.2	
Volume (vph)	127	653	225	118	619	58	131	43	57	38	80	47
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	138	710	245	128	673	63	142	47	62	41	87	51
Lane Group Flow (vph)	138	710	245	128	673	63	142	47	62	41	87	51
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	11.0	21.0	21.0	11.0	21.0	21.0
Total Split (s)	13.0	22.0	22.0	13.0	22.0	22.0	14.0	24.0	24.0	11.0	21.0	21.0
Total Split (%)	18.6%	31.4%	31.4%	18.6%	31.4%	31.4%	20.0%	34.3%	34.3%	15.7%	30.0%	30.0%
Maximum Green (s)	8.0	17.0	17.0	8.0	17.0	17.0	9.0	19.0	19.0	6.0	16.0	16.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Max	Max	None	Max	Max
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	9.0	20.6	20.6	9.0	18.0	18.0	9.4	24.4	24.4	7.0	19.8	19.8
Actuated g/C Ratio	0.13	0.29	0.29	0.13	0.26	0.26	0.13	0.35	0.35	0.10	0.28	0.28
v/c Ratio	0.65	0.51	0.40	0.61	0.56	0.15	0.65	0.08	0.11	0.25	0.18	0.11
Control Delay	46.1	19.3	4.6	42.7	24.6	7.1	43.4	18.4	6.4	33.3	22.4	7.7
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
Total Delay	46.1	19.3	4.6	42.7	24.6	7.1	43.4	18.4	6.4	33.3	22.4	7.7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	D	B	A	D	C	A	D	B	A	C	C	A
Approach Delay		19.4			26.0			29.6			20.7	
Approach LOS		B			C			C			C	
Queue Length 50th (ft)	54	74	1	53	91	0	58	15	0	17	30	0
Queue Length 95th (ft)	m#126	115	32	#119	126	26	#126	38	25	44	64	24
Internal Link Dist (ft)		1038			2303			1326			1106	
Turn Bay Length (ft)	225		100	350		100	250			200		
Base Capacity (vph)	211	1387	605	211	1212	424	234	602	552	164	488	452
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	0.65	0.51	0.40	0.61	0.56	0.15	0.61	0.08	0.11	0.25	0.18	0.11

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 70
Offset: 18 (26%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.65
Intersection Signal Delay: 22.9 Intersection LOS: C
Intersection Capacity Utilization 43.2% 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.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 28: Siempre Viva Rd & Paseo De Las Americas



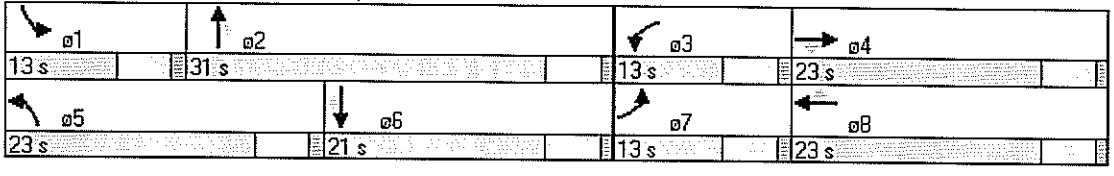
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	225		100	350		100	250		0	200		0
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	4715	1468	1641	4715	1468	1641	1727	1468	1641	1727	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	4715	1468	1641	4715	1468	1641	1727	1468	1641	1727	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			157			45			141			151
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)		1118			2383			1406			1186	
Travel Time (s)		19.1			40.6			24.0			20.2	
Volume (vph)	51	681	144	63	716	41	248	87	130	64	48	139
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	55	740	157	68	778	45	270	95	141	70	52	151
Lane Group Flow (vph)	55	740	157	68	778	45	270	95	141	70	52	151
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	11.0	21.0	21.0	11.0	21.0	21.0
Total Split (s)	13.0	23.0	23.0	13.0	23.0	23.0	23.0	31.0	31.0	13.0	21.0	21.0
Total Split (%)	16.3%	28.8%	28.8%	16.3%	28.8%	28.8%	28.8%	38.8%	38.8%	16.3%	26.3%	26.3%
Maximum Green (s)	8.0	18.0	18.0	8.0	18.0	18.0	18.0	26.0	26.0	8.0	16.0	16.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Max	Max	None	Max	Max
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	9.0	21.6	21.6	9.0	24.2	24.2	17.2	29.7	29.7	8.5	18.8	18.8
Actuated g/C Ratio	0.11	0.27	0.27	0.11	0.30	0.30	0.22	0.37	0.37	0.11	0.24	0.24
v/c Ratio	0.30	0.58	0.31	0.37	0.55	0.09	0.77	0.15	0.22	0.40	0.13	0.33
Control Delay	45.7	21.3	4.0	39.1	26.4	8.7	44.7	19.2	4.6	40.5	26.5	7.1
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
Total Delay	45.7	21.3	4.0	39.1	26.4	8.7	44.7	19.2	4.6	40.5	26.5	7.1

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	D	C	A	D	C	A	D	B	A	D	C	A
Approach Delay		19.8			26.5			28.7			19.4	
Approach LOS		B			C			C			B	
Queue Length 50th (ft)	29	74	0	32	130	0	123	33	0	33	21	0
Queue Length 95th (ft)	m63	110	16	71	172	25	#223	67	37	72	51	46
Internal Link Dist (ft)		1038			2303			1326			1106	
Turn Bay Length (ft)	225		100	350		100	250			200		
Base Capacity (vph)	185	1273	511	185	1426	475	390	642	634	185	407	461
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	0.30	0.58	0.31	0.37	0.55	0.09	0.69	0.15	0.22	0.38	0.13	0.33

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 18 (23%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.77
Intersection Signal Delay: 23.8 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.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 28: Siempre Viva Rd & Paseo De Las Americas



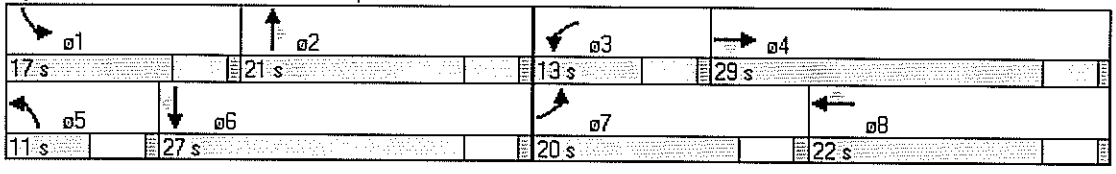
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	225		100	225		100	300		0	175		0
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.95	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3282	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			125			113			10			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)		2383			2624			1336			1171	
Travel Time (s)		40.6			44.7			22.8			20.0	
Volume (vph)	255	230	115	20	202	104	48	105	9	207	171	256
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	277	250	125	22	220	113	52	114	10	225	186	278
Lane Group Flow (vph)	277	250	125	22	220	113	52	114	10	225	186	278
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	11.0	21.0	21.0	11.0	21.0	21.0
Total Split (s)	20.0	29.0	29.0	13.0	22.0	22.0	11.0	21.0	21.0	17.0	27.0	27.0
Total Split (%)	25.0%	36.3%	36.3%	16.3%	27.5%	27.5%	13.8%	26.3%	26.3%	21.3%	33.8%	33.8%
Maximum Green (s)	15.0	24.0	24.0	8.0	17.0	17.0	6.0	16.0	16.0	12.0	22.0	22.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	15.4	25.4	25.4	9.1	11.2	11.2	7.0	17.0	17.0	12.7	27.2	27.2
Actuated g/C Ratio	0.21	0.35	0.35	0.11	0.15	0.15	0.09	0.24	0.24	0.18	0.38	0.38
v/c Ratio	0.79	0.22	0.21	0.12	0.30	0.35	0.35	0.15	0.03	0.78	0.15	0.38
Control Delay	45.6	19.0	5.8	31.8	28.6	9.6	38.4	23.0	12.8	49.6	17.2	4.5
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
Total Delay	45.6	19.0	5.8	31.8	28.6	9.6	38.4	23.0	12.8	49.6	17.2	4.5

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	D	B	A	C	C	A	D	C	B	D	B	A
Approach Delay		27.8			22.8			27.0			22.7	
Approach LOS		C			C			C			C	
Queue Length 50th (ft)	118	35	0	9	32	0	22	21	0	98	31	0
Queue Length 95th (ft)	#236	78	38	29	53	41	56	42	11	#206	55	50
Internal Link Dist (ft)		2303			2544			1256			1091	
Turn Bay Length (ft)	225		100	225		100	300			175		
Base Capacity (vph)	361	1236	631	185	1074	422	150	773	354	294	1235	726
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	0.77	0.20	0.20	0.12	0.20	0.27	0.35	0.15	0.03	0.77	0.15	0.38

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 72.3
Natural Cycle: 80
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.79
Intersection Signal Delay: 24.9 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: 27: Siempre Viva Rd & Enrico Fermi Dr



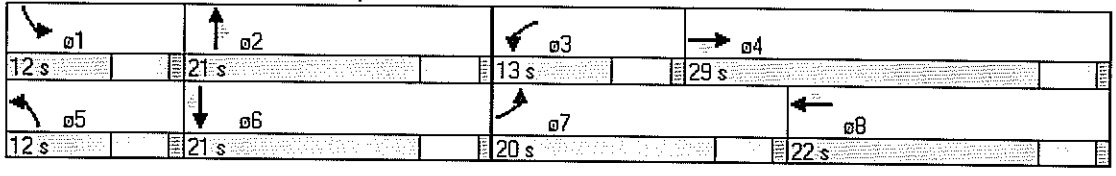
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	225		100	225		100	300		0	175		0
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.95	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3282	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			102			246			24			298
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)		2383			2624			1336			1171	
Travel Time (s)		40.6			44.7			22.8			20.0	
Volume (vph)	281	223	94	10	253	226	126	188	22	115	116	274
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	305	242	102	11	275	246	137	204	24	125	126	298
Lane Group Flow (vph)	305	242	102	11	275	246	137	204	24	125	126	298
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	11.0	21.0	21.0	11.0	21.0	21.0
Total Split (s)	20.0	29.0	29.0	13.0	22.0	22.0	12.0	21.0	21.0	12.0	21.0	21.0
Total Split (%)	26.7%	38.7%	38.7%	17.3%	29.3%	29.3%	16.0%	28.0%	28.0%	16.0%	28.0%	28.0%
Maximum Green (s)	15.0	24.0	24.0	8.0	17.0	17.0	7.0	16.0	16.0	7.0	16.0	16.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	15.5	29.1	29.1	9.0	12.1	12.1	8.0	19.5	19.5	8.0	17.0	17.0
Actuated g/C Ratio	0.23	0.42	0.42	0.11	0.18	0.18	0.12	0.28	0.28	0.11	0.25	0.25
v/c Ratio	0.82	0.17	0.15	0.06	0.33	0.53	0.72	0.22	0.06	0.68	0.15	0.51
Control Delay	45.9	13.9	4.6	31.0	26.0	8.5	53.2	21.5	9.8	50.6	21.5	6.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.9	13.9	4.6	31.0	26.0	8.5	53.2	21.5	9.8	50.6	21.5	6.6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	D	B	A	C	C	A	D	C	A	D	C	A
Approach Delay		27.5			18.0			32.6			20.0	
Approach LOS		C			B			C			C	
Queue Length 50th (ft)	120	29	0	4	37	0	56	35	0	51	21	0
Queue Length 95th (ft)	#262	68	31	18	59	54	#148	66	17	#132	44	57
Internal Link Dist (ft)		2303			2544			1256			1091	
Turn Bay Length (ft)	225		100	225		100	300			175		
Base Capacity (vph)	380	1409	689	187	1139	541	191	934	435	185	814	588
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	0.80	0.17	0.15	0.06	0.24	0.45	0.72	0.22	0.06	0.68	0.15	0.51

Intersection Summary

Area Type: Other
Cycle Length: 75
Actuated Cycle Length: 68.6
Natural Cycle: 75
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.82
Intersection Signal Delay: 24.0 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: 27: Siempre Viva Rd & Enrico Fermi Dr



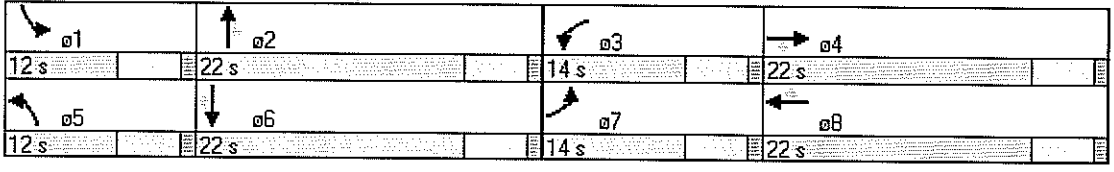
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	100		100	100		100
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			8			2			10			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)		2624			1281			1748			1165	
Travel Time (s)		44.7			21.8			29.8			19.9	
Volume (vph)	10	116	7	14	60	2	15	5	9	1	5	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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	11	126	8	15	65	2	16	5	10	1	5	13
Lane Group Flow (vph)	11	126	8	15	65	2	16	5	10	1	5	13
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	11.0	21.0	21.0	11.0	21.0	21.0
Total Split (s)	14.0	22.0	22.0	14.0	22.0	22.0	12.0	22.0	22.0	12.0	22.0	22.0
Total Split (%)	20.0%	31.4%	31.4%	20.0%	31.4%	31.4%	17.1%	31.4%	31.4%	17.1%	31.4%	31.4%
Maximum Green (s)	9.0	17.0	17.0	9.0	17.0	17.0	7.0	17.0	17.0	7.0	17.0	17.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	10.3	13.8	13.8	10.3	13.8	13.8	8.3	35.6	35.6	8.0	35.4	35.4
Actuated g/C Ratio	0.14	0.21	0.21	0.14	0.21	0.21	0.12	0.58	0.58	0.11	0.58	0.58
v/c Ratio	0.05	0.18	0.02	0.06	0.09	0.01	0.08	0.00	0.01	0.01	0.00	0.02
Control Delay	20.7	14.7	11.1	20.9	14.7	13.5	22.0	10.6	7.2	22.0	11.0	7.1
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
Total Delay	20.7	14.7	11.1	20.9	14.7	13.5	22.0	10.6	7.2	22.0	11.0	7.1

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	B	B	C	B	B	C	B	A	C	B	A
Approach Delay		14.9			15.8			15.4			8.9	
Approach LOS		B			B			B			A	
Queue Length 50th (ft)	2	9	0	2	4	0	3	0	0	0	0	0
Queue Length 95th (ft)	16	42	10	20	25	5	20	4	9	5	4	11
Internal Link Dist (ft)		2544			1201			1668			1085	
Turn Bay Length (ft)	100		100	100		100	100		100	100		100
Base Capacity (vph)	256	997	452	256	997	448	211	1905	856	211	1895	853
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	0.04	0.13	0.02	0.06	0.07	0.00	0.08	0.00	0.01	0.00	0.00	0.02

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 61.3
Natural Cycle: 70
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.18
Intersection Signal Delay: 14.8 Intersection LOS: B
Intersection Capacity Utilization 31.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 24: Siempre Viva Rd & Alta Rd



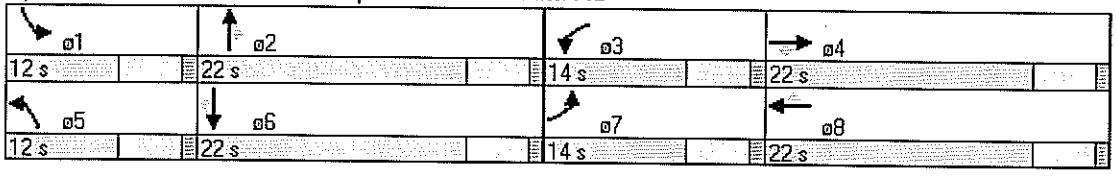
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	100		100	100		100
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			17			1			16			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)		2624			1281			1748			1165	
Travel Time (s)		44.7			21.8			29.8			19.9	
Volume (vph)	13	95	16	10	98	1	8	6	15	2	6	11
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	14	103	17	11	107	1	9	7	16	2	7	12
Lane Group Flow (vph)	14	103	17	11	107	1	9	7	16	2	7	12
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	11.0	21.0	21.0	11.0	21.0	21.0
Total Split (s)	14.0	22.0	22.0	14.0	22.0	22.0	12.0	22.0	22.0	12.0	22.0	22.0
Total Split (%)	20.0%	31.4%	31.4%	20.0%	31.4%	31.4%	17.1%	31.4%	31.4%	17.1%	31.4%	31.4%
Maximum Green (s)	9.0	17.0	17.0	9.0	17.0	17.0	7.0	17.0	17.0	7.0	17.0	17.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	10.3	13.7	13.7	10.3	13.7	13.7	8.3	38.7	38.7	8.1	38.5	38.5
Actuated g/C Ratio	0.15	0.21	0.21	0.15	0.21	0.21	0.12	0.66	0.66	0.12	0.65	0.65
v/c Ratio	0.06	0.15	0.05	0.05	0.15	0.00	0.04	0.00	0.02	0.01	0.00	0.01
Control Delay	20.8	14.5	9.7	20.7	14.6	14.0	21.6	10.5	6.5	22.0	10.8	7.2
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
Total Delay	20.8	14.5	9.7	20.7	14.6	14.0	21.6	10.5	6.5	22.0	10.8	7.2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	B	A	C	B	B	C	B	A	C	B	A
Approach Delay		14.6			15.1			11.6			9.8	
Approach LOS		B			B			B			A	
Queue Length 50th (ft)	2	7	0	2	7	0	2	0	0	0	0	0
Queue Length 95th (ft)	19	36	14	16	37	4	14	4	11	6	5	10
Internal Link Dist (ft)		2544			1201			1668			1085	
Turn Bay Length (ft)	100		100	100		100	100		100	100		100
Base Capacity (vph)	267	985	453	267	985	441	221	2151	968	220	2143	962
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	0.05	0.10	0.04	0.04	0.11	0.00	0.04	0.00	0.02	0.01	0.00	0.01

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 59
Natural Cycle: 70
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.15
Intersection Signal Delay: 14.2 Intersection LOS: B
Intersection Capacity Utilization 31.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 24: Siempre Viva Rd & Alta Rd



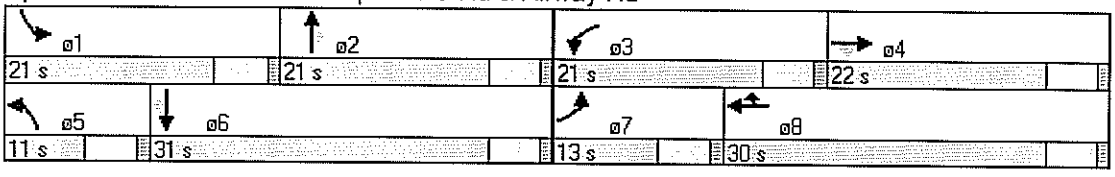
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	0		100	0		0	0		0
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1468	1641	3282	1468	1641	1727	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3282	1468	1641	3282	1468	1641	1727	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			11			11			7			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			40			40	
Link Distance (ft)		1281			1095			958			1746	
Travel Time (s)		21.8			18.7			16.3			29.8	
Volume (vph)	9	27	10	2	42	10	15	10	6	23	18	16
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	10	29	11	2	46	11	16	11	7	25	20	17
Lane Group Flow (vph)	10	29	11	2	46	11	16	11	7	25	20	17
Turn Type	Prot		Perm	Prot		Prot	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8	8	5	2		1	6	
Permitted Phases			4						2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	21.0	21.0	21.0	11.0	21.0	21.0	21.0	21.0	21.0
Total Split (s)	13.0	22.0	22.0	21.0	30.0	30.0	11.0	21.0	21.0	21.0	31.0	31.0
Total Split (%)	15.3%	25.9%	25.9%	24.7%	35.3%	35.3%	12.9%	24.7%	24.7%	24.7%	36.5%	36.5%
Maximum Green (s)	8.0	17.0	17.0	16.0	25.0	25.0	6.0	16.0	16.0	16.0	26.0	26.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	None	None	Max	Max	Max
Walk Time (s)		5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0	11.0	11.0	11.0		11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0	0	0	0		0	0	0	0	0
Act Effct Green (s)	10.1	12.9	12.9	10.1	12.9	12.9	7.9	12.1	12.1	56.9	59.0	59.0
Actuated g/C Ratio	0.12	0.15	0.15	0.12	0.15	0.15	0.10	0.14	0.14	0.77	0.79	0.79
v/c Ratio	0.05	0.06	0.05	0.01	0.09	0.05	0.10	0.04	0.03	0.02	0.01	0.01
Control Delay	24.0	19.1	12.5	24.0	19.0	12.5	25.7	20.2	13.2	11.0	7.8	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	0.0
Total Delay	24.0	19.1	12.5	24.0	19.0	12.5	25.7	20.2	13.2	11.0	7.8	5.3

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	B	B	C	B	B	C	C	B	B	A	A
Approach Delay		18.6			17.9			21.3			8.4	
Approach LOS		B			B			C			A	
Queue Length 50th (ft)	2	2	0	0	4	0	3	2	0	0	0	0
Queue Length 95th (ft)	17	16	13	7	22	13	23	15	9	26	8	11
Internal Link Dist (ft)		1201			1015			878			1666	
Turn Bay Length (ft)	100					100						
Base Capacity (vph)	196	748	343	333	972	442	157	358	310	1257	2608	1170
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	0.05	0.04	0.03	0.01	0.05	0.02	0.10	0.03	0.02	0.02	0.01	0.01

Intersection Summary

Area Type: Other
Cycle Length: 85
Actuated Cycle Length: 74.3
Natural Cycle: 85
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.10
Intersection Signal Delay: 15.8 Intersection LOS: B
Intersection Capacity Utilization 31.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 41: Siempre Viva Rd & Airway Rd



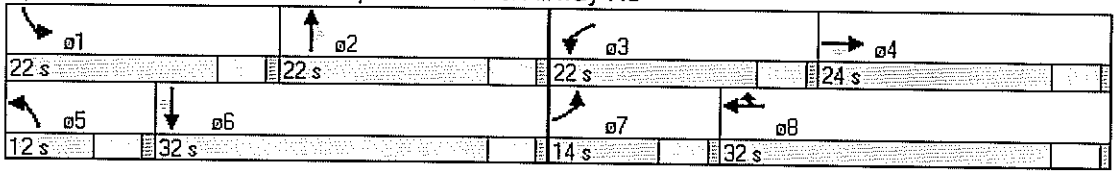
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	0		100	0		0	0		0
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1468	1641	3282	1468	1641	1727	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3282	1468	1641	3282	1468	1641	1727	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			17			68			10			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)		1281			1095			958			1746	
Travel Time (s)		21.8			18.7			16.3			29.8	
Volume (vph)	15	53	16	9	46	63	11	21	9	50	14	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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	16	58	17	10	50	68	12	23	10	54	15	9
Lane Group Flow (vph)	16	58	17	10	50	68	12	23	10	54	15	9
Turn Type	Prot		Perm	Prot		Prot	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8	8	5	2		1	6	
Permitted Phases			4						2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	21.0	21.0	21.0	11.0	21.0	21.0	21.0	21.0	21.0
Total Split (s)	14.0	24.0	24.0	22.0	32.0	32.0	12.0	22.0	22.0	22.0	32.0	32.0
Total Split (%)	15.6%	26.7%	26.7%	24.4%	35.6%	35.6%	13.3%	24.4%	24.4%	24.4%	35.6%	35.6%
Maximum Green (s)	9.0	19.0	19.0	17.0	27.0	27.0	7.0	17.0	17.0	17.0	27.0	27.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	Max	Max	Max
Walk Time (s)		5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0	11.0	11.0	11.0		11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0	0	0	0		0	0	0	0	0
Act Effct Green (s)	9.0	39.4	39.4	9.0	39.4	39.4	7.2	12.6	12.6	31.2	37.6	37.6
Actuated g/C Ratio	0.10	0.44	0.44	0.10	0.44	0.44	0.08	0.14	0.14	0.35	0.42	0.42
v/c Ratio	0.10	0.04	0.03	0.06	0.03	0.10	0.09	0.10	0.05	0.09	0.01	0.01
Control Delay	38.4	16.5	8.8	33.8	13.2	3.3	39.9	32.1	16.3	26.0	17.9	10.9
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
Total Delay	38.4	16.5	8.8	33.8	13.2	3.3	39.9	32.1	16.3	26.0	17.9	10.9

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	D	B	A	C	B	A	D	C	B	C	B	B
Approach Delay		18.9			9.6			30.7			22.7	
Approach LOS		B			A			C			C	
Queue Length 50th (ft)	8	8	0	4	5	1	6	12	0	17	2	0
Queue Length 95th (ft)	28	25	14	18	22	26	23	32	14	58	10	11
Internal Link Dist (ft)		1201			1015			878			1666	
Turn Bay Length (ft)	100					100						
Base Capacity (vph)	182	1437	652	328	1437	681	146	345	302	569	1371	618
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	0.09	0.04	0.03	0.03	0.03	0.10	0.08	0.07	0.03	0.09	0.01	0.01

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 6 (7%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 85
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.10
Intersection Signal Delay: 17.8 Intersection LOS: B
Intersection Capacity Utilization 31.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 41: Siempre Viva Rd & Airway Rd



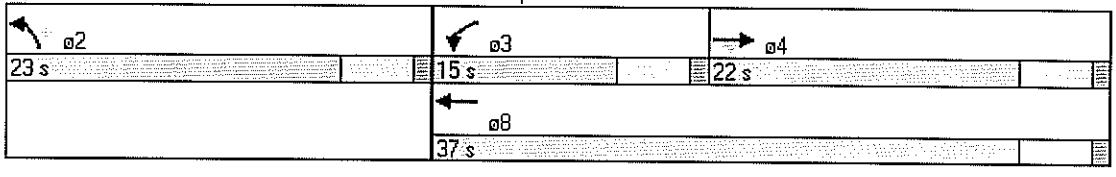
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		100	100		0	0
Storage Lanes		1	1		1	1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3282	1468	1641	3282	1641	1468
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3282	1468	1641	3282	1641	1468
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		66				9
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	40			40	40	
Link Distance (ft)	2578			2580	978	
Travel Time (s)	43.9			44.0	16.7	
Volume (vph)	70	61	32	46	62	8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	76	66	35	50	67	9
Lane Group Flow (vph)	76	66	35	50	67	9
Turn Type		Perm	Prot			Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Detector Phases	4	4	3	8	2	2
Minimum Initial (s)	10.0	10.0	8.0	10.0	8.0	8.0
Minimum Split (s)	21.0	21.0	13.0	21.0	21.0	21.0
Total Split (s)	22.0	22.0	15.0	37.0	23.0	23.0
Total Split (%)	36.7%	36.7%	25.0%	61.7%	38.3%	38.3%
Maximum Green (s)	17.0	17.0	10.0	32.0	18.0	18.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Max	C-Max	None	C-Max	Max	Max
Walk Time (s)	5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	27.7	27.7	9.1	33.0	19.0	19.0
Actuated g/C Ratio	0.46	0.46	0.15	0.55	0.32	0.32
v/c Ratio	0.05	0.09	0.14	0.03	0.13	0.02
Control Delay	11.9	5.0	25.1	4.0	13.1	7.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.9	5.0	25.1	4.0	13.1	7.4

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
LOS	B	A	C	A	B	A
Approach Delay	8.7			12.7	12.4	
Approach LOS	A			B	B	
Queue Length 50th (ft)	5	0	13	3	17	1
Queue Length 95th (ft)	22	22	37	7	32	6
Internal Link Dist (ft)	2498			2500	898	
Turn Bay Length (ft)		100	100			
Base Capacity (vph)	1514	713	301	1805	520	471
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	0.05	0.09	0.12	0.03	0.13	0.02

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 20 (33%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.14
Intersection Signal Delay: 10.7 Intersection LOS: B
Intersection Capacity Utilization 21.8% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 114: Lone Star Rd & Piper Ranch Rd



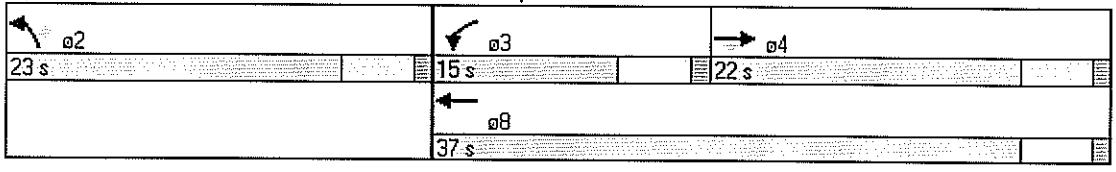
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		100	100		0	0
Storage Lanes		1	1		1	1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3282	1468	1641	3282	1641	1468
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3282	1468	1641	3282	1641	1468
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		74				38
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	40			40	40	
Link Distance (ft)	2578			2580	978	
Travel Time (s)	43.9			44.0	16.7	
Volume (vph)	51	68	8	77	40	35
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	55	74	9	84	43	38
Lane Group Flow (vph)	55	74	9	84	43	38
Turn Type		Perm	Prot			Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Detector Phases	4	4	3	8	2	2
Minimum Initial (s)	10.0	10.0	8.0	10.0	8.0	8.0
Minimum Split (s)	21.0	21.0	13.0	21.0	21.0	21.0
Total Split (s)	22.0	22.0	15.0	37.0	23.0	23.0
Total Split (%)	36.7%	36.7%	25.0%	61.7%	38.3%	38.3%
Maximum Green (s)	17.0	17.0	10.0	32.0	18.0	18.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Max	C-Max	None	C-Max	Max	Max
Walk Time (s)	5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	30.4	30.4	9.0	33.0	19.0	19.0
Actuated g/C Ratio	0.51	0.51	0.15	0.55	0.32	0.32
v/c Ratio	0.03	0.09	0.04	0.05	0.08	0.08
Control Delay	9.6	4.0	35.1	4.6	11.3	3.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	9.6	4.0	35.1	4.6	11.3	3.6

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
LOS	A	A	D	A	B	A
Approach Delay	6.4			7.6	7.7	
Approach LOS	A			A	A	
Queue Length 50th (ft)	4	0	4	5	7	0
Queue Length 95th (ft)	17	23	17	11	21	4
Internal Link Dist (ft)	2498			2500	898	
Turn Bay Length (ft)		100	100			
Base Capacity (vph)	1663	781	301	1805	520	491
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	0.03	0.09	0.03	0.05	0.08	0.08

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 32 (53%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.09
Intersection Signal Delay: 7.1 Intersection LOS: A
Intersection Capacity Utilization 21.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 114: Lone Star Rd & Piper Ranch Rd



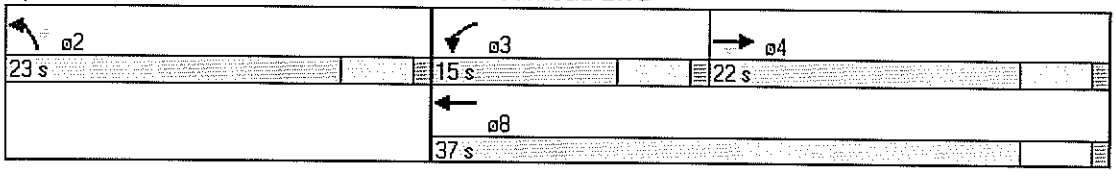
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		100	100		0	0
Storage Lanes		1	1		1	1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3282	1468	1641	3282	1641	1468
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3282	1468	1641	3282	1641	1468
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		18				12
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	40			40	40	
Link Distance (ft)	2580			1378	980	
Travel Time (s)	44.0			23.5	16.7	
Volume (vph)	81	17	7	70	9	11
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	88	18	8	76	10	12
Lane Group Flow (vph)	88	18	8	76	10	12
Turn Type		Perm	Prot			Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Detector Phases	4	4	3	8	2	2
Minimum Initial (s)	10.0	10.0	8.0	10.0	8.0	8.0
Minimum Split (s)	21.0	21.0	13.0	21.0	21.0	21.0
Total Split (s)	22.0	22.0	15.0	37.0	23.0	23.0
Total Split (%)	36.7%	36.7%	25.0%	61.7%	38.3%	38.3%
Maximum Green (s)	17.0	17.0	10.0	32.0	18.0	18.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Max	C-Max	None	C-Max	Max	Max
Walk Time (s)	5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	30.4	30.4	9.0	33.0	19.0	19.0
Actuated g/C Ratio	0.51	0.51	0.15	0.55	0.32	0.32
v/c Ratio	0.05	0.02	0.03	0.04	0.02	0.03
Control Delay	3.3	0.6	14.7	2.7	14.3	8.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	3.3	0.6	14.7	2.7	14.3	8.3

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
LOS	A	A	B	A	B	A
Approach Delay	2.8			3.8	11.0	
Approach LOS	A			A	B	
Queue Length 50th (ft)	2	0	1	1	3	0
Queue Length 95th (ft)	7	1	6	1	11	10
Internal Link Dist (ft)	2500			1298	900	
Turn Bay Length (ft)		100	100			
Base Capacity (vph)	1663	753	301	1805	520	473
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	0.05	0.02	0.03	0.04	0.02	0.03

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 4 (7%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.05
Intersection Signal Delay: 4.1 Intersection LOS: A
Intersection Capacity Utilization 21.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 119: Lone Star Rd & Sunroad Blvd



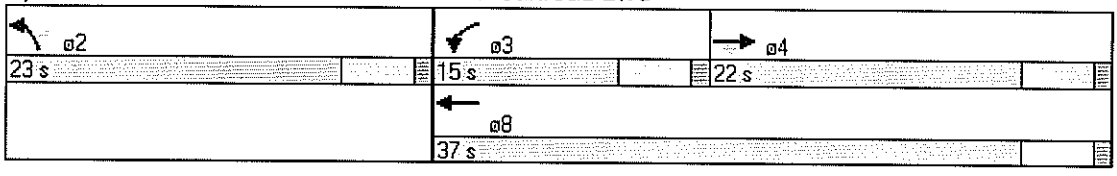
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		100	100		0	0
Storage Lanes		1	1		1	1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3282	1468	1641	3282	1641	1468
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3282	1468	1641	3282	1641	1468
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		10				8
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	40			40	40	
Link Distance (ft)	2580			1378	980	
Travel Time (s)	44.0			23.5	16.7	
Volume (vph)	77	9	12	89	19	7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	84	10	13	97	21	8
Lane Group Flow (vph)	84	10	13	97	21	8
Turn Type		Perm	Prot			Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Detector Phases	4	4	3	8	2	2
Minimum Initial (s)	10.0	10.0	8.0	10.0	8.0	8.0
Minimum Split (s)	21.0	21.0	13.0	21.0	21.0	21.0
Total Split (s)	22.0	22.0	15.0	37.0	23.0	23.0
Total Split (%)	36.7%	36.7%	25.0%	61.7%	38.3%	38.3%
Maximum Green (s)	17.0	17.0	10.0	32.0	18.0	18.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Max	C-Max	None	C-Max	Max	Max
Walk Time (s)	5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	30.4	30.4	9.0	33.0	19.0	19.0
Actuated g/C Ratio	0.51	0.51	0.15	0.55	0.32	0.32
v/c Ratio	0.05	0.01	0.05	0.05	0.04	0.02
Control Delay	6.7	3.9	14.5	2.9	14.6	9.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	6.7	3.9	14.5	2.9	14.6	9.0

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
LOS	A	A	B	A	B	A
Approach Delay	6.4			4.3	13.0	
Approach LOS	A			A	B	
Queue Length 50th (ft)	5	0	2	0	5	0
Queue Length 95th (ft)	12	2	7	1	18	8
Internal Link Dist (ft)	2500			1298	900	
Turn Bay Length (ft)		100	100			
Base Capacity (vph)	1663	749	301	1805	520	470
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	0.05	0.01	0.04	0.05	0.04	0.02

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.05
Intersection Signal Delay: 6.2 Intersection LOS: A
Intersection Capacity Utilization 21.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 119: Lone Star Rd & Sunroad Blvd



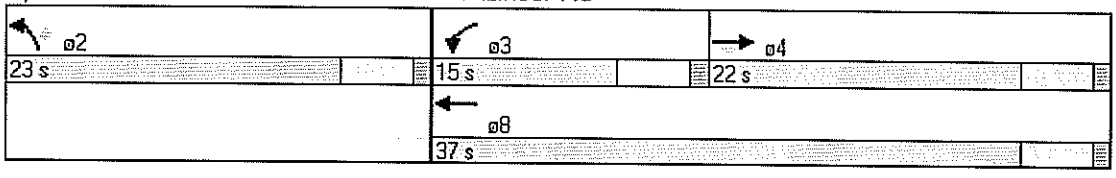
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3282	1468	1641	3282	1641	1468
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3282	1468	1641	3282	1641	1468
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		3				16
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	40			40	40	
Link Distance (ft)	1378			1407	1725	
Travel Time (s)	23.5			24.0	29.4	
Volume (vph)	87	3	11	70	3	15
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	95	3	12	76	3	16
Lane Group Flow (vph)	95	3	12	76	3	16
Turn Type		Perm	Prot			Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Detector Phases	4	4	3	8	2	2
Minimum Initial (s)	10.0	10.0	8.0	10.0	8.0	8.0
Minimum Split (s)	21.0	21.0	13.0	21.0	21.0	21.0
Total Split (s)	22.0	22.0	15.0	37.0	23.0	23.0
Total Split (%)	36.7%	36.7%	25.0%	61.7%	38.3%	38.3%
Maximum Green (s)	17.0	17.0	10.0	32.0	18.0	18.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Max	C-Max	None	C-Max	Max	Max
Walk Time (s)	5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	30.4	30.4	9.0	33.0	19.0	19.0
Actuated g/C Ratio	0.51	0.51	0.15	0.55	0.32	0.32
v/c Ratio	0.06	0.00	0.05	0.04	0.01	0.03
Control Delay	4.9	3.7	16.6	4.3	14.3	7.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	4.9	3.7	16.6	4.3	14.3	7.9
LOS	A	A	B	A	B	A
Approach Delay	4.8			5.9	8.9	

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Approach LOS	A			A	A	
Queue Length 50th (ft)	10	0	4	6	1	0
Queue Length 95th (ft)	31	6	15	14	6	11
Internal Link Dist (ft)	1298			1327	1645	
Turn Bay Length (ft)						
Base Capacity (vph)	1663	745	301	1805	520	476
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	0.06	0.00	0.04	0.04	0.01	0.03

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 36 (60%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.06
Intersection Signal Delay: 5.7 Intersection LOS: A
Intersection Capacity Utilization 21.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 36: Lone Star Rd & Zinser Rd



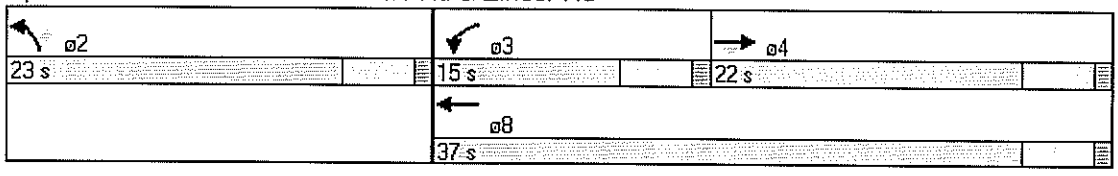
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3282	1468	1641	3282	1641	1468
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3282	1468	1641	3282	1641	1468
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		3				13
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	40			40	40	
Link Distance (ft)	1378			1407	1725	
Travel Time (s)	23.5			24.0	29.4	
Volume (vph)	77	3	17	96	4	12
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	84	3	18	104	4	13
Lane Group Flow (vph)	84	3	18	104	4	13
Turn Type		Perm	Prot			Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Detector Phases	4	4	3	8	2	2
Minimum Initial (s)	10.0	10.0	8.0	10.0	8.0	8.0
Minimum Split (s)	21.0	21.0	13.0	21.0	21.0	21.0
Total Split (s)	22.0	22.0	15.0	37.0	23.0	23.0
Total Split (%)	36.7%	36.7%	25.0%	61.7%	38.3%	38.3%
Maximum Green (s)	17.0	17.0	10.0	32.0	18.0	18.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Max	C-Max	None	C-Max	Max	Max
Walk Time (s)	5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	30.4	30.4	9.0	33.0	19.0	19.0
Actuated g/C Ratio	0.51	0.51	0.15	0.55	0.32	0.32
v/c Ratio	0.05	0.00	0.07	0.06	0.01	0.03
Control Delay	3.9	3.0	15.4	2.8	14.2	8.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	3.9	3.0	15.4	2.8	14.2	8.2
LOS	A	A	B	A	B	A
Approach Delay	3.8			4.6	9.6	

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Approach LOS	A			A	A	
Queue Length 50th (ft)	6	0	4	4	1	0
Queue Length 95th (ft)	20	4	18	14	6	10
Internal Link Dist (ft)	1298			1327	1645	
Turn Bay Length (ft)						
Base Capacity (vph)	1663	745	301	1805	520	474
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	0.05	0.00	0.06	0.06	0.01	0.03

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 32 (53%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.07
Intersection Signal Delay: 4.7 Intersection LOS: A
Intersection Capacity Utilization 21.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 36: Lone Star Rd & Zinser Rd



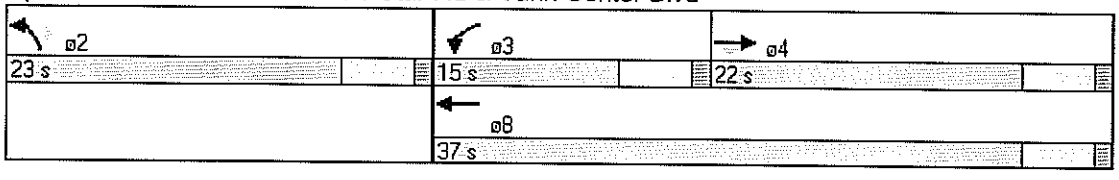
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↱	↰	↑↑	↰	↱
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		100	100		0	0
Storage Lanes		1	1		1	1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3282	1468	1641	3282	1641	1468
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3282	1468	1641	3282	1641	1468
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		26				11
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	40			40	40	
Link Distance (ft)	1407			2180	3108	
Travel Time (s)	24.0			37.2	53.0	
Volume (vph)	93	24	11	72	23	10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	101	26	12	78	25	11
Lane Group Flow (vph)	101	26	12	78	25	11
Turn Type		Perm	Prot			Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Detector Phases	4	4	3	8	2	2
Minimum Initial (s)	10.0	10.0	8.0	10.0	8.0	8.0
Minimum Split (s)	21.0	21.0	13.0	21.0	21.0	21.0
Total Split (s)	22.0	22.0	15.0	37.0	23.0	23.0
Total Split (%)	36.7%	36.7%	25.0%	61.7%	38.3%	38.3%
Maximum Green (s)	17.0	17.0	10.0	32.0	18.0	18.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Max	C-Max	None	C-Max	Max	Max
Walk Time (s)	5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	30.4	30.4	9.0	33.0	19.0	19.0
Actuated g/C Ratio	0.51	0.51	0.15	0.55	0.32	0.32
v/c Ratio	0.06	0.03	0.05	0.04	0.05	0.02
Control Delay	4.3	1.3	27.2	5.7	17.1	12.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	4.3	1.3	27.2	5.7	17.1	12.2

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
LOS	A	A	C	A	B	B
Approach Delay	3.7			8.6	15.6	
Approach LOS	A			A	B	
Queue Length 50th (ft)	2	0	5	7	8	2
Queue Length 95th (ft)	8	0	19	15	26	13
Internal Link Dist (ft)	1327			2100	3028	
Turn Bay Length (ft)		100	100			
Base Capacity (vph)	1663	757	301	1805	520	472
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	0.06	0.03	0.04	0.04	0.05	0.02

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 2 (3%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.06
Intersection Signal Delay: 7.1 Intersection LOS: A
Intersection Capacity Utilization 21.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 102: Lone Star Rd & Vann Center Blvd



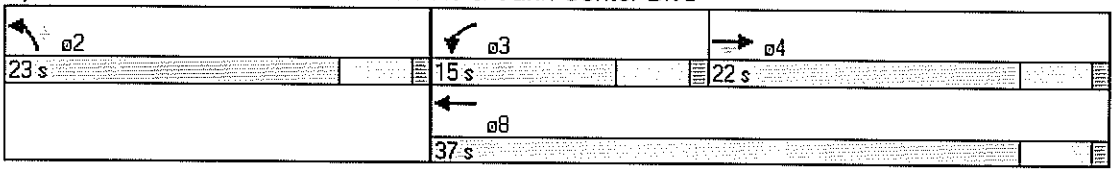
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		100	100		0	0
Storage Lanes		1	1		1	1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3282	1468	1641	3282	1641	1468
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3282	1468	1641	3282	1641	1468
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		27				13
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	40			40	40	
Link Distance (ft)	1407			2180	3108	
Travel Time (s)	24.0			37.2	53.0	
Volume (vph)	79	25	11	103	26	12
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	86	27	12	112	28	13
Lane Group Flow (vph)	86	27	12	112	28	13
Turn Type		Perm	Prot			Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Detector Phases	4	4	3	8	2	2
Minimum Initial (s)	10.0	10.0	8.0	10.0	8.0	8.0
Minimum Split (s)	21.0	21.0	13.0	21.0	21.0	21.0
Total Split (s)	22.0	22.0	15.0	37.0	23.0	23.0
Total Split (%)	36.7%	36.7%	25.0%	61.7%	38.3%	38.3%
Maximum Green (s)	17.0	17.0	10.0	32.0	18.0	18.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Max	C-Max	None	C-Max	Max	Max
Walk Time (s)	5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	30.4	30.4	9.0	33.0	19.0	19.0
Actuated g/C Ratio	0.51	0.51	0.15	0.55	0.32	0.32
v/c Ratio	0.05	0.04	0.05	0.06	0.05	0.03
Control Delay	4.4	2.0	17.5	5.7	16.9	11.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	4.4	2.0	17.5	5.7	16.9	11.3

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
LOS	A	A	B	A	B	B
Approach Delay	3.8			6.9	15.1	
Approach LOS	A			A	B	
Queue Length 50th (ft)	7	0	3	7	9	2
Queue Length 95th (ft)	20	0	13	15	28	14
Internal Link Dist (ft)	1327			2100	3028	
Turn Bay Length (ft)		100	100			
Base Capacity (vph)	1663	757	301	1805	520	474
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	0.05	0.04	0.04	0.06	0.05	0.03

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 2 (3%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.06
Intersection Signal Delay: 6.8 Intersection LOS: A
Intersection Capacity Utilization 21.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 102: Lone Star Rd & Vann Center Blvd



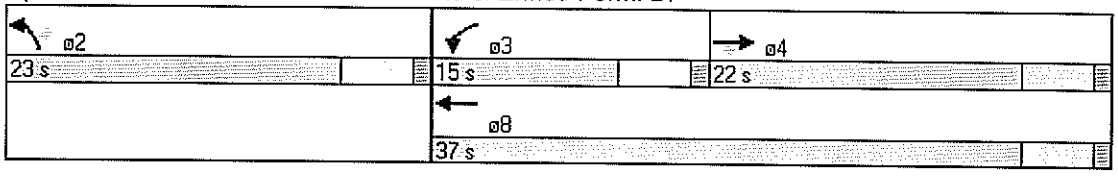
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		100	100		0	0
Storage Lanes		1	1		1	1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3282	1468	1641	3282	1641	1468
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3282	1468	1641	3282	1641	1468
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		34				13
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	40			40	40	
Link Distance (ft)	2180			2880	3122	
Travel Time (s)	37.2			49.1	53.2	
Volume (vph)	80	31	28	52	30	12
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	87	34	30	57	33	13
Lane Group Flow (vph)	87	34	30	57	33	13
Turn Type		Perm	Prot			Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Detector Phases	4	4	3	8	2	2
Minimum Initial (s)	10.0	10.0	8.0	10.0	8.0	8.0
Minimum Split (s)	21.0	21.0	13.0	21.0	21.0	21.0
Total Split (s)	22.0	22.0	15.0	37.0	23.0	23.0
Total Split (%)	36.7%	36.7%	25.0%	61.7%	38.3%	38.3%
Maximum Green (s)	17.0	17.0	10.0	32.0	18.0	18.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Max	C-Max	None	C-Max	Max	Max
Walk Time (s)	5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	27.7	27.7	9.1	33.0	19.0	19.0
Actuated g/C Ratio	0.46	0.46	0.15	0.55	0.32	0.32
v/c Ratio	0.06	0.05	0.12	0.03	0.06	0.03
Control Delay	4.8	2.0	23.4	6.3	14.8	8.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	4.8	2.0	23.4	6.3	14.8	8.2

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
LOS	A	A	C	A	B	A
Approach Delay	4.0			12.2	12.9	
Approach LOS	A			B	B	
Queue Length 50th (ft)	1	0	10	4	8	0
Queue Length 95th (ft)	5	0	30	11	25	10
Internal Link Dist (ft)	2100			2800	3042	
Turn Bay Length (ft)		100	100			
Base Capacity (vph)	1517	697	301	1805	520	474
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	0.06	0.05	0.10	0.03	0.06	0.03

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 38 (63%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.12
Intersection Signal Delay: 8.4 Intersection LOS: A
Intersection Capacity Utilization 21.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 108: Lone Star Rd & Enrico Fermi Dr



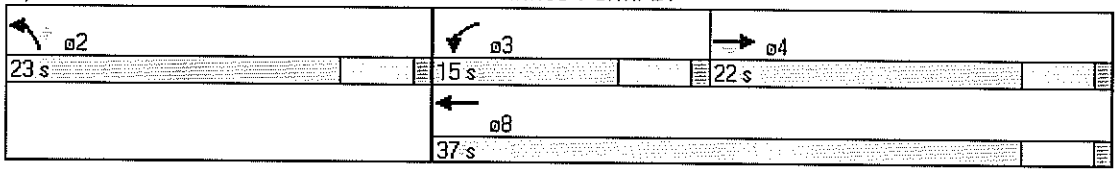
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		100	100		0	0
Storage Lanes		1	1		1	1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3282	1468	1641	3282	1641	1468
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3282	1468	1641	3282	1641	1468
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		36				27
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	40			40	40	
Link Distance (ft)	2180			2880	3122	
Travel Time (s)	37.2			49.1	53.2	
Volume (vph)	57	33	13	88	34	25
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	62	36	14	96	37	27
Lane Group Flow (vph)	62	36	14	96	37	27
Turn Type		Perm	Prot			Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Detector Phases	4	4	3	8	2	2
Minimum Initial (s)	10.0	10.0	8.0	10.0	8.0	8.0
Minimum Split (s)	21.0	21.0	13.0	21.0	21.0	21.0
Total Split (s)	22.0	22.0	15.0	37.0	23.0	23.0
Total Split (%)	36.7%	36.7%	25.0%	61.7%	38.3%	38.3%
Maximum Green (s)	17.0	17.0	10.0	32.0	18.0	18.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Max	C-Max	None	C-Max	Max	Max
Walk Time (s)	5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	30.4	30.4	9.0	33.0	19.0	19.0
Actuated g/C Ratio	0.51	0.51	0.15	0.55	0.32	0.32
v/c Ratio	0.04	0.05	0.06	0.05	0.07	0.06
Control Delay	3.8	0.8	22.6	6.4	14.9	6.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	3.8	0.8	22.6	6.4	14.9	6.8

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
LOS	A	A	C	A	B	A
Approach Delay	2.7			8.5	11.5	
Approach LOS	A			A	B	
Queue Length 50th (ft)	1	0	4	7	9	0
Queue Length 95th (ft)	6	0	18	16	27	14
Internal Link Dist (ft)	2100			2800	3042	
Turn Bay Length (ft)		100	100			
Base Capacity (vph)	1663	762	301	1805	520	483
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	0.04	0.05	0.05	0.05	0.07	0.06

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 32 (53%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.07
Intersection Signal Delay: 7.1 Intersection LOS: A
Intersection Capacity Utilization 21.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 108: Lone Star Rd & Enrico Fermi Dr



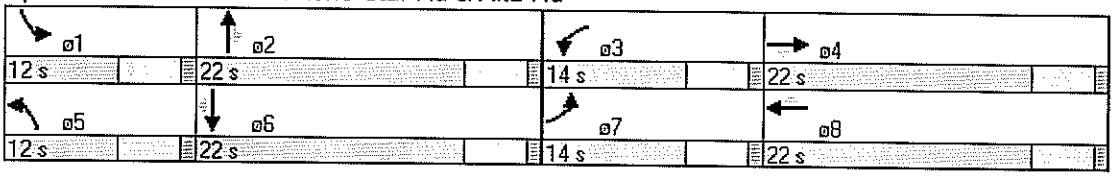
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	100		100	100		100
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			59			36			20			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			40			40	
Link Distance (ft)		2880			3964			3128			879	
Travel Time (s)		49.1			67.6			53.3			15.0	
Volume (vph)	65	50	54	24	32	33	19	30	18	29	99	46
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	71	54	59	26	35	36	21	33	20	32	108	50
Lane Group Flow (vph)	71	54	59	26	35	36	21	33	20	32	108	50
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	11.0	21.0	21.0	11.0	21.0	21.0
Total Split (s)	14.0	22.0	22.0	14.0	22.0	22.0	12.0	22.0	22.0	12.0	22.0	22.0
Total Split (%)	20.0%	31.4%	31.4%	20.0%	31.4%	31.4%	17.1%	31.4%	31.4%	17.1%	31.4%	31.4%
Maximum Green (s)	9.0	17.0	17.0	9.0	17.0	17.0	7.0	17.0	17.0	7.0	17.0	17.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	10.6	16.7	16.7	10.0	12.4	12.4	8.1	40.0	40.0	8.3	42.6	42.6
Actuated g/C Ratio	0.14	0.22	0.22	0.13	0.17	0.17	0.10	0.59	0.59	0.11	0.62	0.62
v/c Ratio	0.30	0.07	0.16	0.12	0.06	0.13	0.12	0.02	0.02	0.18	0.05	0.05
Control Delay	24.3	17.7	8.0	24.5	20.3	10.0	27.7	14.8	8.3	26.4	10.9	5.5
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
Total Delay	24.3	17.7	8.0	24.5	20.3	10.0	27.7	14.8	8.3	26.4	10.9	5.5

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	B	A	C	C	A	C	B	A	C	B	A
Approach Delay		17.1			17.6			16.7			12.1	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)	18	4	0	6	4	0	5	3	0	8	10	0
Queue Length 95th (ft)	57	22	27	28	16	21	25	13	13	33	32	21
Internal Link Dist (ft)		2800			3884			3048			799	
Turn Bay Length (ft)	100		100	100		100	100		100	100		100
Base Capacity (vph)	248	916	452	234	804	387	185	1924	869	191	2049	935
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	0.29	0.06	0.13	0.11	0.04	0.09	0.11	0.02	0.02	0.17	0.05	0.05

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 68.3
Natural Cycle: 70
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.30
Intersection Signal Delay: 15.4 Intersection LOS: B
Intersection Capacity Utilization 31.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 59: Lone Star Rd & Alta Rd



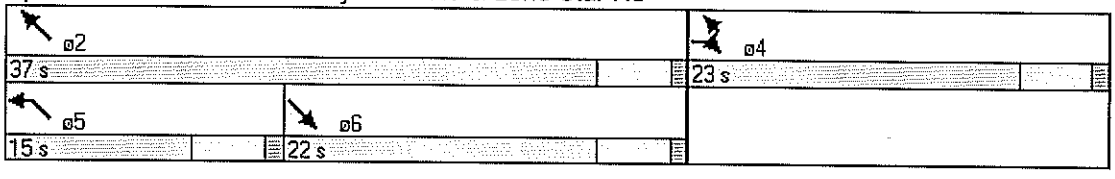
Lane Group	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		100	100	
Storage Lanes	1	1		1	1	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)	15	9		9	15	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	0.95
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1641	1468	3282	1468	1641	3282
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1641	1468	3282	1468	1641	3282
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		24		26		
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	50		40			40
Link Distance (ft)	1980		3964			2219
Travel Time (s)	27.0		67.6			37.8
Volume (vph)	23	22	41	24	18	36
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	25	24	45	26	20	39
Lane Group Flow (vph)	25	24	45	26	20	39
Turn Type		Prot		Perm	Prot	
Protected Phases	4	4	6		5	2
Permitted Phases				6		
Detector Phases	4	4	6	6	5	2
Minimum Initial (s)	8.0	8.0	10.0	10.0	8.0	10.0
Minimum Split (s)	21.0	21.0	21.0	21.0	13.0	21.0
Total Split (s)	23.0	23.0	22.0	22.0	15.0	37.0
Total Split (%)	38.3%	38.3%	36.7%	36.7%	25.0%	61.7%
Maximum Green (s)	18.0	18.0	17.0	17.0	10.0	32.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	C-Max	C-Max	None	C-Max
Walk Time (s)	5.0	5.0	5.0	5.0		5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0		11.0
Pedestrian Calls (#/hr)	0	0	0	0		0
Act Effct Green (s)	9.0	9.0	50.6	50.6	9.0	53.2
Actuated g/C Ratio	0.15	0.15	0.84	0.84	0.15	0.89
v/c Ratio	0.10	0.10	0.02	0.02	0.08	0.01
Control Delay	23.3	11.4	4.2	2.9	13.1	2.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.3	11.4	4.2	2.9	13.1	2.4

Lane Group	EBL	EBR	SET	SER	NWL	NWT
LOS	C	B	A	A	B	A
Approach Delay	17.5		3.8			6.0
Approach LOS	B		A			A
Queue Length 50th (ft)	8	0	0	0	4	0
Queue Length 95th (ft)	26	17	10	10	8	1
Internal Link Dist (ft)	1900		3884			2139
Turn Bay Length (ft)				100	100	
Base Capacity (vph)	520	481	2768	1242	301	2910
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	0.05	0.05	0.02	0.02	0.07	0.01

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 56 (93%), Referenced to phase 2:NWT and 6:SET, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.10
Intersection Signal Delay: 8.2 Intersection LOS: A
Intersection Capacity Utilization 21.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 97: Otay Mesa Rd & Lone Star Rd



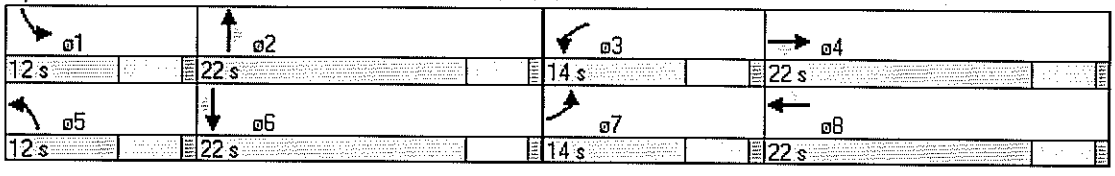
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	100		100	100		100
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			23			35			28			78
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)		2880			3964			3128			879	
Travel Time (s)		49.1			67.6			53.3			15.0	
Volume (vph)	51	35	21	20	55	32	60	108	26	37	34	72
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	55	38	23	22	60	35	65	117	28	40	37	78
Lane Group Flow (vph)	55	38	23	22	60	35	65	117	28	40	37	78
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	11.0	21.0	21.0	11.0	21.0	21.0
Total Split (s)	14.0	22.0	22.0	14.0	22.0	22.0	12.0	22.0	22.0	12.0	22.0	22.0
Total Split (%)	20.0%	31.4%	31.4%	20.0%	31.4%	31.4%	17.1%	31.4%	31.4%	17.1%	31.4%	31.4%
Maximum Green (s)	9.0	17.0	17.0	9.0	17.0	17.0	7.0	17.0	17.0	7.0	17.0	17.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	10.3	18.9	18.9	9.8	12.1	12.1	8.4	43.1	43.1	8.4	40.4	40.4
Actuated g/C Ratio	0.14	0.25	0.25	0.12	0.16	0.16	0.11	0.61	0.61	0.11	0.57	0.57
v/c Ratio	0.25	0.05	0.06	0.11	0.12	0.13	0.35	0.06	0.03	0.23	0.02	0.09
Control Delay	25.0	16.1	9.1	27.6	21.0	10.2	28.9	12.4	7.5	28.2	15.6	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
Total Delay	25.0	16.1	9.1	27.6	21.0	10.2	28.9	12.4	7.5	28.2	15.6	5.2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	B	A	C	C	B	C	B	A	C	B	A
Approach Delay		18.9			19.0			16.9			13.6	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)	19	4	0	7	10	0	23	11	0	14	5	0
Queue Length 95th (ft)	47	17	17	25	24	21	56	34	16	39	15	26
Internal Link Dist (ft)		2800			3884			3048			799	
Turn Bay Length (ft)	100		100	100		100	100		100	100		100
Base Capacity (vph)	236	942	438	218	770	371	192	2007	909	185	1880	874
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	0.23	0.04	0.05	0.10	0.08	0.09	0.34	0.06	0.03	0.22	0.02	0.09

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 70.5
Natural Cycle: 70
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.35
Intersection Signal Delay: 16.8 Intersection LOS: B
Intersection Capacity Utilization 31.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 59: Lone Star Rd & Alta Rd



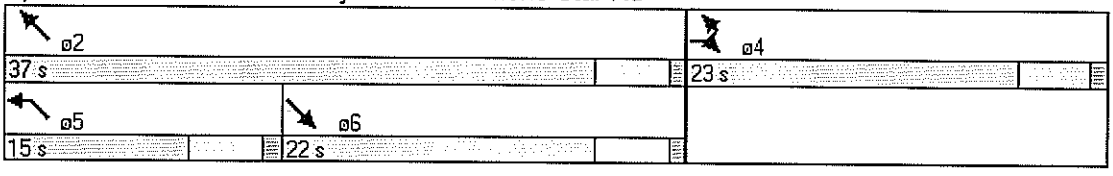
Lane Group	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		100	100	
Storage Lanes	1	1		1	1	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)	15	9		9	15	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	0.95
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1641	1468	3282	1468	1641	3282
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1641	1468	3282	1468	1641	3282
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		23		27		
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	50		40			40
Link Distance (ft)	1980		3964			2219
Travel Time (s)	27.0		67.6			37.8
Volume (vph)	27	21	39	25	24	45
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	29	23	42	27	26	49
Lane Group Flow (vph)	29	23	42	27	26	49
Turn Type		Prot		Perm	Prot	
Protected Phases	4	4	6		5	2
Permitted Phases				6		
Detector Phases	4	4	6	6	5	2
Minimum Initial (s)	8.0	8.0	10.0	10.0	8.0	10.0
Minimum Split (s)	21.0	21.0	21.0	21.0	13.0	21.0
Total Split (s)	23.0	23.0	22.0	22.0	15.0	37.0
Total Split (%)	38.3%	38.3%	36.7%	36.7%	25.0%	61.7%
Maximum Green (s)	18.0	18.0	17.0	17.0	10.0	32.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	C-Max	C-Max	None	C-Max
Walk Time (s)	5.0	5.0	5.0	5.0		5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0		11.0
Pedestrian Calls (#/hr)	0	0	0	0		0
Act Effct Green (s)	9.0	9.0	50.6	50.6	9.0	53.2
Actuated g/C Ratio	0.15	0.15	0.84	0.84	0.15	0.89
v/c Ratio	0.12	0.10	0.02	0.02	0.11	0.02
Control Delay	23.4	11.6	4.3	2.9	15.8	2.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.4	11.6	4.3	2.9	15.8	2.3

Lane Group	EBL	EBR	SET	SER	NWL	NWT
LOS	C	B	A	A	B	A
Approach Delay	18.2		3.7			7.0
Approach LOS	B		A			A
Queue Length 50th (ft)	9	0	0	0	6	0
Queue Length 95th (ft)	29	17	10	10	19	2
Internal Link Dist (ft)	1900		3884			2139
Turn Bay Length (ft)				100	100	
Base Capacity (vph)	520	481	2767	1242	301	2909
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	0.06	0.05	0.02	0.02	0.09	0.02

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 56 (93%), Referenced to phase 2:NWT and 6:SET, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.12
Intersection Signal Delay: 8.8 Intersection LOS: A
Intersection Capacity Utilization 21.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 97: Otay Mesa Rd & Lone Star Rd



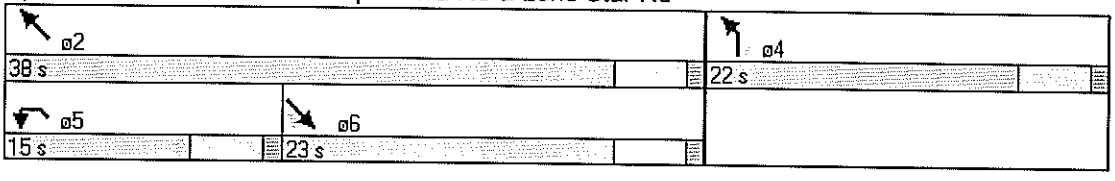
Lane Group	NBL	NBR	SET	SER	NWL	NWT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		100	100	
Storage Lanes	1	1		1	1	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)	15	9		9	15	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	0.95
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1641	1468	3282	1468	1641	3282
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1641	1468	3282	1468	1641	3282
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		42		37		
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	40		40			40
Link Distance (ft)	3238		2219			1303
Travel Time (s)	55.2		37.8			22.2
Volume (vph)	40	39	4	34	14	5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	43	42	4	37	15	5
Lane Group Flow (vph)	43	42	4	37	15	5
Turn Type		Perm		Perm	Prot	
Protected Phases	4		6		5	2
Permitted Phases		4		6		
Detector Phases	4	4	6	6	5	2
Minimum Initial (s)	10.0	10.0	8.0	8.0	6.0	8.0
Minimum Split (s)	21.0	21.0	21.0	21.0	13.0	21.0
Total Split (s)	22.0	22.0	23.0	23.0	15.0	38.0
Total Split (%)	36.7%	36.7%	38.3%	38.3%	25.0%	63.3%
Maximum Green (s)	17.0	17.0	18.0	18.0	10.0	33.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Max	C-Max	Max	Max	None	Max
Walk Time (s)	5.0	5.0	5.0	5.0		5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0		11.0
Pedestrian Calls (#/hr)	0	0	0	0		0
Act Effct Green (s)	18.0	18.0	31.6	31.6	7.2	34.0
Actuated g/C Ratio	0.30	0.30	0.53	0.53	0.12	0.57
v/c Ratio	0.09	0.09	0.00	0.05	0.08	0.00
Control Delay	15.8	6.3	8.5	3.5	24.1	5.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	15.8	6.3	8.5	3.5	24.1	5.6

Lane Group	NBL	NBR	SET	SER	NWL	NWT
LOS	B	A	A	A	C	A
Approach Delay	11.1		4.0			19.5
Approach LOS	B		A			B
Queue Length 50th (ft)	11	0	0	0	5	0
Queue Length 95th (ft)	31	19	2	10	19	2
Internal Link Dist (ft)	3158		2139			1223
Turn Bay Length (ft)				100	100	
Base Capacity (vph)	492	470	1726	790	301	1860
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	0.09	0.09	0.00	0.05	0.05	0.00

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 48 (80%), Referenced to phase 4:NBL, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.09
Intersection Signal Delay: 10.2 Intersection LOS: B
Intersection Capacity Utilization 22.4% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 43: Siempre Viva Rd & Lone Star Rd



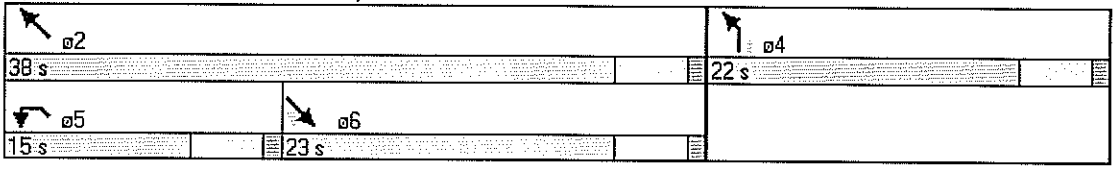
Lane Group	NBL	NBR	SET	SER	NWL	NWT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		100	100	
Storage Lanes	1	1		1	1	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)	15	9		9	15	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	0.95
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1641	1468	3282	1468	1641	3282
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1641	1468	3282	1468	1641	3282
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		17		48		
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	40		40			40
Link Distance (ft)	3238		2219			1303
Travel Time (s)	55.2		37.8			22.2
Volume (vph)	37	16	5	44	43	4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	40	17	5	48	47	4
Lane Group Flow (vph)	40	17	5	48	47	4
Turn Type		Perm		Perm	Prot	
Protected Phases	4		6		5	2
Permitted Phases		4		6		
Detector Phases	4	4	6	6	5	2
Minimum Initial (s)	10.0	10.0	8.0	8.0	6.0	8.0
Minimum Split (s)	21.0	21.0	21.0	21.0	13.0	21.0
Total Split (s)	22.0	22.0	23.0	23.0	15.0	38.0
Total Split (%)	36.7%	36.7%	38.3%	38.3%	25.0%	63.3%
Maximum Green (s)	17.0	17.0	18.0	18.0	10.0	33.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Max	C-Max	Max	Max	None	Max
Walk Time (s)	5.0	5.0	5.0	5.0		5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0		11.0
Pedestrian Calls (#/hr)	0	0	0	0		0
Act Effct Green (s)	18.0	18.0	28.5	28.5	8.1	34.0
Actuated g/C Ratio	0.30	0.30	0.48	0.48	0.14	0.57
v/c Ratio	0.08	0.04	0.00	0.07	0.21	0.00
Control Delay	15.7	8.1	11.6	4.8	24.9	5.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	15.7	8.1	11.6	4.8	24.9	5.8

Lane Group	NBL	NBR	SET	SER	NWL	NWT
LOS	B	A	B	A	C	A
Approach Delay	13.5		5.4			23.4
Approach LOS	B		A			C
Queue Length 50th (ft)	10	0	0	0	16	0
Queue Length 95th (ft)	29	12	2	1	40	2
Internal Link Dist (ft)	3158		2139			1223
Turn Bay Length (ft)				100	100	
Base Capacity (vph)	492	452	1560	723	301	1860
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	0.08	0.04	0.00	0.07	0.16	0.00

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 48 (80%), Referenced to phase 4:NBL, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.21
Intersection Signal Delay: 14.0 Intersection LOS: B
Intersection Capacity Utilization 24.0% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 43: Siempre Viva Rd & Lone Star Rd



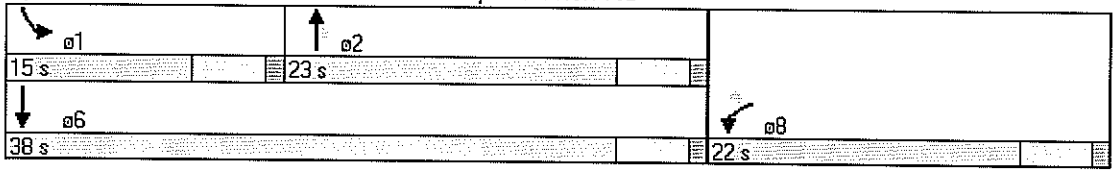
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		100	100	
Storage Lanes	1	1		1	1	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)	15	9		9	15	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	0.95
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1641	1468	3282	1468	1641	3282
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1641	1468	3282	1468	1641	3282
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		39		166		
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	40		40			40
Link Distance (ft)	2560		2568			978
Travel Time (s)	43.6		43.8			16.7
Volume (vph)	138	36	40	153	49	115
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	150	39	43	166	53	125
Lane Group Flow (vph)	150	39	43	166	53	125
Turn Type		Perm		Perm	Prot	
Protected Phases	8		2		1	6
Permitted Phases		8		2		
Detector Phases	8	8	2	2	1	6
Minimum Initial (s)	10.0	10.0	8.0	8.0	6.0	8.0
Minimum Split (s)	21.0	21.0	21.0	21.0	13.0	21.0
Total Split (s)	22.0	22.0	23.0	23.0	15.0	38.0
Total Split (%)	36.7%	36.7%	38.3%	38.3%	25.0%	63.3%
Maximum Green (s)	17.0	17.0	18.0	18.0	10.0	33.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Max	C-Max	Max	Max	None	Max
Walk Time (s)	5.0	5.0	5.0	5.0		5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0		11.0
Pedestrian Calls (#/hr)	0	0	0	0		0
Act Effct Green (s)	18.0	18.0	28.5	28.5	8.3	34.0
Actuated g/C Ratio	0.30	0.30	0.48	0.48	0.14	0.57
v/c Ratio	0.30	0.08	0.03	0.21	0.23	0.07
Control Delay	18.3	6.4	11.7	3.8	23.0	4.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.3	6.4	11.7	3.8	23.0	4.2

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
LOS	B	A	B	A	C	A
Approach Delay	15.9		5.4			9.8
Approach LOS	B		A			A
Queue Length 50th (ft)	41	0	3	0	14	7
Queue Length 95th (ft)	83	18	14	35	37	11
Internal Link Dist (ft)	2480		2488			898
Turn Bay Length (ft)				100	100	
Base Capacity (vph)	492	468	1558	784	301	1860
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	0.30	0.08	0.03	0.21	0.18	0.07

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 58 (97%), Referenced to phase 8:WBL, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.30
Intersection Signal Delay: 10.2 Intersection LOS: B
Intersection Capacity Utilization 24.4% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 117: Zinser Rd & Piper Ranch Rd



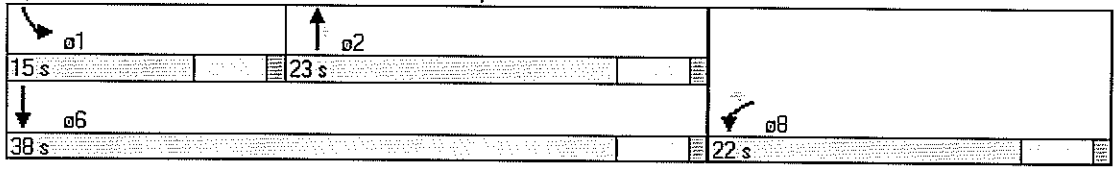
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		100	100	
Storage Lanes	1	1		1	1	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)	15	9		9	15	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	0.95
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1641	1468	3282	1468	1641	3282
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1641	1468	3282	1468	1641	3282
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		59		165		
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	40		40			40
Link Distance (ft)	2560		2568			978
Travel Time (s)	43.6		43.8			16.7
Volume (vph)	169	54	127	152	39	150
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	184	59	138	165	42	163
Lane Group Flow (vph)	184	59	138	165	42	163
Turn Type		Perm		Perm	Prot	
Protected Phases	8		2		1	6
Permitted Phases		8		2		
Detector Phases	8	8	2	2	1	6
Minimum Initial (s)	10.0	10.0	8.0	8.0	6.0	8.0
Minimum Split (s)	21.0	21.0	21.0	21.0	13.0	21.0
Total Split (s)	22.0	22.0	23.0	23.0	15.0	38.0
Total Split (%)	36.7%	36.7%	38.3%	38.3%	25.0%	63.3%
Maximum Green (s)	17.0	17.0	18.0	18.0	10.0	33.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Max	C-Max	Max	Max	None	Max
Walk Time (s)	5.0	5.0	5.0	5.0		5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0		11.0
Pedestrian Calls (#/hr)	0	0	0	0		0
Act Effct Green (s)	18.0	18.0	28.6	28.6	8.1	34.0
Actuated g/C Ratio	0.30	0.30	0.48	0.48	0.14	0.57
v/c Ratio	0.37	0.12	0.09	0.21	0.19	0.09
Control Delay	19.3	5.8	11.1	3.7	24.1	5.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.3	5.8	11.1	3.7	24.1	5.5

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
LOS	B	A	B	A	C	A
Approach Delay	16.0		7.1			9.3
Approach LOS	B		A			A
Queue Length 50th (ft)	52	0	10	0	13	12
Queue Length 95th (ft)	100	22	35	34	36	17
Internal Link Dist (ft)	2480		2488			898
Turn Bay Length (ft)				100	100	
Base Capacity (vph)	492	482	1567	787	301	1860
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	0.37	0.12	0.09	0.21	0.14	0.09

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 16 (27%), Referenced to phase 8:WBL, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.37
Intersection Signal Delay: 10.6 Intersection LOS: B
Intersection Capacity Utilization 31.0% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 117: Zinser Rd & Piper Ranch Rd



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)	100		100	100		100	100		100	100		100
Storage Lanes	1		1	1		1	1		1	1		1
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	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			47			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)		2560			1725			3203			980	
Travel Time (s)		43.6			29.4			54.6			16.7	
Volume (vph)	17	47	43	9	62	2	24	22	16	2	29	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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	18	51	47	10	67	2	26	24	17	2	32	11
Lane Group Flow (vph)	18	51	47	10	67	2	26	24	17	2	32	11
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0
Total Split (s)	13.0	23.0	23.0	13.0	23.0	23.0	13.0	21.0	21.0	13.0	21.0	21.0
Total Split (%)	18.6%	32.9%	32.9%	18.6%	32.9%	32.9%	18.6%	30.0%	30.0%	18.6%	30.0%	30.0%
Maximum Green (s)	8.0	18.0	18.0	8.0	18.0	18.0	8.0	16.0	16.0	8.0	16.0	16.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	10.3	13.9	13.9	10.3	13.9	13.9	8.6	40.4	40.4	8.1	40.0	40.0
Actuated g/C Ratio	0.14	0.20	0.20	0.14	0.20	0.20	0.12	0.65	0.65	0.11	0.64	0.64
v/c Ratio	0.08	0.08	0.14	0.04	0.10	0.01	0.13	0.01	0.02	0.01	0.02	0.01
Control Delay	20.6	14.5	7.6	20.6	14.3	13.5	21.5	10.0	6.4	22.0	10.3	7.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.6	14.5	7.6	20.6	14.3	13.5	21.5	10.0	6.4	22.0	10.3	7.6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	B	A	C	B	B	C	A	A	C	B	A
Approach Delay		12.6			15.1			13.5			10.2	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)	3	3	0	2	4	0	4	1	0	0	1	0
Queue Length 95th (ft)	22	21	24	15	26	5	28	10	12	6	13	10
Internal Link Dist (ft)		2480			1645			3123			900	
Turn Bay Length (ft)	100		100	100		100	100		100	100		100
Base Capacity (vph)	233	989	476	233	989	444	233	2134	960	231	2113	949
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	0.08	0.05	0.10	0.04	0.07	0.00	0.11	0.01	0.02	0.01	0.02	0.01

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 62.1
Natural Cycle: 70
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.14
Intersection Signal Delay: 13.1 Intersection LOS: B
Intersection Capacity Utilization 31.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 120: Zinser Rd & Sunroad Blvd

ø1	ø2	ø3	ø4
13 s	21 s	13 s	23 s
ø5	ø6	ø7	ø8
13 s	21 s	13 s	23 s

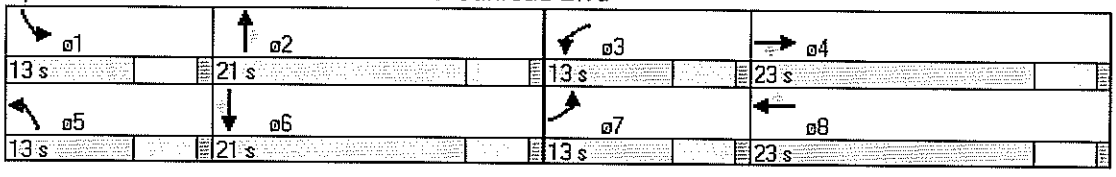
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	100		100	100		100
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			28			2			40			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			40			40	
Link Distance (ft)		2560			1725			3203			980	
Travel Time (s)		43.6			29.4			54.6			16.7	
Volume (vph)	11	68	26	18	51	2	47	4	37	2	24	18
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	12	74	28	20	55	2	51	4	40	2	26	20
Lane Group Flow (vph)	12	74	28	20	55	2	51	4	40	2	26	20
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0
Total Split (s)	13.0	23.0	23.0	13.0	23.0	23.0	13.0	21.0	21.0	13.0	21.0	21.0
Total Split (%)	18.6%	32.9%	32.9%	18.6%	32.9%	32.9%	18.6%	30.0%	30.0%	18.6%	30.0%	30.0%
Maximum Green (s)	8.0	18.0	18.0	8.0	18.0	18.0	8.0	16.0	16.0	8.0	16.0	16.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	10.1	13.3	13.3	10.1	13.3	13.3	9.1	42.7	42.7	7.9	39.0	39.0
Actuated g/C Ratio	0.14	0.19	0.19	0.14	0.19	0.19	0.13	0.68	0.68	0.11	0.62	0.62
v/c Ratio	0.05	0.12	0.09	0.09	0.09	0.01	0.24	0.00	0.04	0.01	0.01	0.02
Control Delay	22.6	16.1	9.5	22.8	16.4	15.0	22.3	10.5	4.9	24.0	12.5	7.7
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
Total Delay	22.6	16.1	9.5	22.8	16.4	15.0	22.3	10.5	4.9	24.0	12.5	7.7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	B	A	C	B	B	C	B	A	C	B	A
Approach Delay		15.2			18.0			14.5			11.0	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)	2	5	0	3	3	0	8	0	0	0	1	0
Queue Length 95th (ft)	17	28	19	23	22	5	45	3	18	6	12	13
Internal Link Dist (ft)		2480			1645			3123			900	
Turn Bay Length (ft)	100		100	100		100	100		100	100		100
Base Capacity (vph)	226	944	442	226	944	423	238	2225	1008	225	2031	916
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	0.05	0.08	0.06	0.09	0.06	0.00	0.21	0.00	0.04	0.01	0.01	0.02

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 63
Natural Cycle: 70
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.24
Intersection Signal Delay: 15.0 Intersection LOS: B
Intersection Capacity Utilization 31.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 120: Zinser Rd & Sunroad Blvd



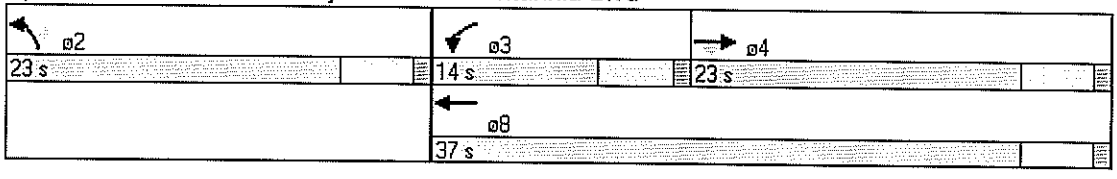
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		525	525		175	0
Storage Lanes		1	2		2	1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.91	1.00	0.97	0.91	0.97	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	4715	1468	3183	4715	3183	1468
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	4715	1468	3183	4715	3183	1468
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		214				382
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	50			50	40	
Link Distance (ft)	1820			5187	681	
Travel Time (s)	24.8			70.7	11.6	
Volume (vph)	555	197	200	388	210	351
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	603	214	217	422	228	382
Lane Group Flow (vph)	603	214	217	422	228	382
Turn Type		Perm	Prot			Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Detector Phases	4	4	3	8	2	2
Minimum Initial (s)	10.0	10.0	8.0	10.0	8.0	8.0
Minimum Split (s)	21.0	21.0	13.0	21.0	21.0	21.0
Total Split (s)	23.0	23.0	14.0	37.0	23.0	23.0
Total Split (%)	38.3%	38.3%	23.3%	61.7%	38.3%	38.3%
Maximum Green (s)	18.0	18.0	9.0	32.0	18.0	18.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Max	C-Max	None	C-Max	Max	Max
Walk Time (s)	5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	19.4	19.4	9.6	33.0	19.0	19.0
Actuated g/C Ratio	0.32	0.32	0.16	0.55	0.32	0.32
v/c Ratio	0.40	0.35	0.42	0.16	0.23	0.53
Control Delay	16.8	4.5	25.4	6.9	11.6	7.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.8	4.5	25.4	6.9	11.6	7.6

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
LOS	B	A	C	A	B	A
Approach Delay	13.6			13.2	9.1	
Approach LOS	B			B	A	
Queue Length 50th (ft)	61	0	36	24	27	0
Queue Length 95th (ft)	89	40	64	37	52	94
Internal Link Dist (ft)	1740			5107	601	
Turn Bay Length (ft)		525	525		175	
Base Capacity (vph)	1521	619	531	2593	1008	726
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	0.40	0.35	0.41	0.16	0.23	0.53

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 16 (27%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.53
Intersection Signal Delay: 12.1 Intersection LOS: B
Intersection Capacity Utilization 39.1% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 3: Otay Mesa Rd & Britannia Blvd



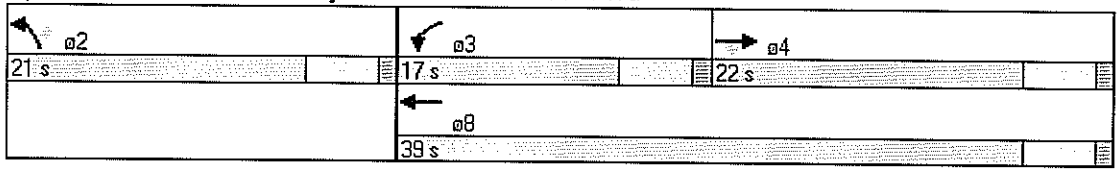
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↱	↰↰	↑↑↑	↰↰	↱
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		525	525		175	0
Storage Lanes		1	2		2	1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.91	1.00	0.97	0.91	0.97	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	4715	1468	3183	4715	3183	1468
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	4715	1468	3183	4715	3183	1468
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		250				240
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	50			50	40	
Link Distance (ft)	1820			5187	681	
Travel Time (s)	24.8			70.7	11.6	
Volume (vph)	427	230	386	611	217	221
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	464	250	420	664	236	240
Lane Group Flow (vph)	464	250	420	664	236	240
Turn Type		Perm	Prot			Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Detector Phases	4	4	3	8	2	2
Minimum Initial (s)	10.0	10.0	8.0	10.0	8.0	8.0
Minimum Split (s)	21.0	21.0	13.0	21.0	21.0	21.0
Total Split (s)	22.0	22.0	17.0	39.0	21.0	21.0
Total Split (%)	36.7%	36.7%	28.3%	65.0%	35.0%	35.0%
Maximum Green (s)	17.0	17.0	12.0	34.0	16.0	16.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Max	C-Max	None	C-Max	Max	Max
Walk Time (s)	5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	18.7	18.7	12.3	35.0	17.0	17.0
Actuated g/C Ratio	0.31	0.31	0.20	0.58	0.28	0.28
v/c Ratio	0.32	0.40	0.64	0.24	0.26	0.41
Control Delay	16.7	4.8	26.8	6.3	16.0	8.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.7	4.8	26.8	6.3	16.0	8.6

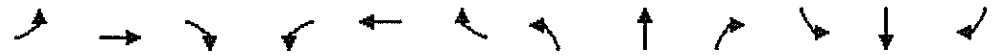
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
LOS	B	A	C	A	B	A
Approach Delay	12.6			14.3	12.3	
Approach LOS	B			B	B	
Queue Length 50th (ft)	47	0	71	37	29	0
Queue Length 95th (ft)	70	44	111	53	54	66
Internal Link Dist (ft)	1740			5107	601	
Turn Bay Length (ft)		525	525		175	
Base Capacity (vph)	1470	629	690	2750	902	588
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	0.32	0.40	0.61	0.24	0.26	0.41

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 30 (50%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.64
Intersection Signal Delay: 13.3 Intersection LOS: B
Intersection Capacity Utilization 36.0% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 3: Otay Mesa Rd & Britannia Blvd





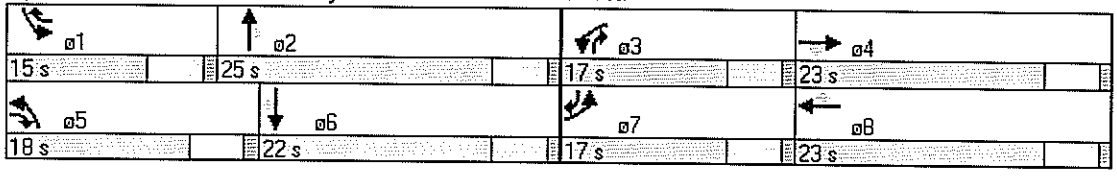
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑↑↑↑	↱	↰	↑↑↑↑	↱	↰	↑↑↑↑	↱	↰	↑↑↑↑	↱
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	525		1000	525		0	250		100	250		100
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	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	1.00	0.86	1.00	1.00	0.86	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	5942	1468	1641	5942	1468	1641	4715	1468	1641	4715	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	5942	1468	1641	5942	1468	1641	4715	1468	1641	4715	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			112			107			35			83
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)		50			50			40			40	
Link Distance (ft)		5187			2583			415			3536	
Travel Time (s)		70.7			35.2			7.1			60.3	
Volume (vph)	104	430	103	109	261	98	126	445	32	85	517	76
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	113	467	112	118	284	107	137	484	35	92	562	83
Lane Group Flow (vph)	113	467	112	118	284	107	137	484	35	92	562	83
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)	8.0	10.0	6.0	8.0	10.0	6.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	11.0	13.0	21.0	11.0	11.0	21.0	13.0	11.0	21.0	13.0
Total Split (s)	17.0	23.0	18.0	17.0	23.0	15.0	18.0	25.0	17.0	15.0	22.0	17.0
Total Split (%)	21.3%	28.8%	22.5%	21.3%	28.8%	18.8%	22.5%	31.3%	21.3%	18.8%	27.5%	21.3%
Maximum Green (s)	12.0	18.0	13.0	12.0	18.0	10.0	13.0	20.0	12.0	10.0	17.0	12.0
Yellow 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
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	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
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	3.0
Recall Mode	None	C-Max	None	None	C-Max	None	None	Max	None	None	Max	None
Walk Time (s)		5.0			5.0			5.0			5.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	11.3	23.2	38.8	11.4	23.3	37.1	11.6	24.4	39.8	9.8	20.4	35.7
Actuated g/C Ratio	0.14	0.29	0.48	0.14	0.29	0.46	0.14	0.30	0.50	0.12	0.26	0.45
v/c Ratio	0.49	0.27	0.15	0.50	0.16	0.15	0.57	0.34	0.05	0.46	0.47	0.12
Control Delay	38.7	23.8	3.2	46.7	18.7	1.9	47.2	21.4	4.8	39.9	27.3	3.9
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
Total Delay	38.7	23.8	3.2	46.7	18.7	1.9	47.2	21.4	4.8	39.9	27.3	3.9

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	D	C	A	D	B	A	D	C	A	D	C	A
Approach Delay		22.9			21.7			25.9			26.3	
Approach LOS		C			C			C			C	
Queue Length 50th (ft)	53	55	0	58	24	0	62	75	0	43	87	0
Queue Length 95th (ft)	100	78	26	109	39	14	128	76	m2	87	125	24
Internal Link Dist (ft)		5107			2503			335			3456	
Turn Bay Length (ft)	525		1000	525			250		100	250		100
Base Capacity (vph)	267	1722	810	267	1729	758	287	1439	777	226	1200	730
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	0.42	0.27	0.14	0.44	0.16	0.14	0.48	0.34	0.05	0.41	0.47	0.11

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 22 (28%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.57
Intersection Signal Delay: 24.4 Intersection LOS: C
Intersection Capacity Utilization 45.3% ICU Level of Service A
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 8: Otay Mesa Rd & La Media Rd



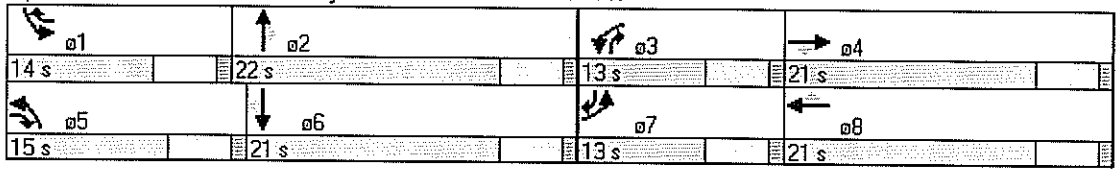
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	525		1000	525		0	250		100	250		100
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.86	1.00	1.00	0.86	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	5942	1468	1641	5942	1468	1641	4715	1468	1641	4715	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	5942	1468	1641	5942	1468	1641	4715	1468	1641	4715	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			151			101			130			124
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)		50			50			40			40	
Link Distance (ft)		5187			2583			415			3536	
Travel Time (s)		70.7			35.2			7.1			60.3	
Volume (vph)	83	287	139	35	473	93	113	569	120	108	490	114
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	90	312	151	38	514	101	123	618	130	117	533	124
Lane Group Flow (vph)	90	312	151	38	514	101	123	618	130	117	533	124
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)	8.0	10.0	6.0	8.0	10.0	6.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	11.0	13.0	21.0	11.0	11.0	21.0	13.0	11.0	21.0	13.0
Total Split (s)	13.0	21.0	15.0	13.0	21.0	14.0	15.0	22.0	13.0	14.0	21.0	13.0
Total Split (%)	18.6%	30.0%	21.4%	18.6%	30.0%	20.0%	21.4%	31.4%	18.6%	20.0%	30.0%	18.6%
Maximum Green (s)	8.0	16.0	10.0	8.0	16.0	9.0	10.0	17.0	8.0	9.0	16.0	8.0
Yellow 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
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	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
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	3.0
Recall Mode	None	C-Max	None	None	C-Max	None	None	Max	None	None	Max	None
Walk Time (s)		5.0			5.0			5.0			5.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	9.0	19.6	33.6	9.0	19.6	32.9	10.0	20.9	33.9	9.3	18.0	31.0
Actuated g/C Ratio	0.13	0.28	0.48	0.13	0.28	0.47	0.14	0.30	0.48	0.13	0.26	0.44
v/c Ratio	0.43	0.19	0.19	0.18	0.31	0.14	0.53	0.44	0.17	0.54	0.44	0.17
Control Delay	35.0	20.7	2.9	29.6	21.5	3.3	30.3	15.6	4.4	37.8	23.5	3.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.0	20.7	2.9	29.6	21.5	3.3	30.3	15.6	4.4	37.8	23.5	3.4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	D	C	A	C	C	A	C	B	A	D	C	A
Approach Delay		18.2			19.2			16.0			22.4	
Approach LOS		B			B			B			C	
Queue Length 50th (ft)	36	31	0	15	53	0	33	92	10	47	71	0
Queue Length 95th (ft)	78	48	28	41	75	24	m72	119	38	96	102	27
Internal Link Dist (ft)		5107			2503			335			3456	
Turn Bay Length (ft)	525		1000	525			250		100	250		100
Base Capacity (vph)	211	1664	802	211	1664	757	258	1407	778	234	1214	720
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	0.43	0.19	0.19	0.18	0.31	0.13	0.48	0.44	0.17	0.50	0.44	0.17

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 70
Offset: 50 (71%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.54
Intersection Signal Delay: 18.9 Intersection LOS: B
Intersection Capacity Utilization 45.3% ICU Level of Service A
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 8: Otay Mesa Rd & La Media Rd



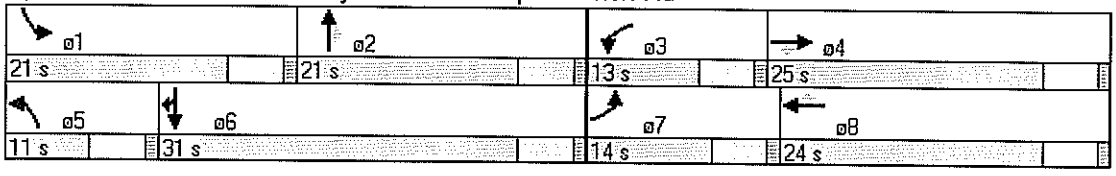
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	575		100	100		0	100		100	125		125
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	4715	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	4715	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			24			68			13			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)		50			50			40			40	
Link Distance (ft)		2583			1108			1296			2568	
Travel Time (s)		35.2			15.1			22.1			43.8	
Volume (vph)	88	180	22	25	117	63	16	58	12	105	78	60
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	96	196	24	27	127	68	17	63	13	114	85	65
Lane Group Flow (vph)	96	196	24	27	127	68	17	63	13	114	85	65
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Prot
Protected Phases	7	4		3	8		5	2		1	6	6
Permitted Phases			4			8			2			
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	11.0	21.0	21.0	21.0	21.0	21.0
Total Split (s)	14.0	25.0	25.0	13.0	24.0	24.0	11.0	21.0	21.0	21.0	31.0	31.0
Total Split (%)	17.5%	31.3%	31.3%	16.3%	30.0%	30.0%	13.8%	26.3%	26.3%	26.3%	38.8%	38.8%
Maximum Green (s)	9.0	20.0	20.0	8.0	19.0	19.0	6.0	16.0	16.0	16.0	26.0	26.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	Max	Max	Max
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0	0	0	0
Act Effct Green (s)	9.6	28.8	28.8	9.0	23.0	23.0	7.0	13.8	13.8	25.4	35.8	35.8
Actuated g/C Ratio	0.12	0.36	0.36	0.11	0.29	0.29	0.09	0.17	0.17	0.32	0.45	0.45
v/c Ratio	0.49	0.12	0.04	0.15	0.09	0.14	0.12	0.11	0.05	0.22	0.06	0.09
Control Delay	27.7	5.8	3.8	27.7	30.4	18.2	35.8	26.7	13.8	25.8	14.2	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
Total Delay	27.7	5.8	3.8	27.7	30.4	18.2	35.8	26.7	13.8	25.8	14.2	5.1

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	A	A	C	C	B	D	C	B	C	B	A
Approach Delay		12.3			26.3			26.5			17.0	
Approach LOS		B			C			C			B	
Queue Length 50th (ft)	18	1	0	13	23	15	8	13	0	49	11	0
Queue Length 95th (ft)	40	47	m18	38	41	44	27	29	14	95	30	26
Internal Link Dist (ft)		2503			1028			1216			2488	
Turn Bay Length (ft)	575		100	100			100		100	125		125
Base Capacity (vph)	205	1698	544	185	1356	471	144	697	322	521	1469	693
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	0.47	0.12	0.04	0.15	0.09	0.14	0.12	0.09	0.04	0.22	0.06	0.09

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 68 (85%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.49
Intersection Signal Delay: 18.6 Intersection LOS: B
Intersection Capacity Utilization 37.5% ICU Level of Service A
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 12: Otay Mesa Rd & Piper Ranch Rd



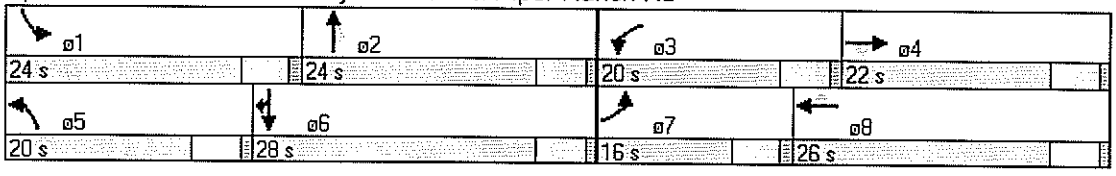
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	575		100	100		0	100		100	125		125
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	4715	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	4715	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			24			128			13			105
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)		50			50			40			40	
Link Distance (ft)		2583			1108			1296			2568	
Travel Time (s)		35.2			15.1			22.1			43.8	
Volume (vph)	66	128	22	106	198	118	115	169	12	70	226	97
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	72	139	24	115	215	128	125	184	13	76	246	105
Lane Group Flow (vph)	72	139	24	115	215	128	125	184	13	76	246	105
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Prot
Protected Phases	7	4		3	8		5	2		1	6	6
Permitted Phases			4			8			2			
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	11.0	21.0	21.0	21.0	21.0	21.0
Total Split (s)	16.0	22.0	22.0	20.0	26.0	26.0	20.0	24.0	24.0	24.0	28.0	28.0
Total Split (%)	17.8%	24.4%	24.4%	22.2%	28.9%	28.9%	22.2%	26.7%	26.7%	26.7%	31.1%	31.1%
Maximum Green (s)	11.0	17.0	17.0	15.0	21.0	21.0	15.0	19.0	19.0	19.0	23.0	23.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	Max	Max	Max
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0	0	0	0
Act Effct Green (s)	10.4	24.1	24.1	12.5	26.2	26.2	12.6	20.0	20.0	20.0	27.4	27.4
Actuated g/C Ratio	0.12	0.27	0.27	0.14	0.29	0.29	0.14	0.22	0.22	0.22	0.30	0.30
v/c Ratio	0.38	0.11	0.06	0.50	0.16	0.25	0.54	0.25	0.04	0.21	0.25	0.20
Control Delay	42.5	27.7	12.3	38.3	21.6	8.3	44.5	29.9	14.2	30.4	25.2	6.5
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
Total Delay	42.5	27.7	12.3	38.3	21.6	8.3	44.5	29.9	14.2	30.4	25.2	6.5

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	D	C	B	D	C	A	D	C	B	C	C	A
Approach Delay		30.7			22.1			35.0			21.5	
Approach LOS		C			C			C			C	
Queue Length 50th (ft)	39	22	0	64	33	22	67	45	0	35	55	0
Queue Length 95th (ft)	79	41	21	117	56	47	118	75	15	73	91	38
Internal Link Dist (ft)		2503			1028			1216			2488	
Turn Bay Length (ft)	575		100	100			100		100	125		125
Base Capacity (vph)	219	1260	410	292	1374	518	292	729	336	365	1000	520
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	0.33	0.11	0.06	0.39	0.16	0.25	0.43	0.25	0.04	0.21	0.25	0.20

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 16 (18%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.54
Intersection Signal Delay: 26.2 Intersection LOS: C
Intersection Capacity Utilization 41.4% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 12: Otay Mesa Rd & Piper Ranch Rd



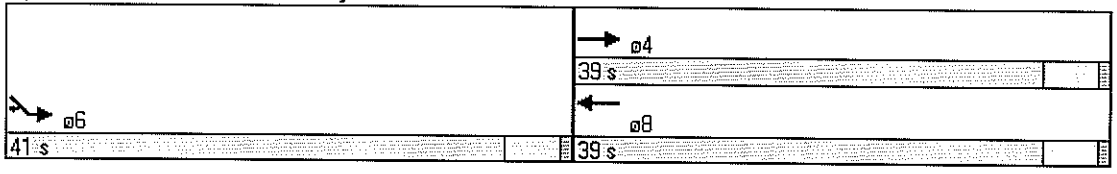
Lane Group	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations		↑↑↑	↑↑↑		↰↰	↱
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)		50	50		50	50
Trailing Detector (ft)		0	0		0	0
Turning Speed (mph)	15			9	15	9
Lane Util. Factor	1.00	0.91	0.91	1.00	0.97	1.00
Frt						0.850
Flt Protected					0.950	
Satd. Flow (prot)	0	4715	4715	0	3183	1468
Flt Permitted					0.950	
Satd. Flow (perm)	0	4715	4715	0	3183	1468
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)						147
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		50	50		65	
Link Distance (ft)		1108	1021		2555	
Travel Time (s)		15.1	13.9		26.8	
Volume (vph)	0	331	305	0	311	135
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	0	360	332	0	338	147
Lane Group Flow (vph)	0	360	332	0	338	147
Turn Type						Prot
Protected Phases		4	8		6	6
Permitted Phases						
Detector Phases		4	8		6	6
Minimum Initial (s)		10.0	10.0		8.0	8.0
Minimum Split (s)		21.0	21.0		21.0	21.0
Total Split (s)	0.0	39.0	39.0	0.0	41.0	41.0
Total Split (%)	0.0%	48.8%	48.8%	0.0%	51.3%	51.3%
Maximum Green (s)		34.0	34.0		36.0	36.0
Yellow Time (s)		4.0	4.0		4.0	4.0
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		Max	Max
Walk Time (s)		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0
Act Effct Green (s)		35.0	35.0		37.0	37.0
Actuated g/C Ratio		0.44	0.44		0.46	0.46
v/c Ratio		0.17	0.16		0.23	0.19
Control Delay		8.1	10.8		13.5	3.0
Queue Delay		0.0	0.0		0.0	0.0
Total Delay		8.1	10.8		13.5	3.0
LOS		A	B		B	A
Approach Delay		8.1	10.8		10.3	

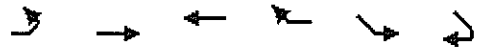
Lane Group	EBL	EBT	WBT	WBR	SEL	SER
Approach LOS		A	B		B	
Queue Length 50th (ft)		36	28		50	0
Queue Length 95th (ft)		55	43		76	29
Internal Link Dist (ft)		1028	941		2475	
Turn Bay Length (ft)						
Base Capacity (vph)		2063	2063		1472	758
Starvation Cap Reductn		0	0		0	0
Spillback Cap Reductn		0	0		0	0
Storage Cap Reductn		0	0		0	0
Reduced v/c Ratio		0.17	0.16		0.23	0.19

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 8 (10%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 45
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.23
Intersection Signal Delay: 9.8 Intersection LOS: A
Intersection Capacity Utilization 23.9% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 14: Otay Mesa Rd & SR 125 SB Off





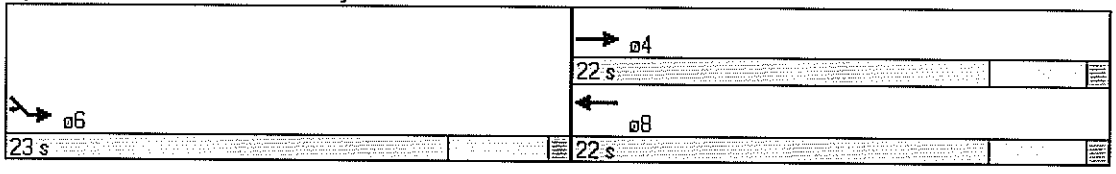
Lane Group	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations		↑↑↑	↑↑↑		↰↰	↱
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)		50	50		50	50
Trailing Detector (ft)		0	0		0	0
Turning Speed (mph)	15			9	15	9
Lane Util. Factor	1.00	0.91	0.91	1.00	0.97	1.00
Frt						0.850
Flt Protected					0.950	
Satd. Flow (prot)	0	4715	4715	0	3183	1468
Flt Permitted					0.950	
Satd. Flow (perm)	0	4715	4715	0	3183	1468
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)						110
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		50	50		65	
Link Distance (ft)		1108	1021		2555	
Travel Time (s)		15.1	13.9		26.8	
Volume (vph)	0	309	334	0	277	101
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	0	336	363	0	301	110
Lane Group Flow (vph)	0	336	363	0	301	110
Turn Type						Prot
Protected Phases		4	8		6	6
Permitted Phases						
Detector Phases		4	8		6	6
Minimum Initial (s)		10.0	10.0		8.0	8.0
Minimum Split (s)		21.0	21.0		21.0	21.0
Total Split (s)	0.0	22.0	22.0	0.0	23.0	23.0
Total Split (%)	0.0%	48.9%	48.9%	0.0%	51.1%	51.1%
Maximum Green (s)		17.0	17.0		18.0	18.0
Yellow Time (s)		4.0	4.0		4.0	4.0
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		Max	Max
Walk Time (s)		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0
Act Effct Green (s)		18.0	18.0		19.0	19.0
Actuated g/C Ratio		0.40	0.40		0.42	0.42
v/c Ratio		0.18	0.19		0.22	0.16
Control Delay		6.9	5.6		8.9	3.0
Queue Delay		0.0	0.0		0.0	0.0
Total Delay		6.9	5.6		8.9	3.0
LOS		A	A		A	A
Approach Delay		6.9	5.6		7.3	

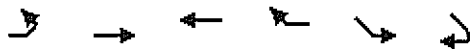
Lane Group	EBL	EBT	WBT	WBR	SEL	SER
Approach LOS		A	A		A	
Queue Length 50th (ft)		27	20		23	0
Queue Length 95th (ft)		41	27		42	20
Internal Link Dist (ft)		1028	941		2475	
Turn Bay Length (ft)						
Base Capacity (vph)		1886	1886		1344	683
Starvation Cap Reductn		0	0		0	0
Spillback Cap Reductn		0	0		0	0
Storage Cap Reductn		0	0		0	0
Reduced v/c Ratio		0.18	0.19		0.22	0.16

Intersection Summary

Area Type: Other
Cycle Length: 45
Actuated Cycle Length: 45
Offset: 16 (36%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 45
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.22
Intersection Signal Delay: 6.6 Intersection LOS: A
Intersection Capacity Utilization 24.9% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 14: Otay Mesa Rd & SR 125 SB Off





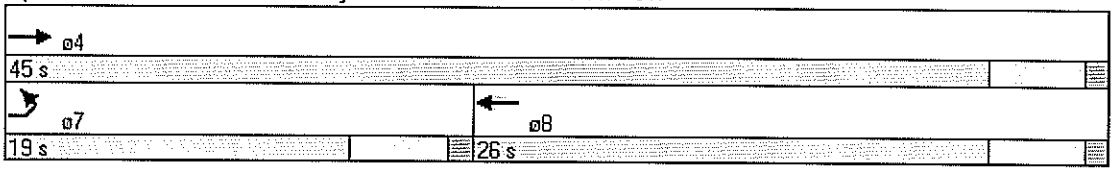
Lane Group	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100			100	0	0
Storage Lanes	1			1	0	0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50		
Trailing Detector (ft)	0	0	0	0		
Turning Speed (mph)	15			9	15	9
Lane Util. Factor	0.97	0.91	0.91	1.00	1.00	1.00
Frt				0.850		
Flt Protected	0.950					
Satd. Flow (prot)	3183	4715	4715	1468	0	0
Flt Permitted	0.950					
Satd. Flow (perm)	3183	4715	4715	1468	0	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				203		
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		50	50		65	
Link Distance (ft)		1021	498		1997	
Travel Time (s)		13.9	6.8		20.9	
Volume (vph)	149	431	378	187	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	162	468	411	203	0	0
Lane Group Flow (vph)	162	468	411	203	0	0
Turn Type	Prot			Perm		
Protected Phases	7	4	8			
Permitted Phases				8		
Detector Phases	7	4	8	8		
Minimum Initial (s)	8.0	10.0	10.0	10.0		
Minimum Split (s)	13.0	21.0	21.0	21.0		
Total Split (s)	19.0	45.0	26.0	26.0	0.0	0.0
Total Split (%)	42.2%	100.0%	57.8%	57.8%	0.0%	0.0%
Maximum Green (s)	14.0	40.0	21.0	21.0		
Yellow Time (s)	4.0	4.0	4.0	4.0		
All-Red Time (s)	1.0	1.0	1.0	1.0		
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0		
Recall Mode	None	C-Max	C-Max	C-Max		
Walk Time (s)		5.0	5.0	5.0		
Flash Dont Walk (s)		11.0	11.0	11.0		
Pedestrian Calls (#/hr)		0	0	0		
Act Effct Green (s)	9.1	45.0	31.3	31.3		
Actuated g/C Ratio	0.20	1.00	0.70	0.70		
v/c Ratio	0.25	0.10	0.13	0.19		
Control Delay	14.3	0.0	2.9	0.9		
Queue Delay	0.0	0.0	0.0	0.0		
Total Delay	14.3	0.0	2.9	0.9		

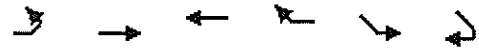
Lane Group	EBL	EBT	WBT	WBR	SEL	SER
LOS	B	A	A	A		
Approach Delay		3.7	2.2			
Approach LOS		A	A			
Queue Length 50th (ft)	21	0	12	0		
Queue Length 95th (ft)	32	0	17	8		
Internal Link Dist (ft)		941	418		1917	
Turn Bay Length (ft)	100			100		
Base Capacity (vph)	1061	4715	3282	1083		
Starvation Cap Reductn	0	0	0	0		
Spillback Cap Reductn	0	0	0	0		
Storage Cap Reductn	0	0	0	0		
Reduced v/c Ratio	0.15	0.10	0.13	0.19		

Intersection Summary

Area Type: Other
Cycle Length: 45
Actuated Cycle Length: 45
Offset: 44 (98%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 40
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.25
Intersection Signal Delay: 3.0 Intersection LOS: A
Intersection Capacity Utilization 24.9% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 40: Otay Mesa Rd & SR 125 NB On





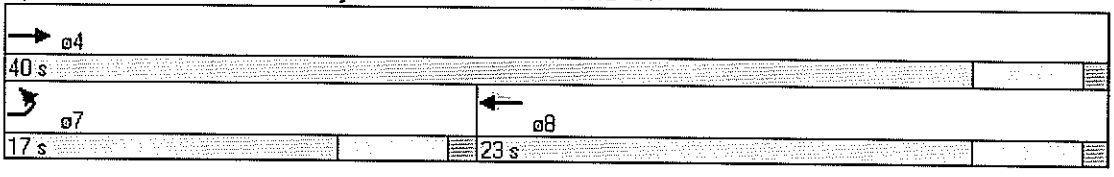
Lane Group	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100			100	0	0
Storage Lanes	1			1	0	0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50		
Trailing Detector (ft)	0	0	0	0		
Turning Speed (mph)	15			9	15	9
Lane Util. Factor	0.97	0.91	0.91	1.00	1.00	1.00
Frt				0.850		
Flt Protected	0.950					
Satd. Flow (prot)	3183	4715	4715	1468	0	0
Flt Permitted	0.950					
Satd. Flow (perm)	3183	4715	4715	1468	0	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				160		
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		50	50		65	
Link Distance (ft)		1021	498		1997	
Travel Time (s)		13.9	6.8		20.9	
Volume (vph)	91	729	305	147	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	99	792	332	160	0	0
Lane Group Flow (vph)	99	792	332	160	0	0
Turn Type	Prot			Perm		
Protected Phases	7	4	8			
Permitted Phases				8		
Detector Phases	7	4	8	8		
Minimum Initial (s)	8.0	10.0	10.0	10.0		
Minimum Split (s)	13.0	21.0	21.0	21.0		
Total Split (s)	17.0	40.0	23.0	23.0	0.0	0.0
Total Split (%)	42.5%	100.0%	57.5%	57.5%	0.0%	0.0%
Maximum Green (s)	12.0	35.0	18.0	18.0		
Yellow Time (s)	4.0	4.0	4.0	4.0		
All-Red Time (s)	1.0	1.0	1.0	1.0		
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0		
Recall Mode	None	C-Max	C-Max	C-Max		
Walk Time (s)		5.0	5.0	5.0		
Flash Dont Walk (s)		11.0	11.0	11.0		
Pedestrian Calls (#/hr)		0	0	0		
Act Effct Green (s)	9.0	40.0	29.8	29.8		
Actuated g/C Ratio	0.22	1.00	0.74	0.74		
v/c Ratio	0.14	0.17	0.09	0.14		
Control Delay	12.6	0.1	2.6	0.7		
Queue Delay	0.0	0.0	0.0	0.0		
Total Delay	12.6	0.1	2.6	0.7		

Lane Group	EBL	EBT	WBT	WBR	SEL	SER
LOS	B	A	A	A		
Approach Delay		1.5	2.0			
Approach LOS		A	A			
Queue Length 50th (ft)	11	0	9	0		
Queue Length 95th (ft)	23	0	14	8		
Internal Link Dist (ft)		941	418		1917	
Turn Bay Length (ft)	100			100		
Base Capacity (vph)	1034	4715	3513	1134		
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	0.10	0.17	0.09	0.14		

Intersection Summary

Area Type: Other
Cycle Length: 40
Actuated Cycle Length: 40
Offset: 10 (25%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 40
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.17
Intersection Signal Delay: 1.7 Intersection LOS: A
Intersection Capacity Utilization 23.9% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 40: Otay Mesa Rd & SR 125 NB On



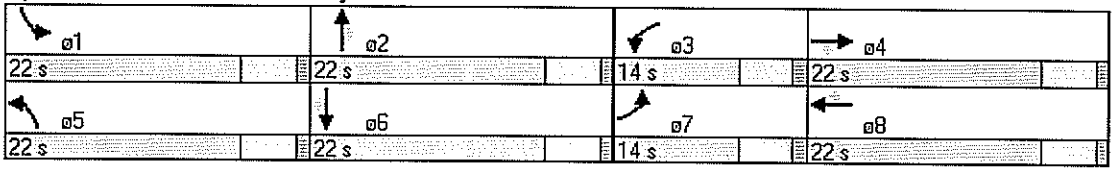
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	100		100	100		100
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	4715	1468	1641	4715	1468	1641	1727	1468	1641	1727	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	4715	1468	1641	4715	1468	1641	1727	1468	1641	1727	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			4			5			2			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)		50			50			40			40	
Link Distance (ft)		498			1276			499			1183	
Travel Time (s)		6.8			17.4			8.5			20.2	
Volume (vph)	56	291	4	4	108	5	3	3	2	6	2	38
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	61	316	4	4	117	5	3	3	2	7	2	41
Lane Group Flow (vph)	61	316	4	4	117	5	3	3	2	7	2	41
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0
Total Split (s)	14.0	22.0	22.0	14.0	22.0	22.0	22.0	22.0	22.0	22.0	22.0	22.0
Total Split (%)	17.5%	27.5%	27.5%	17.5%	27.5%	27.5%	27.5%	27.5%	27.5%	27.5%	27.5%	27.5%
Maximum Green (s)	9.0	17.0	17.0	9.0	17.0	17.0	17.0	17.0	17.0	17.0	17.0	17.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	Min	Min	Min	Min	Min	Min
Walk Time (s)		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0	0	0	0	0	0	0
Act Effct Green (s)	10.0	49.2	49.2	9.0	43.0	43.0	7.0	9.0	9.0	7.2	9.1	9.1
Actuated g/C Ratio	0.12	0.62	0.62	0.11	0.54	0.54	0.09	0.11	0.11	0.09	0.11	0.11
v/c Ratio	0.30	0.11	0.00	0.02	0.05	0.01	0.02	0.02	0.01	0.05	0.01	0.20
Control Delay	29.3	5.7	4.5	32.0	11.0	8.0	33.7	32.0	23.5	34.0	31.5	13.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.3	5.7	4.5	32.0	11.0	8.0	33.7	32.0	23.5	34.0	31.5	13.6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	A	A	C	B	A	C	C	C	C	C	B
Approach Delay		9.5			11.5			30.5			17.2	
Approach LOS		A			B			C			B	
Queue Length 50th (ft)	25	15	0	2	10	0	1	1	0	3	1	0
Queue Length 95th (ft)	52	49	4	11	22	6	9	9	6	15	7	28
Internal Link Dist (ft)		418			1196			419			1103	
Turn Bay Length (ft)	100		100	100		100	100		100	100		100
Base Capacity (vph)	217	2901	905	205	2537	792	369	389	332	369	389	362
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	0.28	0.11	0.00	0.02	0.05	0.01	0.01	0.01	0.01	0.02	0.01	0.11

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 18 (23%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.30
Intersection Signal Delay: 10.9 Intersection LOS: B
Intersection Capacity Utilization 31.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 18: Otay Mesa Rd & Harvest Rd



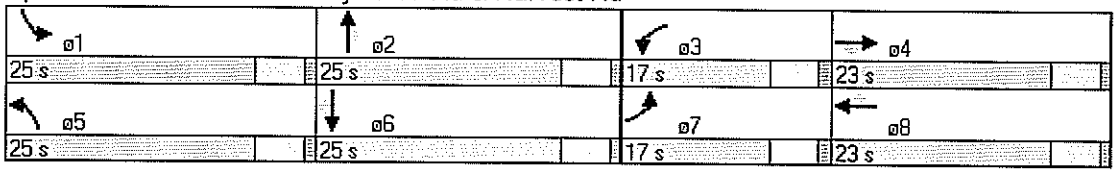
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	100		100	100		100
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	4715	1468	1641	4715	1468	1641	1727	1468	1641	1727	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	4715	1468	1641	4715	1468	1641	1727	1468	1641	1727	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			3			7			4			67
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)		50			50			40			40	
Link Distance (ft)		498			1276			499			1183	
Travel Time (s)		6.8			17.4			8.5			20.2	
Volume (vph)	41	241	3	2	174	6	4	2	4	6	3	62
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	45	262	3	2	189	7	4	2	4	7	3	67
Lane Group Flow (vph)	45	262	3	2	189	7	4	2	4	7	3	67
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0
Total Split (s)	17.0	23.0	23.0	17.0	23.0	23.0	25.0	25.0	25.0	25.0	25.0	25.0
Total Split (%)	18.9%	25.6%	25.6%	18.9%	25.6%	25.6%	27.8%	27.8%	27.8%	27.8%	27.8%	27.8%
Maximum Green (s)	12.0	18.0	18.0	12.0	18.0	18.0	20.0	20.0	20.0	20.0	20.0	20.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	Min	Min	Min	Min	Min	Min
Walk Time (s)		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0	0	0	0	0	0	0
Act Effct Green (s)	9.8	59.0	59.0	9.0	53.0	53.0	7.1	9.2	9.2	7.2	9.3	9.3
Actuated g/C Ratio	0.11	0.66	0.66	0.10	0.59	0.59	0.08	0.10	0.10	0.08	0.10	0.10
v/c Ratio	0.25	0.08	0.00	0.01	0.07	0.01	0.03	0.01	0.03	0.05	0.02	0.32
Control Delay	43.0	4.1	3.3	37.0	9.5	6.7	38.8	36.5	24.0	39.0	36.0	14.2
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
Total Delay	43.0	4.1	3.3	37.0	9.5	6.7	38.8	36.5	24.0	39.0	36.0	14.2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	D	A	A	D	A	A	D	D	C	D	D	B
Approach Delay		9.7			9.7			32.4			17.3	
Approach LOS		A			A			C			B	
Queue Length 50th (ft)	26	12	0	1	17	0	2	1	0	4	2	0
Queue Length 95th (ft)	59	24	2	8	32	7	12	8	10	17	10	38
Internal Link Dist (ft)		418			1196			419			1103	
Turn Bay Length (ft)	100		100	100		100	100		100	100		100
Base Capacity (vph)	237	3092	964	237	2778	867	383	403	346	383	403	394
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	0.19	0.08	0.00	0.01	0.07	0.01	0.01	0.00	0.01	0.02	0.01	0.17

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 Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.32
Intersection Signal Delay: 11.1 Intersection LOS: B
Intersection Capacity Utilization 31.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 18: Otay Mesa Rd & Harvest Rd



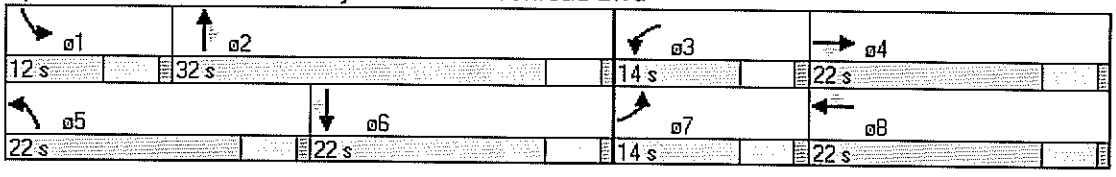
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	75		100	100		100
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	4715	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	4715	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			65			18			43			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)		50			50			40			40	
Link Distance (ft)		1276			1405			2585			3203	
Travel Time (s)		17.4			19.2			44.1			54.6	
Volume (vph)	19	212	60	31	56	17	38	34	40	11	49	4
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	21	230	65	34	61	18	41	37	43	12	53	4
Lane Group Flow (vph)	21	230	65	34	61	18	41	37	43	12	53	4
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	21.0	21.0	21.0	11.0	21.0	21.0
Total Split (s)	14.0	22.0	22.0	14.0	22.0	22.0	22.0	32.0	32.0	12.0	22.0	22.0
Total Split (%)	17.5%	27.5%	27.5%	17.5%	27.5%	27.5%	27.5%	40.0%	40.0%	15.0%	27.5%	27.5%
Maximum Green (s)	9.0	17.0	17.0	9.0	17.0	17.0	17.0	27.0	27.0	7.0	17.0	17.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	Min	Min	Min	None	None	None
Walk Time (s)		5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0	11.0	11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0	0	0	0		0	0
Act Effct Green (s)	9.5	12.8	12.8	9.5	15.2	15.2	17.7	20.0	20.0	7.7	9.4	9.4
Actuated g/C Ratio	0.17	0.27	0.27	0.18	0.32	0.32	0.40	0.45	0.45	0.14	0.18	0.18
v/c Ratio	0.07	0.18	0.15	0.11	0.04	0.04	0.06	0.03	0.06	0.05	0.09	0.02
Control Delay	21.1	13.6	7.1	19.1	11.8	8.2	17.1	13.3	6.8	21.7	18.2	14.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.1	13.6	7.1	19.1	11.8	8.2	17.1	13.3	6.8	21.7	18.2	14.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	B	A	B	B	A	B	B	A	C	B	B
Approach Delay		12.7			13.4			12.3			18.6	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)	2	6	0	3	1	0	4	1	0	1	2	0
Queue Length 95th (ft)	22	41	26	30	15	13	33	15	21	16	21	7
Internal Link Dist (ft)		1196			1325			2505			3123	
Turn Bay Length (ft)	100		100	100		100	75		100	100		100
Base Capacity (vph)	309	1734	581	321	1879	596	834	1998	911	256	992	447
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	0.07	0.13	0.11	0.11	0.03	0.03	0.05	0.02	0.05	0.05	0.05	0.01

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 44.6
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.18
Intersection Signal Delay: 13.4 Intersection LOS: B
Intersection Capacity Utilization 33.8% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 21: Otay Mesa Rd & Sunroad Blvd



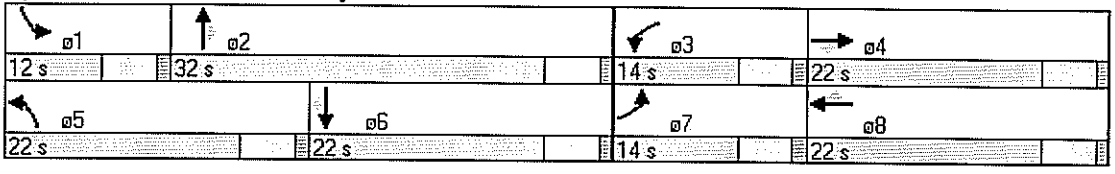
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	75		100	100		100
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	4715	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	4715	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			46			13			37			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)		50			50			40			40	
Link Distance (ft)		1276			1405			2585			3203	
Travel Time (s)		17.4			19.2			44.1			54.6	
Volume (vph)	4	183	42	44	87	12	66	54	34	19	37	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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	4	199	46	48	95	13	72	59	37	21	40	23
Lane Group Flow (vph)	4	199	46	48	95	13	72	59	37	21	40	23
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	21.0	21.0	21.0	11.0	21.0	21.0
Total Split (s)	14.0	22.0	22.0	14.0	22.0	22.0	22.0	32.0	32.0	12.0	22.0	22.0
Total Split (%)	17.5%	27.5%	27.5%	17.5%	27.5%	27.5%	27.5%	40.0%	40.0%	15.0%	27.5%	27.5%
Maximum Green (s)	9.0	17.0	17.0	9.0	17.0	17.0	17.0	27.0	27.0	7.0	17.0	17.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	Min	Min	Min	None	None	None
Walk Time (s)		5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0	11.0	11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0	0	0	0		0	0
Act Effct Green (s)	10.0	13.7	13.7	10.1	16.4	16.4	20.3	22.8	22.8	8.1	9.9	9.9
Actuated g/C Ratio	0.17	0.26	0.26	0.17	0.31	0.31	0.41	0.46	0.46	0.14	0.17	0.17
v/c Ratio	0.01	0.16	0.11	0.17	0.07	0.03	0.11	0.04	0.05	0.09	0.07	0.09
Control Delay	21.5	14.0	8.1	20.1	11.7	9.1	16.7	12.7	6.9	22.9	19.0	11.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.5	14.0	8.1	20.1	11.7	9.1	16.7	12.7	6.9	22.9	19.0	11.0

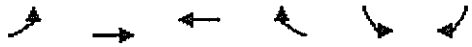
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	B	A	C	B	A	B	B	A	C	B	B
Approach Delay		13.1			14.1			13.1			17.8	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)	1	5	0	4	2	0	7	2	0	2	2	0
Queue Length 95th (ft)	8	38	22	39	21	12	51	21	19	23	17	17
Internal Link Dist (ft)		1196			1325			2505			3123	
Turn Bay Length (ft)	100		100	100		100	75		100	100		100
Base Capacity (vph)	294	1670	550	306	1812	572	834	1997	908	244	949	440
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	0.01	0.12	0.08	0.16	0.05	0.02	0.09	0.03	0.04	0.09	0.04	0.05

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 50.1
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.17
Intersection Signal Delay: 13.9 Intersection LOS: B
Intersection Capacity Utilization 35.3% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 21: Otay Mesa Rd & Sunroad Blvd





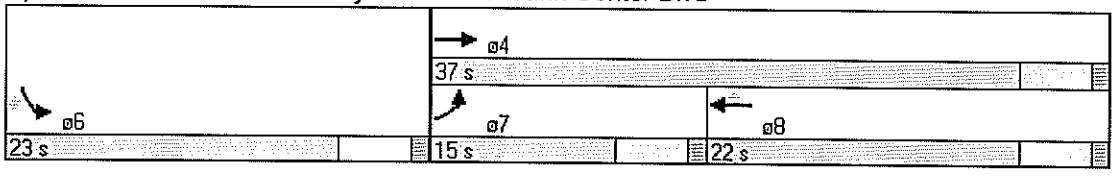
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100			100	100	0
Storage Lanes	1			1	1	1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)	15			9	15	9
Lane Util. Factor	1.00	0.91	0.91	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1641	4715	4715	1468	1641	1468
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1641	4715	4715	1468	1641	1468
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				21		15
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		50	50		40	
Link Distance (ft)		1405	2231		3108	
Travel Time (s)		19.2	30.4		53.0	
Volume (vph)	17	279	129	19	18	14
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	18	303	140	21	20	15
Lane Group Flow (vph)	18	303	140	21	20	15
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)	8.0	10.0	10.0	10.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	21.0	21.0	21.0
Total Split (s)	15.0	37.0	22.0	22.0	23.0	23.0
Total Split (%)	25.0%	61.7%	36.7%	36.7%	38.3%	38.3%
Maximum Green (s)	10.0	32.0	17.0	17.0	18.0	18.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max	C-Max	C-Max	Min	Min
Walk Time (s)		5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0	0	0	0
Act Effct Green (s)	9.0	43.0	40.4	40.4	9.0	9.0
Actuated g/C Ratio	0.15	0.72	0.67	0.67	0.15	0.15
v/c Ratio	0.07	0.09	0.04	0.02	0.08	0.06
Control Delay	22.9	2.6	4.5	3.1	13.1	6.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.9	2.6	4.5	3.1	13.1	6.7

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
LOS	C	A	A	A	B	A
Approach Delay		3.8	4.3		10.4	
Approach LOS		A	A		B	
Queue Length 50th (ft)	6	9	4	0	7	0
Queue Length 95th (ft)	21	14	16	9	14	3
Internal Link Dist (ft)		1325	2151		3028	
Turn Bay Length (ft)	100			100	100	
Base Capacity (vph)	301	3379	3175	995	520	475
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	0.06	0.09	0.04	0.02	0.04	0.03

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 32 (53%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.09
Intersection Signal Delay: 4.4 Intersection LOS: A
Intersection Capacity Utilization 27.5% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 106: Otay Mesa Rd & Vann Center Blvd



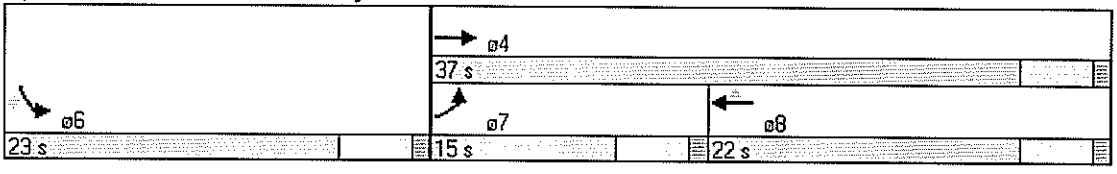
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100			100	100	0
Storage Lanes	1			1	1	1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)	15			9	15	9
Lane Util. Factor	1.00	0.91	0.91	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1641	4715	4715	1468	1641	1468
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1641	4715	4715	1468	1641	1468
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				21		21
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		50	50		40	
Link Distance (ft)		1405	2231		3108	
Travel Time (s)		19.2	30.4		53.0	
Volume (vph)	16	264	161	19	21	19
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	17	287	175	21	23	21
Lane Group Flow (vph)	17	287	175	21	23	21
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)	8.0	10.0	10.0	10.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	21.0	21.0	21.0
Total Split (s)	15.0	37.0	22.0	22.0	23.0	23.0
Total Split (%)	25.0%	61.7%	36.7%	36.7%	38.3%	38.3%
Maximum Green (s)	10.0	32.0	17.0	17.0	18.0	18.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max	C-Max	C-Max	Min	Min
Walk Time (s)		5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0	0	0	0
Act Effct Green (s)	9.0	43.0	40.4	40.4	9.0	9.0
Actuated g/C Ratio	0.15	0.72	0.67	0.67	0.15	0.15
v/c Ratio	0.07	0.08	0.06	0.02	0.09	0.09
Control Delay	22.8	2.6	4.5	3.1	14.0	6.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.8	2.6	4.5	3.1	14.0	6.0

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
LOS	C	A	A	A	B	A
Approach Delay		3.8	4.3		10.2	
Approach LOS		A	A		B	
Queue Length 50th (ft)	5	8	5	0	8	0
Queue Length 95th (ft)	21	14	20	9	16	8
Internal Link Dist (ft)		1325	2151		3028	
Turn Bay Length (ft)	100			100	100	
Base Capacity (vph)	301	3379	3175	995	520	479
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	0.06	0.08	0.06	0.02	0.04	0.04

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 32 (53%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.09
Intersection Signal Delay: 4.5 Intersection LOS: A
Intersection Capacity Utilization 26.6% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 106: Otay Mesa Rd & Vann Center Blvd



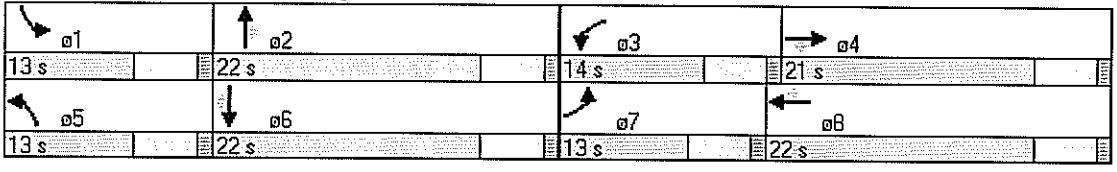
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	325		100	100		100
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	4715	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	4715	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			54			30			45			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)		50			50			40			40	
Link Distance (ft)		2231			2821			2573			3122	
Travel Time (s)		30.4			38.5			43.9			53.2	
Volume (vph)	66	202	50	87	85	28	35	32	41	41	49	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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	72	220	54	95	92	30	38	35	45	45	53	23
Lane Group Flow (vph)	72	220	54	95	92	30	38	35	45	45	53	23
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	8.0	10.0	10.0	8.0	10.0	10.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0
Total Split (s)	13.0	21.0	21.0	14.0	22.0	22.0	13.0	22.0	22.0	13.0	22.0	22.0
Total Split (%)	18.6%	30.0%	30.0%	20.0%	31.4%	31.4%	18.6%	31.4%	31.4%	18.6%	31.4%	31.4%
Maximum Green (s)	8.0	16.0	16.0	9.0	17.0	17.0	8.0	17.0	17.0	8.0	17.0	17.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	None	None
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	8.3	10.2	10.2	8.9	10.7	10.7	9.2	26.6	26.6	9.2	26.6	26.6
Actuated g/C Ratio	0.14	0.18	0.18	0.15	0.19	0.19	0.15	0.49	0.49	0.15	0.49	0.49
v/c Ratio	0.31	0.26	0.17	0.38	0.10	0.10	0.16	0.02	0.06	0.19	0.03	0.03
Control Delay	26.5	20.1	9.5	26.8	19.6	10.4	25.3	15.1	6.7	25.6	14.8	8.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.5	20.1	9.5	26.8	19.6	10.4	25.3	15.1	6.7	25.6	14.8	8.3

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	C	A	C	B	B	C	B	A	C	B	A
Approach Delay		19.8			21.5			15.2			17.6	
Approach LOS		B			C			B			B	
Queue Length 50th (ft)	18	19	0	23	7	0	9	3	0	11	4	0
Queue Length 95th (ft)	60	46	27	74	23	19	38	14	21	42	20	15
Internal Link Dist (ft)		2151			2741			2493			3042	
Turn Bay Length (ft)	100		100	100		100	325		100	100		100
Base Capacity (vph)	256	1315	448	282	1378	450	243	1611	744	243	1611	732
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	0.28	0.17	0.12	0.34	0.07	0.07	0.16	0.02	0.06	0.19	0.03	0.03

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 54.1
Natural Cycle: 70
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.38
Intersection Signal Delay: 19.2 Intersection LOS: B
Intersection Capacity Utilization 31.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 54: Otay Mesa Rd & Enrico Fermi Dr



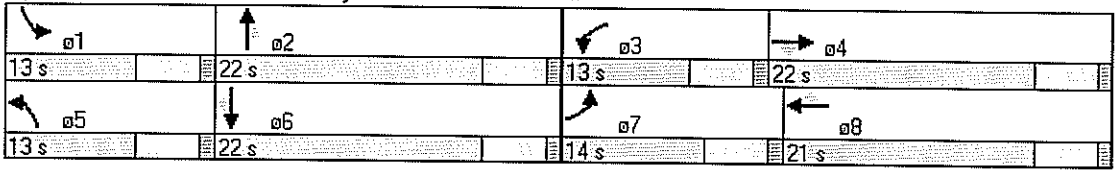
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	100		100	100		100
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			254			18			67			67
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)		50			50			40			40	
Link Distance (ft)		2821			1980			558			3128	
Travel Time (s)		38.5			27.0			9.5			53.3	
Volume (vph)	106	53	234	45	21	17	82	175	62	24	248	62
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	115	58	254	49	23	18	89	190	67	26	270	67
Lane Group Flow (vph)	115	58	254	49	23	18	89	190	67	26	270	67
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	8.0	10.0	10.0	8.0	10.0	10.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0
Total Split (s)	14.0	22.0	22.0	13.0	21.0	21.0	13.0	22.0	22.0	13.0	22.0	22.0
Total Split (%)	20.0%	31.4%	31.4%	18.6%	30.0%	30.0%	18.6%	31.4%	31.4%	18.6%	31.4%	31.4%
Maximum Green (s)	9.0	17.0	17.0	8.0	16.0	16.0	8.0	17.0	17.0	8.0	17.0	17.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	Min	Min	None	Min	Min
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	8.9	10.8	10.8	8.0	10.5	10.5	9.3	24.7	24.7	9.3	19.6	19.6
Actuated g/C Ratio	0.17	0.22	0.22	0.15	0.20	0.20	0.18	0.53	0.53	0.16	0.42	0.42
v/c Ratio	0.40	0.08	0.49	0.20	0.03	0.06	0.30	0.11	0.08	0.10	0.20	0.10
Control Delay	24.3	17.4	6.9	23.6	19.8	10.8	23.3	11.4	5.7	24.5	15.6	6.7
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
Total Delay	24.3	17.4	6.9	23.6	19.8	10.8	23.3	11.4	5.7	24.5	15.6	6.7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	B	A	C	B	B	C	B	A	C	B	A
Approach Delay		13.0			20.1			13.3			14.6	
Approach LOS		B			C			B			B	
Queue Length 50th (ft)	22	5	0	10	2	0	17	8	0	5	25	0
Queue Length 95th (ft)	83	22	50	44	12	14	69	55	26	28	75	26
Internal Link Dist (ft)		2741			1900			478			3048	
Turn Bay Length (ft)	100		100	100		100	100		100	100		100
Base Capacity (vph)	323	1094	659	277	1000	460	294	1848	856	267	1609	754
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	0.36	0.05	0.39	0.18	0.02	0.04	0.30	0.10	0.08	0.10	0.17	0.09

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 46.6
Natural Cycle: 70
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.49
Intersection Signal Delay: 14.1 Intersection LOS: B
Intersection Capacity Utilization 37.8% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 37: Otay Mesa Rd & Alta Rd



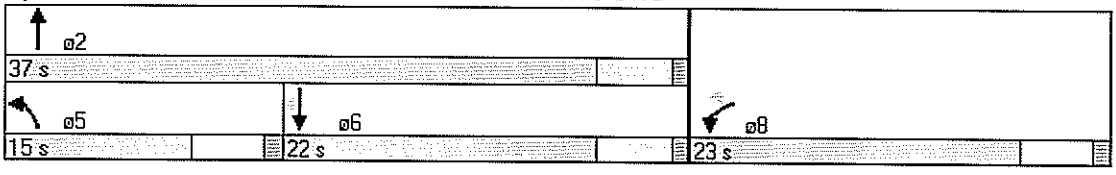
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	100		0	100		100	0		100
Storage Lanes	0		0	1		1	2		0	0		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)				50		50	50	50			50	50
Trailing Detector (ft)				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	0.97	0.95	1.00	1.00	0.95	1.00
Frt						0.850						0.850
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	0	0	1641	0	1468	3183	3282	0	0	3282	1468
Flt Permitted				0.950			0.950					
Satd. Flow (perm)	0	0	0	1641	0	1468	3183	3282	0	0	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						88						322
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)		65			65			40			40	
Link Distance (ft)		482			877			880			681	
Travel Time (s)		5.1			9.2			15.0			11.6	
Volume (vph)	0	0	0	59	0	81	156	550	0	0	146	296
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	0	0	0	64	0	88	170	598	0	0	159	322
Lane Group Flow (vph)	0	0	0	64	0	88	170	598	0	0	159	322
Turn Type				Prot		custom	Prot					Perm
Protected Phases				8			5	2			6	
Permitted Phases						8						6
Detector Phases				8		8	5	2			6	6
Minimum Initial (s)				8.0		8.0	8.0	10.0			10.0	10.0
Minimum Split (s)				21.0		21.0	13.0	21.0			21.0	21.0
Total Split (s)	0.0	0.0	0.0	23.0	0.0	23.0	15.0	37.0	0.0	0.0	22.0	22.0
Total Split (%)	0.0%	0.0%	0.0%	38.3%	0.0%	38.3%	25.0%	61.7%	0.0%	0.0%	36.7%	36.7%
Maximum Green (s)				18.0		18.0	10.0	32.0			17.0	17.0
Yellow Time (s)				4.0		4.0	4.0	4.0			4.0	4.0
All-Red Time (s)				1.0		1.0	1.0	1.0			1.0	1.0
Lead/Lag							Lead				Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)				3.0		3.0	3.0	3.0			3.0	3.0
Recall Mode				None		None	None	C-Max			C-Max	C-Max
Walk Time (s)				5.0		5.0		5.0			5.0	5.0
Flash Dont Walk (s)				11.0		11.0		11.0			11.0	11.0
Pedestrian Calls (#/hr)				0		0		0			0	0
Act Effct Green (s)				9.5		9.5	10.3	45.9			34.2	34.2
Actuated g/C Ratio				0.16		0.16	0.17	0.76			0.57	0.57
v/c Ratio				0.25		0.29	0.31	0.24			0.08	0.33
Control Delay				24.4		8.7	20.2	2.1			7.7	4.9
Queue Delay				0.0		0.0	0.0	0.0			0.0	0.0
Total Delay				24.4		8.7	20.2	2.1			7.7	4.9

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS				C		A	C	A			A	A
Approach Delay								6.1			5.8	
Approach LOS								A			A	
Queue Length 50th (ft)				21		0	30	45			23	50
Queue Length 95th (ft)				49		32	32	1			41	87
Internal Link Dist (ft)		402			797			800			601	
Turn Bay Length (ft)				100			100					100
Base Capacity (vph)				520		525	599	2508			1871	975
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				0.12		0.17	0.28	0.24			0.08	0.33

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 32 (53%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.33
Intersection Signal Delay: 7.0 Intersection LOS: A
Intersection Capacity Utilization 41.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 66: SR 905 WB On & Britannia Blvd



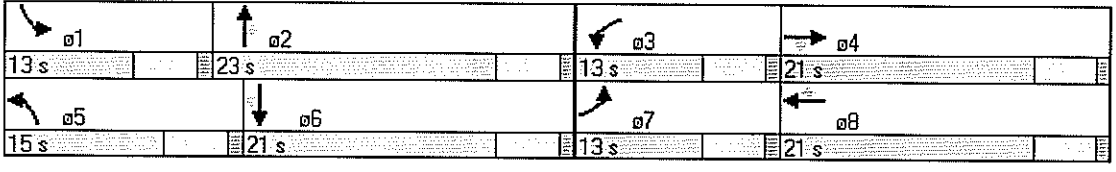
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	100		100	100		100
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			232			29			53			127
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)		50			50			40			40	
Link Distance (ft)		2821			1980			558			3128	
Travel Time (s)		38.5			27.0			9.5			53.3	
Volume (vph)	68	23	213	69	59	27	111	272	49	19	193	117
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	74	25	232	75	64	29	121	296	53	21	210	127
Lane Group Flow (vph)	74	25	232	75	64	29	121	296	53	21	210	127
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	8.0	10.0	10.0	8.0	10.0	10.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0
Total Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	15.0	23.0	23.0	13.0	21.0	21.0
Total Split (%)	18.6%	30.0%	30.0%	18.6%	30.0%	30.0%	21.4%	32.9%	32.9%	18.6%	30.0%	30.0%
Maximum Green (s)	8.0	16.0	16.0	8.0	16.0	16.0	10.0	18.0	18.0	8.0	16.0	16.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	Min	Min	None	Min	Min
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	8.4	10.8	10.8	8.4	10.8	10.8	10.3	26.4	26.4	9.4	20.7	20.7
Actuated g/C Ratio	0.15	0.20	0.20	0.15	0.20	0.20	0.18	0.51	0.51	0.15	0.40	0.40
v/c Ratio	0.30	0.04	0.49	0.30	0.10	0.09	0.41	0.18	0.07	0.09	0.16	0.19
Control Delay	25.3	19.7	7.4	25.3	19.3	9.7	24.6	11.8	6.0	25.8	17.5	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
Total Delay	25.3	19.7	7.4	25.3	19.3	9.7	24.6	11.8	6.0	25.8	17.5	5.9

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	B	A	C	B	A	C	B	A	C	B	A
Approach Delay		12.3			20.3			14.5			13.9	
Approach LOS		B			C			B			B	
Queue Length 50th (ft)	22	3	0	22	9	0	35	28	0	6	31	0
Queue Length 95th (ft)	60	12	49	60	24	18	85	81	24	24	62	38
Internal Link Dist (ft)		2741			1900			478			3048	
Turn Bay Length (ft)	100		100	100		100	100		100	100		100
Base Capacity (vph)	267	973	598	267	973	456	321	1794	827	247	1514	746
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	0.28	0.03	0.39	0.28	0.07	0.06	0.38	0.16	0.06	0.09	0.14	0.17

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 51.8
Natural Cycle: 70
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.49
Intersection Signal Delay: 14.5 Intersection LOS: B
Intersection Capacity Utilization 36.5% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 37: Otay Mesa Rd & Alta Rd



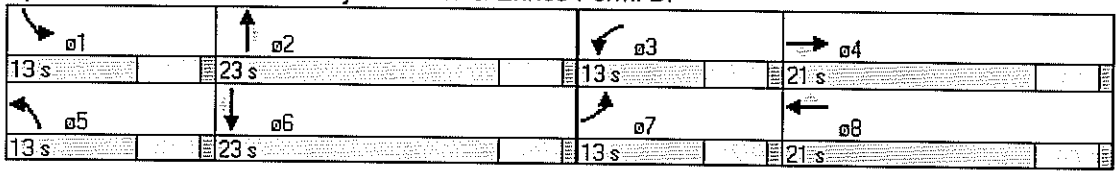
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	325		100	100		100
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	4715	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	4715	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			35			40			87			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)		50			50			40			40	
Link Distance (ft)		2231			2821			2573			3122	
Travel Time (s)		30.4			38.5			43.9			53.2	
Volume (vph)	19	210	32	37	73	37	51	44	80	26	29	60
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	21	228	35	40	79	40	55	48	87	28	32	65
Lane Group Flow (vph)	21	228	35	40	79	40	55	48	87	28	32	65
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	8.0	10.0	10.0	8.0	10.0	10.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0
Total Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	13.0	23.0	23.0	13.0	23.0	23.0
Total Split (%)	18.6%	30.0%	30.0%	18.6%	30.0%	30.0%	18.6%	32.9%	32.9%	18.6%	32.9%	32.9%
Maximum Green (s)	8.0	16.0	16.0	8.0	16.0	16.0	8.0	18.0	18.0	8.0	18.0	18.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	None	None
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	7.8	10.2	10.2	8.0	12.4	12.4	9.2	24.7	24.7	9.2	24.7	24.7
Actuated g/C Ratio	0.13	0.20	0.20	0.14	0.24	0.24	0.15	0.48	0.48	0.15	0.48	0.48
v/c Ratio	0.10	0.25	0.11	0.18	0.07	0.11	0.22	0.03	0.12	0.11	0.02	0.09
Control Delay	26.3	18.9	10.2	24.8	16.3	8.5	24.9	13.3	5.2	23.8	13.6	5.7
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
Total Delay	26.3	18.9	10.2	24.8	16.3	8.5	24.9	13.3	5.2	23.8	13.6	5.7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	B	B	C	B	A	C	B	A	C	B	A
Approach Delay		18.4			16.5			12.9			11.8	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)	3	12	0	6	4	0	8	2	0	4	1	0
Queue Length 95th (ft)	25	48	21	39	20	23	49	17	28	30	13	24
Internal Link Dist (ft)		2151			2741			2493			3042	
Turn Bay Length (ft)	100		100	100		100	325		100	100		100
Base Capacity (vph)	245	1420	467	253	1534	505	253	1558	743	253	1558	731
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	0.09	0.16	0.07	0.16	0.05	0.08	0.22	0.03	0.12	0.11	0.02	0.09

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 52
Natural Cycle: 70
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.25
Intersection Signal Delay: 15.5 Intersection LOS: B
Intersection Capacity Utilization 31.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 54: Otay Mesa Rd & Enrico Fermi Dr



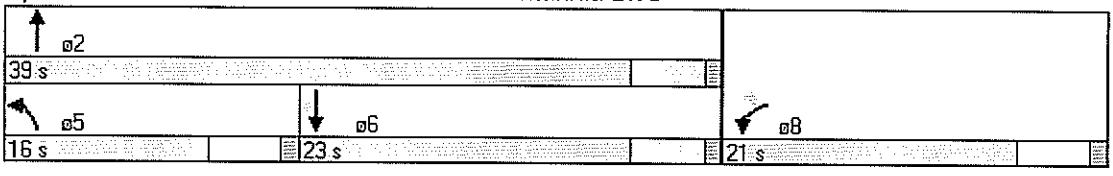
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	100		0	100		100	0		100
Storage Lanes	0		0	1		1	2		0	0		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)				50		50	50	50			50	50
Trailing Detector (ft)				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	0.97	0.95	1.00	1.00	0.95	1.00
Frt						0.850						0.850
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	0	0	1641	0	1468	3183	3282	0	0	3282	1468
Flt Permitted				0.950			0.950					
Satd. Flow (perm)	0	0	0	1641	0	1468	3183	3282	0	0	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						76						288
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)		65			65			40			40	
Link Distance (ft)		482			877			880			681	
Travel Time (s)		5.1			9.2			15.0			11.6	
Volume (vph)	0	0	0	81	0	70	337	415	0	0	430	265
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	0	0	0	88	0	76	366	451	0	0	467	288
Lane Group Flow (vph)	0	0	0	88	0	76	366	451	0	0	467	288
Turn Type				Prot		custom	Prot					Perm
Protected Phases				8			5	2			6	
Permitted Phases						8						6
Detector Phases				8		8	5	2			6	6
Minimum Initial (s)				8.0		8.0	8.0	10.0			10.0	10.0
Minimum Split (s)				21.0		21.0	13.0	21.0			21.0	21.0
Total Split (s)	0.0	0.0	0.0	21.0	0.0	21.0	16.0	39.0	0.0	0.0	23.0	23.0
Total Split (%)	0.0%	0.0%	0.0%	35.0%	0.0%	35.0%	26.7%	65.0%	0.0%	0.0%	38.3%	38.3%
Maximum Green (s)				16.0		16.0	11.0	34.0			18.0	18.0
Yellow Time (s)				4.0		4.0	4.0	4.0			4.0	4.0
All-Red Time (s)				1.0		1.0	1.0	1.0			1.0	1.0
Lead/Lag							Lead				Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)				3.0		3.0	3.0	3.0			3.0	3.0
Recall Mode				None		None	None	C-Max			C-Max	C-Max
Walk Time (s)				5.0		5.0		5.0			5.0	5.0
Flash Dont Walk (s)				11.0		11.0		11.0			11.0	11.0
Pedestrian Calls (#/hr)				0		0		0			0	0
Act Effct Green (s)				10.1		10.1	14.1	45.3			26.4	26.4
Actuated g/C Ratio				0.17		0.17	0.24	0.76			0.44	0.44
v/c Ratio				0.32		0.25	0.49	0.18			0.32	0.36
Control Delay				24.8		8.2	19.3	1.0			7.4	2.4
Queue Delay				0.0		0.0	0.0	0.0			0.0	0.0
Total Delay				24.8		8.2	19.3	1.0			7.4	2.4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS				C		A	B	A			A	A
Approach Delay								9.2			5.5	
Approach LOS								A			A	
Queue Length 50th (ft)				29		0	42	0			24	0
Queue Length 95th (ft)				61		28	58	4			73	m0
Internal Link Dist (ft)		402			797			800			601	
Turn Bay Length (ft)				100			100					100
Base Capacity (vph)				465		470	779	2479			1443	807
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				0.19		0.16	0.47	0.18			0.32	0.36

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 30 (50%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.49
Intersection Signal Delay: 8.3 Intersection LOS: A
Intersection Capacity Utilization 42.7% ICU Level of Service A
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 66: SR 905 WB On & Britannia Blvd



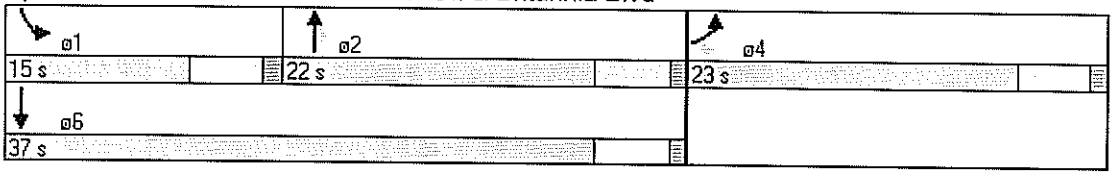
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	0		0	0		100	100		0
Storage Lanes	2		2	0		0	0		1	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50		50					50	50	50	50	
Trailing Detector (ft)	0		0					0	0	0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	0.97	1.00	0.88	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850						0.850			
Flt Protected	0.950									0.950		
Satd. Flow (prot)	3183	0	2584	0	0	0	0	3282	1468	1641	3282	0
Flt Permitted	0.950									0.950		
Satd. Flow (perm)	3183	0	2584	0	0	0	0	3282	1468	1641	3282	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			334						79			
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)		65			65			40			40	
Link Distance (ft)		891			856			1034			880	
Travel Time (s)		9.3			9.0			17.6			15.0	
Volume (vph)	240	0	307	0	0	0	0	466	73	64	141	0
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	261	0	334	0	0	0	0	507	79	70	153	0
Lane Group Flow (vph)	261	0	334	0	0	0	0	507	79	70	153	0
Turn Type	Prot		custom						Perm	Prot		
Protected Phases	4							2		1	6	
Permitted Phases			4						2			
Detector Phases	4		4					2	2	1	6	
Minimum Initial (s)	8.0		8.0					10.0	10.0	8.0	10.0	
Minimum Split (s)	21.0		21.0					21.0	21.0	13.0	21.0	
Total Split (s)	23.0	0.0	23.0	0.0	0.0	0.0	0.0	22.0	22.0	15.0	37.0	0.0
Total Split (%)	38.3%	0.0%	38.3%	0.0%	0.0%	0.0%	0.0%	36.7%	36.7%	25.0%	61.7%	0.0%
Maximum Green (s)	18.0		18.0					17.0	17.0	10.0	32.0	
Yellow Time (s)	4.0		4.0					4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0					1.0	1.0	1.0	1.0	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0		3.0					3.0	3.0	3.0	3.0	
Recall Mode	None		None					C-Max	C-Max	None	C-Max	
Walk Time (s)	5.0		5.0					5.0	5.0		5.0	
Flash Dont Walk (s)	11.0		11.0					11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0		0					0	0		0	
Act Effct Green (s)	11.4		11.4					34.6	34.6	9.8	40.6	
Actuated g/C Ratio	0.19		0.19					0.58	0.58	0.16	0.68	
v/c Ratio	0.43		0.44					0.27	0.09	0.26	0.07	
Control Delay	23.2		4.7					9.3	4.0	15.7	0.5	
Queue Delay	0.0		0.0					0.0	0.0	0.0	0.0	
Total Delay	23.2		4.7					9.3	4.0	15.7	0.5	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C		A					A	A	B	A	
Approach Delay								8.6			5.3	
Approach LOS								A			A	
Queue Length 50th (ft)	43		0					27	0	12	0	
Queue Length 95th (ft)	68		29					108	23	24	0	
Internal Link Dist (ft)		811			776			954			800	
Turn Bay Length (ft)	100								100	100		
Base Capacity (vph)	1008		1047					1895	881	305	2221	
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	0.26		0.32					0.27	0.09	0.23	0.07	

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.44
Intersection Signal Delay: 9.9 Intersection LOS: A
Intersection Capacity Utilization 41.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 69: SR 905 EB Off & Britannia Blvd



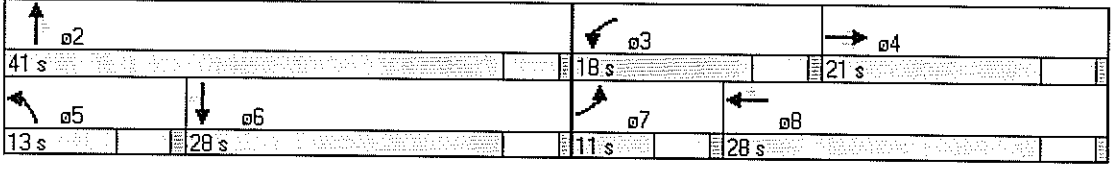
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBT	SBR
Lane Configurations											
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	100		0	0		0		100
Storage Lanes	1		1	1		1	1		1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading 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		9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	0.91	1.00
Frt			0.850			0.850			0.850		0.850
Flt Protected	0.950			0.950			0.950				
Satd. Flow (prot)	1641	1727	1468	1641	1727	1468	1641	4715	1468	4715	1468
Flt Permitted	0.950			0.950			0.950				
Satd. Flow (perm)	1641	1727	1468	1641	1727	1468	1641	4715	1468	4715	1468
Right Turn on Red						Yes					Yes
Satd. Flow (RTOR)						210					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
Link Speed (mph)		65			65			40		40	
Link Distance (ft)		431			1593			475		415	
Travel Time (s)		4.5			16.7			8.1		7.1	
Volume (vph)	19	20	11	140	24	193	13	575	155	909	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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	21	22	12	152	26	210	14	625	168	988	25
Lane Group Flow (vph)	21	22	12	152	26	210	14	625	168	988	25
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm		Perm
Protected Phases	7	4		3	8		5	2		6	
Permitted Phases			4			8			2		6
Detector Phases	7	4	4	3	8	8	5	2	2	6	6
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	8.0	10.0	10.0	10.0	10.0
Minimum Split (s)	11.0	21.0	21.0	11.0	21.0	21.0	13.0	21.0	21.0	21.0	21.0
Total Split (s)	11.0	21.0	21.0	18.0	28.0	28.0	13.0	41.0	41.0	28.0	28.0
Total Split (%)	13.8%	26.3%	26.3%	22.5%	35.0%	35.0%	16.3%	51.3%	51.3%	35.0%	35.0%
Maximum Green (s)	6.0	16.0	16.0	13.0	23.0	23.0	8.0	36.0	36.0	23.0	23.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
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
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead			Lag	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	None	C-Max	C-Max	C-Max	C-Max
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0	0	0
Act Effct Green (s)	7.0	9.0	9.0	12.4	13.2	13.2	9.0	54.4	54.4	51.8	51.8
Actuated g/C Ratio	0.09	0.11	0.11	0.16	0.16	0.16	0.11	0.68	0.68	0.65	0.65
v/c Ratio	0.15	0.11	0.07	0.60	0.09	0.50	0.08	0.19	0.17	0.32	0.03
Control Delay	36.3	33.5	33.0	41.3	27.2	8.8	31.8	1.7	2.1	3.8	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.3	33.5	33.0	41.3	27.2	8.8	31.8	1.7	2.1	3.8	0.6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBT	SBR
LOS	D	C	C	D	C	A	C	A	A	A	A
Approach Delay		34.5			22.8			2.3		3.7	
Approach LOS		C			C			A		A	
Queue Length 50th (ft)	10	10	5	70	11	1	5	3	3	14	0
Queue Length 95th (ft)	32	31	21	128	m31	53	m15	8	m8	52	m1
Internal Link Dist (ft)		351			1513			395		335	
Turn Bay Length (ft)				100							100
Base Capacity (vph)	144	367	312	287	518	587	185	3207	999	3054	959
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	0.15	0.06	0.04	0.53	0.05	0.36	0.08	0.19	0.17	0.32	0.03

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 78 (98%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.60
Intersection Signal Delay: 7.2 Intersection LOS: A
Intersection Capacity Utilization 42.0% ICU Level of Service A
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 118: SR 905 WB Off Ramp & La Media Rd



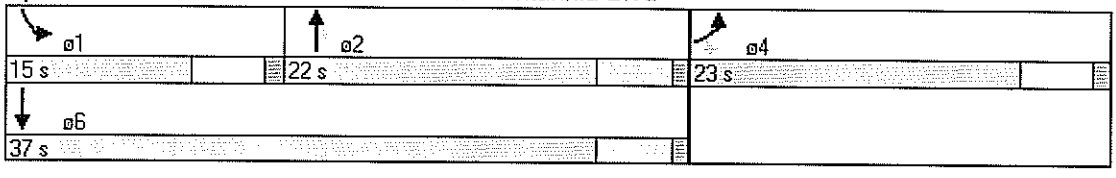
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	0		0	0		100	100		0
Storage Lanes	2		2	0		0	0		1	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50		50					50	50	50	50	
Trailing Detector (ft)	0		0					0	0	0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	0.97	1.00	0.88	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850						0.850			
Flt Protected	0.950									0.950		
Satd. Flow (prot)	3183	0	2584	0	0	0	0	3282	1468	1641	3282	0
Flt Permitted	0.950									0.950		
Satd. Flow (perm)	3183	0	2584	0	0	0	0	3282	1468	1641	3282	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			187						71			
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)		65			65			40			40	
Link Distance (ft)		891			856			1034			880	
Travel Time (s)		9.3			9.0			17.6			15.0	
Volume (vph)	325	0	172	0	0	0	0	427	65	89	422	0
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	353	0	187	0	0	0	0	464	71	97	459	0
Lane Group Flow (vph)	353	0	187	0	0	0	0	464	71	97	459	0
Turn Type	Prot		custom						Perm	Prot		
Protected Phases	4							2		1	6	
Permitted Phases			4						2			
Detector Phases	4		4					2	2	1	6	
Minimum Initial (s)	8.0		8.0					10.0	10.0	8.0	10.0	
Minimum Split (s)	21.0		21.0					21.0	21.0	13.0	21.0	
Total Split (s)	23.0	0.0	23.0	0.0	0.0	0.0	0.0	22.0	22.0	15.0	37.0	0.0
Total Split (%)	38.3%	0.0%	38.3%	0.0%	0.0%	0.0%	0.0%	36.7%	36.7%	25.0%	61.7%	0.0%
Maximum Green (s)	18.0		18.0					17.0	17.0	10.0	32.0	
Yellow Time (s)	4.0		4.0					4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0					1.0	1.0	1.0	1.0	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0		3.0					3.0	3.0	3.0	3.0	
Recall Mode	None		None					C-Max	C-Max	None	C-Max	
Walk Time (s)	5.0		5.0					5.0	5.0		5.0	
Flash Dont Walk (s)	11.0		11.0					11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0		0					0	0		0	
Act Effct Green (s)	12.6		12.6					30.0	30.0	10.6	39.4	
Actuated g/C Ratio	0.21		0.21					0.50	0.50	0.18	0.66	
v/c Ratio	0.53		0.27					0.28	0.09	0.34	0.21	
Control Delay	23.6		4.5					12.2	4.8	17.2	0.6	
Queue Delay	0.0		0.0					0.0	0.0	0.0	0.0	
Total Delay	23.6		4.5					12.2	4.8	17.2	0.6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C		A					B	A	B	A	
Approach Delay								11.2			3.5	
Approach LOS								B			A	
Queue Length 50th (ft)	59		0					59	0	11	0	
Queue Length 95th (ft)	86		21					109	24	23	1	
Internal Link Dist (ft)		811			776			954			800	
Turn Bay Length (ft)	100								100	100		
Base Capacity (vph)	1008		946					1642	770	318	2155	
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	0.35		0.20					0.28	0.09	0.31	0.21	

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.53
Intersection Signal Delay: 10.5 Intersection LOS: B
Intersection Capacity Utilization 42.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 69: SR 905 EB Off & Britannia Blvd



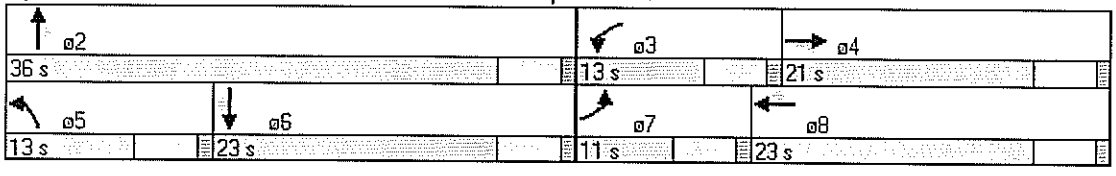
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBT	SBR
Lane Configurations											
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	100		0	0		0		100
Storage Lanes	1		1	1		1	1		1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading 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		9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	0.91	1.00
Frt			0.850			0.850			0.850		0.850
Flt Protected	0.950			0.950			0.950				
Satd. Flow (prot)	1641	1727	1468	1641	1727	1468	1641	4715	1468	4715	1468
Flt Permitted	0.950			0.950			0.950				
Satd. Flow (perm)	1641	1727	1468	1641	1727	1468	1641	4715	1468	4715	1468
Right Turn on Red						Yes					Yes
Satd. Flow (RTOR)						216					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
Link Speed (mph)		65			65			40		40	
Link Distance (ft)		431			1593			475		415	
Travel Time (s)		4.5			16.7			8.1		7.1	
Volume (vph)	25	26	13	98	22	201	12	798	303	844	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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	27	28	14	107	24	218	13	867	329	917	22
Lane Group Flow (vph)	27	28	14	107	24	218	13	867	329	917	22
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm		Perm
Protected Phases	7	4		3	8		5	2		6	
Permitted Phases			4			8			2		6
Detector Phases	7	4	4	3	8	8	5	2	2	6	6
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	8.0	10.0	10.0	10.0	10.0
Minimum Split (s)	11.0	21.0	21.0	11.0	21.0	21.0	13.0	21.0	21.0	21.0	21.0
Total Split (s)	11.0	21.0	21.0	13.0	23.0	23.0	13.0	36.0	36.0	23.0	23.0
Total Split (%)	15.7%	30.0%	30.0%	18.6%	32.9%	32.9%	18.6%	51.4%	51.4%	32.9%	32.9%
Maximum Green (s)	6.0	16.0	16.0	8.0	18.0	18.0	8.0	31.0	31.0	18.0	18.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
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
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead			Lag	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	None	C-Max	C-Max	C-Max	C-Max
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0	0	0
Act Effct Green (s)	7.0	9.5	9.5	8.6	10.3	10.3	9.0	47.3	47.3	44.7	44.7
Actuated g/C Ratio	0.10	0.14	0.14	0.12	0.15	0.15	0.13	0.68	0.68	0.64	0.64
v/c Ratio	0.16	0.12	0.07	0.53	0.09	0.54	0.06	0.27	0.33	0.30	0.02
Control Delay	31.5	27.4	26.7	38.9	25.6	9.9	30.3	3.3	5.1	5.0	2.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.5	27.4	26.7	38.9	25.6	9.9	30.3	3.3	5.1	5.0	2.3

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBT	SBR
LOS	C	C	C	D	C	A	C	A	A	A	A
Approach Delay		28.8			19.9			4.1		5.0	
Approach LOS		C			B			A		A	
Queue Length 50th (ft)	11	11	5	44	9	1	5	14	16	24	0
Queue Length 95th (ft)	33	31	20	90	27	53	m14	53	m65	72	m3
Internal Link Dist (ft)		351			1513			395		335	
Turn Bay Length (ft)				100							100
Base Capacity (vph)	164	419	357	211	469	556	211	3185	991	3010	945
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	0.16	0.07	0.04	0.51	0.05	0.39	0.06	0.27	0.33	0.30	0.02

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 70
Offset: 16 (23%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.54
Intersection Signal Delay: 7.2 Intersection LOS: A
Intersection Capacity Utilization 42.9% ICU Level of Service A
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 118: SR 905 WB Off Ramp & La Media Rd



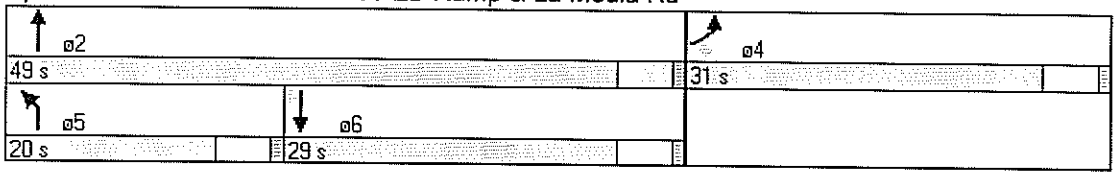
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	SBR2	SEL	SER
Lane Configurations									
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100	0	100			100		0	0
Storage Lanes	1	1	1			1		0	0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50		50		
Trailing Detector (ft)	0	0	0	0	0		0		
Turning Speed (mph)	15	9	15			9	9	15	9
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	0.91	1.00	1.00	1.00
Frt		0.850			0.965		0.850		
Flt Protected	0.950		0.950						
Satd. Flow (prot)	1641	1468	1641	4715	4550	0	1468	0	0
Flt Permitted	0.950		0.950						
Satd. Flow (perm)	1641	1468	1641	4715	4550	0	1468	0	0
Right Turn on Red		Yes					Yes		
Satd. Flow (RTOR)		299					126		
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	65			40	40			65	
Link Distance (ft)	1093			830	874			1237	
Travel Time (s)	11.5			14.1	14.9			13.0	
Volume (vph)	213	275	89	517	610	183	116	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	232	299	97	562	663	199	126	0	0
Lane Group Flow (vph)	232	299	97	562	862	0	126	0	0
Turn Type		Perm	Prot				Perm		
Protected Phases	4		5	2	6				
Permitted Phases		4					6		
Detector Phases	4	4	5	2	6		6		
Minimum Initial (s)	8.0	8.0	8.0	10.0	10.0		10.0		
Minimum Split (s)	21.0	21.0	13.0	21.0	21.0		21.0		
Total Split (s)	31.0	31.0	20.0	49.0	29.0	0.0	29.0	0.0	0.0
Total Split (%)	38.8%	38.8%	25.0%	61.3%	36.3%	0.0%	36.3%	0.0%	0.0%
Maximum Green (s)	26.0	26.0	15.0	44.0	24.0		24.0		
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0		
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0		
Lead/Lag			Lead		Lag		Lag		
Lead-Lag Optimize?									
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0		
Recall Mode	None	None	None	C-Max	C-Max		C-Max		
Walk Time (s)	5.0	5.0		5.0	5.0		5.0		
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0		
Pedestrian Calls (#/hr)	0	0		0	0		0		
Act Effct Green (s)	16.9	16.9	11.5	55.1	42.2		42.2		
Actuated g/C Ratio	0.21	0.21	0.14	0.69	0.53		0.53		
v/c Ratio	0.67	0.55	0.41	0.17	0.36		0.15		
Control Delay	38.1	7.2	35.1	4.3	7.4		0.9		
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0		
Total Delay	38.1	7.2	35.1	4.3	7.4		0.9		

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	SBR2	SEL	SER
LOS	D	A	D	A	A		A		
Approach Delay	20.7			8.9	6.6				
Approach LOS	C			A	A				
Queue Length 50th (ft)	108	0	50	27	52		0		
Queue Length 95th (ft)	162	55	m90	50	52		m3		
Internal Link Dist (ft)	1013			750	794			1157	
Turn Bay Length (ft)	100		100				100		
Base Capacity (vph)	554	694	328	3249	2402		835		
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	0.42	0.43	0.30	0.17	0.36		0.15		

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 16 (20%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.67
Intersection Signal Delay: 10.7 Intersection LOS: B
Intersection Capacity Utilization 44.3% ICU Level of Service A
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 33: SR 905 EB Ramp & La Media Rd



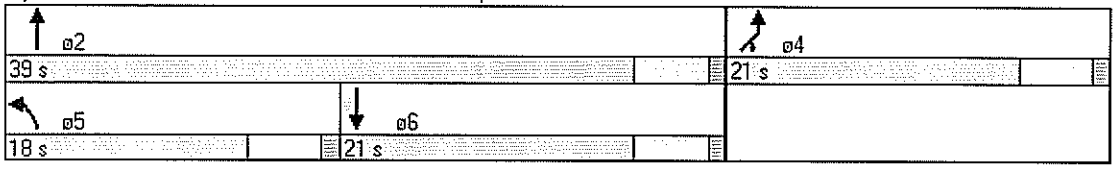
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	SBR2	NEL	NER
Lane Configurations									
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	100			100		100	0
Storage Lanes	0	0	1			1		2	2
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)			50	50	50		50	50	50
Trailing Detector (ft)			0	0	0		0	0	0
Turning Speed (mph)	15	9	15			9	9	15	9
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.97	0.88
Frt							0.850		0.850
Flt Protected			0.950					0.950	
Satd. Flow (prot)	0	0	1641	3282	3282	0	1468	3183	2584
Flt Permitted			0.950					0.950	
Satd. Flow (perm)	0	0	1641	3282	3282	0	1468	3183	2584
Right Turn on Red							Yes		Yes
Satd. Flow (RTOR)							178		339
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	65			40	40			65	
Link Distance (ft)	582			1370	558			1390	
Travel Time (s)	6.1			23.4	9.5			14.6	
Volume (vph)	0	0	201	345	262	0	164	381	312
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	0	0	218	375	285	0	178	414	339
Lane Group Flow (vph)	0	0	218	375	285	0	178	414	339
Turn Type			Prot				Perm		Prot
Protected Phases			5	2	6			4	4
Permitted Phases							6		
Detector Phases			5	2	6		6	4	4
Minimum Initial (s)			8.0	10.0	10.0		10.0	8.0	8.0
Minimum Split (s)			13.0	21.0	21.0		21.0	21.0	21.0
Total Split (s)	0.0	0.0	18.0	39.0	21.0	0.0	21.0	21.0	21.0
Total Split (%)	0.0%	0.0%	30.0%	65.0%	35.0%	0.0%	35.0%	35.0%	35.0%
Maximum Green (s)			13.0	34.0	16.0		16.0	16.0	16.0
Yellow Time (s)			4.0	4.0	4.0		4.0	4.0	4.0
All-Red Time (s)			1.0	1.0	1.0		1.0	1.0	1.0
Lead/Lag			Lead		Lag		Lag		
Lead-Lag Optimize?									
Vehicle Extension (s)			3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode			None	C-Max	None		None	None	None
Walk Time (s)				5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)				11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)				0	0		0	0	0
Act Effct Green (s)			12.8	38.1	21.3		21.3	13.9	13.9
Actuated g/C Ratio			0.21	0.64	0.36		0.36	0.23	0.23
v/c Ratio			0.62	0.18	0.24		0.28	0.56	0.39
Control Delay			27.5	6.4	15.9		4.6	23.0	3.9
Queue Delay			0.0	0.0	0.0		0.0	0.0	0.0
Total Delay			27.5	6.4	15.9		4.6	23.0	3.9

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	SBR2	NEL	NER
LOS			C	A	B		A	C	A
Approach Delay				14.2	11.5			14.4	
Approach LOS				B	B			B	
Queue Length 50th (ft)			74	37	39		0	67	0
Queue Length 95th (ft)			136	70	70		38	99	27
Internal Link Dist (ft)	502			1290	478			1310	
Turn Bay Length (ft)			100				100	100	
Base Capacity (vph)			389	2083	1166		637	902	975
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			0.56	0.18	0.24		0.28	0.46	0.35

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 8 (13%), Referenced to phase 2:NBT, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.62
Intersection Signal Delay: 13.6 Intersection LOS: B
Intersection Capacity Utilization 40.3% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 71: SR 11 WB Ramp & Alta Rd



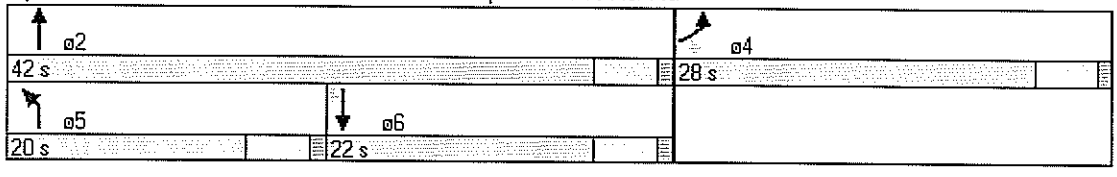
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	SBR2	SEL	SER
Lane Configurations									
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100	0	100			100		0	0
Storage Lanes	1	1	1			1		0	0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50		50		
Trailing Detector (ft)	0	0	0	0	0		0		
Turning Speed (mph)	15	9	15			9	9	15	9
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	1.00	1.00	1.00	1.00
Frt		0.850					0.850		
Flt Protected	0.950		0.950						
Satd. Flow (prot)	1641	1468	1641	4715	4715	0	1468	0	0
Flt Permitted	0.950		0.950						
Satd. Flow (perm)	1641	1468	1641	4715	4715	0	1468	0	0
Right Turn on Red		Yes					Yes		
Satd. Flow (RTOR)		187					230		
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	65			40	40			65	
Link Distance (ft)	1093			830	874			1237	
Travel Time (s)	11.5			14.1	14.9			13.0	
Volume (vph)	281	172	153	820	496	0	212	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	305	187	166	891	539	0	230	0	0
Lane Group Flow (vph)	305	187	166	891	539	0	230	0	0
Turn Type		Perm	Prot				Perm		
Protected Phases	4		5	2	6				
Permitted Phases		4					6		
Detector Phases	4	4	5	2	6		6		
Minimum Initial (s)	8.0	8.0	8.0	10.0	10.0		10.0		
Minimum Split (s)	21.0	21.0	13.0	21.0	21.0		21.0		
Total Split (s)	28.0	28.0	20.0	42.0	22.0	0.0	22.0	0.0	0.0
Total Split (%)	40.0%	40.0%	28.6%	60.0%	31.4%	0.0%	31.4%	0.0%	0.0%
Maximum Green (s)	23.0	23.0	15.0	37.0	17.0		17.0		
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0		
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0		
Lead/Lag			Lead		Lag		Lag		
Lead-Lag Optimize?									
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0		
Recall Mode	None	None	None	C-Max	C-Max		C-Max		
Walk Time (s)	5.0	5.0		5.0	5.0		5.0		
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0		
Pedestrian Calls (#/hr)	0	0		0	0		0		
Act Effct Green (s)	18.2	18.2	13.0	43.8	29.4		29.4		
Actuated g/C Ratio	0.26	0.26	0.19	0.63	0.42		0.42		
v/c Ratio	0.72	0.36	0.55	0.30	0.27		0.31		
Control Delay	32.7	5.2	19.9	3.6	17.6		11.3		
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0		
Total Delay	32.7	5.2	19.9	3.6	17.6		11.3		

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	SBR2	SEL	SER
LOS	C	A	B	A	B		B		
Approach Delay	22.2			6.2	15.7				
Approach LOS	C			A	B				
Queue Length 50th (ft)	119	0	26	10	65		15		
Queue Length 95th (ft)	178	38	69	22	130		127		
Internal Link Dist (ft)	1013			750	794			1157	
Turn Bay Length (ft)	100		100				100		
Base Capacity (vph)	563	626	376	2952	1983		751		
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	0.54	0.30	0.44	0.30	0.27		0.31		

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 70
Offset: 68 (97%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.72
Intersection Signal Delay: 12.7 Intersection LOS: B
Intersection Capacity Utilization 43.6% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 33: SR 905 EB Ramp & La Media Rd



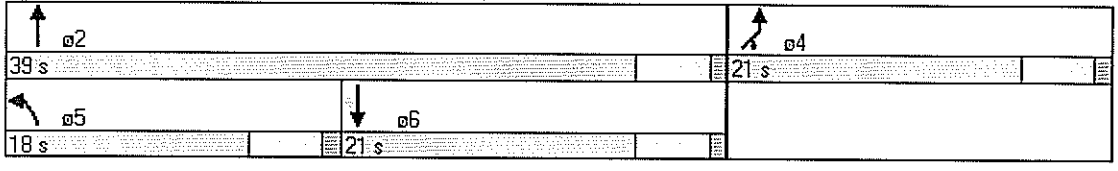
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	SBR2	NEL	NER
Lane Configurations									
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	100			100		100	0
Storage Lanes	0	0	1			1		2	2
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)			50	50	50		50	50	50
Trailing Detector (ft)			0	0	0		0	0	0
Turning Speed (mph)	15	9	15			9	9	15	9
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.97	0.88
Frt							0.850		0.850
Flt Protected			0.950					0.950	
Satd. Flow (prot)	0	0	1641	3282	3282	0	1468	3183	2584
Flt Permitted			0.950					0.950	
Satd. Flow (perm)	0	0	1641	3282	3282	0	1468	3183	2584
Right Turn on Red							Yes		Yes
Satd. Flow (RTOR)							178		339
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	65			40	40			65	
Link Distance (ft)	582			1370	558			1390	
Travel Time (s)	6.1			23.4	9.5			14.6	
Volume (vph)	0	0	201	345	262	0	164	381	312
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	0	0	218	375	285	0	178	414	339
Lane Group Flow (vph)	0	0	218	375	285	0	178	414	339
Turn Type			Prot				Perm		Prot
Protected Phases			5	2	6			4	4
Permitted Phases							6		
Detector Phases			5	2	6		6	4	4
Minimum Initial (s)			8.0	10.0	10.0		10.0	8.0	8.0
Minimum Split (s)			13.0	21.0	21.0		21.0	21.0	21.0
Total Split (s)	0.0	0.0	18.0	39.0	21.0	0.0	21.0	21.0	21.0
Total Split (%)	0.0%	0.0%	30.0%	65.0%	35.0%	0.0%	35.0%	35.0%	35.0%
Maximum Green (s)			13.0	34.0	16.0		16.0	16.0	16.0
Yellow Time (s)			4.0	4.0	4.0		4.0	4.0	4.0
All-Red Time (s)			1.0	1.0	1.0		1.0	1.0	1.0
Lead/Lag			Lead		Lag		Lag		
Lead-Lag Optimize?									
Vehicle Extension (s)			3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode			None	C-Max	None		None	None	None
Walk Time (s)				5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)				11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)				0	0		0	0	0
Act Effct Green (s)			12.8	38.1	21.3		21.3	13.9	13.9
Actuated g/C Ratio			0.21	0.64	0.36		0.36	0.23	0.23
v/c Ratio			0.62	0.18	0.24		0.28	0.56	0.39
Control Delay			27.5	6.4	15.9		4.6	23.0	3.9
Queue Delay			0.0	0.0	0.0		0.0	0.0	0.0
Total Delay			27.5	6.4	15.9		4.6	23.0	3.9

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	SBR2	NEL	NER
LOS			C	A	B		A	C	A
Approach Delay				14.2	11.5			14.4	
Approach LOS				B	B			B	
Queue Length 50th (ft)			74	37	39		0	67	0
Queue Length 95th (ft)			136	70	70		38	99	27
Internal Link Dist (ft)	502			1290	478			1310	
Turn Bay Length (ft)			100				100	100	
Base Capacity (vph)			389	2083	1166		637	902	975
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			0.56	0.18	0.24		0.28	0.46	0.35

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 8 (13%), Referenced to phase 2:NBT, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.62
Intersection Signal Delay: 13.6 Intersection LOS: B
Intersection Capacity Utilization 40.3% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 71: SR 11 WB Ramp & Alta Rd



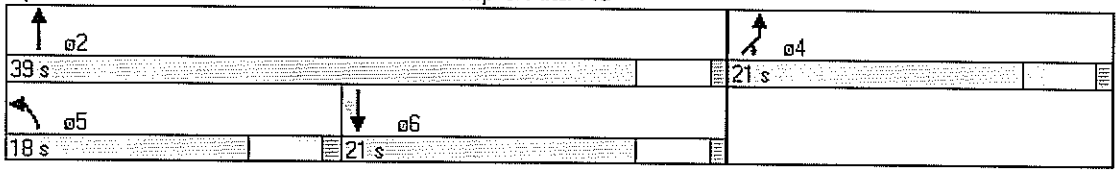
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	SBR2	NEL	NER
Lane Configurations									
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	100			100		100	0
Storage Lanes	0	0	1			1		2	2
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)			50	50	50		50	50	50
Trailing Detector (ft)			0	0	0		0	0	0
Turning Speed (mph)	15	9	15			9	9	15	9
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.97	0.88
Frt							0.850		0.850
Flt Protected			0.950					0.950	
Satd. Flow (prot)	0	0	1641	3282	3282	0	1468	3183	2584
Flt Permitted			0.950					0.950	
Satd. Flow (perm)	0	0	1641	3282	3282	0	1468	3183	2584
Right Turn on Red							Yes		Yes
Satd. Flow (RTOR)							237		377
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	65			40	40			65	
Link Distance (ft)	582			1370	558			1390	
Travel Time (s)	6.1			23.4	9.5			14.6	
Volume (vph)	0	0	178	349	469	0	218	284	347
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	0	0	193	379	510	0	237	309	377
Lane Group Flow (vph)	0	0	193	379	510	0	237	309	377
Turn Type			Prot				Perm		Prot
Protected Phases			5	2	6			4	4
Permitted Phases							6		
Detector Phases			5	2	6		6	4	4
Minimum Initial (s)			8.0	10.0	10.0		10.0	8.0	8.0
Minimum Split (s)			13.0	21.0	21.0		21.0	21.0	21.0
Total Split (s)	0.0	0.0	18.0	39.0	21.0	0.0	21.0	21.0	21.0
Total Split (%)	0.0%	0.0%	30.0%	65.0%	35.0%	0.0%	35.0%	35.0%	35.0%
Maximum Green (s)			13.0	34.0	16.0		16.0	16.0	16.0
Yellow Time (s)			4.0	4.0	4.0		4.0	4.0	4.0
All-Red Time (s)			1.0	1.0	1.0		1.0	1.0	1.0
Lead/Lag			Lead		Lag		Lag		
Lead-Lag Optimize?									
Vehicle Extension (s)			3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode			None	C-Max	None		None	None	None
Walk Time (s)				5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)				11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)				0	0		0	0	0
Act Effct Green (s)			12.5	39.6	23.1		23.1	12.4	12.4
Actuated g/C Ratio			0.21	0.66	0.38		0.38	0.21	0.21
v/c Ratio			0.56	0.17	0.40		0.33	0.47	0.45
Control Delay			26.0	6.4	16.1		4.3	22.8	4.3
Queue Delay			0.0	0.0	0.0		0.0	0.0	0.0
Total Delay			26.0	6.4	16.1		4.3	22.8	4.3

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	SBR2	NEL	NER
LOS			C	A	B		A	C	A
Approach Delay				13.0	12.4			12.6	
Approach LOS				B	B			B	
Queue Length 50th (ft)			65	34	67		0	51	0
Queue Length 95th (ft)			119	66	124		44	75	28
Internal Link Dist (ft)	502			1290	478			1310	
Turn Bay Length (ft)			100				100	100	
Base Capacity (vph)			391	2167	1264		711	902	1002
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			0.49	0.17	0.40		0.33	0.34	0.38

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 8 (13%), Referenced to phase 2:NBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.56
Intersection Signal Delay: 12.6 Intersection LOS: B
Intersection Capacity Utilization 40.9% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 71: SR 11 WB Ramp & Alta Rd



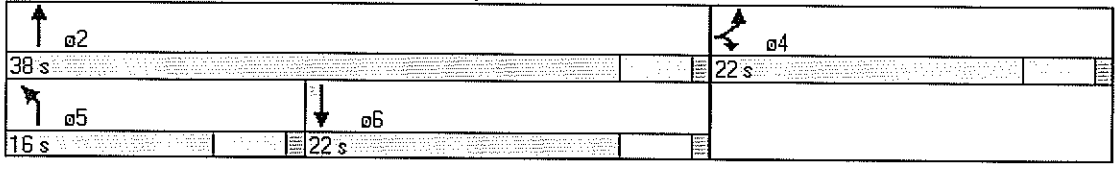
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	SBR2	SEL	SER
Lane Configurations									
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100	0	100			100		0	0
Storage Lanes	1	1	2			1		0	0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50		50		
Trailing Detector (ft)	0	0	0	0	0		0		
Turning Speed (mph)	15	9	15			9	9	15	9
Lane Util. Factor	1.00	1.00	0.97	0.95	0.95	1.00	1.00	1.00	1.00
Frt		0.850					0.850		
Flt Protected	0.950		0.950						
Satd. Flow (prot)	1641	1468	3183	3282	3282	0	1468	0	0
Flt Permitted	0.950		0.950						
Satd. Flow (perm)	1641	1468	3183	3282	3282	0	1468	0	0
Right Turn on Red		Yes					Yes		
Satd. Flow (RTOR)		74					277		
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	65			40	40			65	
Link Distance (ft)	1226			622	1370			599	
Travel Time (s)	12.9			10.6	23.4			6.3	
Volume (vph)	113	68	312	433	319	0	255	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	123	74	339	471	347	0	277	0	0
Lane Group Flow (vph)	123	74	339	471	347	0	277	0	0
Turn Type		Prot	Prot				Perm		
Protected Phases	4	4	5	2	6				
Permitted Phases							6		
Detector Phases	4	4	5	2	6		6		
Minimum Initial (s)	8.0	8.0	8.0	10.0	10.0		10.0		
Minimum Split (s)	21.0	21.0	13.0	21.0	21.0		21.0		
Total Split (s)	22.0	22.0	16.0	38.0	22.0	0.0	22.0	0.0	0.0
Total Split (%)	36.7%	36.7%	26.7%	63.3%	36.7%	0.0%	36.7%	0.0%	0.0%
Maximum Green (s)	17.0	17.0	11.0	33.0	17.0		17.0		
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0		
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0		
Lead/Lag			Lead		Lag		Lag		
Lead-Lag Optimize?									
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0		
Recall Mode	None	None	None	C-Max	C-Max		C-Max		
Walk Time (s)	5.0	5.0		5.0	5.0		5.0		
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0		
Pedestrian Calls (#/hr)	0	0		0	0		0		
Act Effct Green (s)	10.9	10.9	12.6	44.5	27.1		27.1		
Actuated g/C Ratio	0.18	0.18	0.21	0.74	0.45		0.45		
v/c Ratio	0.41	0.23	0.51	0.19	0.23		0.34		
Control Delay	25.6	7.6	23.3	3.7	8.1		2.5		
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0		
Total Delay	25.6	7.6	23.3	3.7	8.1		2.5		

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	SBR2	SEL	SER
LOS	C	A	C	A	A		A		
Approach Delay	18.8			11.9	5.6				
Approach LOS	B			B	A				
Queue Length 50th (ft)	40	0	56	25	21		0		
Queue Length 95th (ft)	77	27	84	49	78		64		
Internal Link Dist (ft)	1146			542	1290			519	
Turn Bay Length (ft)	100		100				100		
Base Capacity (vph)	492	492	708	2434	1484		815		
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	0.25	0.15	0.48	0.19	0.23		0.34		

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 56 (93%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.51
Intersection Signal Delay: 10.3 Intersection LOS: B
Intersection Capacity Utilization 34.4% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 62: SR 11 EB Ramp & Alta Rd



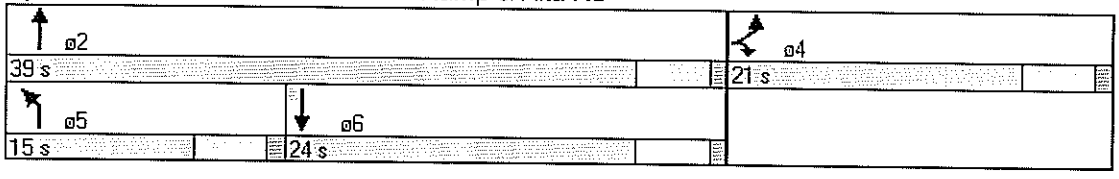
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	SBR2	SEL	SER
Lane Configurations									
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100	0	100			100		0	0
Storage Lanes	1	1	2			1		0	0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50		50		
Trailing Detector (ft)	0	0	0	0	0		0		
Turning Speed (mph)	15	9	15			9	9	15	9
Lane Util. Factor	1.00	1.00	0.97	0.95	0.95	1.00	1.00	1.00	1.00
Frt		0.850					0.850		
Flt Protected	0.950		0.950						
Satd. Flow (prot)	1641	1468	3183	3282	3282	0	1468	0	0
Flt Permitted	0.950		0.950						
Satd. Flow (perm)	1641	1468	3183	3282	3282	0	1468	0	0
Right Turn on Red		Yes					Yes		
Satd. Flow (RTOR)		111					461		
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	65			40	40			65	
Link Distance (ft)	1226			622	1370			599	
Travel Time (s)	12.9			10.6	23.4			6.3	
Volume (vph)	61	102	347	466	392	0	424	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	66	111	377	507	426	0	461	0	0
Lane Group Flow (vph)	66	111	377	507	426	0	461	0	0
Turn Type		Prot	Prot				Perm		
Protected Phases	4	4	5	2	6				
Permitted Phases							6		
Detector Phases	4	4	5	2	6		6		
Minimum Initial (s)	8.0	8.0	8.0	10.0	10.0		10.0		
Minimum Split (s)	21.0	21.0	13.0	21.0	21.0		21.0		
Total Split (s)	21.0	21.0	15.0	39.0	24.0	0.0	24.0	0.0	0.0
Total Split (%)	35.0%	35.0%	25.0%	65.0%	40.0%	0.0%	40.0%	0.0%	0.0%
Maximum Green (s)	16.0	16.0	10.0	34.0	19.0		19.0		
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0		
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0		
Lead/Lag			Lead		Lag		Lag		
Lead-Lag Optimize?									
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0		
Recall Mode	None	None	None	C-Max	C-Max		C-Max		
Walk Time (s)	5.0	5.0		5.0	5.0		5.0		
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0		
Pedestrian Calls (#/hr)	0	0		0	0		0		
Act Effct Green (s)	9.6	9.6	13.4	45.8	27.6		27.6		
Actuated g/C Ratio	0.16	0.16	0.22	0.76	0.46		0.46		
v/c Ratio	0.25	0.34	0.53	0.20	0.28		0.50		
Control Delay	24.4	8.5	22.9	3.1	6.6		2.9		
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0		
Total Delay	24.4	8.5	22.9	3.1	6.6		2.9		

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	SBR2	SEL	SER
LOS	C	A	C	A	A		A		
Approach Delay	14.4			11.6	4.7				
Approach LOS	B			B	A				
Queue Length 50th (ft)	22	0	61	24	20		3		
Queue Length 95th (ft)	50	35	91	44	43		27		
Internal Link Dist (ft)	1146			542	1290			519	
Turn Bay Length (ft)	100		100				100		
Base Capacity (vph)	465	495	725	2505	1510		924		
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	0.14	0.22	0.52	0.20	0.28		0.50		

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 48 (80%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.53
Intersection Signal Delay: 8.7 Intersection LOS: A
Intersection Capacity Utilization 42.8% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 62: SR 11 EB Ramp & Alta Rd



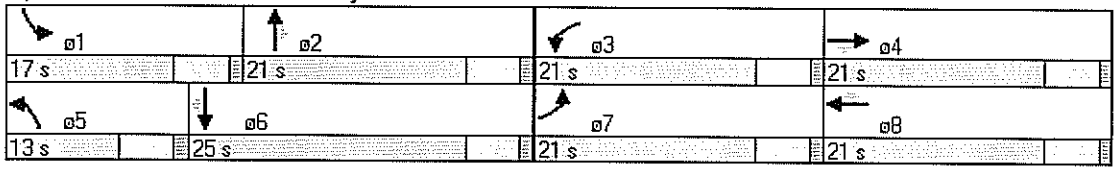
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		600	200		0	475		100
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			57			87			60			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			40			40	
Link Distance (ft)		1847			5168			2579			1034	
Travel Time (s)		31.5			88.1			44.0			17.6	
Volume (vph)	46	99	52	106	65	80	10	175	55	146	198	50
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	50	108	57	115	71	87	11	190	60	159	215	54
Lane Group Flow (vph)	50	108	57	115	71	87	11	190	60	159	215	54
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	8.0	10.0	10.0	8.0	10.0	10.0
Minimum Split (s)	21.0	21.0	21.0	21.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0
Total Split (s)	21.0	21.0	21.0	21.0	21.0	21.0	13.0	21.0	21.0	17.0	25.0	25.0
Total Split (%)	26.3%	26.3%	26.3%	26.3%	26.3%	26.3%	16.3%	26.3%	26.3%	21.3%	31.3%	31.3%
Maximum Green (s)	16.0	16.0	16.0	16.0	16.0	16.0	8.0	16.0	16.0	12.0	20.0	20.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0		0	0		0	0
Act Effct Green (s)	9.4	10.2	10.2	12.2	15.9	15.9	9.5	31.3	31.3	12.8	43.6	43.6
Actuated g/C Ratio	0.11	0.13	0.13	0.15	0.20	0.20	0.11	0.40	0.40	0.16	0.56	0.56
v/c Ratio	0.26	0.26	0.24	0.46	0.11	0.24	0.06	0.14	0.10	0.60	0.12	0.06
Control Delay	30.3	26.7	11.0	29.8	22.2	7.9	30.6	18.9	7.1	34.6	11.5	5.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.3	26.7	11.0	29.8	22.2	7.9	30.6	18.9	7.1	34.6	11.5	5.5

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	C	B	C	C	A	C	B	A	C	B	A
Approach Delay		23.4			20.9			16.7			19.3	
Approach LOS		C			C			B			B	
Queue Length 50th (ft)	18	20	0	42	12	0	4	31	0	57	21	0
Queue Length 95th (ft)	49	44	30	88	30	34	18	62	27	122	64	23
Internal Link Dist (ft)		1767			5088			2499			954	
Turn Bay Length (ft)	100		100	100		600	200			475		100
Base Capacity (vph)	328	682	350	351	776	414	177	1328	629	285	1848	850
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	0.15	0.16	0.16	0.33	0.09	0.21	0.06	0.14	0.10	0.56	0.12	0.06

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 77.4
Natural Cycle: 80
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.60
Intersection Signal Delay: 19.8 Intersection LOS: B
Intersection Capacity Utilization 39.0% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 5: Airway Rd & Britannia Blvd



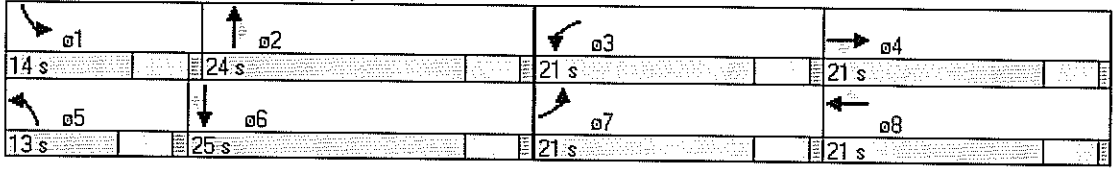
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		600	200		0	475		100
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			48			175			127			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			40			40	
Link Distance (ft)		1847			5168			2579			1034	
Travel Time (s)		31.5			88.1			44.0			17.6	
Volume (vph)	55	72	44	61	108	161	58	218	117	88	192	51
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	60	78	48	66	117	175	63	237	127	96	209	55
Lane Group Flow (vph)	60	78	48	66	117	175	63	237	127	96	209	55
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	8.0	10.0	10.0	8.0	10.0	10.0
Minimum Split (s)	21.0	21.0	21.0	21.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0
Total Split (s)	21.0	21.0	21.0	21.0	21.0	21.0	13.0	24.0	24.0	14.0	25.0	25.0
Total Split (%)	26.3%	26.3%	26.3%	26.3%	26.3%	26.3%	16.3%	30.0%	30.0%	17.5%	31.3%	31.3%
Maximum Green (s)	16.0	16.0	16.0	16.0	16.0	16.0	8.0	19.0	19.0	9.0	20.0	20.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0		0	0		0	0
Act Effct Green (s)	9.3	10.6	10.6	9.4	10.8	10.8	9.4	31.8	31.8	10.1	32.4	32.4
Actuated g/C Ratio	0.13	0.16	0.16	0.14	0.16	0.16	0.13	0.49	0.49	0.14	0.50	0.50
v/c Ratio	0.27	0.15	0.18	0.29	0.22	0.46	0.29	0.15	0.16	0.41	0.13	0.07
Control Delay	28.1	24.0	10.5	28.1	23.7	9.0	29.4	14.9	4.8	30.4	14.3	6.2
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
Total Delay	28.1	24.0	10.5	28.1	23.7	9.0	29.4	14.9	4.8	30.4	14.3	6.2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	C	B	C	C	A	C	B	A	C	B	A
Approach Delay		21.8			17.3			14.0			17.4	
Approach LOS		C			B			B			B	
Queue Length 50th (ft)	21	14	0	23	21	0	22	35	0	34	30	0
Queue Length 95th (ft)	54	33	26	58	44	48	59	69	35	82	60	23
Internal Link Dist (ft)		1767			5088			2499			954	
Turn Bay Length (ft)	100		100	100		600	200			475		100
Base Capacity (vph)	374	803	395	375	804	492	221	1611	785	244	1641	761
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	0.16	0.10	0.12	0.18	0.15	0.36	0.29	0.15	0.16	0.39	0.13	0.07

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 64.8
Natural Cycle: 80
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.46
Intersection Signal Delay: 16.9 Intersection LOS: B
Intersection Capacity Utilization 35.0% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 5: Airway Rd & Britannia Blvd



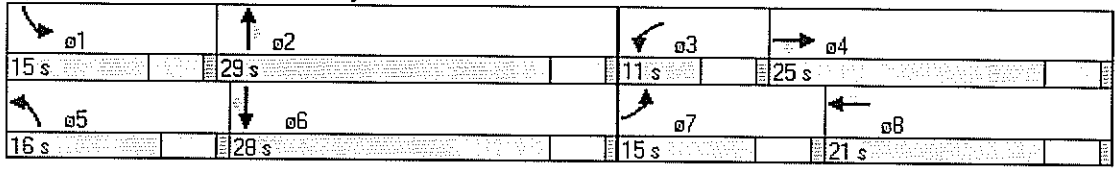
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	100		100	325		0
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.91	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1468	1641	3282	1468	1641	4715	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3282	1468	1641	3282	1468	1641	4715	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			236			133			127			72
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)		5168			6483			2507			830	
Travel Time (s)		88.1			110.5			42.7			14.1	
Volume (vph)	126	116	217	20	124	122	133	440	117	96	623	66
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	137	126	236	22	135	133	145	478	127	104	677	72
Lane Group Flow (vph)	137	126	236	22	135	133	145	478	127	104	677	72
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	8.0	10.0	10.0	8.0	10.0	10.0
Minimum Split (s)	11.0	21.0	21.0	11.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0
Total Split (s)	15.0	25.0	25.0	11.0	21.0	21.0	16.0	29.0	29.0	15.0	28.0	28.0
Total Split (%)	18.8%	31.3%	31.3%	13.8%	26.3%	26.3%	20.0%	36.3%	36.3%	18.8%	35.0%	35.0%
Maximum Green (s)	10.0	20.0	20.0	6.0	16.0	16.0	11.0	24.0	24.0	10.0	23.0	23.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	10.7	20.2	20.2	7.0	10.0	10.0	13.3	34.1	34.1	11.9	30.1	30.1
Actuated g/C Ratio	0.13	0.25	0.25	0.09	0.12	0.12	0.17	0.43	0.43	0.15	0.38	0.38
v/c Ratio	0.63	0.15	0.43	0.15	0.33	0.44	0.53	0.24	0.18	0.43	0.55	0.12
Control Delay	46.3	25.1	7.0	36.5	34.0	11.3	37.2	17.0	4.7	45.4	14.3	2.5
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
Total Delay	46.3	25.1	7.0	36.5	34.0	11.3	37.2	17.0	4.7	45.4	14.3	2.5

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	D	C	A	D	C	B	D	B	A	D	B	A
Approach Delay		22.4			23.7			18.8			17.1	
Approach LOS		C			C			B			B	
Queue Length 50th (ft)	64	23	0	10	33	0	67	58	0	55	62	0
Queue Length 95th (ft)	#133	51	57	33	57	47	117	93	36	m103	100	m3
Internal Link Dist (ft)		5088			6403			2427			750	
Turn Bay Length (ft)	100		100	100		100	100		100	325		
Base Capacity (vph)	230	926	583	144	697	417	288	2009	698	257	1234	597
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	0.60	0.14	0.40	0.15	0.19	0.32	0.50	0.24	0.18	0.40	0.55	0.12

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 18 (23%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.63
Intersection Signal Delay: 19.6 Intersection LOS: B
Intersection Capacity Utilization 51.6% 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.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: Airway Rd & La Media Rd



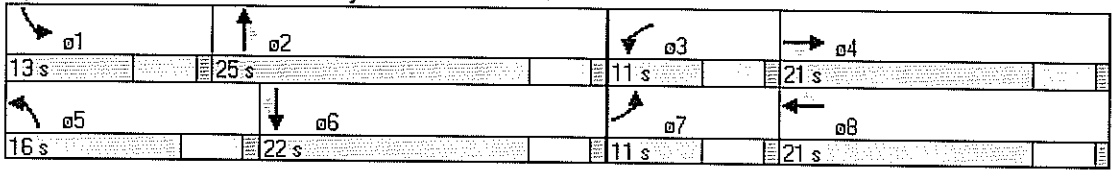
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	100		100	325		0
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.91	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1468	1641	3282	1468	1641	4715	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3282	1468	1641	3282	1468	1641	4715	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			160			115			24			147
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)		5168			6483			2507			830	
Travel Time (s)		88.1			110.5			42.7			14.1	
Volume (vph)	73	137	147	129	128	106	239	685	22	134	484	135
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	79	149	160	140	139	115	260	745	24	146	526	147
Lane Group Flow (vph)	79	149	160	140	139	115	260	745	24	146	526	147
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	8.0	10.0	10.0	8.0	10.0	10.0
Minimum Split (s)	11.0	21.0	21.0	11.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0
Total Split (s)	11.0	21.0	21.0	11.0	21.0	21.0	16.0	25.0	25.0	13.0	22.0	22.0
Total Split (%)	15.7%	30.0%	30.0%	15.7%	30.0%	30.0%	22.9%	35.7%	35.7%	18.6%	31.4%	31.4%
Maximum Green (s)	6.0	16.0	16.0	6.0	16.0	16.0	11.0	20.0	20.0	8.0	17.0	17.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	7.4	9.9	9.9	8.1	12.8	12.8	17.6	23.4	23.4	12.6	18.4	18.4
Actuated g/C Ratio	0.11	0.14	0.14	0.12	0.18	0.18	0.25	0.33	0.33	0.18	0.26	0.26
v/c Ratio	0.46	0.32	0.46	0.74	0.23	0.32	0.63	0.47	0.05	0.49	0.61	0.30
Control Delay	38.8	28.6	9.8	57.5	27.0	8.5	31.2	20.1	8.0	18.4	27.6	11.7
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
Total Delay	38.8	28.6	9.8	57.5	27.0	8.5	31.2	20.1	8.0	18.4	27.6	11.7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	D	C	A	E	C	A	C	C	A	B	C	B
Approach Delay		22.9			32.4			22.6			23.1	
Approach LOS		C			C			C			C	
Queue Length 50th (ft)	33	31	0	60	28	0	95	90	0	28	126	8
Queue Length 95th (ft)	#74	54	46	#156	51	40	#183	131	16	36	174	78
Internal Link Dist (ft)		5088			6403			2427			750	
Turn Bay Length (ft)	100		100	100		100	100		100	325		
Base Capacity (vph)	173	797	478	189	849	465	413	1575	506	295	874	499
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	0.46	0.19	0.33	0.74	0.16	0.25	0.63	0.47	0.05	0.49	0.60	0.29

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 70
Offset: 32 (46%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.74
Intersection Signal Delay: 24.3 Intersection LOS: C
Intersection Capacity Utilization 53.8% 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: 9: Airway Rd & La Media Rd



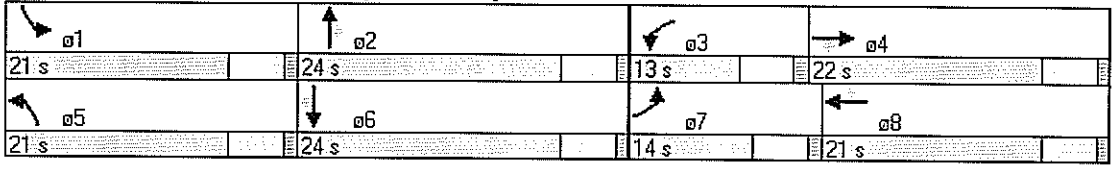
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	250		100	100		675
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			57			33			13			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			40			40	
Link Distance (ft)		6483			1406			1377			2585	
Travel Time (s)		110.5			24.0			23.5			44.1	
Volume (vph)	80	84	52	16	74	30	43	74	12	40	86	58
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	87	91	57	17	80	33	47	80	13	43	93	63
Lane Group Flow (vph)	87	91	57	17	80	33	47	80	13	43	93	63
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	8.0	10.0	10.0	8.0	10.0	10.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0
Total Split (s)	14.0	22.0	22.0	13.0	21.0	21.0	21.0	24.0	24.0	21.0	24.0	24.0
Total Split (%)	17.5%	27.5%	27.5%	16.3%	26.3%	26.3%	26.3%	30.0%	30.0%	26.3%	30.0%	30.0%
Maximum Green (s)	9.0	17.0	17.0	8.0	16.0	16.0	16.0	19.0	19.0	16.0	19.0	19.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	Min	Min	Min	Min	Min	Min
Walk Time (s)		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0	0	0	0	0	0	0
Act Effct Green (s)	8.7	14.4	14.4	7.7	9.2	9.2	10.2	12.3	12.3	10.2	12.3	12.3
Actuated g/C Ratio	0.18	0.29	0.29	0.14	0.19	0.19	0.23	0.28	0.28	0.23	0.28	0.28
v/c Ratio	0.30	0.10	0.12	0.07	0.13	0.11	0.12	0.09	0.03	0.11	0.10	0.14
Control Delay	22.5	14.3	6.6	24.2	20.0	9.8	20.0	17.5	10.6	20.2	17.6	7.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.5	14.3	6.6	24.2	20.0	9.8	20.0	17.5	10.6	20.2	17.6	7.3

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	B	A	C	C	A	C	B	B	C	B	A
Approach Delay		15.5			18.0			17.7			14.9	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)	25	8	0	5	11	0	13	11	0	12	13	0
Queue Length 95th (ft)	60	30	24	20	28	19	37	26	12	35	30	25
Internal Link Dist (ft)		6403			1326			1297			2505	
Turn Bay Length (ft)	100		100	100		100	250		100	100		675
Base Capacity (vph)	334	1201	574	283	986	464	577	1324	600	576	1323	629
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	0.26	0.08	0.10	0.06	0.08	0.07	0.08	0.06	0.02	0.07	0.07	0.10

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 44.3
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.30
Intersection Signal Delay: 16.2 Intersection LOS: B
Intersection Capacity Utilization 31.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 20: Airway Rd & Sanyo Ave



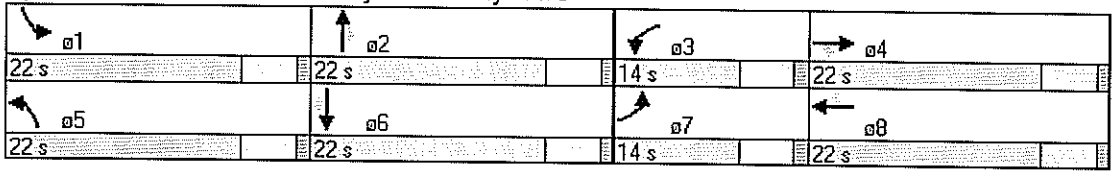
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	250		100	100		675
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			51			48			18			97
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)		6483			1406			1377			2585	
Travel Time (s)		110.5			24.0			23.5			44.1	
Volume (vph)	63	81	47	13	93	44	57	94	17	33	81	89
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	68	88	51	14	101	48	62	102	18	36	88	97
Lane Group Flow (vph)	68	88	51	14	101	48	62	102	18	36	88	97
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	8.0	10.0	10.0	8.0	10.0	10.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0
Total Split (s)	14.0	22.0	22.0	14.0	22.0	22.0	22.0	22.0	22.0	22.0	22.0	22.0
Total Split (%)	17.5%	27.5%	27.5%	17.5%	27.5%	27.5%	27.5%	27.5%	27.5%	27.5%	27.5%	27.5%
Maximum Green (s)	9.0	17.0	17.0	9.0	17.0	17.0	17.0	17.0	17.0	17.0	17.0	17.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	Min	Min	Min	Min	Min	Min
Walk Time (s)		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0	0	0	0	0	0	0
Act Effct Green (s)	8.5	14.4	14.4	7.7	9.3	9.3	10.5	12.6	12.6	10.2	12.3	12.3
Actuated g/C Ratio	0.17	0.29	0.29	0.14	0.19	0.19	0.24	0.28	0.28	0.23	0.28	0.28
v/c Ratio	0.24	0.09	0.11	0.06	0.16	0.15	0.16	0.11	0.04	0.10	0.10	0.20
Control Delay	22.2	14.4	6.7	24.5	20.2	9.0	20.1	17.2	9.8	20.6	17.9	6.8
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
Total Delay	22.2	14.4	6.7	24.5	20.2	9.0	20.1	17.2	9.8	20.6	17.9	6.8

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	B	A	C	C	A	C	B	A	C	B	A
Approach Delay		15.1			17.3			17.5			13.5	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)	19	8	0	4	14	0	17	14	0	10	12	0
Queue Length 95th (ft)	51	29	24	18	34	24	46	32	14	32	30	33
Internal Link Dist (ft)		6403			1326			1297			2505	
Turn Bay Length (ft)	100		100	100		100	250		100	100		675
Base Capacity (vph)	332	1190	565	307	1024	491	598	1248	569	595	1242	616
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	0.20	0.07	0.09	0.05	0.10	0.10	0.10	0.08	0.03	0.06	0.07	0.16

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 44.5
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.24
Intersection Signal Delay: 15.6 Intersection LOS: B
Intersection Capacity Utilization 31.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 20: Airway Rd & Sanyo Ave



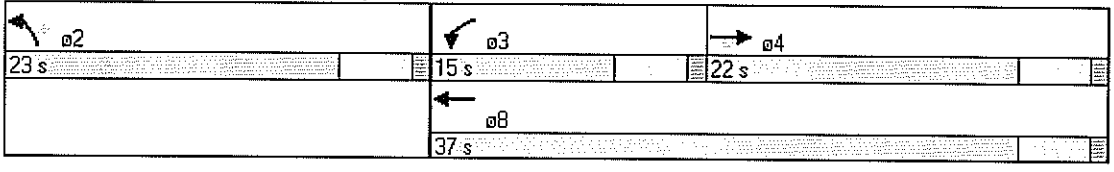
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		100	100		100	0
Storage Lanes		1	1		1	1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3282	1468	1641	3282	1641	1468
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3282	1468	1641	3282	1641	1468
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		59				51
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	40			40	40	
Link Distance (ft)	1406			2459	1186	
Travel Time (s)	24.0			41.9	20.2	
Volume (vph)	37	54	31	33	67	47
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	40	59	34	36	73	51
Lane Group Flow (vph)	40	59	34	36	73	51
Turn Type		Perm	Prot			Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Detector Phases	4	4	3	8	2	2
Minimum Initial (s)	10.0	10.0	8.0	10.0	8.0	8.0
Minimum Split (s)	21.0	21.0	13.0	21.0	21.0	21.0
Total Split (s)	22.0	22.0	15.0	37.0	23.0	23.0
Total Split (%)	36.7%	36.7%	25.0%	61.7%	38.3%	38.3%
Maximum Green (s)	17.0	17.0	10.0	32.0	18.0	18.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?						
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)	5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	15.1	15.1	11.6	18.9	38.4	38.4
Actuated g/C Ratio	0.24	0.24	0.18	0.30	0.72	0.72
v/c Ratio	0.05	0.15	0.11	0.04	0.06	0.05
Control Delay	8.6	4.6	12.7	4.8	7.7	4.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	8.6	4.6	12.7	4.8	7.7	4.5

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
LOS	A	A	B	A	A	A
Approach Delay	6.3			8.7	6.4	
Approach LOS	A			A	A	
Queue Length 50th (ft)	1	0	1	1	0	0
Queue Length 95th (ft)	12	19	23	5	37	18
Internal Link Dist (ft)	1326			2379	1106	
Turn Bay Length (ft)		100	100		100	
Base Capacity (vph)	1094	529	347	1604	1271	1149
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	0.04	0.11	0.10	0.02	0.06	0.04

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 53.7
Natural Cycle: 55
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.15
Intersection Signal Delay: 6.9 Intersection LOS: A
Intersection Capacity Utilization 21.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 25: Airway Rd & Paseo De Las Americas



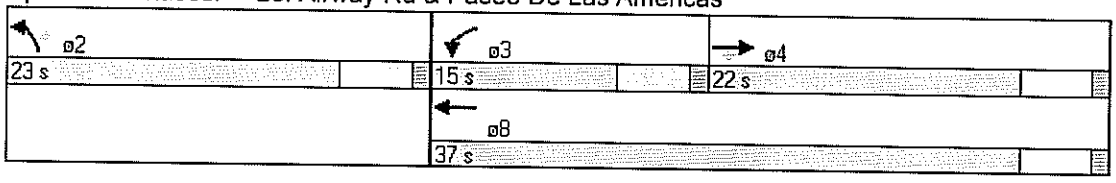
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↱	↰	↑↑	↰	↱
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		100	100		100	0
Storage Lanes		1	1		1	1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3282	1468	1641	3282	1641	1468
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3282	1468	1641	3282	1641	1468
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		80				38
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	40			40	40	
Link Distance (ft)	1406			2459	1186	
Travel Time (s)	24.0			41.9	20.2	
Volume (vph)	37	74	51	41	59	35
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	40	80	55	45	64	38
Lane Group Flow (vph)	40	80	55	45	64	38
Turn Type		Perm	Prot			Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Detector Phases	4	4	3	8	2	2
Minimum Initial (s)	10.0	10.0	8.0	10.0	8.0	8.0
Minimum Split (s)	21.0	21.0	13.0	21.0	21.0	21.0
Total Split (s)	22.0	22.0	15.0	37.0	23.0	23.0
Total Split (%)	36.7%	36.7%	25.0%	61.7%	38.3%	38.3%
Maximum Green (s)	17.0	17.0	10.0	32.0	18.0	18.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?						
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)	5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	14.2	14.2	12.0	21.9	35.5	35.5
Actuated g/C Ratio	0.24	0.24	0.20	0.36	0.69	0.69
v/c Ratio	0.05	0.20	0.17	0.04	0.06	0.04
Control Delay	10.6	5.2	12.7	4.2	10.1	6.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	10.6	5.2	12.7	4.2	10.1	6.0

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
LOS	B	A	B	A	B	A
Approach Delay	7.0			8.9	8.6	
Approach LOS	A			A	A	
Queue Length 50th (ft)	0	0	0	0	0	0
Queue Length 95th (ft)	12	22	31	6	35	16
Internal Link Dist (ft)	1326			2379	1106	
Turn Bay Length (ft)		100	100		100	
Base Capacity (vph)	1080	537	380	1698	1227	1107
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	0.04	0.15	0.14	0.03	0.05	0.03

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 51.4
Natural Cycle: 55
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.20
Intersection Signal Delay: 8.1 Intersection LOS: A
Intersection Capacity Utilization 22.8% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 25: Airway Rd & Paseo De Las Americas



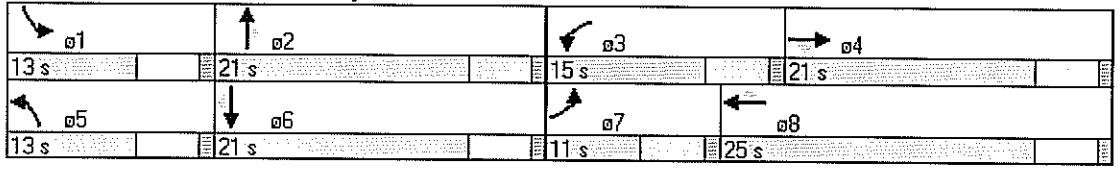
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	175		100	100		100	175		0	200		0
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			77			32			163			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			40			40	
Link Distance (ft)		2459			2618			1171			2573	
Travel Time (s)		41.9			44.6			20.0			43.9	
Volume (vph)	36	96	71	157	59	29	50	122	150	39	178	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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	39	104	77	171	64	32	54	133	163	42	193	48
Lane Group Flow (vph)	39	104	77	171	64	32	54	133	163	42	193	48
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	8.0	10.0	10.0	8.0	10.0	10.0
Minimum Split (s)	11.0	21.0	21.0	11.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0
Total Split (s)	11.0	21.0	21.0	15.0	25.0	25.0	13.0	21.0	21.0	13.0	21.0	21.0
Total Split (%)	15.7%	30.0%	30.0%	21.4%	35.7%	35.7%	18.6%	30.0%	30.0%	18.6%	30.0%	30.0%
Maximum Green (s)	6.0	16.0	16.0	10.0	20.0	20.0	8.0	16.0	16.0	8.0	16.0	16.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	7.1	9.6	9.6	10.5	17.5	17.5	9.1	26.3	26.3	9.2	23.7	23.7
Actuated g/C Ratio	0.10	0.15	0.15	0.17	0.29	0.29	0.14	0.43	0.43	0.13	0.39	0.39
v/c Ratio	0.23	0.21	0.27	0.61	0.07	0.07	0.24	0.09	0.23	0.19	0.15	0.08
Control Delay	29.8	23.4	9.5	32.6	17.3	8.9	26.7	14.5	4.6	27.2	16.2	6.8
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
Total Delay	29.8	23.4	9.5	32.6	17.3	8.9	26.7	14.5	4.6	27.2	16.2	6.8

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	C	A	C	B	A	C	B	A	C	B	A
Approach Delay		19.7			26.1			11.8			16.2	
Approach LOS		B			C			B			B	
Queue Length 50th (ft)	14	18	0	60	7	0	18	13	0	14	29	0
Queue Length 95th (ft)	39	37	31	#129	24	19	48	39	39	40	53	21
Internal Link Dist (ft)		2379			2538			1091			2493	
Turn Bay Length (ft)	175		100	100		100	175			200		
Base Capacity (vph)	172	799	416	296	1126	525	226	1407	722	217	1269	597
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	0.23	0.13	0.19	0.58	0.06	0.06	0.24	0.09	0.23	0.19	0.15	0.08

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 61.3
Natural Cycle: 70
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.61
Intersection Signal Delay: 17.9 Intersection LOS: B
Intersection Capacity Utilization 40.4% 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: 7: Airway Rd & Enrico Fermi Dr



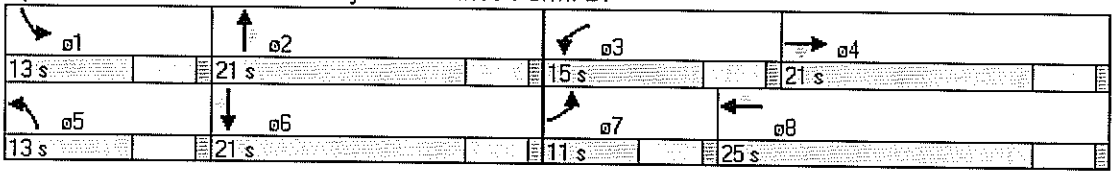
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	175		100	100		100	175		0	200		0
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			60			47			188			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)		40			40			40			40	
Link Distance (ft)		2459			2618			1171			2573	
Travel Time (s)		41.9			44.6			20.0			43.9	
Volume (vph)	49	65	55	165	106	43	78	196	173	32	134	39
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	53	71	60	179	115	47	85	213	188	35	146	42
Lane Group Flow (vph)	53	71	60	179	115	47	85	213	188	35	146	42
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	8.0	10.0	10.0	8.0	10.0	10.0
Minimum Split (s)	11.0	21.0	21.0	11.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0
Total Split (s)	11.0	21.0	21.0	15.0	25.0	25.0	13.0	21.0	21.0	13.0	21.0	21.0
Total Split (%)	15.7%	30.0%	30.0%	21.4%	35.7%	35.7%	18.6%	30.0%	30.0%	18.6%	30.0%	30.0%
Maximum Green (s)	6.0	16.0	16.0	10.0	20.0	20.0	8.0	16.0	16.0	8.0	16.0	16.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	7.1	9.3	9.3	10.7	14.8	14.8	9.2	29.3	29.3	9.1	23.9	23.9
Actuated g/C Ratio	0.10	0.14	0.14	0.17	0.23	0.23	0.14	0.46	0.46	0.13	0.37	0.37
v/c Ratio	0.31	0.16	0.24	0.66	0.15	0.13	0.38	0.14	0.24	0.17	0.12	0.07
Control Delay	31.2	24.0	10.1	36.0	19.4	8.1	29.3	14.0	4.3	27.1	16.9	6.9
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
Total Delay	31.2	24.0	10.1	36.0	19.4	8.1	29.3	14.0	4.3	27.1	16.9	6.9

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	C	B	D	B	A	C	B	A	C	B	A
Approach Delay		21.6			26.6			12.9			16.6	
Approach LOS		C			C			B			B	
Queue Length 50th (ft)	19	12	0	63	18	0	29	21	0	12	21	0
Queue Length 95th (ft)	49	28	28	#136	37	23	67	57	41	34	42	20
Internal Link Dist (ft)		2379			2538			1091			2493	
Turn Bay Length (ft)	175		100	100		100	175			200		
Base Capacity (vph)	169	757	385	281	1008	483	224	1496	772	208	1221	573
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	0.31	0.09	0.16	0.64	0.11	0.10	0.38	0.14	0.24	0.17	0.12	0.07

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 64.3
Natural Cycle: 70
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.66
Intersection Signal Delay: 18.6 Intersection LOS: B
Intersection Capacity Utilization 40.8% 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: 7: Airway Rd & Enrico Fermi Dr



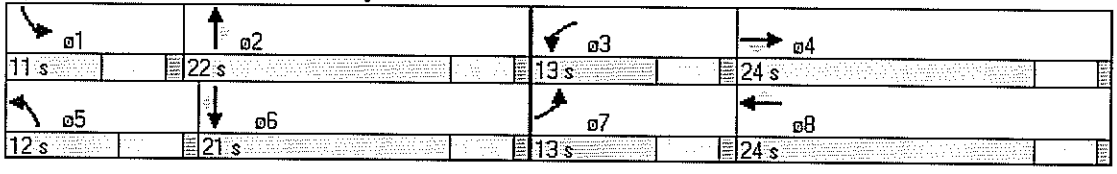
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	100		100	100		100
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			22			16			10			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)		40			40			40			40	
Link Distance (ft)		2618			1746			1165			622	
Travel Time (s)		44.6			29.8			19.9			10.6	
Volume (vph)	57	43	20	8	39	15	23	156	9	17	13	39
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	62	47	22	9	42	16	25	170	10	18	14	42
Lane Group Flow (vph)	62	47	22	9	42	16	25	170	10	18	14	42
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	12.0	21.0	21.0	11.0	21.0	21.0
Total Split (s)	13.0	24.0	24.0	13.0	24.0	24.0	12.0	22.0	22.0	11.0	21.0	21.0
Total Split (%)	18.6%	34.3%	34.3%	18.6%	34.3%	34.3%	17.1%	31.4%	31.4%	15.7%	30.0%	30.0%
Maximum Green (s)	8.0	19.0	19.0	8.0	19.0	19.0	7.0	17.0	17.0	6.0	16.0	16.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	10.7	16.8	16.8	10.5	13.0	13.0	8.7	46.7	46.7	8.2	46.5	46.5
Actuated g/C Ratio	0.15	0.23	0.23	0.14	0.18	0.18	0.12	0.73	0.73	0.11	0.73	0.73
v/c Ratio	0.25	0.06	0.06	0.04	0.07	0.06	0.13	0.07	0.01	0.10	0.01	0.04
Control Delay	20.5	13.9	8.4	21.5	16.6	10.7	22.6	8.4	8.3	23.2	11.8	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
Total Delay	20.5	13.9	8.4	21.5	16.6	10.7	22.6	8.4	8.3	23.2	11.8	5.9

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	B	A	C	B	B	C	A	A	C	B	A
Approach Delay		16.1			15.9			10.1			11.2	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)	5	1	0	1	1	0	2	0	0	2	0	0
Queue Length 95th (ft)	51	20	16	14	18	14	27	45	9	23	7	19
Internal Link Dist (ft)		2538			1666			1085			542	
Turn Bay Length (ft)	100		100	100		100	100		100	100		100
Base Capacity (vph)	244	1007	466	232	914	420	209	2399	1076	186	2389	1080
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	0.25	0.05	0.05	0.04	0.05	0.04	0.12	0.07	0.01	0.10	0.01	0.04

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 63.9
Natural Cycle: 70
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.25
Intersection Signal Delay: 12.8 Intersection LOS: B
Intersection Capacity Utilization 31.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 39: Airway Rd & Alta Rd



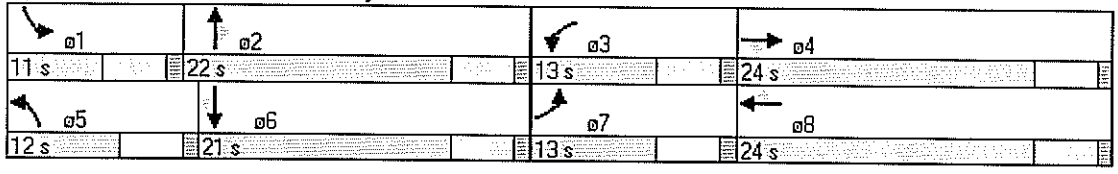
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	100		100	100		100
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			28			21			10			67
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)		2618			1746			1165			622	
Travel Time (s)		44.6			29.8			19.9			10.6	
Volume (vph)	43	42	26	10	47	19	22	137	9	17	27	62
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	47	46	28	11	51	21	24	149	10	18	29	67
Lane Group Flow (vph)	47	46	28	11	51	21	24	149	10	18	29	67
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	12.0	21.0	21.0	11.0	21.0	21.0
Total Split (s)	13.0	24.0	24.0	13.0	24.0	24.0	12.0	22.0	22.0	11.0	21.0	21.0
Total Split (%)	18.6%	34.3%	34.3%	18.6%	34.3%	34.3%	17.1%	31.4%	31.4%	15.7%	30.0%	30.0%
Maximum Green (s)	8.0	19.0	19.0	8.0	19.0	19.0	7.0	17.0	17.0	6.0	16.0	16.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	10.7	16.8	16.8	10.5	13.0	13.0	8.7	47.1	47.1	8.3	46.9	46.9
Actuated g/C Ratio	0.15	0.23	0.23	0.14	0.18	0.18	0.12	0.73	0.73	0.11	0.73	0.73
v/c Ratio	0.19	0.06	0.08	0.05	0.09	0.08	0.12	0.06	0.01	0.10	0.01	0.06
Control Delay	20.0	13.9	7.9	21.6	16.5	10.0	22.6	8.5	8.3	23.1	11.0	4.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.0	13.9	7.9	21.6	16.5	10.0	22.6	8.5	8.3	23.1	11.0	4.9

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	B	B	A	C	B	A	C	A	A	C	B	A
Approach Delay		14.9			15.5			10.4			9.3	
Approach LOS		B			B			B			A	
Queue Length 50th (ft)	4	1	0	1	1	0	2	0	0	2	0	0
Queue Length 95th (ft)	42	20	18	16	21	16	26	40	9	23	12	24
Internal Link Dist (ft)		2538			1666			1085			542	
Turn Bay Length (ft)	100		100	100		100	100		100	100		100
Base Capacity (vph)	243	1004	468	231	911	423	208	2399	1076	185	2389	1086
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	0.19	0.05	0.06	0.05	0.06	0.05	0.12	0.06	0.01	0.10	0.01	0.06

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 64.4
Natural Cycle: 70
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.19
Intersection Signal Delay: 12.1 Intersection LOS: B
Intersection Capacity Utilization 31.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 39: Airway Rd & Alta Rd



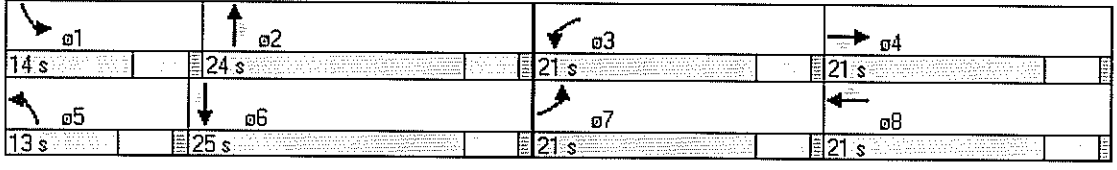
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		375	125		100	350		0
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	4715	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	4715	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			39			51			38			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)		40			40			40			40	
Link Distance (ft)		1880			5156			1276			2579	
Travel Time (s)		32.0			87.9			21.8			44.0	
Volume (vph)	36	27	36	55	12	47	24	150	35	82	244	41
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	39	29	39	60	13	51	26	163	38	89	265	45
Lane Group Flow (vph)	39	29	39	60	13	51	26	163	38	89	265	45
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	8.0	10.0	10.0	8.0	10.0	10.0
Minimum Split (s)	21.0	21.0	21.0	21.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0
Total Split (s)	21.0	21.0	21.0	21.0	21.0	21.0	13.0	24.0	24.0	14.0	25.0	25.0
Total Split (%)	26.3%	26.3%	26.3%	26.3%	26.3%	26.3%	16.3%	30.0%	30.0%	17.5%	31.3%	31.3%
Maximum Green (s)	16.0	16.0	16.0	16.0	16.0	16.0	8.0	19.0	19.0	9.0	20.0	20.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0		0	0		0	0
Act Effct Green (s)	9.0	9.9	9.9	9.8	13.5	13.5	9.8	42.0	42.0	10.5	45.6	45.6
Actuated g/C Ratio	0.11	0.13	0.13	0.13	0.18	0.18	0.12	0.58	0.58	0.14	0.63	0.63
v/c Ratio	0.21	0.05	0.18	0.29	0.02	0.17	0.13	0.08	0.04	0.40	0.13	0.05
Control Delay	27.9	24.2	11.6	26.6	22.2	9.8	27.2	13.4	6.7	28.6	11.2	6.1
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
Total Delay	27.9	24.2	11.6	26.6	22.2	9.8	27.2	13.4	6.7	28.6	11.2	6.1

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	C	B	C	C	A	C	B	A	C	B	A
Approach Delay		21.0			19.2			13.9			14.5	
Approach LOS		C			B			B			B	
Queue Length 50th (ft)	14	3	0	21	1	0	9	23	0	31	25	0
Queue Length 95th (ft)	38	11	24	52	6	26	30	46	19	73	68	20
Internal Link Dist (ft)		1800			5076			1196			2499	
Turn Bay Length (ft)	100		100	100		375	125		100	350		
Base Capacity (vph)	343	1017	347	357	1122	389	202	1919	874	232	2081	947
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	0.11	0.03	0.11	0.17	0.01	0.13	0.13	0.08	0.04	0.38	0.13	0.05

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 71.9
Natural Cycle: 80
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.40
Intersection Signal Delay: 15.8 Intersection LOS: B
Intersection Capacity Utilization 34.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 34: Siempre Viva Rd & Britannia Blvd



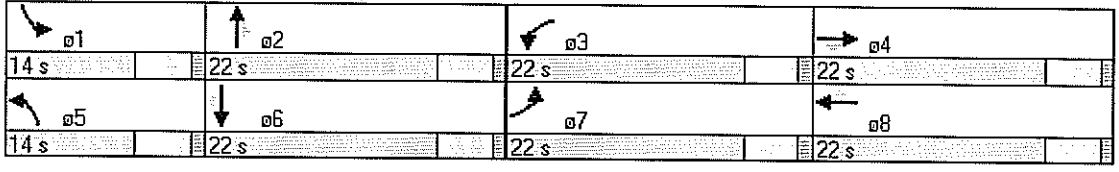
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		375	125		100	350		0
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	4715	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	4715	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			29			68			65			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)		40			40			40			40	
Link Distance (ft)		1880			5156			1276			2579	
Travel Time (s)		32.0			87.9			21.8			44.0	
Volume (vph)	45	13	27	38	30	63	39	268	60	51	165	39
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	49	14	29	41	33	68	42	291	65	55	179	42
Lane Group Flow (vph)	49	14	29	41	33	68	42	291	65	55	179	42
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	8.0	10.0	10.0	8.0	10.0	10.0
Minimum Split (s)	21.0	21.0	21.0	21.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0
Total Split (s)	22.0	22.0	22.0	22.0	22.0	22.0	14.0	22.0	22.0	14.0	22.0	22.0
Total Split (%)	27.5%	27.5%	27.5%	27.5%	27.5%	27.5%	17.5%	27.5%	27.5%	17.5%	27.5%	27.5%
Maximum Green (s)	17.0	17.0	17.0	17.0	17.0	17.0	9.0	17.0	17.0	9.0	17.0	17.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0		0	0		0	0
Act Effct Green (s)	9.4	13.4	13.4	9.1	10.2	10.2	10.1	40.4	40.4	10.3	43.6	43.6
Actuated g/C Ratio	0.13	0.18	0.18	0.12	0.13	0.13	0.13	0.57	0.57	0.14	0.62	0.62
v/c Ratio	0.24	0.02	0.10	0.21	0.05	0.27	0.20	0.15	0.07	0.25	0.09	0.05
Control Delay	25.3	21.2	10.9	26.6	22.5	10.0	26.2	13.5	5.7	25.2	11.9	6.7
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
Total Delay	25.3	21.2	10.9	26.6	22.5	10.0	26.2	13.5	5.7	25.2	11.9	6.7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	C	B	C	C	A	C	B	A	C	B	A
Approach Delay		20.1			17.7			13.6			13.7	
Approach LOS		C			B			B			B	
Queue Length 50th (ft)	16	1	0	14	3	0	14	42	0	18	16	0
Queue Length 95th (ft)	44	6	20	39	11	30	40	77	25	48	51	20
Internal Link Dist (ft)		1800			5076			1196			2499	
Turn Bay Length (ft)	100		100	100		375	125		100	350		
Base Capacity (vph)	379	1179	389	366	1089	391	227	1883	870	236	2030	924
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	0.13	0.01	0.07	0.11	0.03	0.17	0.19	0.15	0.07	0.23	0.09	0.05

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 70.5
Natural Cycle: 80
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.27
Intersection Signal Delay: 14.9 Intersection LOS: B
Intersection Capacity Utilization 34.2% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 34: Siempre Viva Rd & Britannia Blvd



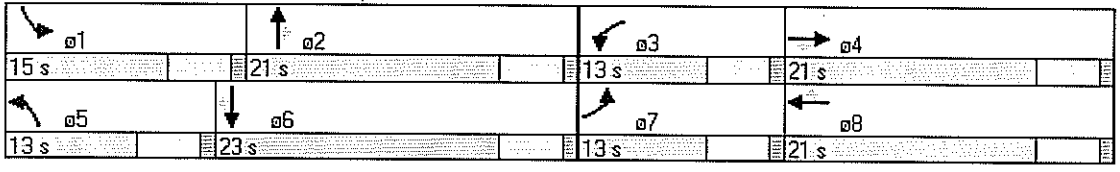
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	100		100	100		100
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	4715	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	4715	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			39			79			20			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			40			40	
Link Distance (ft)		5156			5308			1287			2507	
Travel Time (s)		87.9			90.5			21.9			42.7	
Volume (vph)	51	134	36	22	105	73	29	85	18	112	144	68
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	55	146	39	24	114	79	32	92	20	122	157	74
Lane Group Flow (vph)	55	146	39	24	114	79	32	92	20	122	157	74
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	8.0	10.0	10.0	8.0	10.0	10.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0
Total Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0	15.0	23.0	23.0
Total Split (%)	18.6%	30.0%	30.0%	18.6%	30.0%	30.0%	18.6%	30.0%	30.0%	21.4%	32.9%	32.9%
Maximum Green (s)	8.0	16.0	16.0	8.0	16.0	16.0	8.0	16.0	16.0	10.0	18.0	18.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	Min	Min	None	Min	Min
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	10.3	17.7	17.7	9.8	11.7	11.7	11.5	31.4	31.4	12.7	35.4	35.4
Actuated g/C Ratio	0.16	0.27	0.27	0.14	0.18	0.18	0.17	0.52	0.52	0.19	0.59	0.59
v/c Ratio	0.21	0.11	0.09	0.10	0.14	0.24	0.12	0.05	0.03	0.38	0.08	0.08
Control Delay	22.0	13.5	7.7	24.8	18.1	8.0	22.4	16.3	9.9	21.6	12.7	5.8
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
Total Delay	22.0	13.5	7.7	24.8	18.1	8.0	22.4	16.3	9.9	21.6	12.7	5.8

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	B	A	C	B	A	C	B	A	C	B	A
Approach Delay		14.5			15.2			16.8			14.3	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)	16	10	0	7	11	0	9	13	0	35	14	0
Queue Length 95th (ft)	44	30	21	24	24	30	29	30	14	78	44	26
Internal Link Dist (ft)		5076			5228			1207			2427	
Turn Bay Length (ft)	100		100	100		100	100		100	100		100
Base Capacity (vph)	286	1547	508	266	1316	467	276	1854	838	340	2017	930
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	0.19	0.09	0.08	0.09	0.09	0.17	0.12	0.05	0.02	0.36	0.08	0.08

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 60.5
Natural Cycle: 70
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.38
Intersection Signal Delay: 14.9 Intersection LOS: B
Intersection Capacity Utilization 40.0% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 22: Siempre Viva Rd & La Media Rd



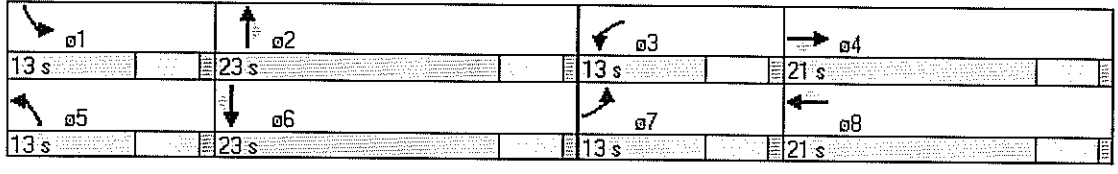
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	100		100	100		100
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	4715	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	4715	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			35			134			26			62
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)		5156			5308			1287			2507	
Travel Time (s)		87.9			90.5			21.9			42.7	
Volume (vph)	75	115	32	20	147	123	40	159	24	81	94	57
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	82	125	35	22	160	134	43	173	26	88	102	62
Lane Group Flow (vph)	82	125	35	22	160	134	43	173	26	88	102	62
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	8.0	10.0	10.0	8.0	10.0	10.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0
Total Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	13.0	23.0	23.0	13.0	23.0	23.0
Total Split (%)	18.6%	30.0%	30.0%	18.6%	30.0%	30.0%	18.6%	32.9%	32.9%	18.6%	32.9%	32.9%
Maximum Green (s)	8.0	16.0	16.0	8.0	16.0	16.0	8.0	18.0	18.0	8.0	18.0	18.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	Min	Min	None	Min	Min
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	9.7	18.3	18.3	8.8	12.0	12.0	10.5	25.0	25.0	10.6	28.0	28.0
Actuated g/C Ratio	0.14	0.28	0.28	0.12	0.18	0.18	0.15	0.40	0.40	0.16	0.45	0.45
v/c Ratio	0.34	0.09	0.08	0.11	0.18	0.35	0.18	0.13	0.04	0.34	0.07	0.09
Control Delay	23.7	12.7	7.3	24.6	17.3	7.3	22.8	15.8	9.0	23.3	14.4	6.7
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
Total Delay	23.7	12.7	7.3	24.6	17.3	7.3	22.8	15.8	9.0	23.3	14.4	6.7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	B	A	C	B	A	C	B	A	C	B	A
Approach Delay		15.6			13.6			16.3			15.6	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)	23	8	0	6	16	0	12	24	0	25	9	0
Queue Length 95th (ft)	59	25	19	23	31	37	36	49	16	62	32	25
Internal Link Dist (ft)		5076			5228			1207			2427	
Turn Bay Length (ft)	100		100	100		100	100		100	100		100
Base Capacity (vph)	256	1585	517	234	1333	511	245	1599	729	256	1690	786
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	0.32	0.08	0.07	0.09	0.12	0.26	0.18	0.11	0.04	0.34	0.06	0.08

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 62.5
Natural Cycle: 70
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.35
Intersection Signal Delay: 15.2 Intersection LOS: B
Intersection Capacity Utilization 40.0% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 22: Siempre Viva Rd & La Media Rd



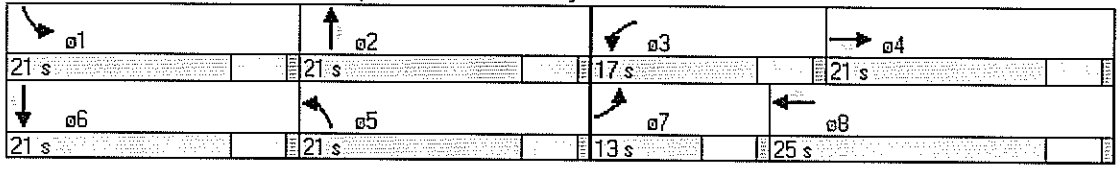
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	0		0	0		0
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	4715	1468	1641	4715	1468	1641	1727	1468	1641	1727	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	4715	1468	1641	4715	1468	1641	1727	1468	1641	1727	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			22			140			135			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)		40			40			40			40	
Link Distance (ft)		5308			1198			1155			1216	
Travel Time (s)		90.5			20.4			19.7			20.7	
Volume (vph)	33	500	20	172	510	129	31	26	124	110	30	45
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	36	543	22	187	554	140	34	28	135	120	33	49
Lane Group Flow (vph)	36	543	22	187	554	140	34	28	135	120	33	49
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0	10.0	8.0	8.0	8.0	8.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0
Total Split (s)	13.0	21.0	21.0	17.0	25.0	25.0	21.0	21.0	21.0	21.0	21.0	21.0
Total Split (%)	16.3%	26.3%	26.3%	21.3%	31.3%	31.3%	26.3%	26.3%	26.3%	26.3%	26.3%	26.3%
Maximum Green (s)	8.0	16.0	16.0	12.0	20.0	20.0	16.0	16.0	16.0	16.0	16.0	16.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
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	3.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	Max	Max	Max	Max	Max	Max
Walk Time (s)		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0	0	0	0	0	0	0
Act Effct Green (s)	9.0	17.6	17.6	12.4	26.2	26.2	17.0	17.0	17.0	17.0	17.0	17.0
Actuated g/C Ratio	0.11	0.22	0.22	0.16	0.33	0.33	0.21	0.21	0.21	0.21	0.21	0.21
v/c Ratio	0.19	0.52	0.06	0.73	0.36	0.24	0.10	0.08	0.32	0.34	0.09	0.14
Control Delay	35.1	29.9	11.7	59.9	22.1	7.4	26.3	26.0	7.6	30.1	26.2	9.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.1	29.9	11.7	59.9	22.1	7.4	26.3	26.0	7.6	30.1	26.2	9.4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	D	C	B	E	C	A	C	C	A	C	C	A
Approach Delay		29.5			27.8			13.4			24.4	
Approach LOS		C			C			B			C	
Queue Length 50th (ft)	17	89	0	102	60	0	14	11	0	51	13	0
Queue Length 95th (ft)	44	123	18	#190	91	20	37	32	43	99	36	27
Internal Link Dist (ft)		5228			1118			1075			1136	
Turn Bay Length (ft)	100		100	100		100						
Base Capacity (vph)	185	1035	339	267	1544	575	349	367	418	349	367	351
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	0.19	0.52	0.06	0.70	0.36	0.24	0.10	0.08	0.32	0.34	0.09	0.14

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 76 (95%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.73
Intersection Signal Delay: 26.5 Intersection LOS: C
Intersection Capacity Utilization 42.0% 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: 47: Siempre Viva Rd & Otay Center Dr



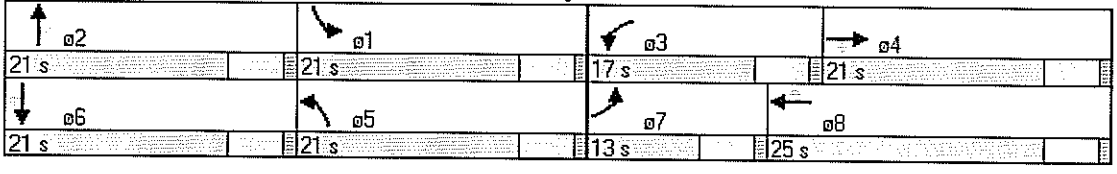
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	0		0	0		0
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	4715	1468	1641	4715	1468	1641	1727	1468	1641	1727	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	4715	1468	1641	4715	1468	1641	1727	1468	1641	1727	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			37			130			204			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			40			40	
Link Distance (ft)		5308			1198			1155			1216	
Travel Time (s)		90.5			20.4			19.7			20.7	
Volume (vph)	49	548	34	136	538	120	22	33	188	142	28	36
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	53	596	37	148	585	130	24	36	204	154	30	39
Lane Group Flow (vph)	53	596	37	148	585	130	24	36	204	154	30	39
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0	10.0	8.0	8.0	8.0	8.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0
Total Split (s)	13.0	21.0	21.0	17.0	25.0	25.0	21.0	21.0	21.0	21.0	21.0	21.0
Total Split (%)	16.3%	26.3%	26.3%	21.3%	31.3%	31.3%	26.3%	26.3%	26.3%	26.3%	26.3%	26.3%
Maximum Green (s)	8.0	16.0	16.0	12.0	20.0	20.0	16.0	16.0	16.0	16.0	16.0	16.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lead	Lead	Lag	Lead	Lead
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	3.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	Max	Max	Max	Max	Max	Max
Walk Time (s)		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0	0	0	0	0	0	0
Act Effct Green (s)	9.0	18.1	18.1	11.9	26.2	26.2	17.0	17.0	17.0	17.0	17.0	17.0
Actuated g/C Ratio	0.11	0.23	0.23	0.15	0.33	0.33	0.21	0.21	0.21	0.21	0.21	0.21
v/c Ratio	0.29	0.56	0.10	0.61	0.38	0.23	0.07	0.10	0.43	0.44	0.08	0.11
Control Delay	37.1	30.1	9.9	49.1	25.5	9.0	25.9	26.3	7.4	32.1	26.1	9.9
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
Total Delay	37.1	30.1	9.9	49.1	25.5	9.0	25.9	26.3	7.4	32.1	26.1	9.9

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	D	C	A	D	C	A	C	C	A	C	C	A
Approach Delay		29.6			27.0			11.7			27.4	
Approach LOS		C			C			B			C	
Queue Length 50th (ft)	25	98	0	76	78	2	10	15	0	67	12	0
Queue Length 95th (ft)	58	135	24	133	114	42	29	39	53	123	34	24
Internal Link Dist (ft)		5228			1118			1075			1136	
Turn Bay Length (ft)	100		100	100		100						
Base Capacity (vph)	185	1067	361	267	1544	568	349	367	473	349	367	343
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	0.29	0.56	0.10	0.55	0.38	0.23	0.07	0.10	0.43	0.44	0.08	0.11

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 22 (28%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.61
Intersection Signal Delay: 25.9 Intersection LOS: C
Intersection Capacity Utilization 42.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 47: Siempre Viva Rd & Otay Center Dr



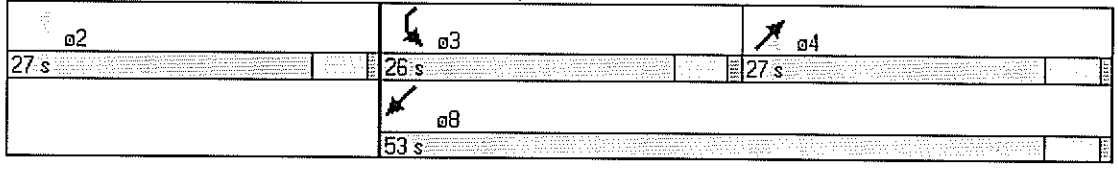
Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	200	
Storage Lanes	0	2		2	2	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)		50	50	50	50	50
Trailing Detector (ft)		0	0	0	0	0
Turning Speed (mph)	15	9		9	15	
Lane Util. Factor	1.00	0.88	0.91	0.88	0.97	0.91
Frt		0.850		0.850		
Flt Protected					0.950	
Satd. Flow (prot)	0	2584	4715	2584	3183	4715
Flt Permitted					0.950	
Satd. Flow (perm)	0	2584	4715	2584	3183	4715
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		1041		348		
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	65		40			40
Link Distance (ft)	1134		1198			210
Travel Time (s)	11.9		20.4			3.6
Volume (vph)	0	561	451	320	369	852
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	0	610	490	348	401	926
Lane Group Flow (vph)	0	610	490	348	401	926
Turn Type		custom		Perm	Prot	
Protected Phases			4		3	8
Permitted Phases		2		4		
Detector Phases		2	4	4	3	8
Minimum Initial (s)		8.0	10.0	10.0	8.0	10.0
Minimum Split (s)		21.0	21.0	21.0	13.0	21.0
Total Split (s)	0.0	27.0	27.0	27.0	26.0	53.0
Total Split (%)	0.0%	33.8%	33.8%	33.8%	32.5%	66.3%
Maximum Green (s)		22.0	22.0	22.0	21.0	48.0
Yellow Time (s)		4.0	4.0	4.0	4.0	4.0
All-Red Time (s)		1.0	1.0	1.0	1.0	1.0
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?						
Vehicle Extension (s)		3.0	3.0	3.0	3.0	3.0
Recall Mode		None	C-Max	C-Max	None	C-Max
Walk Time (s)		5.0	5.0	5.0		5.0
Flash Dont Walk (s)		11.0	11.0	11.0		11.0
Pedestrian Calls (#/hr)		0	0	0		0
Act Effct Green (s)		9.0	42.0	42.0	17.0	63.0
Actuated g/C Ratio		0.11	0.52	0.52	0.21	0.79
v/c Ratio		0.50	0.20	0.23	0.59	0.25
Control Delay		1.5	3.5	0.4	26.7	1.4
Queue Delay		0.0	0.0	0.0	0.0	0.0
Total Delay		1.5	3.5	0.4	26.7	1.4

Lane Group	NWL	NWR	NET	NER	SWL	SWT
LOS		A	A	A	C	A
Approach Delay			2.2			9.1
Approach LOS			A			A
Queue Length 50th (ft)		0	10	0	77	9
Queue Length 95th (ft)		0	23	0	82	11
Internal Link Dist (ft)	1054		1118			130
Turn Bay Length (ft)					200	
Base Capacity (vph)		1485	2478	1523	875	3713
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		0.41	0.20	0.23	0.46	0.25

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 22 (28%), Referenced to phase 4:NET and 8:SWT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.59
Intersection Signal Delay: 5.3 Intersection LOS: A
Intersection Capacity Utilization 35.0% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 23: SR 905 SB & Siempre Viva Rd



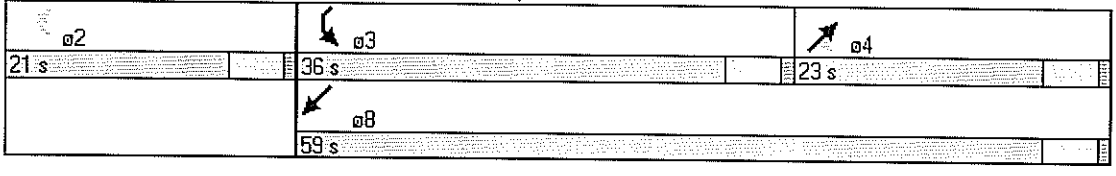
Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	200	
Storage Lanes	0	2		2	2	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)		50	50	50	50	50
Trailing Detector (ft)		0	0	0	0	0
Turning Speed (mph)	15	9		9	15	
Lane Util. Factor	1.00	0.88	0.91	0.88	0.97	0.91
Frt		0.850		0.850		
Flt Protected					0.950	
Satd. Flow (prot)	0	2584	4715	2584	3183	4715
Flt Permitted					0.950	
Satd. Flow (perm)	0	2584	4715	2584	3183	4715
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		1229		340		
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	65		40			40
Link Distance (ft)	1134		1198			210
Travel Time (s)	11.9		20.4			3.6
Volume (vph)	0	531	626	313	850	592
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	0	577	680	340	924	643
Lane Group Flow (vph)	0	577	680	340	924	643
Turn Type		custom		Perm	Prot	
Protected Phases			4		3	8
Permitted Phases		2		4		
Detector Phases		2	4	4	3	8
Minimum Initial (s)		8.0	10.0	10.0	8.0	10.0
Minimum Split (s)		21.0	21.0	21.0	13.0	21.0
Total Split (s)	0.0	21.0	23.0	23.0	36.0	59.0
Total Split (%)	0.0%	26.3%	28.8%	28.8%	45.0%	73.8%
Maximum Green (s)		16.0	18.0	18.0	31.0	54.0
Yellow Time (s)		4.0	4.0	4.0	4.0	4.0
All-Red Time (s)		1.0	1.0	1.0	1.0	1.0
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?						
Vehicle Extension (s)		3.0	3.0	3.0	3.0	3.0
Recall Mode		None	C-Max	C-Max	None	C-Max
Walk Time (s)		5.0	5.0	5.0		5.0
Flash Dont Walk (s)		11.0	11.0	11.0		11.0
Pedestrian Calls (#/hr)		0	0	0		0
Act Effct Green (s)		9.0	23.6	23.6	35.4	63.0
Actuated g/C Ratio		0.11	0.30	0.30	0.44	0.79
v/c Ratio		0.42	0.49	0.34	0.66	0.17
Control Delay		0.9	12.8	1.5	16.2	0.5
Queue Delay		0.0	0.0	0.0	0.0	0.0
Total Delay		0.9	12.8	1.5	16.2	0.5

Lane Group	NWL	NWR	NET	NER	SWL	SWT
LOS		A	B	A	B	A
Approach Delay			9.0			9.8
Approach LOS			A			A
Queue Length 50th (ft)		0	47	0	98	4
Queue Length 95th (ft)		0	65	5	122	5
Internal Link Dist (ft)	1054		1118			130
Turn Bay Length (ft)					200	
Base Capacity (vph)		1517	1392	1002	1477	3713
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		0.38	0.49	0.34	0.63	0.17

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 40 (50%), Referenced to phase 4:NET and 8:SWT, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.66
Intersection Signal Delay: 7.9 Intersection LOS: A
Intersection Capacity Utilization 43.0% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 23: SR 905 SB & Siempre Viva Rd



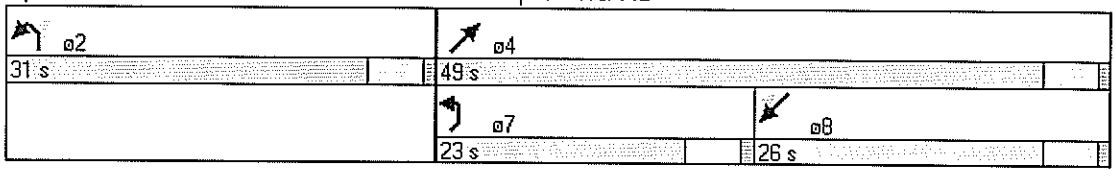
Lane Group	EBL	EBR	NBL2	NBL	NBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations											
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)	0%			0%			0%			15%	
Storage Length (ft)	0	0		0	0	250		0	0		250
Storage Lanes	0	0		2	2	2		0	0		2
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)			50		50	50	50			50	50
Trailing Detector (ft)			0		0	0	0			0	0
Turning Speed (mph)	15	9	15	15	9	15		9	15		9
Lane Util. Factor	1.00	1.00	0.97	1.00	0.88	0.97	0.91	1.00	1.00	0.91	0.88
Frt					0.850						0.850
Flt Protected			0.950			0.950					
Satd. Flow (prot)	0	0	3183	0	2584	3183	4715	0	0	4362	2390
Flt Permitted			0.950			0.950					
Satd. Flow (perm)	0	0	3183	0	2584	3183	4715	0	0	4362	2390
Right Turn on Red					Yes			Yes			Yes
Satd. Flow (RTOR)					317						404
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.11	1.11	1.11
Link Speed (mph)	65			65			40			40	
Link Distance (ft)	1165			1210			494			1118	
Travel Time (s)	12.2			12.7			8.4			19.1	
Volume (vph)	0	0	284	0	538	301	711	0	0	538	372
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	0	0	309	0	585	327	773	0	0	585	404
Lane Group Flow (vph)	0	0	309	0	585	327	773	0	0	585	404
Turn Type			Prot		custom	Prot					Perm
Protected Phases			2			7	4			8	
Permitted Phases					2						8
Detector Phases			2		2	7	4			8	8
Minimum Initial (s)			8.0		8.0	8.0	10.0			10.0	10.0
Minimum Split (s)			21.0		21.0	13.0	21.0			21.0	21.0
Total Split (s)	0.0	0.0	31.0	0.0	31.0	23.0	49.0	0.0	0.0	26.0	26.0
Total Split (%)	0.0%	0.0%	38.8%	0.0%	38.8%	28.8%	61.3%	0.0%	0.0%	32.5%	32.5%
Maximum Green (s)			26.0		26.0	18.0	44.0			21.0	21.0
Yellow Time (s)			4.0		4.0	4.0	4.0			4.0	4.0
All-Red Time (s)			1.0		1.0	1.0	1.0			1.0	1.0
Lead/Lag						Lead				Lag	Lag
Lead-Lag Optimize?											
Vehicle Extension (s)			3.0		3.0	3.0	3.0			3.0	3.0
Recall Mode			Max		Max	None	C-Max			C-Max	C-Max
Walk Time (s)			5.0		5.0		5.0			5.0	5.0
Flash Dont Walk (s)			11.0		11.0		11.0			11.0	11.0
Pedestrian Calls (#/hr)			0		0		0			0	0
Act Effct Green (s)			27.0		27.0	15.2	45.0			25.8	25.8
Actuated g/C Ratio			0.34		0.34	0.19	0.56			0.32	0.32
v/c Ratio			0.29		0.54	0.54	0.29			0.42	0.39
Control Delay			20.4		11.4	24.5	6.4			13.6	1.7
Queue Delay			0.0		0.0	0.0	0.0			0.0	0.0

Lane Group	EBL	EBR	NBL2	NBL	NBR	NEL	NET	NER	SWL	SWT	SWR
Total Delay			20.4		11.4	24.5	6.4			13.6	1.7
LOS			C		B	C	A			B	A
Approach Delay							11.8			8.8	
Approach LOS							B			A	
Queue Length 50th (ft)			57		55	55	45			38	0
Queue Length 95th (ft)			88		107	77	63			54	6
Internal Link Dist (ft)	1085			1130			414			1038	
Turn Bay Length (ft)						250					250
Base Capacity (vph)			1074		1082	756	2652			1408	1045
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			0.29		0.54	0.43	0.29			0.42	0.39

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 50 (63%), Referenced to phase 4:NET and 8:SWT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.54
Intersection Signal Delay: 11.6 Intersection LOS: B
Intersection Capacity Utilization 39.2% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 31: SR 905 NB & Siempre Viva Rd



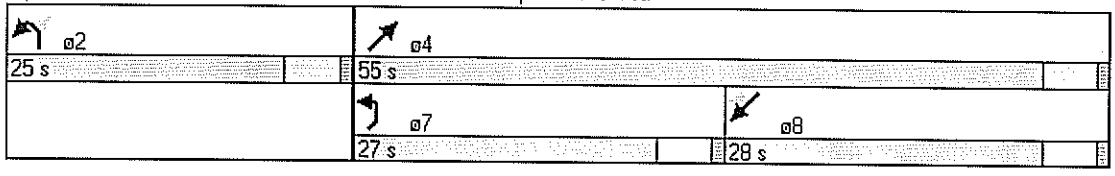
Lane Group	EBL	EBR	NBL2	NBL	NBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations											
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)	0%			0%			0%			15%	
Storage Length (ft)	0	0		0	0	250		0	0		250
Storage Lanes	0	0		2	2	2		0	0		2
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)			50		50	50	50			50	50
Trailing Detector (ft)			0		0	0	0			0	0
Turning Speed (mph)	15	9	15	15	9	15		9	15		9
Lane Util. Factor	1.00	1.00	0.97	1.00	0.88	0.97	0.91	1.00	1.00	0.91	0.88
Frt					0.850						0.850
Flt Protected			0.950			0.950					
Satd. Flow (prot)	0	0	3183	0	2584	3183	4715	0	0	4362	2390
Flt Permitted			0.950			0.950					
Satd. Flow (perm)	0	0	3183	0	2584	3183	4715	0	0	4362	2390
Right Turn on Red					Yes			Yes			Yes
Satd. Flow (RTOR)					389						513
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.11	1.11	1.11
Link Speed (mph)	65			65			40			40	
Link Distance (ft)	1165			1210			494			1118	
Travel Time (s)	12.2			12.7			8.4			19.1	
Volume (vph)	0	0	353	0	406	440	717	0	0	758	472
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	0	0	384	0	441	478	779	0	0	824	513
Lane Group Flow (vph)	0	0	384	0	441	478	779	0	0	824	513
Turn Type			Prot		custom	Prot					Perm
Protected Phases			2			7	4			8	
Permitted Phases					2						8
Detector Phases			2		2	7	4			8	8
Minimum Initial (s)			8.0		8.0	8.0	10.0			10.0	10.0
Minimum Split (s)			21.0		21.0	13.0	21.0			21.0	21.0
Total Split (s)	0.0	0.0	25.0	0.0	25.0	27.0	55.0	0.0	0.0	28.0	28.0
Total Split (%)	0.0%	0.0%	31.3%	0.0%	31.3%	33.8%	68.8%	0.0%	0.0%	35.0%	35.0%
Maximum Green (s)			20.0		20.0	22.0	50.0			23.0	23.0
Yellow Time (s)			4.0		4.0	4.0	4.0			4.0	4.0
All-Red Time (s)			1.0		1.0	1.0	1.0			1.0	1.0
Lead/Lag						Lead				Lag	Lag
Lead-Lag Optimize?											
Vehicle Extension (s)			3.0		3.0	3.0	3.0			3.0	3.0
Recall Mode			Max		Max	None	C-Max			C-Max	C-Max
Walk Time (s)			5.0		5.0		5.0			5.0	5.0
Flash Dont Walk (s)			11.0		11.0		11.0			11.0	11.0
Pedestrian Calls (#/hr)			0		0		0			0	0
Act Effct Green (s)			21.0		21.0	19.1	51.0			27.9	27.9
Actuated g/C Ratio			0.26		0.26	0.24	0.64			0.35	0.35
v/c Ratio			0.46		0.46	0.63	0.26			0.54	0.44
Control Delay			26.9		6.0	18.2	4.1			16.5	2.2
Queue Delay			0.0		0.0	0.0	0.0			0.0	0.0

Lane Group	EBL	EBR	NBL2	NBL	NBR	NEL	NET	NER	SWL	SWT	SWR
Total Delay			26.9		6.0	18.2	4.1			16.5	2.2
LOS			C		A	B	A			B	A
Approach Delay							9.4			11.0	
Approach LOS							A			B	
Queue Length 50th (ft)			82		11	50	25			67	6
Queue Length 95th (ft)			123		49	67	32			90	m0
Internal Link Dist (ft)	1085			1130			414			1038	
Turn Bay Length (ft)						250					250
Base Capacity (vph)			836		965	915	3006			1519	1167
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			0.46		0.46	0.52	0.26			0.54	0.44

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 78 (98%), Referenced to phase 4:NET and 8:SWT, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.63
Intersection Signal Delay: 11.5 Intersection LOS: B
Intersection Capacity Utilization 40.2% ICU Level of Service A
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 31: SR 905 NB & Siempre Viva Rd



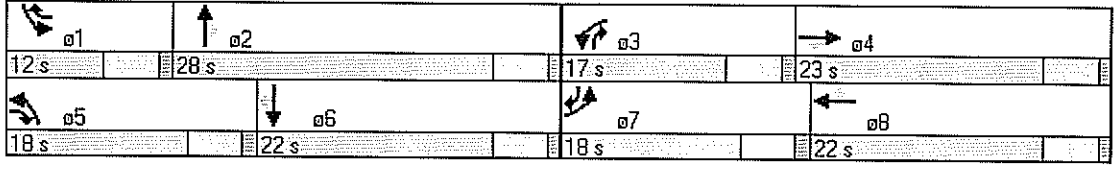
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	225		100	350		100	250		0	200		0
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	4715	1468	1641	4715	1468	1641	1727	1468	1641	1727	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	4715	1468	1641	4715	1468	1641	1727	1468	1641	1727	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			236			55			55			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)		40			40			40			40	
Link Distance (ft)		1118			2383			1406			1186	
Travel Time (s)		19.1			40.6			24.0			20.2	
Volume (vph)	122	695	217	105	534	51	127	42	51	33	78	45
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	133	755	236	114	580	55	138	46	55	36	85	49
Lane Group Flow (vph)	133	755	236	114	580	55	138	46	55	36	85	49
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)	8.0	10.0	6.0	8.0	10.0	6.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	11.0	13.0	21.0	11.0	11.0	21.0	13.0	11.0	21.0	13.0
Total Split (s)	18.0	23.0	18.0	17.0	22.0	12.0	18.0	28.0	17.0	12.0	22.0	18.0
Total Split (%)	22.5%	28.8%	22.5%	21.3%	27.5%	15.0%	22.5%	35.0%	21.3%	15.0%	27.5%	22.5%
Maximum Green (s)	13.0	18.0	13.0	12.0	17.0	7.0	13.0	23.0	12.0	7.0	17.0	13.0
Yellow 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
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	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
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	3.0
Recall Mode	None	C-Max	None	None	C-Max	None	None	Max	None	None	Max	None
Walk Time (s)		5.0			5.0			5.0			5.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	12.1	23.3	39.2	11.3	19.9	31.5	11.9	26.6	41.9	7.6	20.1	36.2
Actuated g/C Ratio	0.15	0.29	0.49	0.14	0.25	0.39	0.15	0.33	0.52	0.10	0.25	0.45
v/c Ratio	0.53	0.55	0.28	0.49	0.49	0.09	0.56	0.08	0.07	0.23	0.20	0.07
Control Delay	41.4	22.5	1.9	38.8	27.9	5.4	40.4	20.7	3.3	37.2	26.3	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	0.0
Total Delay	41.4	22.5	1.9	38.8	27.9	5.4	40.4	20.7	3.3	37.2	26.3	4.4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	D	C	A	D	C	A	D	C	A	D	C	A
Approach Delay		20.4			27.9			28.1			22.3	
Approach LOS		C			C			C			C	
Queue Length 50th (ft)	62	92	2	53	92	0	64	16	0	17	34	0
Queue Length 95th (ft)	111	135	19	101	129	22	118	40	16	45	72	18
Internal Link Dist (ft)		1038			2303			1326			1106	
Turn Bay Length (ft)	225		100	350		100	250			200		
Base Capacity (vph)	287	1372	872	267	1172	618	287	574	825	164	433	724
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	0.46	0.55	0.27	0.43	0.49	0.09	0.48	0.08	0.07	0.22	0.20	0.07

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 36 (45%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.56
Intersection Signal Delay: 23.8 Intersection LOS: C
Intersection Capacity Utilization 43.8% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 28: Siempre Viva Rd & Paseo De Las Americas



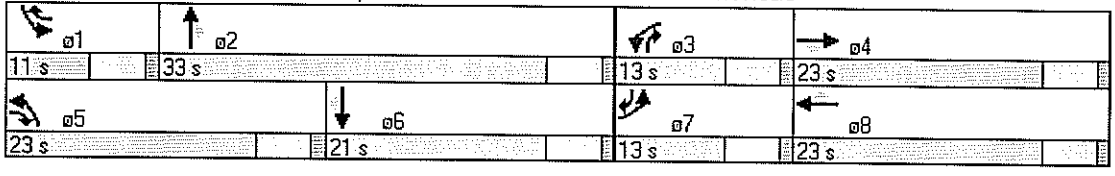
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	225		100	350		100	250		0	200		0
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	4715	1468	1641	4715	1468	1641	1727	1468	1641	1727	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	4715	1468	1641	4715	1468	1641	1727	1468	1641	1727	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			151			39			121			124
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)		1118			2383			1406			1186	
Travel Time (s)		19.1			40.6			24.0			20.2	
Volume (vph)	50	709	139	56	617	36	239	85	115	56	47	134
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	54	771	151	61	671	39	260	92	125	61	51	146
Lane Group Flow (vph)	54	771	151	61	671	39	260	92	125	61	51	146
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)	8.0	10.0	6.0	8.0	10.0	6.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	11.0	13.0	21.0	11.0	11.0	21.0	13.0	11.0	21.0	13.0
Total Split (s)	13.0	23.0	23.0	13.0	23.0	11.0	23.0	33.0	13.0	11.0	21.0	13.0
Total Split (%)	16.3%	28.8%	28.8%	16.3%	28.8%	13.8%	28.8%	41.3%	16.3%	13.8%	26.3%	16.3%
Maximum Green (s)	8.0	18.0	18.0	8.0	18.0	6.0	18.0	28.0	8.0	6.0	16.0	8.0
Yellow 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
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	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
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	3.0
Recall Mode	None	C-Max	None	None	C-Max	None	None	Max	None	None	Max	None
Walk Time (s)		5.0			5.0			5.0			5.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	9.0	21.6	42.4	9.0	19.0	30.0	16.8	31.2	44.2	7.0	19.2	32.2
Actuated g/C Ratio	0.11	0.27	0.53	0.11	0.24	0.38	0.21	0.39	0.55	0.09	0.24	0.40
v/c Ratio	0.29	0.61	0.18	0.33	0.60	0.07	0.75	0.14	0.14	0.42	0.12	0.22
Control Delay	45.8	19.8	0.9	38.1	29.7	6.1	43.8	17.8	2.6	44.2	26.3	5.7
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
Total Delay	45.8	19.8	0.9	38.1	29.7	6.1	43.8	17.8	2.6	44.2	26.3	5.7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	D	B	A	D	C	A	D	B	A	D	C	A
Approach Delay		18.3			29.2			28.0			18.9	
Approach LOS		B			C			C			B	
Queue Length 50th (ft)	28	72	0	29	109	0	119	30	1	30	21	7
Queue Length 95th (ft)	m63	106	2	65	147	18	#201	62	24	67	50	43
Internal Link Dist (ft)		1038			2303			1326			1106	
Turn Bay Length (ft)	225		100	350		100	250			200		
Base Capacity (vph)	185	1273	885	185	1120	575	390	674	865	144	414	665
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	0.29	0.61	0.17	0.33	0.60	0.07	0.67	0.14	0.14	0.42	0.12	0.22

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 64 (80%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.75
Intersection Signal Delay: 23.6 Intersection LOS: C
Intersection Capacity Utilization 50.3% 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.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 28: Siempre Viva Rd & Paseo De Las Americas



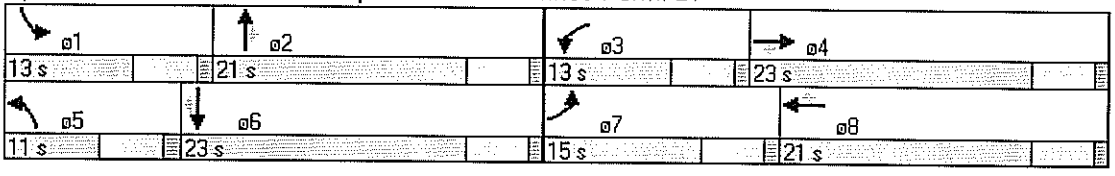
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	225		100	225		100	300		0	175		0
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.95	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3282	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			90			55			9			134
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)		2383			2624			1336			1171	
Travel Time (s)		40.6			44.7			22.8			20.0	
Volume (vph)	120	338	83	17	182	51	35	51	8	102	82	123
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	130	367	90	18	198	55	38	55	9	111	89	134
Lane Group Flow (vph)	130	367	90	18	198	55	38	55	9	111	89	134
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	11.0	21.0	21.0	11.0	21.0	21.0
Total Split (s)	15.0	23.0	23.0	13.0	21.0	21.0	11.0	21.0	21.0	13.0	23.0	23.0
Total Split (%)	21.4%	32.9%	32.9%	18.6%	30.0%	30.0%	15.7%	30.0%	30.0%	18.6%	32.9%	32.9%
Maximum Green (s)	10.0	18.0	18.0	8.0	16.0	16.0	6.0	16.0	16.0	8.0	18.0	18.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	10.3	20.9	20.9	9.1	12.3	12.3	7.1	19.4	19.4	8.6	25.1	25.1
Actuated g/C Ratio	0.16	0.35	0.35	0.13	0.20	0.20	0.11	0.32	0.32	0.14	0.41	0.41
v/c Ratio	0.49	0.32	0.16	0.08	0.21	0.16	0.22	0.05	0.02	0.49	0.07	0.20
Control Delay	31.8	16.3	5.5	29.5	22.5	8.4	32.0	18.9	11.6	34.7	15.3	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
Total Delay	31.8	16.3	5.5	29.5	22.5	8.4	32.0	18.9	11.6	34.7	15.3	5.1

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	B	A	C	C	A	C	B	B	C	B	A
Approach Delay		18.1			20.1			23.1			17.6	
Approach LOS		B			C			C			B	
Queue Length 50th (ft)	46	48	0	6	24	0	14	8	0	41	9	0
Queue Length 95th (ft)	102	105	31	24	42	26	42	22	11	92	31	37
Internal Link Dist (ft)		2303			2544			1256			1091	
Turn Bay Length (ft)	225		100	225		100	300			175		
Base Capacity (vph)	284	1216	600	212	1252	430	174	1051	477	235	1360	687
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	0.46	0.30	0.15	0.08	0.16	0.13	0.22	0.05	0.02	0.47	0.07	0.20

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 60.5
Natural Cycle: 70
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.49
Intersection Signal Delay: 18.8 Intersection LOS: B
Intersection Capacity Utilization 38.3% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 27: Siempre Viva Rd & Enrico Fermi Dr



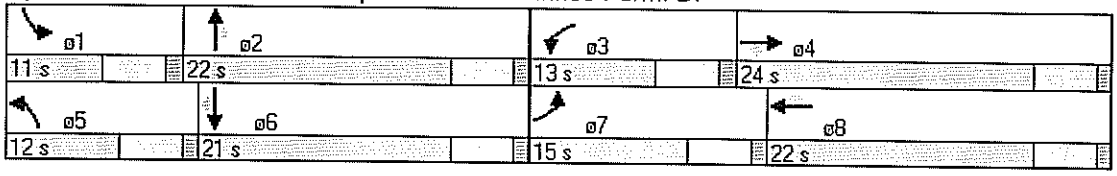
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	225		100	225		100	300		0	175		0
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.95	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3282	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			74			122			20			143
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)		2383			2624			1336			1171	
Travel Time (s)		40.6			44.7			22.8			20.0	
Volume (vph)	135	322	68	8	227	112	91	91	18	57	56	132
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	147	350	74	9	247	122	99	99	20	62	61	143
Lane Group Flow (vph)	147	350	74	9	247	122	99	99	20	62	61	143
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	11.0	21.0	21.0	11.0	21.0	21.0
Total Split (s)	15.0	24.0	24.0	13.0	22.0	22.0	12.0	22.0	22.0	11.0	21.0	21.0
Total Split (%)	21.4%	34.3%	34.3%	18.6%	31.4%	31.4%	17.1%	31.4%	31.4%	15.7%	30.0%	30.0%
Maximum Green (s)	10.0	19.0	19.0	8.0	17.0	17.0	7.0	17.0	17.0	6.0	16.0	16.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	10.4	20.9	20.9	9.2	12.2	12.2	7.8	21.6	21.6	7.1	18.8	18.8
Actuated g/C Ratio	0.17	0.35	0.35	0.13	0.21	0.21	0.13	0.37	0.37	0.11	0.32	0.32
v/c Ratio	0.53	0.30	0.13	0.04	0.25	0.30	0.47	0.08	0.04	0.34	0.06	0.25
Control Delay	32.3	15.7	5.6	28.0	22.3	7.4	34.7	16.9	8.9	33.0	18.3	5.7
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
Total Delay	32.3	15.7	5.6	28.0	22.3	7.4	34.7	16.9	8.9	33.0	18.3	5.7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	B	A	C	C	A	C	B	A	C	B	A
Approach Delay		18.7			17.6			24.3			14.9	
Approach LOS		B			B			C			B	
Queue Length 50th (ft)	52	44	0	3	30	0	36	14	0	22	8	0
Queue Length 95th (ft)	111	98	28	15	50	37	#84	33	15	59	23	39
Internal Link Dist (ft)		2303			2544			1256			1091	
Turn Bay Length (ft)	225		100	225		100	300			175		
Base Capacity (vph)	291	1262	610	216	1334	503	215	1202	550	183	1044	565
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	0.51	0.28	0.12	0.04	0.19	0.24	0.46	0.08	0.04	0.34	0.06	0.25

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 59.1
Natural Cycle: 70
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.53
Intersection Signal Delay: 18.6 Intersection LOS: B
Intersection Capacity Utilization 37.5% 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: 27: Siempre Viva Rd & Enrico Fermi Dr



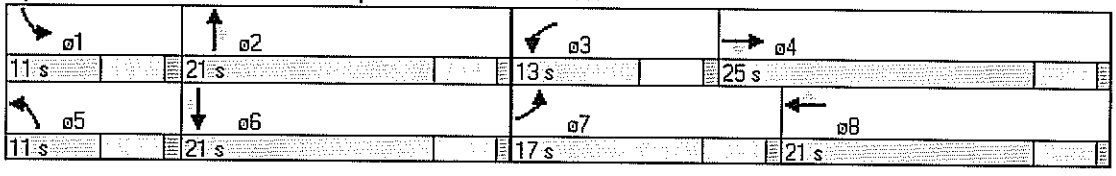
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	100		100	100		100
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			9			8			10			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)		2624			1281			1748			1165	
Travel Time (s)		44.7			21.8			29.8			19.9	
Volume (vph)	160	104	8	14	69	7	18	18	9	1	18	34
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	174	113	9	15	75	8	20	20	10	1	20	37
Lane Group Flow (vph)	174	113	9	15	75	8	20	20	10	1	20	37
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	11.0	21.0	21.0	11.0	21.0	21.0
Total Split (s)	17.0	25.0	25.0	13.0	21.0	21.0	11.0	21.0	21.0	11.0	21.0	21.0
Total Split (%)	24.3%	35.7%	35.7%	18.6%	30.0%	30.0%	15.7%	30.0%	30.0%	15.7%	30.0%	30.0%
Maximum Green (s)	12.0	20.0	20.0	8.0	16.0	16.0	6.0	16.0	16.0	6.0	16.0	16.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	12.2	19.3	19.3	9.1	11.2	11.2	7.1	25.8	25.8	7.1	25.8	25.8
Actuated g/C Ratio	0.22	0.34	0.34	0.14	0.19	0.19	0.11	0.48	0.48	0.11	0.48	0.48
v/c Ratio	0.49	0.10	0.02	0.06	0.12	0.03	0.11	0.01	0.01	0.01	0.01	0.05
Control Delay	23.2	12.0	9.2	25.1	19.7	13.0	27.2	14.9	9.6	26.0	14.9	6.9
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
Total Delay	23.2	12.0	9.2	25.1	19.7	13.0	27.2	14.9	9.6	26.0	14.9	6.9

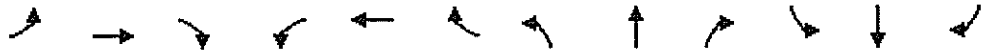
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	B	A	C	B	B	C	B	A	C	B	A
Approach Delay		18.5			20.0			18.8			10.0	
Approach LOS		B			B			B			A	
Queue Length 50th (ft)	46	7	0	4	9	0	5	2	0	0	2	0
Queue Length 95th (ft)	116	37	10	20	29	10	25	10	10	4	10	19
Internal Link Dist (ft)		2544			1201			1668			1085	
Turn Bay Length (ft)	100		100	100		100	100		100	100		100
Base Capacity (vph)	389	1329	600	235	868	394	187	1586	714	187	1586	728
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	0.45	0.09	0.01	0.06	0.09	0.02	0.11	0.01	0.01	0.01	0.01	0.05

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 53.5
Natural Cycle: 70
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.49
Intersection Signal Delay: 17.8 Intersection LOS: B
Intersection Capacity Utilization 33.9% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 24: Siempre Viva Rd & Alta Rd





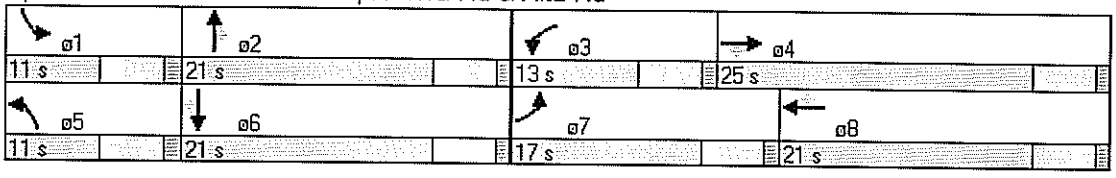
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	100		100	100		100
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			22			1			16			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			40			40	
Link Distance (ft)		2624			1281			1748			1165	
Travel Time (s)		44.7			21.8			29.8			19.9	
Volume (vph)	160	111	20	10	114	1	9	20	15	7	20	31
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	174	121	22	11	124	1	10	22	16	8	22	34
Lane Group Flow (vph)	174	121	22	11	124	1	10	22	16	8	22	34
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	11.0	21.0	21.0	11.0	21.0	21.0
Total Split (s)	17.0	25.0	25.0	13.0	21.0	21.0	11.0	21.0	21.0	11.0	21.0	21.0
Total Split (%)	24.3%	35.7%	35.7%	18.6%	30.0%	30.0%	15.7%	30.0%	30.0%	15.7%	30.0%	30.0%
Maximum Green (s)	12.0	20.0	20.0	8.0	16.0	16.0	6.0	16.0	16.0	6.0	16.0	16.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	11.9	23.4	23.4	9.1	11.5	11.5	7.1	26.4	26.4	7.1	26.4	26.4
Actuated g/C Ratio	0.19	0.38	0.38	0.13	0.19	0.19	0.11	0.45	0.45	0.11	0.45	0.45
v/c Ratio	0.55	0.10	0.04	0.05	0.20	0.00	0.06	0.01	0.02	0.05	0.01	0.05
Control Delay	25.9	11.6	7.6	24.9	19.6	17.0	26.3	14.9	8.7	26.1	14.9	7.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.9	11.6	7.6	24.9	19.6	17.0	26.3	14.9	8.7	26.1	14.9	7.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	B	A	C	B	B	C	B	A	C	B	A
Approach Delay		19.2			20.0			15.2			12.1	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)	46	8	0	3	16	0	3	2	0	2	2	0
Queue Length 95th (ft)	116	38	16	17	43	4	16	11	13	14	11	18
Internal Link Dist (ft)		2544			1201			1668			1085	
Turn Bay Length (ft)	100		100	100		100	100		100	100		100
Base Capacity (vph)	355	1347	616	218	860	385	173	1482	672	173	1482	682
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	0.49	0.09	0.04	0.05	0.14	0.00	0.06	0.01	0.02	0.05	0.01	0.05

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 58.5
Natural Cycle: 70
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.55
Intersection Signal Delay: 18.3 Intersection LOS: B
Intersection Capacity Utilization 33.9% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 24: Siempre Viva Rd & Alta Rd



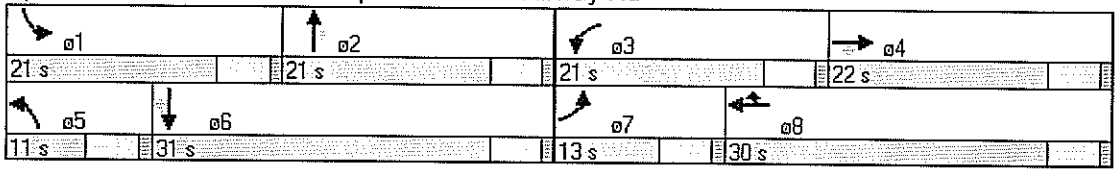
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	0		100	0		0	0		0
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1468	1641	3282	1468	1641	1727	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3282	1468	1641	3282	1468	1641	1727	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			11			11			7			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			40			40	
Link Distance (ft)		1281			3238			958			1746	
Travel Time (s)		21.8			55.2			16.3			29.8	
Volume (vph)	9	27	10	2	42	10	15	10	6	23	18	16
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	10	29	11	2	46	11	16	11	7	25	20	17
Lane Group Flow (vph)	10	29	11	2	46	11	16	11	7	25	20	17
Turn Type	Prot		Perm	Prot		Prot	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8	8	5	2		1	6	
Permitted Phases			4						2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	21.0	21.0	21.0	11.0	21.0	21.0	21.0	21.0	21.0
Total Split (s)	13.0	22.0	22.0	21.0	30.0	30.0	11.0	21.0	21.0	21.0	31.0	31.0
Total Split (%)	15.3%	25.9%	25.9%	24.7%	35.3%	35.3%	12.9%	24.7%	24.7%	24.7%	36.5%	36.5%
Maximum Green (s)	8.0	17.0	17.0	16.0	25.0	25.0	6.0	16.0	16.0	16.0	26.0	26.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	None	None	Max	Max	Max
Walk Time (s)		5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0	11.0	11.0	11.0		11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0	0	0	0		0	0	0	0	0
Act Effct Green (s)	10.1	12.9	12.9	10.1	12.9	12.9	7.9	12.1	12.1	56.9	59.0	59.0
Actuated g/C Ratio	0.12	0.15	0.15	0.12	0.15	0.15	0.10	0.14	0.14	0.77	0.79	0.79
v/c Ratio	0.05	0.06	0.05	0.01	0.09	0.05	0.10	0.04	0.03	0.02	0.01	0.01
Control Delay	24.0	19.1	12.5	24.0	19.0	12.5	25.7	20.2	13.2	11.0	7.8	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	0.0
Total Delay	24.0	19.1	12.5	24.0	19.0	12.5	25.7	20.2	13.2	11.0	7.8	5.3

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	B	B	C	B	B	C	C	B	B	A	A
Approach Delay		18.6			17.9			21.3			8.4	
Approach LOS		B			B			C			A	
Queue Length 50th (ft)	2	2	0	0	4	0	3	2	0	0	0	0
Queue Length 95th (ft)	17	16	13	7	22	13	23	15	9	26	8	11
Internal Link Dist (ft)		1201			3158			878			1666	
Turn Bay Length (ft)	100					100						
Base Capacity (vph)	196	748	343	333	972	442	157	358	310	1257	2608	1170
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	0.05	0.04	0.03	0.01	0.05	0.02	0.10	0.03	0.02	0.02	0.01	0.01

Intersection Summary

Area Type: Other
Cycle Length: 85
Actuated Cycle Length: 74.3
Natural Cycle: 85
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.10
Intersection Signal Delay: 15.8 Intersection LOS: B
Intersection Capacity Utilization 31.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 41: Siempre Viva Rd & Airway Rd



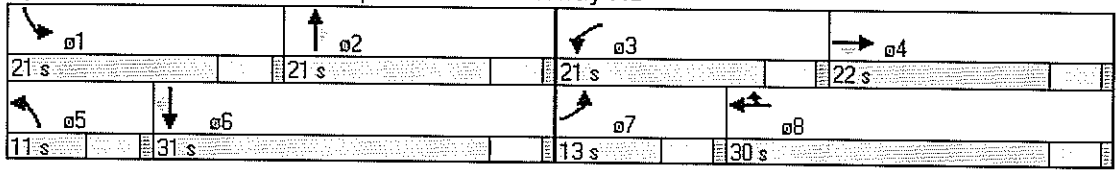
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	0		100	0		0	0		0
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1468	1641	3282	1468	1641	1727	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3282	1468	1641	3282	1468	1641	1727	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			17			68			10			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)		1281			3238			958			1746	
Travel Time (s)		21.8			55.2			16.3			29.8	
Volume (vph)	15	53	16	9	46	63	11	21	9	50	14	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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	16	58	17	10	50	68	12	23	10	54	15	9
Lane Group Flow (vph)	16	58	17	10	50	68	12	23	10	54	15	9
Turn Type	Prot		Perm	Prot		Prot	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8	8	5	2		1	6	
Permitted Phases			4						2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	21.0	21.0	21.0	11.0	21.0	21.0	21.0	21.0	21.0
Total Split (s)	13.0	22.0	22.0	21.0	30.0	30.0	11.0	21.0	21.0	21.0	31.0	31.0
Total Split (%)	15.3%	25.9%	25.9%	24.7%	35.3%	35.3%	12.9%	24.7%	24.7%	24.7%	36.5%	36.5%
Maximum Green (s)	8.0	17.0	17.0	16.0	25.0	25.0	6.0	16.0	16.0	16.0	26.0	26.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	None	None	Max	Max	Max
Walk Time (s)		5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0	11.0	11.0	11.0		11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0	0	0	0		0	0	0	0	0
Act Effct Green (s)	9.8	12.7	12.7	9.8	12.7	12.7	7.6	11.9	11.9	40.3	46.0	46.0
Actuated g/C Ratio	0.12	0.17	0.17	0.12	0.17	0.17	0.10	0.15	0.15	0.58	0.66	0.66
v/c Ratio	0.08	0.10	0.06	0.05	0.09	0.22	0.08	0.09	0.04	0.06	0.01	0.01
Control Delay	25.8	19.4	11.9	25.4	19.5	8.6	27.3	20.3	11.7	13.5	8.8	6.2
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
Total Delay	25.8	19.4	11.9	25.4	19.5	8.6	27.3	20.3	11.7	13.5	8.8	6.2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	B	B	C	B	A	C	C	B	B	A	A
Approach Delay		19.1			14.1			20.2			11.8	
Approach LOS		B			B			C			B	
Queue Length 50th (ft)	4	6	0	2	5	0	3	5	0	5	1	0
Queue Length 95th (ft)	23	26	16	17	24	32	20	25	11	45	7	8
Internal Link Dist (ft)		1201			3158			878			1666	
Turn Bay Length (ft)	100					100						
Base Capacity (vph)	200	836	386	339	1075	527	159	385	335	946	2160	969
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	0.08	0.07	0.04	0.03	0.05	0.13	0.08	0.06	0.03	0.06	0.01	0.01

Intersection Summary

Area Type: Other
Cycle Length: 85
Actuated Cycle Length: 69.9
Natural Cycle: 85
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.22
Intersection Signal Delay: 15.7 Intersection LOS: B
Intersection Capacity Utilization 31.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 41: Siempre Viva Rd & Airway Rd



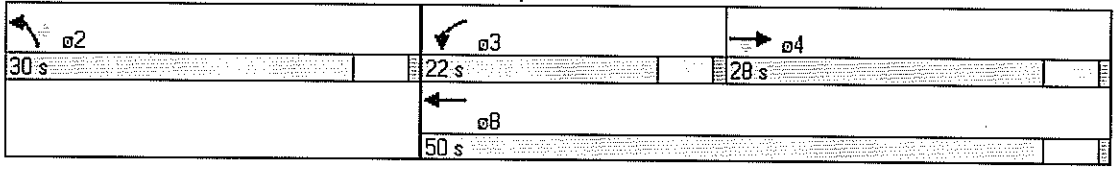
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↱	↰	↑↑	↰	↱
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		100	100		0	0
Storage Lanes		1	1		1	1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3282	1468	1641	3282	1641	1468
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3282	1468	1641	3282	1641	1468
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		13				2
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	40			40	40	
Link Distance (ft)	2578			2580	978	
Travel Time (s)	43.9			44.0	16.7	
Volume (vph)	70	12	7	46	12	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	76	13	8	50	13	2
Lane Group Flow (vph)	76	13	8	50	13	2
Turn Type		Perm	Prot			Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Detector Phases	4	4	3	8	2	2
Minimum Initial (s)	10.0	10.0	8.0	10.0	8.0	8.0
Minimum Split (s)	21.0	21.0	13.0	21.0	21.0	21.0
Total Split (s)	28.0	28.0	22.0	50.0	30.0	30.0
Total Split (%)	35.0%	35.0%	27.5%	62.5%	37.5%	37.5%
Maximum Green (s)	23.0	23.0	17.0	45.0	25.0	25.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Max	C-Max	None	C-Max	Max	Max
Walk Time (s)	5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	43.4	43.4	9.0	46.0	26.0	26.0
Actuated g/C Ratio	0.54	0.54	0.11	0.58	0.32	0.32
v/c Ratio	0.04	0.02	0.04	0.03	0.02	0.00
Control Delay	3.4	1.0	32.4	7.4	18.7	13.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	3.4	1.0	32.4	7.4	18.7	13.5

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
LOS	A	A	C	A	B	B
Approach Delay	3.0			10.9	18.0	
Approach LOS	A			B	B	
Queue Length 50th (ft)	1	0	4	5	4	0
Queue Length 95th (ft)	m8	m1	16	12	17	5
Internal Link Dist (ft)	2498			2500	898	
Turn Bay Length (ft)		100	100			
Base Capacity (vph)	1780	803	369	1887	533	478
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	0.04	0.02	0.02	0.03	0.02	0.00

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 4 (5%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.04
Intersection Signal Delay: 7.2 Intersection LOS: A
Intersection Capacity Utilization 21.7% ICU Level of Service A
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 114: Lone Star Rd & Piper Ranch Rd



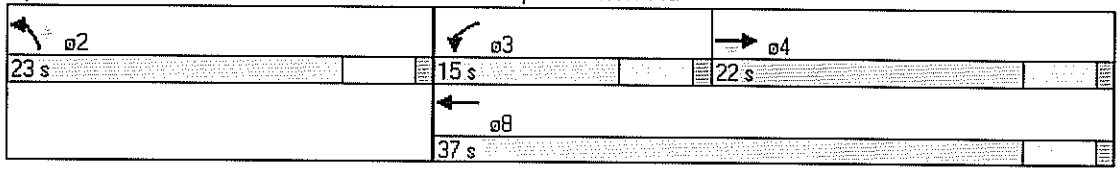
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↱	↰	↑↑	↰	↱
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		100	100		0	0
Storage Lanes		1	1		1	1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3282	1468	1641	3282	1641	1468
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3282	1468	1641	3282	1641	1468
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		15				9
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	40			40	40	
Link Distance (ft)	2578			2580	978	
Travel Time (s)	43.9			44.0	16.7	
Volume (vph)	51	14	2	77	8	8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	55	15	2	84	9	9
Lane Group Flow (vph)	55	15	2	84	9	9
Turn Type		Perm	Prot			Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Detector Phases	4	4	3	8	2	2
Minimum Initial (s)	10.0	10.0	8.0	10.0	8.0	8.0
Minimum Split (s)	21.0	21.0	13.0	21.0	21.0	21.0
Total Split (s)	22.0	22.0	15.0	37.0	23.0	23.0
Total Split (%)	36.7%	36.7%	25.0%	61.7%	38.3%	38.3%
Maximum Green (s)	17.0	17.0	10.0	32.0	18.0	18.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Max	C-Max	None	C-Max	Max	Max
Walk Time (s)	5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	30.4	30.4	9.0	33.0	19.0	19.0
Actuated g/C Ratio	0.51	0.51	0.15	0.55	0.32	0.32
v/c Ratio	0.03	0.02	0.01	0.05	0.02	0.02
Control Delay	9.6	6.3	22.0	3.8	10.6	5.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	9.6	6.3	22.0	3.8	10.6	5.6

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
LOS	A	A	C	A	B	A
Approach Delay	8.9			4.3	8.1	
Approach LOS	A			A	A	
Queue Length 50th (ft)	4	0	1	5	1	0
Queue Length 95th (ft)	17	10	6	10	7	2
Internal Link Dist (ft)	2498			2500	898	
Turn Bay Length (ft)		100	100			
Base Capacity (vph)	1663	751	301	1805	520	471
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	0.03	0.02	0.01	0.05	0.02	0.02

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 16 (27%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.05
Intersection Signal Delay: 6.5 Intersection LOS: A
Intersection Capacity Utilization 21.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 114: Lone Star Rd & Piper Ranch Rd



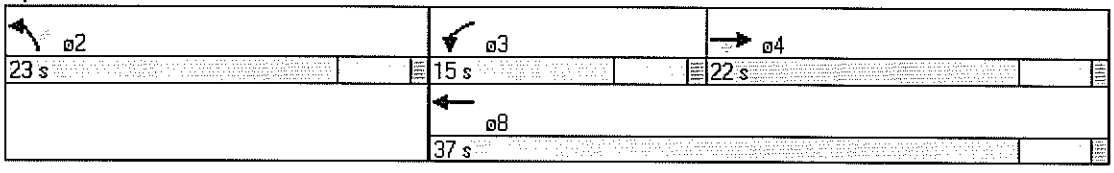
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		100	100		0	0
Storage Lanes		1	1		1	1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3282	1468	1641	3282	1641	1468
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3282	1468	1641	3282	1641	1468
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		18				12
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	40			40	40	
Link Distance (ft)	2580			1378	980	
Travel Time (s)	44.0			23.5	16.7	
Volume (vph)	81	17	7	70	9	11
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	88	18	8	76	10	12
Lane Group Flow (vph)	88	18	8	76	10	12
Turn Type		Perm	Prot			Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Detector Phases	4	4	3	8	2	2
Minimum Initial (s)	10.0	10.0	8.0	10.0	8.0	8.0
Minimum Split (s)	21.0	21.0	13.0	21.0	21.0	21.0
Total Split (s)	22.0	22.0	15.0	37.0	23.0	23.0
Total Split (%)	36.7%	36.7%	25.0%	61.7%	38.3%	38.3%
Maximum Green (s)	17.0	17.0	10.0	32.0	18.0	18.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Max	C-Max	None	C-Max	Max	Max
Walk Time (s)	5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	30.4	30.4	9.0	33.0	19.0	19.0
Actuated g/C Ratio	0.51	0.51	0.15	0.55	0.32	0.32
v/c Ratio	0.05	0.02	0.03	0.04	0.02	0.03
Control Delay	9.5	6.0	15.7	3.2	14.3	8.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	9.5	6.0	15.7	3.2	14.3	8.3

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
LOS	A	A	B	A	B	A
Approach Delay	8.9			4.4	11.0	
Approach LOS	A			A	B	
Queue Length 50th (ft)	6	0	1	1	3	0
Queue Length 95th (ft)	24	11	5	1	11	10
Internal Link Dist (ft)	2500			1298	900	
Turn Bay Length (ft)		100	100			
Base Capacity (vph)	1663	753	301	1805	520	473
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	0.05	0.02	0.03	0.04	0.02	0.03

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 16 (27%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.05
Intersection Signal Delay: 7.4 Intersection LOS: A
Intersection Capacity Utilization 21.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 119: Lone Star Rd & Sunroad Blvd



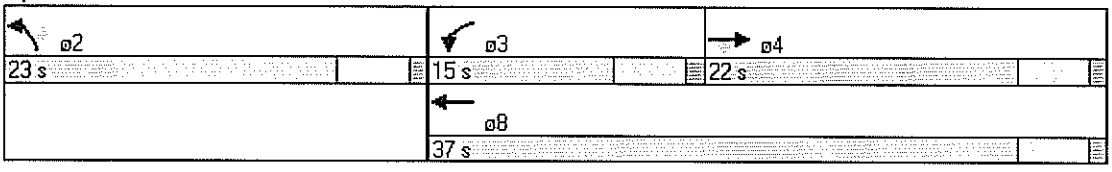
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		100	100		0	0
Storage Lanes		1	1		1	1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3282	1468	1641	3282	1641	1468
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3282	1468	1641	3282	1641	1468
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		10				8
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	40			40	40	
Link Distance (ft)	2580			1378	980	
Travel Time (s)	44.0			23.5	16.7	
Volume (vph)	77	9	12	89	19	7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	84	10	13	97	21	8
Lane Group Flow (vph)	84	10	13	97	21	8
Turn Type		Perm	Prot			Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Detector Phases	4	4	3	8	2	2
Minimum Initial (s)	10.0	10.0	8.0	10.0	8.0	8.0
Minimum Split (s)	21.0	21.0	13.0	21.0	21.0	21.0
Total Split (s)	22.0	22.0	15.0	37.0	23.0	23.0
Total Split (%)	36.7%	36.7%	25.0%	61.7%	38.3%	38.3%
Maximum Green (s)	17.0	17.0	10.0	32.0	18.0	18.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Max	C-Max	None	C-Max	Max	Max
Walk Time (s)	5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	30.4	30.4	9.0	33.0	19.0	19.0
Actuated g/C Ratio	0.51	0.51	0.15	0.55	0.32	0.32
v/c Ratio	0.05	0.01	0.05	0.05	0.04	0.02
Control Delay	4.6	1.9	15.0	2.9	14.6	9.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	4.6	1.9	15.0	2.9	14.6	9.0

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
LOS	A	A	B	A	B	A
Approach Delay	4.4			4.3	13.0	
Approach LOS	A			A	B	
Queue Length 50th (ft)	3	0	2	0	5	0
Queue Length 95th (ft)	10	2	7	1	18	8
Internal Link Dist (ft)	2500			1298	900	
Turn Bay Length (ft)		100	100			
Base Capacity (vph)	1663	749	301	1805	520	470
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	0.05	0.01	0.04	0.05	0.04	0.02

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.05
Intersection Signal Delay: 5.4 Intersection LOS: A
Intersection Capacity Utilization 21.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 119: Lone Star Rd & Sunroad Blvd



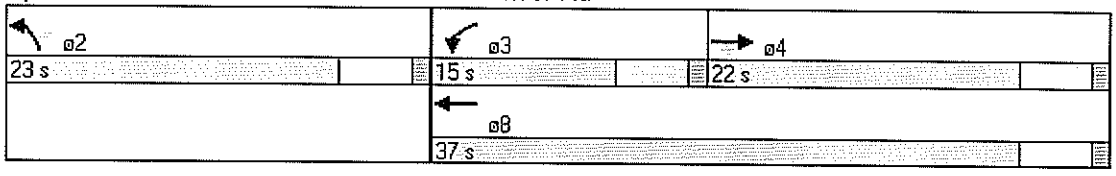
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↱	↰	↑↑	↰	↱
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3282	1468	1641	3282	1641	1468
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3282	1468	1641	3282	1641	1468
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		3				16
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	40			40	40	
Link Distance (ft)	1378			1407	1725	
Travel Time (s)	23.5			24.0	29.4	
Volume (vph)	87	3	11	70	3	15
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	95	3	12	76	3	16
Lane Group Flow (vph)	95	3	12	76	3	16
Turn Type		Perm	Prot			Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Detector Phases	4	4	3	8	2	2
Minimum Initial (s)	10.0	10.0	8.0	10.0	8.0	8.0
Minimum Split (s)	21.0	21.0	13.0	21.0	21.0	21.0
Total Split (s)	22.0	22.0	15.0	37.0	23.0	23.0
Total Split (%)	36.7%	36.7%	25.0%	61.7%	38.3%	38.3%
Maximum Green (s)	17.0	17.0	10.0	32.0	18.0	18.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Max	C-Max	None	C-Max	Max	Max
Walk Time (s)	5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	30.4	30.4	9.0	33.0	19.0	19.0
Actuated g/C Ratio	0.51	0.51	0.15	0.55	0.32	0.32
v/c Ratio	0.06	0.00	0.05	0.04	0.01	0.03
Control Delay	5.7	4.3	19.7	6.9	14.3	7.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	5.7	4.3	19.7	6.9	14.3	7.9
LOS	A	A	B	A	B	A
Approach Delay	5.6			8.6	8.9	

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Approach LOS	A			A	A	
Queue Length 50th (ft)	10	0	4	9	1	0
Queue Length 95th (ft)	30	6	19	21	6	11
Internal Link Dist (ft)	1298			1327	1645	
Turn Bay Length (ft)						
Base Capacity (vph)	1663	745	301	1805	520	476
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	0.06	0.00	0.04	0.04	0.01	0.03

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 48 (80%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.06
Intersection Signal Delay: 7.2 Intersection LOS: A
Intersection Capacity Utilization 21.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 36: Lone Star Rd & Zinser Rd



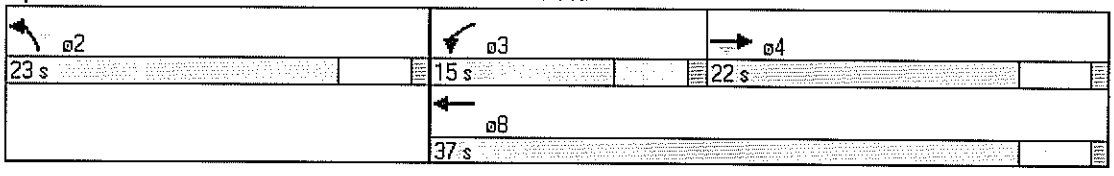
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3282	1468	1641	3282	1641	1468
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3282	1468	1641	3282	1641	1468
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		3				13
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	40			40	40	
Link Distance (ft)	1378			1407	1725	
Travel Time (s)	23.5			24.0	29.4	
Volume (vph)	77	3	17	96	4	12
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	84	3	18	104	4	13
Lane Group Flow (vph)	84	3	18	104	4	13
Turn Type		Perm	Prot			Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Detector Phases	4	4	3	8	2	2
Minimum Initial (s)	10.0	10.0	8.0	10.0	8.0	8.0
Minimum Split (s)	21.0	21.0	13.0	21.0	21.0	21.0
Total Split (s)	22.0	22.0	15.0	37.0	23.0	23.0
Total Split (%)	36.7%	36.7%	25.0%	61.7%	38.3%	38.3%
Maximum Green (s)	17.0	17.0	10.0	32.0	18.0	18.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Max	C-Max	None	C-Max	Max	Max
Walk Time (s)	5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	30.4	30.4	9.0	33.0	19.0	19.0
Actuated g/C Ratio	0.51	0.51	0.15	0.55	0.32	0.32
v/c Ratio	0.05	0.00	0.07	0.06	0.01	0.03
Control Delay	5.6	4.7	17.4	4.6	14.2	8.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	5.6	4.7	17.4	4.6	14.2	8.2
LOS	A	A	B	A	B	A
Approach Delay	5.6			6.5	9.6	

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Approach LOS	A			A	A	
Queue Length 50th (ft)	8	1	5	7	1	0
Queue Length 95th (ft)	28	6	18	16	6	10
Internal Link Dist (ft)	1298			1327	1645	
Turn Bay Length (ft)						
Base Capacity (vph)	1663	745	301	1805	520	474
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	0.05	0.00	0.06	0.06	0.01	0.03

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 32 (53%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.07
Intersection Signal Delay: 6.4 Intersection LOS: A
Intersection Capacity Utilization 21.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 36: Lone Star Rd & Zinser Rd



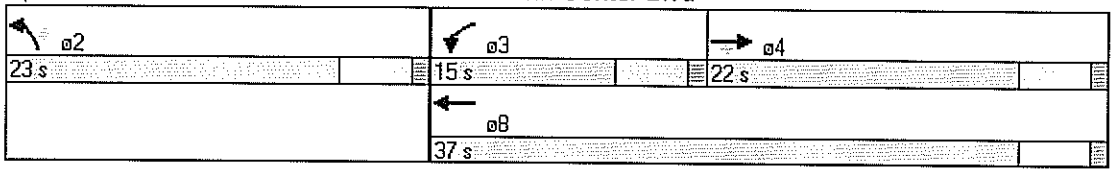
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		100	100		0	0
Storage Lanes		1	1		1	1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3282	1468	1641	3282	1641	1468
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3282	1468	1641	3282	1641	1468
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		32				13
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	40			40	40	
Link Distance (ft)	1407			2180	3108	
Travel Time (s)	24.0			37.2	53.0	
Volume (vph)	93	29	13	72	27	12
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	101	32	14	78	29	13
Lane Group Flow (vph)	101	32	14	78	29	13
Turn Type		Perm	Prot			Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Detector Phases	4	4	3	8	2	2
Minimum Initial (s)	10.0	10.0	8.0	10.0	8.0	8.0
Minimum Split (s)	21.0	21.0	13.0	21.0	21.0	21.0
Total Split (s)	22.0	22.0	15.0	37.0	23.0	23.0
Total Split (%)	36.7%	36.7%	25.0%	61.7%	38.3%	38.3%
Maximum Green (s)	17.0	17.0	10.0	32.0	18.0	18.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Max	C-Max	None	C-Max	Max	Max
Walk Time (s)	5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	30.4	30.4	9.0	33.0	19.0	19.0
Actuated g/C Ratio	0.51	0.51	0.15	0.55	0.32	0.32
v/c Ratio	0.06	0.04	0.06	0.04	0.06	0.03
Control Delay	3.5	0.7	17.0	6.7	16.4	11.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	3.5	0.7	17.0	6.7	16.4	11.0

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
LOS	A	A	B	A	B	B
Approach Delay	2.8			8.3	14.7	
Approach LOS	A			A	B	
Queue Length 50th (ft)	2	0	4	6	10	2
Queue Length 95th (ft)	8	0	16	15	29	14
Internal Link Dist (ft)	1327			2100	3028	
Turn Bay Length (ft)		100	100			
Base Capacity (vph)	1663	760	301	1805	520	474
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	0.06	0.04	0.05	0.04	0.06	0.03

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 10 (17%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.06
Intersection Signal Delay: 6.6 Intersection LOS: A
Intersection Capacity Utilization 21.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 102: Lone Star Rd & Vann Center Blvd



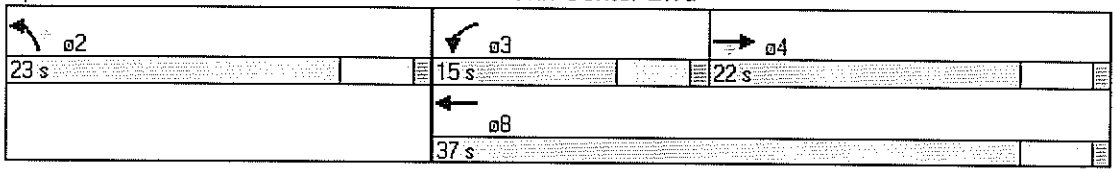
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↱	↰	↑↑	↰	↱
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		100	100		0	0
Storage Lanes		1	1		1	1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3282	1468	1641	3282	1641	1468
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3282	1468	1641	3282	1641	1468
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		33				16
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	40			40	40	
Link Distance (ft)	1407			2180	3108	
Travel Time (s)	24.0			37.2	53.0	
Volume (vph)	79	30	13	103	32	15
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	86	33	14	112	35	16
Lane Group Flow (vph)	86	33	14	112	35	16
Turn Type		Perm	Prot			Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Detector Phases	4	4	3	8	2	2
Minimum Initial (s)	10.0	10.0	8.0	10.0	8.0	8.0
Minimum Split (s)	21.0	21.0	13.0	21.0	21.0	21.0
Total Split (s)	22.0	22.0	15.0	37.0	23.0	23.0
Total Split (%)	36.7%	36.7%	25.0%	61.7%	38.3%	38.3%
Maximum Green (s)	17.0	17.0	10.0	32.0	18.0	18.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Max	C-Max	None	C-Max	Max	Max
Walk Time (s)	5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	30.4	30.4	9.0	33.0	19.0	19.0
Actuated g/C Ratio	0.51	0.51	0.15	0.55	0.32	0.32
v/c Ratio	0.05	0.04	0.06	0.06	0.07	0.03
Control Delay	3.7	0.6	29.0	5.5	16.2	10.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	3.7	0.6	29.0	5.5	16.2	10.0

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
LOS	A	A	C	A	B	A
Approach Delay	2.9			8.1	14.3	
Approach LOS	A			A	B	
Queue Length 50th (ft)	2	0	0	9	11	2
Queue Length 95th (ft)	8	0	22	18	32	15
Internal Link Dist (ft)	1327			2100	3028	
Turn Bay Length (ft)		100	100			
Base Capacity (vph)	1663	760	301	1805	520	476
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	0.05	0.04	0.05	0.06	0.07	0.03

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 56 (93%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.07
Intersection Signal Delay: 7.1 Intersection LOS: A
Intersection Capacity Utilization 21.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 102: Lone Star Rd & Vann Center Blvd



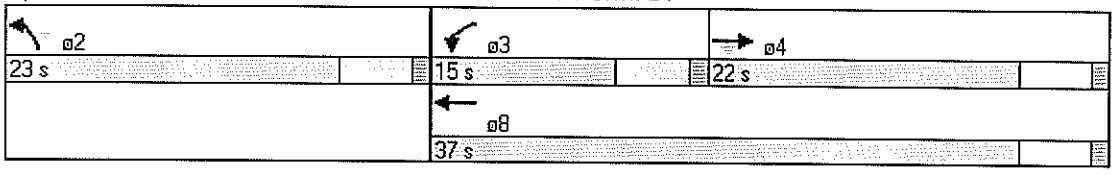
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		100	100		0	0
Storage Lanes		1	1		1	1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3282	1468	1641	3282	1641	1468
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3282	1468	1641	3282	1641	1468
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		60				28
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	40			40	40	
Link Distance (ft)	2180			2880	3122	
Travel Time (s)	37.2			49.1	53.2	
Volume (vph)	128	55	61	82	53	26
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	139	60	66	89	58	28
Lane Group Flow (vph)	139	60	66	89	58	28
Turn Type		Perm	Prot			Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Detector Phases	4	4	3	8	2	2
Minimum Initial (s)	10.0	10.0	8.0	10.0	8.0	8.0
Minimum Split (s)	21.0	21.0	13.0	21.0	21.0	21.0
Total Split (s)	22.0	22.0	15.0	37.0	23.0	23.0
Total Split (%)	36.7%	36.7%	25.0%	61.7%	38.3%	38.3%
Maximum Green (s)	17.0	17.0	10.0	32.0	18.0	18.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Max	C-Max	None	C-Max	Max	Max
Walk Time (s)	5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	24.6	24.6	9.6	33.0	19.0	19.0
Actuated g/C Ratio	0.41	0.41	0.16	0.55	0.32	0.32
v/c Ratio	0.10	0.09	0.25	0.05	0.11	0.06
Control Delay	9.4	2.3	24.5	6.4	15.3	6.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	9.4	2.3	24.5	6.4	15.3	6.8

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
LOS	A	A	C	A	B	A
Approach Delay	7.2			14.1	12.5	
Approach LOS	A			B	B	
Queue Length 50th (ft)	11	0	22	6	15	0
Queue Length 95th (ft)	21	6	50	15	37	15
Internal Link Dist (ft)	2100			2800	3042	
Turn Bay Length (ft)		100	100			
Base Capacity (vph)	1348	638	301	1805	520	484
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	0.10	0.09	0.22	0.05	0.11	0.06

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 40 (67%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.25
Intersection Signal Delay: 10.7 Intersection LOS: B
Intersection Capacity Utilization 31.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 108: Lone Star Rd & Enrico Fermi Dr



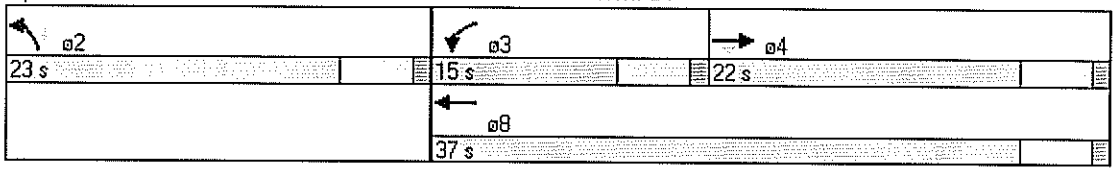
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		100	100		0	0
Storage Lanes		1	1		1	1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3282	1468	1641	3282	1641	1468
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3282	1468	1641	3282	1641	1468
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		64				61
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	40			40	40	
Link Distance (ft)	2180			2880	3122	
Travel Time (s)	37.2			49.1	53.2	
Volume (vph)	90	59	29	141	61	56
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	98	64	32	153	66	61
Lane Group Flow (vph)	98	64	32	153	66	61
Turn Type		Perm	Prot			Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Detector Phases	4	4	3	8	2	2
Minimum Initial (s)	10.0	10.0	8.0	10.0	8.0	8.0
Minimum Split (s)	21.0	21.0	13.0	21.0	21.0	21.0
Total Split (s)	22.0	22.0	15.0	37.0	23.0	23.0
Total Split (%)	36.7%	36.7%	25.0%	61.7%	38.3%	38.3%
Maximum Green (s)	17.0	17.0	10.0	32.0	18.0	18.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Max	C-Max	None	C-Max	Max	Max
Walk Time (s)	5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	27.7	27.7	9.1	33.0	19.0	19.0
Actuated g/C Ratio	0.46	0.46	0.15	0.55	0.32	0.32
v/c Ratio	0.06	0.09	0.13	0.08	0.13	0.12
Control Delay	7.7	2.2	23.4	6.5	15.5	5.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	7.7	2.2	23.4	6.5	15.5	5.5

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
LOS	A	A	C	A	B	A
Approach Delay	5.5			9.5	10.7	
Approach LOS	A			A	B	
Queue Length 50th (ft)	3	0	10	12	17	0
Queue Length 95th (ft)	13	4	31	23	41	22
Internal Link Dist (ft)	2100			2800	3042	
Turn Bay Length (ft)		100	100			
Base Capacity (vph)	1516	713	301	1805	520	507
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	0.06	0.09	0.11	0.08	0.13	0.12

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 32 (53%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.13
Intersection Signal Delay: 8.5 Intersection LOS: A
Intersection Capacity Utilization 21.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 108: Lone Star Rd & Enrico Fermi Dr



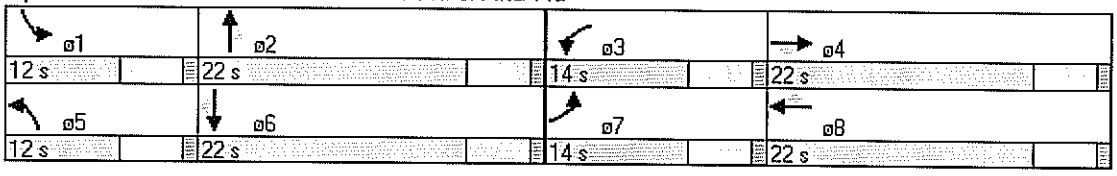
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	100		100	100		100
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			27			36			7			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			40			40	
Link Distance (ft)		2880			3964			3128			879	
Travel Time (s)		49.1			67.6			53.3			15.0	
Volume (vph)	81	72	25	7	46	33	9	14	6	29	47	58
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	88	78	27	8	50	36	10	15	7	32	51	63
Lane Group Flow (vph)	88	78	27	8	50	36	10	15	7	32	51	63
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	11.0	21.0	21.0	11.0	21.0	21.0
Total Split (s)	14.0	22.0	22.0	14.0	22.0	22.0	12.0	22.0	22.0	12.0	22.0	22.0
Total Split (%)	20.0%	31.4%	31.4%	20.0%	31.4%	31.4%	17.1%	31.4%	31.4%	17.1%	31.4%	31.4%
Maximum Green (s)	9.0	17.0	17.0	9.0	17.0	17.0	7.0	17.0	17.0	7.0	17.0	17.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	10.6	19.7	19.7	9.9	12.4	12.4	8.0	39.5	39.5	8.3	42.0	42.0
Actuated g/C Ratio	0.15	0.27	0.27	0.13	0.17	0.17	0.10	0.59	0.59	0.11	0.62	0.62
v/c Ratio	0.37	0.09	0.07	0.04	0.09	0.13	0.06	0.01	0.01	0.17	0.02	0.07
Control Delay	25.3	14.6	8.7	25.7	20.1	10.0	27.0	15.4	10.3	26.4	12.1	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	0.0
Total Delay	25.3	14.6	8.7	25.7	20.1	10.0	27.0	15.4	10.3	26.4	12.1	4.9

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	B	A	C	C	A	C	B	B	C	B	A
Approach Delay		18.6			16.7			17.9			12.1	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)	23	5	0	2	6	0	3	1	0	8	4	0
Queue Length 95th (ft)	68	29	18	13	21	21	15	8	8	33	18	24
Internal Link Dist (ft)		2800			3884			3048			799	
Turn Bay Length (ft)	100		100	100		100	100		100	100		100
Base Capacity (vph)	253	1019	474	230	817	392	189	1924	863	195	2050	941
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	0.35	0.08	0.06	0.03	0.06	0.09	0.05	0.01	0.01	0.16	0.02	0.07

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 67.3
Natural Cycle: 70
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.37
Intersection Signal Delay: 16.2 Intersection LOS: B
Intersection Capacity Utilization 31.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 59: Lone Star Rd & Alta Rd



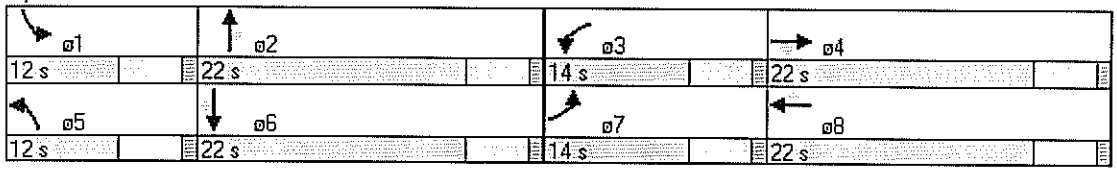
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	100		100	100		100
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			11			35			9			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)		40			40			40			40	
Link Distance (ft)		2880			3964			3128			879	
Travel Time (s)		49.1			67.6			53.3			15.0	
Volume (vph)	64	50	10	6	79	32	28	51	8	37	16	90
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	70	54	11	7	86	35	30	55	9	40	17	98
Lane Group Flow (vph)	70	54	11	7	86	35	30	55	9	40	17	98
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	11.0	21.0	21.0	11.0	21.0	21.0
Total Split (s)	14.0	22.0	22.0	14.0	22.0	22.0	12.0	22.0	22.0	12.0	22.0	22.0
Total Split (%)	20.0%	31.4%	31.4%	20.0%	31.4%	31.4%	17.1%	31.4%	31.4%	17.1%	31.4%	31.4%
Maximum Green (s)	9.0	17.0	17.0	9.0	17.0	17.0	7.0	17.0	17.0	7.0	17.0	17.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	10.6	19.7	19.7	10.0	12.5	12.5	8.3	39.3	39.3	8.4	39.3	39.3
Actuated g/C Ratio	0.15	0.27	0.27	0.13	0.17	0.17	0.11	0.59	0.59	0.11	0.59	0.59
v/c Ratio	0.29	0.06	0.03	0.03	0.15	0.13	0.16	0.03	0.01	0.21	0.01	0.11
Control Delay	24.1	14.9	10.7	25.7	19.7	10.0	26.3	14.2	9.9	26.9	15.3	4.8
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
Total Delay	24.1	14.9	10.7	25.7	19.7	10.0	26.3	14.2	9.9	26.9	15.3	4.8

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	B	B	C	B	B	C	B	A	C	B	A
Approach Delay		19.3			17.4			17.7			11.7	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)	18	4	0	2	10	0	8	5	0	10	1	0
Queue Length 95th (ft)	57	22	12	12	32	21	32	19	9	39	8	29
Internal Link Dist (ft)		2800			3884			3048			799	
Turn Bay Length (ft)	100		100	100		100	100		100	100		100
Base Capacity (vph)	254	1021	464	231	819	393	196	1924	864	196	1924	901
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	0.28	0.05	0.02	0.03	0.11	0.09	0.15	0.03	0.01	0.20	0.01	0.11

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 67.1
Natural Cycle: 70
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.29
Intersection Signal Delay: 16.2 Intersection LOS: B
Intersection Capacity Utilization 31.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 59: Lone Star Rd & Alta Rd



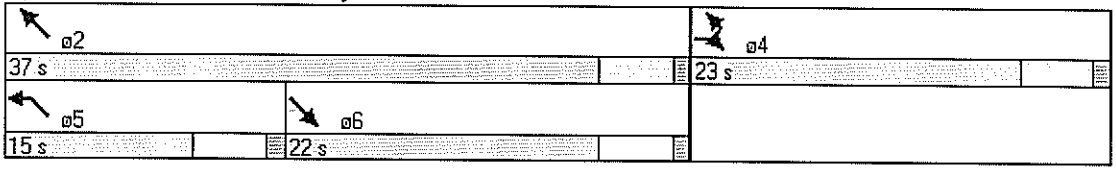
Lane Group	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		100	100	
Storage Lanes	1	1		1	1	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)	15	9		9	15	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	0.95
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1641	1468	3282	1468	1641	3282
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1641	1468	3282	1468	1641	3282
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		24		26		
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	50		40			40
Link Distance (ft)	1980		3964			2219
Travel Time (s)	27.0		67.6			37.8
Volume (vph)	23	22	41	24	18	36
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	25	24	45	26	20	39
Lane Group Flow (vph)	25	24	45	26	20	39
Turn Type		Prot		Perm	Prot	
Protected Phases	4	4	6		5	2
Permitted Phases				6		
Detector Phases	4	4	6	6	5	2
Minimum Initial (s)	8.0	8.0	10.0	10.0	8.0	10.0
Minimum Split (s)	21.0	21.0	21.0	21.0	13.0	21.0
Total Split (s)	23.0	23.0	22.0	22.0	15.0	37.0
Total Split (%)	38.3%	38.3%	36.7%	36.7%	25.0%	61.7%
Maximum Green (s)	18.0	18.0	17.0	17.0	10.0	32.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	C-Max	C-Max	None	C-Max
Walk Time (s)	5.0	5.0	5.0	5.0		5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0		11.0
Pedestrian Calls (#/hr)	0	0	0	0		0
Act Effct Green (s)	9.0	9.0	50.6	50.6	9.0	53.2
Actuated g/C Ratio	0.15	0.15	0.84	0.84	0.15	0.89
v/c Ratio	0.10	0.10	0.02	0.02	0.08	0.01
Control Delay	23.3	11.4	4.2	2.9	13.1	2.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.3	11.4	4.2	2.9	13.1	2.4

Lane Group	EBL	EBR	SET	SER	NWL	NWT
LOS	C	B	A	A	B	A
Approach Delay	17.5		3.8			6.0
Approach LOS	B		A			A
Queue Length 50th (ft)	8	0	0	0	4	0
Queue Length 95th (ft)	26	17	10	10	8	1
Internal Link Dist (ft)	1900		3884			2139
Turn Bay Length (ft)				100	100	
Base Capacity (vph)	520	481	2768	1242	301	2910
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	0.05	0.05	0.02	0.02	0.07	0.01

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 56 (93%), Referenced to phase 2:NWT and 6:SET, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.10
Intersection Signal Delay: 8.2 Intersection LOS: A
Intersection Capacity Utilization 21.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 97: Otay Mesa Rd & Lone Star Rd



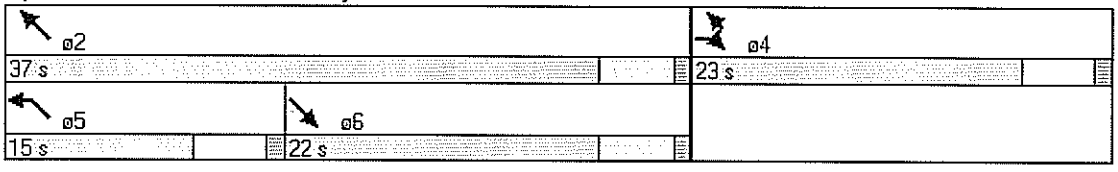
Lane Group	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		100	100	
Storage Lanes	1	1		1	1	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)	15	9		9	15	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	0.95
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1641	1468	3282	1468	1641	3282
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1641	1468	3282	1468	1641	3282
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		23		27		
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	50		40			40
Link Distance (ft)	1980		3964			2219
Travel Time (s)	27.0		67.6			37.8
Volume (vph)	27	21	39	25	24	45
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	29	23	42	27	26	49
Lane Group Flow (vph)	29	23	42	27	26	49
Turn Type		Prot		Perm	Prot	
Protected Phases	4	4	6		5	2
Permitted Phases				6		
Detector Phases	4	4	6	6	5	2
Minimum Initial (s)	8.0	8.0	10.0	10.0	8.0	10.0
Minimum Split (s)	21.0	21.0	21.0	21.0	13.0	21.0
Total Split (s)	23.0	23.0	22.0	22.0	15.0	37.0
Total Split (%)	38.3%	38.3%	36.7%	36.7%	25.0%	61.7%
Maximum Green (s)	18.0	18.0	17.0	17.0	10.0	32.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	C-Max	C-Max	None	C-Max
Walk Time (s)	5.0	5.0	5.0	5.0		5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0		11.0
Pedestrian Calls (#/hr)	0	0	0	0		0
Act Effct Green (s)	9.0	9.0	50.6	50.6	9.0	53.2
Actuated g/C Ratio	0.15	0.15	0.84	0.84	0.15	0.89
v/c Ratio	0.12	0.10	0.02	0.02	0.11	0.02
Control Delay	23.4	11.6	4.3	2.9	15.8	2.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.4	11.6	4.3	2.9	15.8	2.3

Lane Group	EBL	EBR	SET	SER	NWL	NWT
LOS	C	B	A	A	B	A
Approach Delay	18.2		3.7			7.0
Approach LOS	B		A			A
Queue Length 50th (ft)	9	0	0	0	6	0
Queue Length 95th (ft)	29	17	10	10	19	2
Internal Link Dist (ft)	1900		3884			2139
Turn Bay Length (ft)				100	100	
Base Capacity (vph)	520	481	2767	1242	301	2909
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	0.06	0.05	0.02	0.02	0.09	0.02

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 56 (93%), Referenced to phase 2:NWT and 6:SET, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.12
Intersection Signal Delay: 8.8 Intersection LOS: A
Intersection Capacity Utilization 21.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 97: Otay Mesa Rd & Lone Star Rd



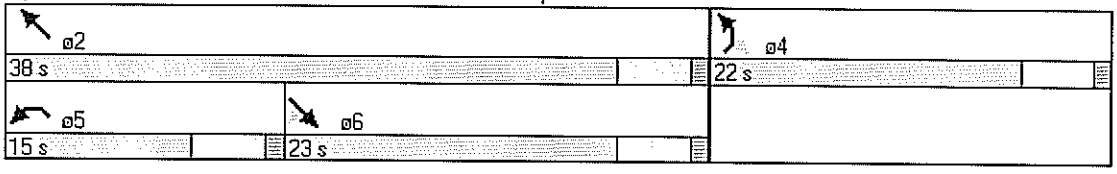
Lane Group	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		100	100		0	0
Storage Lanes		1	1		1	1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3282	1468	1641	3282	1641	1468
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3282	1468	1641	3282	1641	1468
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		37				42
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	40			40	40	
Link Distance (ft)	2219			1303	3201	
Travel Time (s)	37.8			22.2	54.6	
Volume (vph)	4	34	14	5	40	39
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	4	37	15	5	43	42
Lane Group Flow (vph)	4	37	15	5	43	42
Turn Type		Perm	Prot			Perm
Protected Phases	6		5	2	4	
Permitted Phases		6				4
Detector Phases	6	6	5	2	4	4
Minimum Initial (s)	8.0	8.0	6.0	8.0	10.0	10.0
Minimum Split (s)	21.0	21.0	13.0	21.0	21.0	21.0
Total Split (s)	23.0	23.0	15.0	38.0	22.0	22.0
Total Split (%)	38.3%	38.3%	25.0%	63.3%	36.7%	36.7%
Maximum Green (s)	18.0	18.0	10.0	33.0	17.0	17.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Max	Max	None	Max	C-Max	C-Max
Walk Time (s)	5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	31.6	31.6	7.2	34.0	18.0	18.0
Actuated g/C Ratio	0.53	0.53	0.12	0.57	0.30	0.30
v/c Ratio	0.00	0.05	0.08	0.00	0.09	0.09
Control Delay	8.5	3.5	24.1	5.6	15.8	6.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	8.5	3.5	24.1	5.6	15.8	6.3

Lane Group	SET	SER	NWL	NWT	NEL	NER
LOS	A	A	C	A	B	A
Approach Delay	4.0			19.5	11.1	
Approach LOS	A			B	B	
Queue Length 50th (ft)	0	0	5	0	11	0
Queue Length 95th (ft)	2	10	19	2	31	19
Internal Link Dist (ft)	2139			1223	3121	
Turn Bay Length (ft)		100	100			
Base Capacity (vph)	1726	790	301	1860	492	470
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	0.00	0.05	0.05	0.00	0.09	0.09

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 48 (80%), Referenced to phase 4:NEL, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.09
Intersection Signal Delay: 10.2 Intersection LOS: B
Intersection Capacity Utilization 22.4% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 43: Lone Star Rd & Siempre Viva Rd



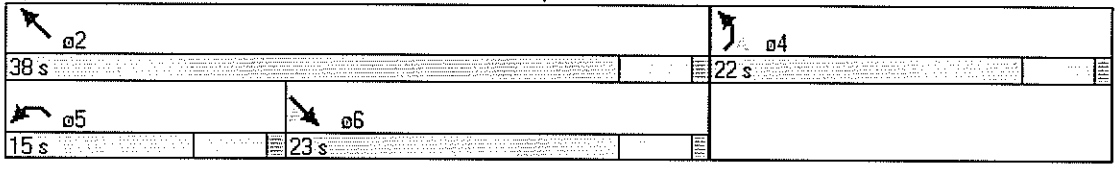
Lane Group	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		100	100		0	0
Storage Lanes		1	1		1	1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3282	1468	1641	3282	1641	1468
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3282	1468	1641	3282	1641	1468
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		48				17
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	40			40	40	
Link Distance (ft)	2219			1303	3201	
Travel Time (s)	37.8			22.2	54.6	
Volume (vph)	5	44	43	4	37	16
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	5	48	47	4	40	17
Lane Group Flow (vph)	5	48	47	4	40	17
Turn Type		Perm	Prot			Perm
Protected Phases	6		5	2	4	
Permitted Phases		6				4
Detector Phases	6	6	5	2	4	4
Minimum Initial (s)	8.0	8.0	6.0	8.0	10.0	10.0
Minimum Split (s)	21.0	21.0	13.0	21.0	21.0	21.0
Total Split (s)	23.0	23.0	15.0	38.0	22.0	22.0
Total Split (%)	38.3%	38.3%	25.0%	63.3%	36.7%	36.7%
Maximum Green (s)	18.0	18.0	10.0	33.0	17.0	17.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Max	Max	None	Max	C-Max	C-Max
Walk Time (s)	5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	28.5	28.5	8.1	34.0	18.0	18.0
Actuated g/C Ratio	0.48	0.48	0.14	0.57	0.30	0.30
v/c Ratio	0.00	0.07	0.21	0.00	0.08	0.04
Control Delay	11.6	4.8	24.9	5.8	15.7	8.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.6	4.8	24.9	5.8	15.7	8.1

Lane Group	SET	SER	NWL	NWT	NEL	NER
LOS	B	A	C	A	B	A
Approach Delay	5.4			23.4	13.5	
Approach LOS	A			C	B	
Queue Length 50th (ft)	0	0	16	0	10	0
Queue Length 95th (ft)	2	1	40	2	29	12
Internal Link Dist (ft)	2139			1223	3121	
Turn Bay Length (ft)		100	100			
Base Capacity (vph)	1560	723	301	1860	492	452
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	0.00	0.07	0.16	0.00	0.08	0.04

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 48 (80%), Referenced to phase 4:NEL, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.21
Intersection Signal Delay: 14.0 Intersection LOS: B
Intersection Capacity Utilization 24.0% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 43: Lone Star Rd & Siempre Viva Rd



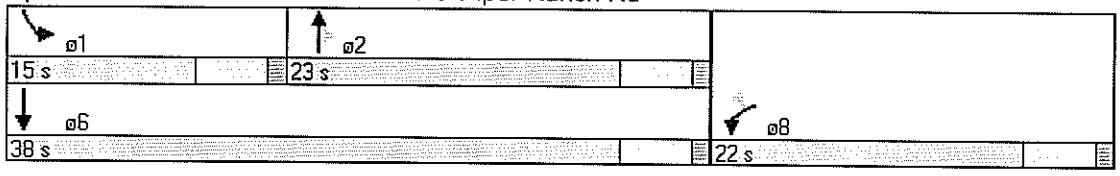
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		100	100	
Storage Lanes	2	1		1	1	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)	15	9		9	15	
Lane Util. Factor	0.97	1.00	0.95	1.00	1.00	0.95
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	3183	1468	3282	1468	1641	3282
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	3183	1468	3282	1468	1641	3282
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		12		154		
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	40		40			40
Link Distance (ft)	2560		2568			978
Travel Time (s)	43.6		43.8			16.7
Volume (vph)	128	11	24	142	16	70
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	139	12	26	154	17	76
Lane Group Flow (vph)	139	12	26	154	17	76
Turn Type		Perm		Perm	Prot	
Protected Phases	8		2		1	6
Permitted Phases		8		2		
Detector Phases	8	8	2	2	1	6
Minimum Initial (s)	10.0	10.0	8.0	8.0	6.0	8.0
Minimum Split (s)	21.0	21.0	21.0	21.0	13.0	21.0
Total Split (s)	22.0	22.0	23.0	23.0	15.0	38.0
Total Split (%)	36.7%	36.7%	38.3%	38.3%	25.0%	63.3%
Maximum Green (s)	17.0	17.0	18.0	18.0	10.0	33.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	Max	Max	None	Max
Walk Time (s)	5.0	5.0	5.0	5.0		5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0		11.0
Pedestrian Calls (#/hr)	0	0	0	0		0
Act Effct Green (s)	12.5	12.5	48.6	48.6	8.2	51.8
Actuated g/C Ratio	0.17	0.17	0.69	0.69	0.10	0.73
v/c Ratio	0.26	0.05	0.01	0.15	0.10	0.03
Control Delay	18.8	10.4	6.3	2.2	23.6	3.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.8	10.4	6.3	2.2	23.6	3.3

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
LOS	B	B	A	A	C	A
Approach Delay	18.1		2.8			7.0
Approach LOS	B		A			A
Queue Length 50th (ft)	21	0	1	0	5	3
Queue Length 95th (ft)	38	11	8	26	19	8
Internal Link Dist (ft)	2480		2488			898
Turn Bay Length (ft)				100	100	
Base Capacity (vph)	791	374	2261	1059	237	2414
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	0.18	0.03	0.01	0.15	0.07	0.03

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 70.5
Natural Cycle: 55
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.26
Intersection Signal Delay: 9.2 Intersection LOS: A
Intersection Capacity Utilization 22.6% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 117: Zinser Rd & Piper Ranch Rd



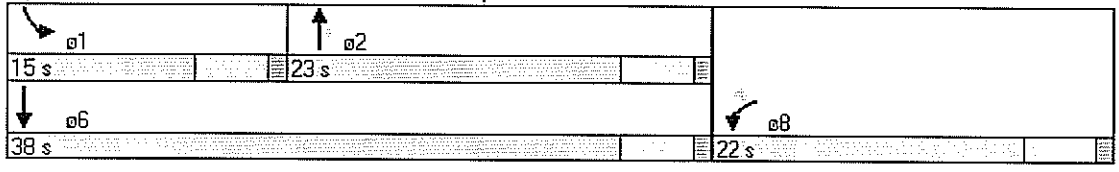
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		100	100	
Storage Lanes	2	1		1	1	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)	15	9		9	15	
Lane Util. Factor	0.97	1.00	0.95	1.00	1.00	0.95
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	3183	1468	3282	1468	1641	3282
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	3183	1468	3282	1468	1641	3282
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		18		153		
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	40		40			40
Link Distance (ft)	2560		2568			978
Travel Time (s)	43.6		43.8			16.7
Volume (vph)	157	17	78	141	12	91
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	171	18	85	153	13	99
Lane Group Flow (vph)	171	18	85	153	13	99
Turn Type		Perm		Perm	Prot	
Protected Phases	8		2		1	6
Permitted Phases		8		2		
Detector Phases	8	8	2	2	1	6
Minimum Initial (s)	10.0	10.0	8.0	8.0	6.0	8.0
Minimum Split (s)	21.0	21.0	21.0	21.0	13.0	21.0
Total Split (s)	22.0	22.0	23.0	23.0	15.0	38.0
Total Split (%)	36.7%	36.7%	38.3%	38.3%	25.0%	63.3%
Maximum Green (s)	17.0	17.0	18.0	18.0	10.0	33.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Max	C-Max	Max	Max	None	Max
Walk Time (s)	5.0	5.0	5.0	5.0		5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0		11.0
Pedestrian Calls (#/hr)	0	0	0	0		0
Act Effct Green (s)	18.0	18.0	31.6	31.6	7.3	34.0
Actuated g/C Ratio	0.30	0.30	0.53	0.53	0.12	0.57
v/c Ratio	0.18	0.04	0.05	0.18	0.07	0.05
Control Delay	16.2	7.9	8.7	3.0	23.2	5.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.2	7.9	8.7	3.0	23.2	5.6

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
LOS	B	A	A	A	C	A
Approach Delay	15.4		5.0			7.7
Approach LOS	B		A			A
Queue Length 50th (ft)	23	0	6	0	4	7
Queue Length 95th (ft)	43	12	22	31	16	14
Internal Link Dist (ft)	2480		2488			898
Turn Bay Length (ft)				100	100	
Base Capacity (vph)	955	453	1729	845	301	1860
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	0.18	0.04	0.05	0.18	0.04	0.05

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 2 (3%), Referenced to phase 8:WBL, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.18
Intersection Signal Delay: 9.2 Intersection LOS: A
Intersection Capacity Utilization 22.3% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 117: Zinser Rd & Piper Ranch Rd



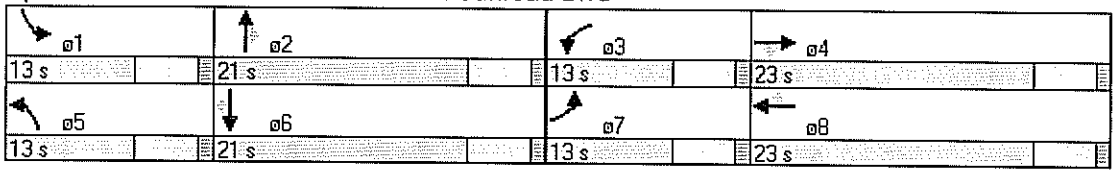
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	100		100	100		100
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			39			2			17			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)		2560			1725			3203			980	
Travel Time (s)		43.6			29.4			54.6			16.7	
Volume (vph)	13	38	36	9	50	2	20	22	16	2	29	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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	14	41	39	10	54	2	22	24	17	2	32	9
Lane Group Flow (vph)	14	41	39	10	54	2	22	24	17	2	32	9
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0
Total Split (s)	13.0	23.0	23.0	13.0	23.0	23.0	13.0	21.0	21.0	13.0	21.0	21.0
Total Split (%)	18.6%	32.9%	32.9%	18.6%	32.9%	32.9%	18.6%	30.0%	30.0%	18.6%	30.0%	30.0%
Maximum Green (s)	8.0	18.0	18.0	8.0	18.0	18.0	8.0	16.0	16.0	8.0	16.0	16.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	10.6	13.6	13.6	10.6	13.6	13.6	8.8	46.9	46.9	8.3	46.5	46.5
Actuated g/C Ratio	0.15	0.19	0.19	0.15	0.19	0.19	0.12	0.76	0.76	0.12	0.75	0.75
v/c Ratio	0.06	0.07	0.12	0.04	0.09	0.01	0.11	0.01	0.02	0.01	0.01	0.01
Control Delay	19.5	14.6	7.9	19.6	14.5	13.0	20.1	9.0	6.4	21.5	9.3	7.9
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
Total Delay	19.5	14.6	7.9	19.6	14.5	13.0	20.1	9.0	6.4	21.5	9.3	7.9

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	B	B	A	B	B	B	C	A	A	C	A	A
Approach Delay		12.6			15.2			12.2			9.6	
Approach LOS		B			B			B			A	
Queue Length 50th (ft)	1	1	0	1	2	0	2	0	0	0	0	0
Queue Length 95th (ft)	19	18	22	15	22	5	25	10	12	6	13	9
Internal Link Dist (ft)		2480			1645			3123			900	
Turn Bay Length (ft)	100		100	100		100	100		100	100		100
Base Capacity (vph)	240	934	446	240	934	419	239	2480	1113	238	2459	1102
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	0.06	0.04	0.09	0.04	0.06	0.00	0.09	0.01	0.02	0.01	0.01	0.01

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 62.1
Natural Cycle: 70
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.13
Intersection Signal Delay: 12.6 Intersection LOS: B
Intersection Capacity Utilization 31.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 120: Zinser Rd & Sunroad Blvd



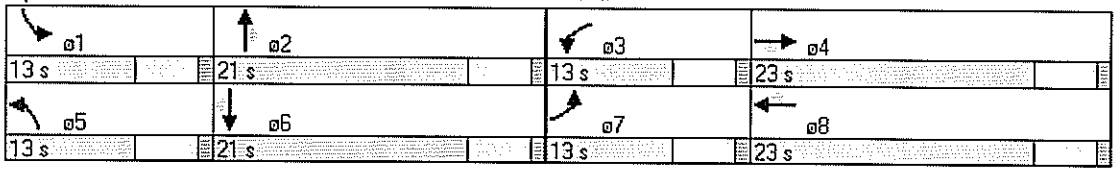
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	100		100	100		100
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			24			2			40			15
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)		2560			1725			3203			980	
Travel Time (s)		43.6			29.4			54.6			16.7	
Volume (vph)	9	55	22	18	42	2	40	4	37	2	24	14
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	10	60	24	20	46	2	43	4	40	2	26	15
Lane Group Flow (vph)	10	60	24	20	46	2	43	4	40	2	26	15
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0
Total Split (s)	13.0	23.0	23.0	13.0	23.0	23.0	13.0	21.0	21.0	13.0	21.0	21.0
Total Split (%)	18.6%	32.9%	32.9%	18.6%	32.9%	32.9%	18.6%	30.0%	30.0%	18.6%	30.0%	30.0%
Maximum Green (s)	8.0	18.0	18.0	8.0	18.0	18.0	8.0	16.0	16.0	8.0	16.0	16.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	10.5	13.0	13.0	10.5	13.0	13.0	9.2	50.0	50.0	8.2	46.3	46.3
Actuated g/C Ratio	0.14	0.18	0.18	0.14	0.18	0.18	0.13	0.78	0.78	0.11	0.72	0.72
v/c Ratio	0.04	0.10	0.09	0.09	0.08	0.01	0.20	0.00	0.03	0.01	0.01	0.01
Control Delay	21.6	16.3	9.8	21.4	16.5	15.0	20.5	10.0	4.8	23.0	11.3	8.1
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
Total Delay	21.6	16.3	9.8	21.4	16.5	15.0	20.5	10.0	4.8	23.0	11.3	8.1

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	B	A	C	B	B	C	A	A	C	B	A
Approach Delay		15.2			17.9			12.8			10.8	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)	1	2	0	2	1	0	4	0	0	0	0	0
Queue Length 95th (ft)	15	24	17	23	20	5	40	3	18	6	12	12
Internal Link Dist (ft)		2480			1645			3123			900	
Turn Bay Length (ft)	100		100	100		100	100		100	100		100
Base Capacity (vph)	231	882	412	231	882	396	243	2570	1158	229	2379	1068
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	0.04	0.07	0.06	0.09	0.05	0.01	0.18	0.00	0.03	0.01	0.01	0.01

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 63.9
Natural Cycle: 70
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.20
Intersection Signal Delay: 14.5 Intersection LOS: B
Intersection Capacity Utilization 31.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 120: Zinser Rd & Sunroad Blvd



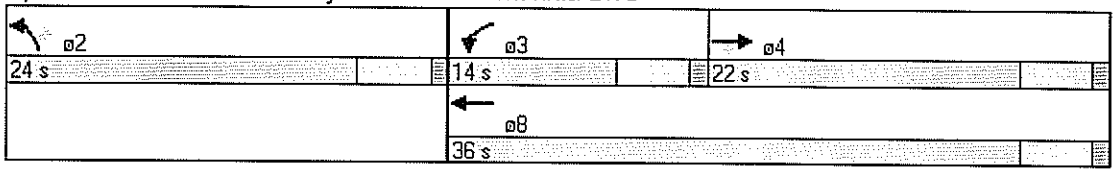
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		525	525		175	0
Storage Lanes		1	2		2	1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.91	1.00	0.97	0.91	0.97	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	4715	1468	3183	4715	3183	1468
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	4715	1468	3183	4715	3183	1468
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		229				414
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	50			50	40	
Link Distance (ft)	1820			5187	681	
Travel Time (s)	24.8			70.7	11.6	
Volume (vph)	589	211	217	412	224	381
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	640	229	236	448	243	414
Lane Group Flow (vph)	640	229	236	448	243	414
Turn Type		Perm	Prot			Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Detector Phases	4	4	3	8	2	2
Minimum Initial (s)	10.0	10.0	8.0	10.0	8.0	8.0
Minimum Split (s)	21.0	21.0	13.0	21.0	21.0	21.0
Total Split (s)	22.0	22.0	14.0	36.0	24.0	24.0
Total Split (%)	36.7%	36.7%	23.3%	60.0%	40.0%	40.0%
Maximum Green (s)	17.0	17.0	9.0	31.0	19.0	19.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Max	C-Max	None	C-Max	Max	Max
Walk Time (s)	5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	18.3	18.3	9.7	32.0	20.0	20.0
Actuated g/C Ratio	0.30	0.30	0.16	0.53	0.33	0.33
v/c Ratio	0.45	0.38	0.46	0.18	0.23	0.54
Control Delay	18.0	4.8	25.9	7.4	11.1	6.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.0	4.8	25.9	7.4	11.1	6.7

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
LOS	B	A	C	A	B	A
Approach Delay	14.6			13.8	8.3	
Approach LOS	B			B	A	
Queue Length 50th (ft)	67	0	40	27	29	0
Queue Length 95th (ft)	97	42	70	42	53	106
Internal Link Dist (ft)	1740			5107	601	
Turn Bay Length (ft)		525	525		175	
Base Capacity (vph)	1438	607	531	2515	1061	765
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	0.45	0.38	0.44	0.18	0.23	0.54

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 48 (80%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.54
Intersection Signal Delay: 12.5 Intersection LOS: B
Intersection Capacity Utilization 41.6% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 3: Otay Mesa Rd & Britannia Blvd



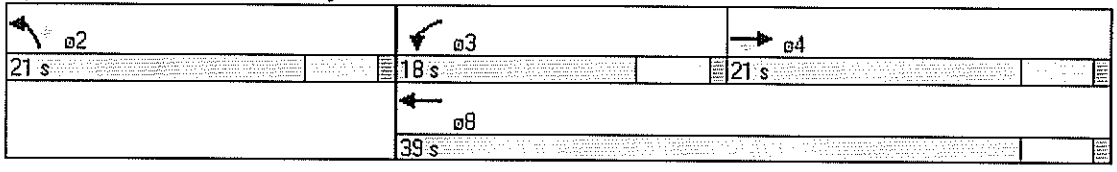
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		525	525		175	0
Storage Lanes		1	2		2	1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.91	1.00	0.97	0.91	0.97	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	4715	1468	3183	4715	3183	1468
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	4715	1468	3183	4715	3183	1468
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		267				260
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	50			50	40	
Link Distance (ft)	1820			5187	681	
Travel Time (s)	24.8			70.7	11.6	
Volume (vph)	453	246	419	648	232	239
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	492	267	455	704	252	260
Lane Group Flow (vph)	492	267	455	704	252	260
Turn Type		Perm	Prot			Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Detector Phases	4	4	3	8	2	2
Minimum Initial (s)	10.0	10.0	8.0	10.0	8.0	8.0
Minimum Split (s)	21.0	21.0	13.0	21.0	21.0	21.0
Total Split (s)	21.0	21.0	18.0	39.0	21.0	21.0
Total Split (%)	35.0%	35.0%	30.0%	65.0%	35.0%	35.0%
Maximum Green (s)	16.0	16.0	13.0	34.0	16.0	16.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Max	C-Max	None	C-Max	Max	Max
Walk Time (s)	5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	17.9	17.9	13.1	35.0	17.0	17.0
Actuated g/C Ratio	0.30	0.30	0.22	0.58	0.28	0.28
v/c Ratio	0.35	0.43	0.66	0.26	0.28	0.43
Control Delay	17.7	5.1	26.2	6.4	17.2	8.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	17.7	5.1	26.2	6.4	17.2	8.8

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
LOS	B	A	C	A	B	A
Approach Delay	13.2			14.2	12.9	
Approach LOS	B			B	B	
Queue Length 50th (ft)	51	0	75	39	36	1
Queue Length 95th (ft)	77	47	118	56	62	84
Internal Link Dist (ft)	1740			5107	601	
Turn Bay Length (ft)		525	525		175	
Base Capacity (vph)	1408	625	743	2750	902	602
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	0.35	0.43	0.61	0.26	0.28	0.43

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 28 (47%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.66
Intersection Signal Delay: 13.6 Intersection LOS: B
Intersection Capacity Utilization 37.4% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 3: Otay Mesa Rd & Britannia Blvd



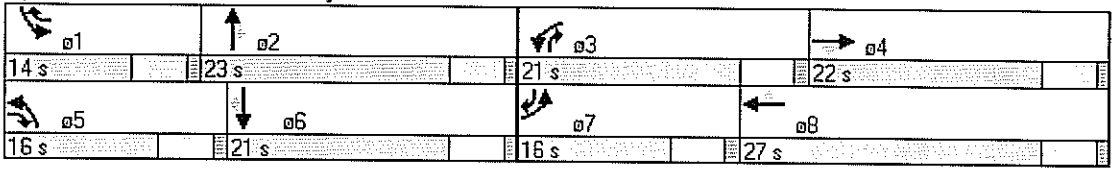
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	525		1000	525		0	250		100	250		100
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.86	1.00	1.00	0.86	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	5942	1468	1641	5942	1468	1641	4715	1468	1641	4715	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	5942	1468	1641	5942	1468	1641	4715	1468	1641	4715	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			119			115			40			85
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)		50			50			40			40	
Link Distance (ft)		5187			2583			470			3536	
Travel Time (s)		70.7			35.2			8.0			60.3	
Volume (vph)	107	483	114	216	293	106	140	478	37	91	556	78
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	116	525	124	235	318	115	152	520	40	99	604	85
Lane Group Flow (vph)	116	525	124	235	318	115	152	520	40	99	604	85
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)	8.0	10.0	6.0	8.0	10.0	6.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	11.0	13.0	21.0	11.0	11.0	21.0	13.0	11.0	21.0	13.0
Total Split (s)	16.0	22.0	16.0	21.0	27.0	14.0	16.0	23.0	21.0	14.0	21.0	16.0
Total Split (%)	20.0%	27.5%	20.0%	26.3%	33.8%	17.5%	20.0%	28.8%	26.3%	17.5%	26.3%	20.0%
Maximum Green (s)	11.0	17.0	11.0	16.0	22.0	9.0	11.0	18.0	16.0	9.0	16.0	11.0
Yellow 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
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	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
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	3.0
Recall Mode	None	C-Max	None	None	C-Max	None	None	Max	None	None	Max	None
Walk Time (s)		5.0			5.0			5.0			5.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	11.0	20.8	35.9	14.2	26.6	39.9	11.1	19.7	37.9	9.3	17.9	32.9
Actuated g/C Ratio	0.14	0.26	0.45	0.18	0.33	0.50	0.14	0.25	0.47	0.12	0.22	0.41
v/c Ratio	0.52	0.34	0.17	0.81	0.16	0.15	0.67	0.45	0.06	0.52	0.57	0.13
Control Delay	40.4	25.3	3.9	45.8	13.1	2.8	52.9	24.4	2.2	43.0	30.4	4.8
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
Total Delay	40.4	25.3	3.9	45.8	13.1	2.8	52.9	24.4	2.2	43.0	30.4	4.8

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	D	C	A	D	B	A	D	C	A	D	C	A
Approach Delay		24.1			22.8			29.3			29.2	
Approach LOS		C			C			C			C	
Queue Length 50th (ft)	54	61	1	75	33	0	69	78	0	47	100	0
Queue Length 95th (ft)	105	89	31	#202	51	38	#147	79	m2	94	136	27
Internal Link Dist (ft)		5107			2503			390			3456	
Turn Bay Length (ft)	525		1000	525			250		100	250		100
Base Capacity (vph)	246	1548	740	349	1977	802	246	1162	767	205	1056	671
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	0.47	0.34	0.17	0.67	0.16	0.14	0.62	0.45	0.05	0.48	0.57	0.13

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 8 (10%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.81
Intersection Signal Delay: 26.4 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.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 8: Otay Mesa Rd & La Media Rd



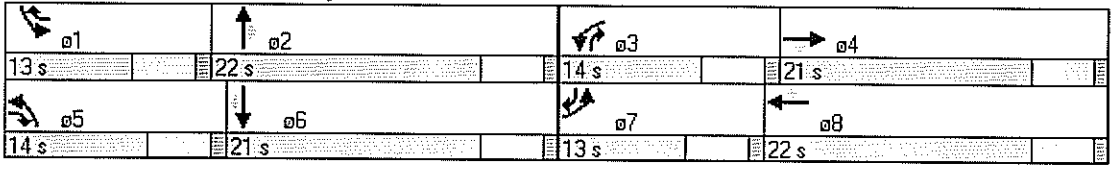
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	525		1000	525		0	250		100	250		100
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.86	1.00	1.00	0.86	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	5942	1468	1641	5942	1468	1641	4715	1468	1641	4715	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	5942	1468	1641	5942	1468	1641	4715	1468	1641	4715	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			139			109			153			127
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)		50			50			40			40	
Link Distance (ft)		5187			2583			470			3536	
Travel Time (s)		70.7			35.2			8.0			60.3	
Volume (vph)	86	322	154	122	531	100	125	612	141	116	527	117
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	93	350	167	133	577	109	136	665	153	126	573	127
Lane Group Flow (vph)	93	350	167	133	577	109	136	665	153	126	573	127
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)	8.0	10.0	6.0	8.0	10.0	6.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	11.0	13.0	21.0	11.0	11.0	21.0	13.0	11.0	21.0	13.0
Total Split (s)	13.0	21.0	14.0	14.0	22.0	13.0	14.0	22.0	14.0	13.0	21.0	13.0
Total Split (%)	18.6%	30.0%	20.0%	20.0%	31.4%	18.6%	20.0%	31.4%	20.0%	18.6%	30.0%	18.6%
Maximum Green (s)	8.0	16.0	9.0	9.0	17.0	8.0	9.0	17.0	9.0	8.0	16.0	8.0
Yellow 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
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	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
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	3.0
Recall Mode	None	C-Max	None	None	C-Max	None	None	Max	None	None	Max	None
Walk Time (s)		5.0			5.0			5.0			5.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	9.0	17.2	30.6	9.8	20.6	33.3	9.4	18.3	32.1	8.7	17.6	30.6
Actuated g/C Ratio	0.13	0.25	0.44	0.14	0.29	0.48	0.13	0.26	0.46	0.12	0.25	0.44
v/c Ratio	0.44	0.24	0.23	0.58	0.33	0.14	0.62	0.54	0.20	0.62	0.48	0.18
Control Delay	35.5	21.8	4.3	39.2	20.9	3.3	46.6	16.9	1.5	43.5	24.2	3.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.5	21.8	4.3	39.2	20.9	3.3	46.6	16.9	1.5	43.5	24.2	3.4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	D	C	A	D	C	A	D	B	A	D	C	A
Approach Delay		19.1			21.6			18.6			23.9	
Approach LOS		B			C			B			C	
Queue Length 50th (ft)	38	35	7	54	59	0	39	95	17	52	78	0
Queue Length 95th (ft)	80	53	38	#115	82	25	#125	56	1	#116	109	27
Internal Link Dist (ft)		5107			2503			390			3456	
Turn Bay Length (ft)	525		1000	525			250		100	250		100
Base Capacity (vph)	211	1460	732	234	1749	761	234	1231	759	211	1184	713
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	0.24	0.23	0.57	0.33	0.14	0.58	0.54	0.20	0.60	0.48	0.18

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 70
Offset: 24 (34%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.62
Intersection Signal Delay: 20.8 Intersection LOS: C
Intersection Capacity Utilization 46.7% 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: Otay Mesa Rd & La Media Rd



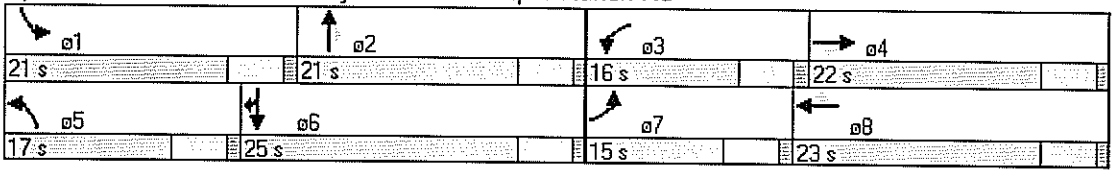
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	575		100	100		0	100		100	125		125
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	4715	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	4715	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			176			77			54			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)		50			50			40			40	
Link Distance (ft)		2583			1108			1296			2568	
Travel Time (s)		35.2			15.1			22.1			43.8	
Volume (vph)	100	225	162	106	235	71	115	169	50	118	226	68
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	109	245	176	115	255	77	125	184	54	128	246	74
Lane Group Flow (vph)	109	245	176	115	255	77	125	184	54	128	246	74
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Prot
Protected Phases	7	4		3	8		5	2		1	6	6
Permitted Phases			4			8			2			
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	11.0	21.0	21.0	21.0	21.0	21.0
Total Split (s)	15.0	22.0	22.0	16.0	23.0	23.0	17.0	21.0	21.0	21.0	25.0	25.0
Total Split (%)	18.8%	27.5%	27.5%	20.0%	28.8%	28.8%	21.3%	26.3%	26.3%	26.3%	31.3%	31.3%
Maximum Green (s)	10.0	17.0	17.0	11.0	18.0	18.0	12.0	16.0	16.0	16.0	20.0	20.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	Max	Max	Max
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0	0	0	0
Act Effct Green (s)	10.4	21.6	21.6	11.0	22.2	22.2	11.1	17.0	17.0	17.0	25.1	25.1
Actuated g/C Ratio	0.13	0.27	0.27	0.14	0.28	0.28	0.14	0.21	0.21	0.21	0.31	0.31
v/c Ratio	0.51	0.19	0.33	0.51	0.19	0.17	0.55	0.26	0.15	0.37	0.24	0.14
Control Delay	63.7	11.3	2.8	30.4	22.3	11.0	41.0	27.5	9.1	30.5	22.9	7.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.7	11.3	2.8	30.4	22.3	11.0	41.0	27.5	9.1	30.5	22.9	7.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	E	B	A	C	C	B	D	C	A	C	C	A
Approach Delay		19.2			22.4			29.4			22.4	
Approach LOS		B			C			C			C	
Queue Length 50th (ft)	60	11	0	47	45	0	58	40	0	55	51	0
Queue Length 95th (ft)	112	17	11	91	65	44	109	68	28	105	82	30
Internal Link Dist (ft)		2503			1028			1216			2488	
Turn Bay Length (ft)	575		100	100			100		100	125		125
Base Capacity (vph)	226	1276	526	246	1309	463	267	697	354	349	1029	511
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	0.48	0.19	0.33	0.47	0.19	0.17	0.47	0.26	0.15	0.37	0.24	0.14

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 40 (50%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.55
Intersection Signal Delay: 22.9 Intersection LOS: C
Intersection Capacity Utilization 41.5% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 12: Otay Mesa Rd & Piper Ranch Rd



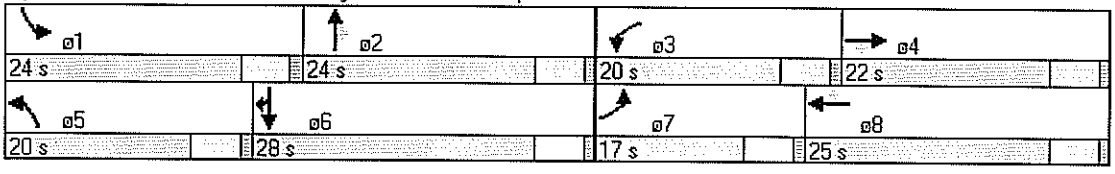
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	575		100	100		0	100		100	125		125
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	4715	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	4715	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			176			145			54			120
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)		50			50			40			40	
Link Distance (ft)		2583			1108			1296			2568	
Travel Time (s)		35.2			15.1			22.1			43.8	
Volume (vph)	75	161	162	106	329	133	115	169	50	78	226	110
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	82	175	176	115	358	145	125	184	54	85	246	120
Lane Group Flow (vph)	82	175	176	115	358	145	125	184	54	85	246	120
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Prot
Protected Phases	7	4		3	8		5	2		1	6	6
Permitted Phases			4			8			2			
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	11.0	21.0	21.0	21.0	21.0	21.0
Total Split (s)	17.0	22.0	22.0	20.0	25.0	25.0	20.0	24.0	24.0	24.0	28.0	28.0
Total Split (%)	18.9%	24.4%	24.4%	22.2%	27.8%	27.8%	22.2%	26.7%	26.7%	26.7%	31.1%	31.1%
Maximum Green (s)	12.0	17.0	17.0	15.0	20.0	20.0	15.0	19.0	19.0	19.0	23.0	23.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	Max	Max	Max
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0	0	0	0
Act Effct Green (s)	10.8	24.1	24.1	12.5	25.8	25.8	12.6	20.0	20.0	20.0	27.4	27.4
Actuated g/C Ratio	0.12	0.27	0.27	0.14	0.29	0.29	0.14	0.22	0.22	0.22	0.30	0.30
v/c Ratio	0.42	0.14	0.34	0.50	0.26	0.28	0.54	0.25	0.15	0.23	0.25	0.23
Control Delay	42.8	27.7	7.0	38.7	21.4	7.4	44.5	29.9	9.4	30.8	25.2	6.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.8	27.7	7.0	38.7	21.4	7.4	44.5	29.9	9.4	30.8	25.2	6.3

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	D	C	A	D	C	A	D	C	A	C	C	A
Approach Delay		22.2			21.4			31.9			21.2	
Approach LOS		C			C			C			C	
Queue Length 50th (ft)	44	28	0	65	55	1	67	45	0	40	55	0
Queue Length 95th (ft)	86	50	53	117	82	47	118	75	29	80	91	40
Internal Link Dist (ft)		2503			1028			1216			2488	
Turn Bay Length (ft)	575		100	100			100		100	125		125
Base Capacity (vph)	237	1262	522	292	1351	524	292	729	368	365	1000	530
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	0.35	0.14	0.34	0.39	0.26	0.28	0.43	0.25	0.15	0.23	0.25	0.23

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 10 (11%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.54
Intersection Signal Delay: 23.6 Intersection LOS: C
Intersection Capacity Utilization 41.4% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 12: Otay Mesa Rd & Piper Ranch Rd



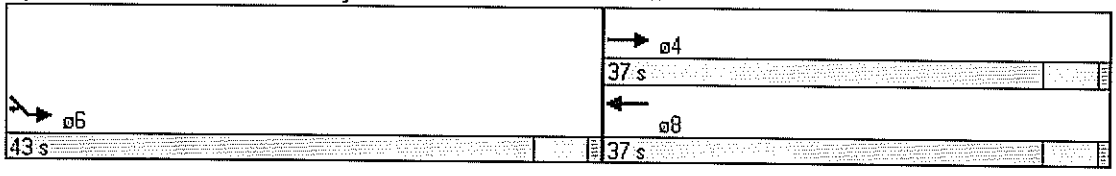
Lane Group	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations		↑↑↑	↑↑↑		↰↰	↱
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)		50	50		50	50
Trailing Detector (ft)		0	0		0	0
Turning Speed (mph)	15			9	15	9
Lane Util. Factor	1.00	0.91	0.91	1.00	0.97	1.00
Frt						0.850
Flt Protected					0.950	
Satd. Flow (prot)	0	4715	4715	0	3183	1468
Flt Permitted					0.950	
Satd. Flow (perm)	0	4715	4715	0	3183	1468
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)						265
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		50	50		65	
Link Distance (ft)		1108	1021		2555	
Travel Time (s)		15.1	13.9		26.8	
Volume (vph)	0	448	413	0	229	254
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	0	487	449	0	249	276
Lane Group Flow (vph)	0	487	449	0	249	276
Turn Type						Prot
Protected Phases		4	8		6	6
Permitted Phases						
Detector Phases		4	8		6	6
Minimum Initial (s)		10.0	10.0		8.0	8.0
Minimum Split (s)		21.0	21.0		21.0	21.0
Total Split (s)	0.0	37.0	37.0	0.0	43.0	43.0
Total Split (%)	0.0%	46.3%	46.3%	0.0%	53.8%	53.8%
Maximum Green (s)		32.0	32.0		38.0	38.0
Yellow Time (s)		4.0	4.0		4.0	4.0
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		Max	Max
Walk Time (s)		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0
Act Effct Green (s)		33.0	33.0		39.0	39.0
Actuated g/C Ratio		0.41	0.41		0.49	0.49
v/c Ratio		0.25	0.23		0.16	0.32
Control Delay		11.7	12.1		11.8	3.0
Queue Delay		0.0	0.0		0.0	0.0
Total Delay		11.7	12.1		11.8	3.0
LOS		B	B		B	A
Approach Delay		11.7	12.1		7.2	

Lane Group	EBL	EBT	WBT	WBR	SEL	SER
Approach LOS		B	B		A	
Queue Length 50th (ft)		62	39		34	3
Queue Length 95th (ft)		82	56		54	40
Internal Link Dist (ft)		1028	941		2475	
Turn Bay Length (ft)						
Base Capacity (vph)		1945	1945		1552	851
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		0.25	0.23		0.16	0.32

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 72 (90%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 45
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.32
Intersection Signal Delay: 10.2 Intersection LOS: B
Intersection Capacity Utilization 30.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 14: Otay Mesa Rd & SR 125 SB Off



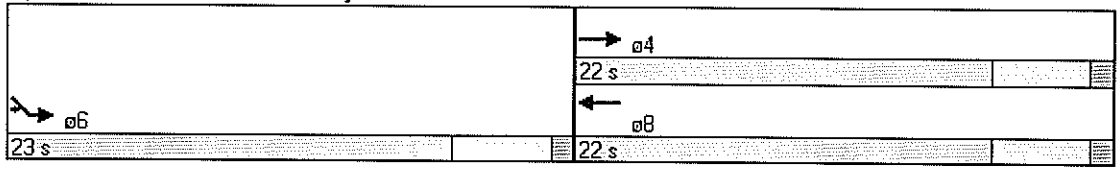
Lane Group	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations		↑↑↑	↑↑↑		↰↰	↱
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)		50	50		50	50
Trailing Detector (ft)		0	0		0	0
Turning Speed (mph)	15			9	15	9
Lane Util. Factor	1.00	0.91	0.91	1.00	0.97	1.00
Frt						0.850
Flt Protected					0.950	
Satd. Flow (prot)	0	4715	4715	0	3183	1468
Flt Permitted					0.950	
Satd. Flow (perm)	0	4715	4715	0	3183	1468
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)						188
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		50	50		65	
Link Distance (ft)		1108	1021		2555	
Travel Time (s)		15.1	13.9		26.8	
Volume (vph)	0	455	493	0	208	204
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	0	495	536	0	226	222
Lane Group Flow (vph)	0	495	536	0	226	222
Turn Type						Prot
Protected Phases		4	8		6	6
Permitted Phases						
Detector Phases		4	8		6	6
Minimum Initial (s)		10.0	10.0		8.0	8.0
Minimum Split (s)		21.0	21.0		21.0	21.0
Total Split (s)	0.0	22.0	22.0	0.0	23.0	23.0
Total Split (%)	0.0%	48.9%	48.9%	0.0%	51.1%	51.1%
Maximum Green (s)		17.0	17.0		18.0	18.0
Yellow Time (s)		4.0	4.0		4.0	4.0
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		Max	Max
Walk Time (s)		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0
Act Effct Green (s)		18.0	18.0		19.0	19.0
Actuated g/C Ratio		0.40	0.40		0.42	0.42
v/c Ratio		0.26	0.28		0.17	0.30
Control Delay		9.7	4.8		8.5	3.7
Queue Delay		0.0	0.0		0.0	0.0
Total Delay		9.7	4.8		8.5	3.7
LOS		A	A		A	A
Approach Delay		9.7	4.8		6.1	

Lane Group	EBL	EBT	WBT	WBR	SEL	SER
Approach LOS		A	A		A	
Queue Length 50th (ft)		32	6		17	5
Queue Length 95th (ft)		83	8		32	34
Internal Link Dist (ft)		1028	941		2475	
Turn Bay Length (ft)						
Base Capacity (vph)		1886	1886		1344	728
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		0.26	0.28		0.17	0.30

Intersection Summary

Area Type: Other
Cycle Length: 45
Actuated Cycle Length: 45
Offset: 8 (18%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 45
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.30
Intersection Signal Delay: 6.8 Intersection LOS: A
Intersection Capacity Utilization 29.1% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 14: Otay Mesa Rd & SR 125 SB Off



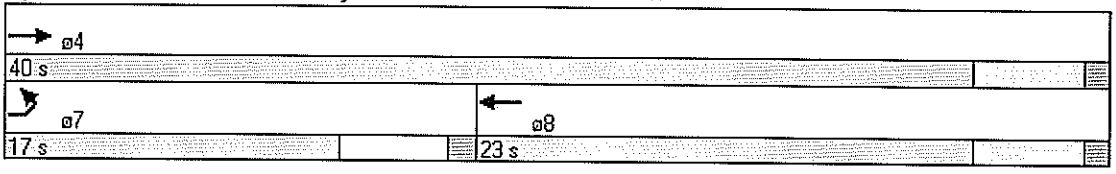
Lane Group	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100			100	0	0
Storage Lanes	1			1	0	0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50		
Trailing Detector (ft)	0	0	0	0		
Turning Speed (mph)	15			9	15	9
Lane Util. Factor	0.97	0.91	0.91	1.00	1.00	1.00
Frt				0.850		
Flt Protected	0.950					
Satd. Flow (prot)	3183	4715	4715	1468	0	0
Flt Permitted	0.950					
Satd. Flow (perm)	3183	4715	4715	1468	0	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				209		
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		50	50		65	
Link Distance (ft)		1021	498		1997	
Travel Time (s)		13.9	6.8		20.9	
Volume (vph)	113	540	388	192	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	123	587	422	209	0	0
Lane Group Flow (vph)	123	587	422	209	0	0
Turn Type	Prot			Perm		
Protected Phases	7	4	8			
Permitted Phases				8		
Detector Phases	7	4	8	8		
Minimum Initial (s)	8.0	10.0	10.0	10.0		
Minimum Split (s)	13.0	21.0	21.0	21.0		
Total Split (s)	17.0	40.0	23.0	23.0	0.0	0.0
Total Split (%)	42.5%	100.0%	57.5%	57.5%	0.0%	0.0%
Maximum Green (s)	12.0	35.0	18.0	18.0		
Yellow Time (s)	4.0	4.0	4.0	4.0		
All-Red Time (s)	1.0	1.0	1.0	1.0		
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0		
Recall Mode	None	C-Max	C-Max	C-Max		
Walk Time (s)		5.0	5.0	5.0		
Flash Dont Walk (s)		11.0	11.0	11.0		
Pedestrian Calls (#/hr)		0	0	0		
Act Effct Green (s)	9.1	40.0	29.7	29.7		
Actuated g/C Ratio	0.23	1.00	0.74	0.74		
v/c Ratio	0.17	0.12	0.12	0.18		
Control Delay	9.1	0.1	2.3	0.7		
Queue Delay	0.0	0.0	0.0	0.0		
Total Delay	9.1	0.1	2.3	0.7		

Lane Group	EBL	EBT	WBT	WBR	SEL	SER
LOS	A	A	A	A		
Approach Delay		1.6	1.8			
Approach LOS		A	A			
Queue Length 50th (ft)	15	0	12	0		
Queue Length 95th (ft)	23	0	17	9		
Internal Link Dist (ft)		941	418		1917	
Turn Bay Length (ft)	100			100		
Base Capacity (vph)	1034	4715	3503	1144		
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	0.12	0.12	0.12	0.18		

Intersection Summary

Area Type: Other
Cycle Length: 40
Actuated Cycle Length: 40
Offset: 32 (80%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 40
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.18
Intersection Signal Delay: 1.7 Intersection LOS: A
Intersection Capacity Utilization 30.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 40: Otay Mesa Rd & SR 125 NB On



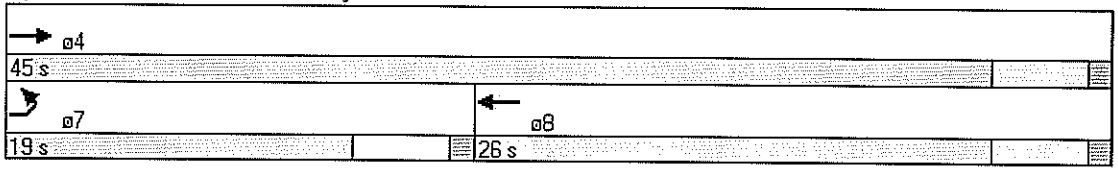
Lane Group	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100			100	0	0
Storage Lanes	1			1	0	0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50		
Trailing Detector (ft)	0	0	0	0		
Turning Speed (mph)	15			9	15	9
Lane Util. Factor	0.97	0.91	0.91	1.00	1.00	1.00
Frt				0.850		
Flt Protected	0.950					
Satd. Flow (prot)	3183	4715	4715	1468	0	0
Flt Permitted	0.950					
Satd. Flow (perm)	3183	4715	4715	1468	0	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				277		
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		50	50		65	
Link Distance (ft)		1021	498		1997	
Travel Time (s)		13.9	6.8		20.9	
Volume (vph)	185	453	522	255	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	201	492	567	277	0	0
Lane Group Flow (vph)	201	492	567	277	0	0
Turn Type	Prot			Perm		
Protected Phases	7	4	8			
Permitted Phases				8		
Detector Phases	7	4	8	8		
Minimum Initial (s)	8.0	10.0	10.0	10.0		
Minimum Split (s)	13.0	21.0	21.0	21.0		
Total Split (s)	19.0	45.0	26.0	26.0	0.0	0.0
Total Split (%)	42.2%	100.0%	57.8%	57.8%	0.0%	0.0%
Maximum Green (s)	14.0	40.0	21.0	21.0		
Yellow Time (s)	4.0	4.0	4.0	4.0		
All-Red Time (s)	1.0	1.0	1.0	1.0		
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0		
Recall Mode	None	C-Max	C-Max	C-Max		
Walk Time (s)		5.0	5.0	5.0		
Flash Dont Walk (s)		11.0	11.0	11.0		
Pedestrian Calls (#/hr)		0	0	0		
Act Effct Green (s)	10.4	45.0	30.0	30.0		
Actuated g/C Ratio	0.23	1.00	0.67	0.67		
v/c Ratio	0.27	0.10	0.18	0.26		
Control Delay	12.1	0.0	3.5	1.2		
Queue Delay	0.0	0.0	0.0	0.0		
Total Delay	12.1	0.0	3.5	1.2		

Lane Group	EBL	EBT	WBT	WBR	SEL	SER
LOS	B	A	A	A		
Approach Delay		3.5	2.7			
Approach LOS		A	A			
Queue Length 50th (ft)	24	0	19	0		
Queue Length 95th (ft)	21	0	30	11		
Internal Link Dist (ft)		941	418		1917	
Turn Bay Length (ft)	100			100		
Base Capacity (vph)	1061	4715	3143	1071		
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	0.19	0.10	0.18	0.26		

Intersection Summary

Area Type: Other
Cycle Length: 45
Actuated Cycle Length: 45
Offset: 40 (89%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 40
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.27
Intersection Signal Delay: 3.1 Intersection LOS: A
Intersection Capacity Utilization 29.1% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 40: Otay Mesa Rd & SR 125 NB On



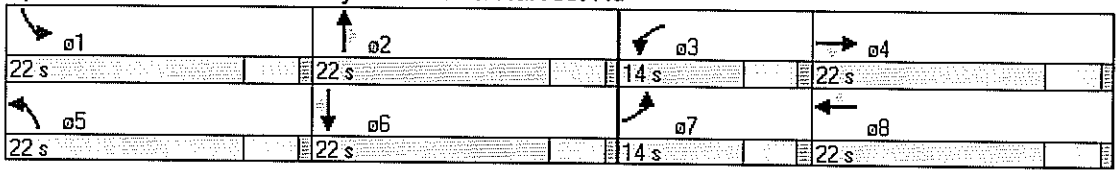
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	100		100	100		100
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	4715	1468	1641	4715	1468	1641	1727	1468	1641	1727	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	4715	1468	1641	4715	1468	1641	1727	1468	1641	1727	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			21			8			9			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)		50			50			40			40	
Link Distance (ft)		498			1276			499			1183	
Travel Time (s)		6.8			17.4			8.5			20.2	
Volume (vph)	69	300	19	21	206	7	15	11	8	7	9	46
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	75	326	21	23	224	8	16	12	9	8	10	50
Lane Group Flow (vph)	75	326	21	23	224	8	16	12	9	8	10	50
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0
Total Split (s)	14.0	22.0	22.0	14.0	22.0	22.0	22.0	22.0	22.0	22.0	22.0	22.0
Total Split (%)	17.5%	27.5%	27.5%	17.5%	27.5%	27.5%	27.5%	27.5%	27.5%	27.5%	27.5%	27.5%
Maximum Green (s)	9.0	17.0	17.0	9.0	17.0	17.0	17.0	17.0	17.0	17.0	17.0	17.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	Min	Min	Min	Min	Min	Min
Walk Time (s)		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0	0	0	0	0	0	0
Act Effct Green (s)	10.7	46.1	46.1	9.1	39.3	39.3	7.5	9.4	9.4	7.2	9.1	9.1
Actuated g/C Ratio	0.13	0.58	0.58	0.11	0.49	0.49	0.09	0.12	0.12	0.09	0.11	0.11
v/c Ratio	0.34	0.12	0.02	0.12	0.10	0.01	0.10	0.06	0.05	0.05	0.05	0.24
Control Delay	34.9	5.1	2.7	33.6	12.6	8.1	34.4	31.8	18.4	34.0	32.2	13.2
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
Total Delay	34.9	5.1	2.7	33.6	12.6	8.1	34.4	31.8	18.4	34.0	32.2	13.2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	A	A	C	B	A	C	C	B	C	C	B
Approach Delay		10.3			14.4			29.7			18.5	
Approach LOS		B			B			C			B	
Queue Length 50th (ft)	32	4	0	11	21	0	8	5	0	4	5	0
Queue Length 95th (ft)	81	36	8	32	40	8	25	20	13	16	19	30
Internal Link Dist (ft)		418			1196			419			1103	
Turn Bay Length (ft)	100		100	100		100	100		100	100		100
Base Capacity (vph)	227	2716	855	205	2316	725	369	389	337	369	389	369
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	0.33	0.12	0.02	0.11	0.10	0.01	0.04	0.03	0.03	0.02	0.03	0.14

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 6 (8%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.34
Intersection Signal Delay: 13.2 Intersection LOS: B
Intersection Capacity Utilization 32.5% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 18: Otay Mesa Rd & Harvest Rd



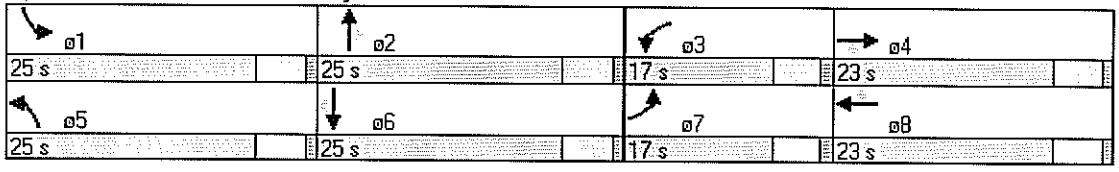
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	100		100	100		100
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	4715	1468	1641	4715	1468	1641	1727	1468	1641	1727	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	4715	1468	1641	4715	1468	1641	1727	1468	1641	1727	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			21			9			9			83
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)		50			50			40			40	
Link Distance (ft)		498			1276			499			1183	
Travel Time (s)		6.8			17.4			8.5			20.2	
Volume (vph)	50	226	19	21	330	8	15	11	8	7	9	76
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	54	246	21	23	359	9	16	12	9	8	10	83
Lane Group Flow (vph)	54	246	21	23	359	9	16	12	9	8	10	83
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0
Total Split (s)	17.0	23.0	23.0	17.0	23.0	23.0	25.0	25.0	25.0	25.0	25.0	25.0
Total Split (%)	18.9%	25.6%	25.6%	18.9%	25.6%	25.6%	27.8%	27.8%	27.8%	27.8%	27.8%	27.8%
Maximum Green (s)	12.0	18.0	18.0	12.0	18.0	18.0	20.0	20.0	20.0	20.0	20.0	20.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	Min	Min	Min	Min	Min	Min
Walk Time (s)		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0	0	0	0	0	0	0
Act Effct Green (s)	9.7	55.7	55.7	9.1	52.6	52.6	7.6	9.7	9.7	7.3	9.4	9.4
Actuated g/C Ratio	0.11	0.62	0.62	0.10	0.58	0.58	0.08	0.11	0.11	0.08	0.10	0.10
v/c Ratio	0.31	0.08	0.02	0.14	0.13	0.01	0.12	0.06	0.05	0.06	0.06	0.37
Control Delay	42.3	5.0	2.2	39.0	10.0	6.6	39.7	36.3	20.2	39.0	36.7	13.7
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
Total Delay	42.3	5.0	2.2	39.0	10.0	6.6	39.7	36.3	20.2	39.0	36.7	13.7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	D	A	A	D	A	A	D	D	C	D	D	B
Approach Delay		11.1			11.6			33.8			18.0	
Approach LOS		B			B			C			B	
Queue Length 50th (ft)	29	9	1	12	34	0	9	6	0	4	5	0
Queue Length 95th (ft)	62	27	0	36	58	8	28	22	14	18	20	41
Internal Link Dist (ft)		418			1196			419			1103	
Turn Bay Length (ft)	100		100	100		100	100		100	100		100
Base Capacity (vph)	237	2920	917	237	2755	861	383	403	349	383	403	406
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	0.23	0.08	0.02	0.10	0.13	0.01	0.04	0.03	0.03	0.02	0.02	0.20

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 64 (71%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.37
Intersection Signal Delay: 13.1 Intersection LOS: B
Intersection Capacity Utilization 32.5% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 18: Otay Mesa Rd & Harvest Rd



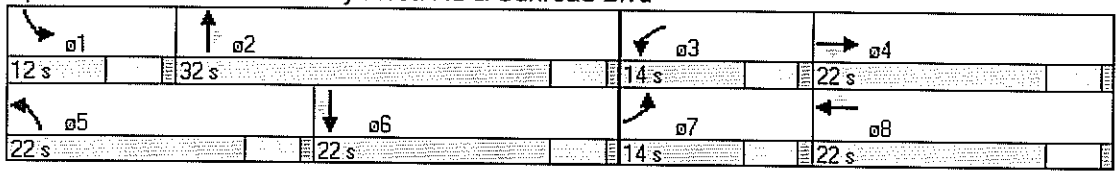
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	75		100	100		100
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	4715	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	4715	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			101			21			49			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)		50			50			40			40	
Link Distance (ft)		1276			1405			2585			3203	
Travel Time (s)		17.4			19.2			44.1			54.6	
Volume (vph)	38	124	93	34	88	19	60	39	45	12	57	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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	41	135	101	37	96	21	65	42	49	13	62	9
Lane Group Flow (vph)	41	135	101	37	96	21	65	42	49	13	62	9
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	21.0	21.0	21.0	11.0	21.0	21.0
Total Split (s)	14.0	22.0	22.0	14.0	22.0	22.0	22.0	32.0	32.0	12.0	22.0	22.0
Total Split (%)	17.5%	27.5%	27.5%	17.5%	27.5%	27.5%	27.5%	40.0%	40.0%	15.0%	27.5%	27.5%
Maximum Green (s)	9.0	17.0	17.0	9.0	17.0	17.0	17.0	27.0	27.0	7.0	17.0	17.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	Min	Min	Min	None	None	None
Walk Time (s)		5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0	11.0	11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0	0	0	0		0	0
Act Effct Green (s)	11.8	15.1	15.1	11.8	15.0	15.0	29.7	32.5	32.5	9.6	11.6	11.6
Actuated g/C Ratio	0.19	0.25	0.25	0.19	0.25	0.25	0.54	0.59	0.59	0.15	0.18	0.18
v/c Ratio	0.13	0.12	0.23	0.12	0.08	0.06	0.07	0.02	0.06	0.05	0.10	0.03
Control Delay	19.3	13.9	6.5	19.4	14.3	10.0	15.8	12.7	6.2	22.4	18.0	12.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.3	13.9	6.5	19.4	14.3	10.0	15.8	12.7	6.2	22.4	18.0	12.6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	B	B	A	B	B	A	B	B	A	C	B	B
Approach Delay		12.0			15.0			11.9			18.1	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)	4	4	0	3	2	0	6	2	0	1	3	0
Queue Length 95th (ft)	34	27	32	32	21	15	47	16	22	17	24	10
Internal Link Dist (ft)		1196			1325			2505			3123	
Turn Bay Length (ft)	100		100	100		100	75		100	100		100
Base Capacity (vph)	330	1597	564	329	1596	511	1002	2262	1027	266	998	452
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	0.12	0.08	0.18	0.11	0.06	0.04	0.06	0.02	0.05	0.05	0.06	0.02

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 55.1
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.23
Intersection Signal Delay: 13.4 Intersection LOS: B
Intersection Capacity Utilization 35.0% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 21: Otay Mesa Rd & Sunroad Blvd



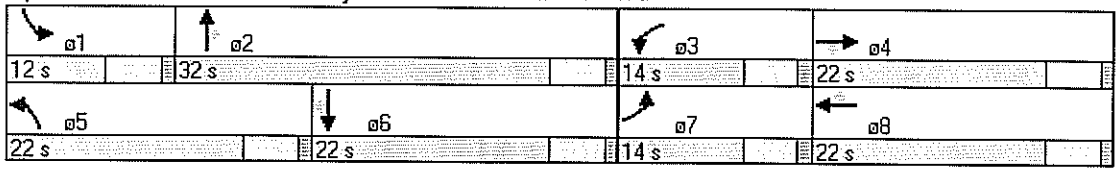
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	75		100	100		100
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	4715	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	4715	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			72			22			41			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)		50			50			40			40	
Link Distance (ft)		1276			1405			2585			3203	
Travel Time (s)		17.4			19.2			44.1			54.6	
Volume (vph)	11	96	66	50	137	20	103	86	38	31	59	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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	12	104	72	54	149	22	112	93	41	34	64	58
Lane Group Flow (vph)	12	104	72	54	149	22	112	93	41	34	64	58
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	21.0	21.0	21.0	11.0	21.0	21.0
Total Split (s)	14.0	22.0	22.0	14.0	22.0	22.0	22.0	32.0	32.0	12.0	22.0	22.0
Total Split (%)	17.5%	27.5%	27.5%	17.5%	27.5%	27.5%	27.5%	40.0%	40.0%	15.0%	27.5%	27.5%
Maximum Green (s)	9.0	17.0	17.0	9.0	17.0	17.0	17.0	27.0	27.0	7.0	17.0	17.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	Min	Min	Min	None	None	None
Walk Time (s)		5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0	11.0	11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0	0	0	0		0	0
Act Effct Green (s)	11.4	13.6	13.6	11.6	20.0	20.0	31.3	34.7	34.7	9.6	11.4	11.4
Actuated g/C Ratio	0.16	0.21	0.21	0.18	0.30	0.30	0.52	0.58	0.58	0.14	0.18	0.18
v/c Ratio	0.05	0.11	0.20	0.18	0.10	0.05	0.13	0.05	0.05	0.14	0.11	0.19
Control Delay	24.6	17.6	7.8	21.9	12.7	8.7	17.2	13.7	7.2	24.7	20.2	9.1
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
Total Delay	24.6	17.6	7.8	21.9	12.7	8.7	17.2	13.7	7.2	24.7	20.2	9.1

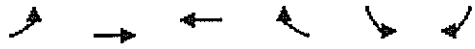
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	B	A	C	B	A	B	B	A	C	C	A
Approach Delay		14.3			14.5			14.2			17.0	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)	3	10	0	16	9	0	33	8	0	10	9	0
Queue Length 95th (ft)	16	24	29	45	31	16	72	29	20	33	25	27
Internal Link Dist (ft)		1196			1325			2505			3123	
Turn Bay Length (ft)	100		100	100		100	75		100	100		100
Base Capacity (vph)	289	1385	482	312	1662	532	935	2126	965	250	949	466
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	0.04	0.08	0.15	0.17	0.09	0.04	0.12	0.04	0.04	0.14	0.07	0.12

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 59.8
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.20
Intersection Signal Delay: 14.8 Intersection LOS: B
Intersection Capacity Utilization 31.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 21: Otay Mesa Rd & Sunroad Blvd





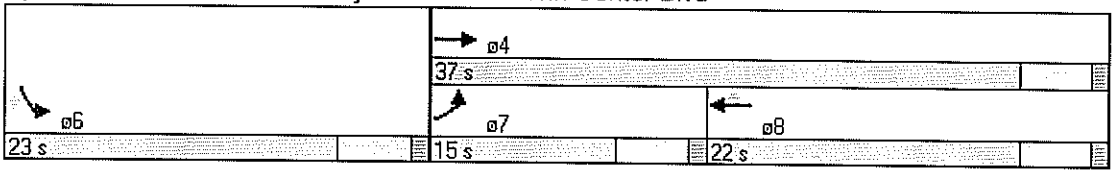
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100			100	100	0
Storage Lanes	1			1	1	1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)	15			9	15	9
Lane Util. Factor	1.00	0.91	0.91	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1641	4715	4715	1468	1641	1468
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1641	4715	4715	1468	1641	1468
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				25		18
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		50	50		40	
Link Distance (ft)		1405	2231		3108	
Travel Time (s)		19.2	30.4		53.0	
Volume (vph)	20	162	143	23	21	17
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	22	176	155	25	23	18
Lane Group Flow (vph)	22	176	155	25	23	18
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)	8.0	10.0	10.0	10.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	21.0	21.0	21.0
Total Split (s)	15.0	37.0	22.0	22.0	23.0	23.0
Total Split (%)	25.0%	61.7%	36.7%	36.7%	38.3%	38.3%
Maximum Green (s)	10.0	32.0	17.0	17.0	18.0	18.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max	C-Max	C-Max	Min	Min
Walk Time (s)		5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0	0	0	0
Act Effct Green (s)	9.0	43.0	40.4	40.4	9.0	9.0
Actuated g/C Ratio	0.15	0.72	0.67	0.67	0.15	0.15
v/c Ratio	0.09	0.05	0.05	0.03	0.09	0.08
Control Delay	23.1	2.5	4.5	3.0	14.1	6.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.1	2.5	4.5	3.0	14.1	6.6

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
LOS	C	A	A	A	B	A
Approach Delay		4.8	4.3		10.8	
Approach LOS		A	A		B	
Queue Length 50th (ft)	7	5	4	0	8	0
Queue Length 95th (ft)	24	9	18	10	16	1
Internal Link Dist (ft)		1325	2151		3028	
Turn Bay Length (ft)	100			100	100	
Base Capacity (vph)	301	3379	3175	997	520	477
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	0.07	0.05	0.05	0.03	0.04	0.04

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 42 (70%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.09
Intersection Signal Delay: 5.2 Intersection LOS: A
Intersection Capacity Utilization 30.0% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 106: Otay Mesa Rd & Vann Center Blvd



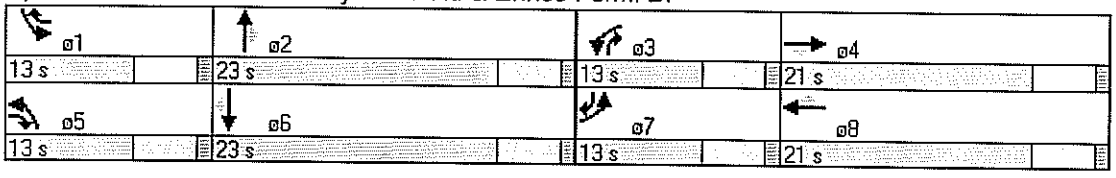
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	325		100	100		100
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	4715	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	4715	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			53			35			62			103
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)		50			50			40			40	
Link Distance (ft)		2231			2821			2573			3122	
Travel Time (s)		30.4			38.5			43.9			53.2	
Volume (vph)	30	55	49	27	52	32	78	170	57	22	110	95
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	33	60	53	29	57	35	85	185	62	24	120	103
Lane Group Flow (vph)	33	60	53	29	57	35	85	185	62	24	120	103
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)	6.0	8.0	8.0	6.0	8.0	8.0	8.0	10.0	6.0	8.0	10.0	6.0
Minimum Split (s)	13.0	21.0	13.0	13.0	21.0	13.0	13.0	21.0	13.0	13.0	21.0	13.0
Total Split (s)	13.0	21.0	13.0	13.0	21.0	13.0	13.0	23.0	13.0	13.0	23.0	13.0
Total Split (%)	18.6%	30.0%	18.6%	18.6%	30.0%	18.6%	18.6%	32.9%	18.6%	18.6%	32.9%	18.6%
Maximum Green (s)	8.0	16.0	8.0	8.0	16.0	8.0	8.0	18.0	8.0	8.0	18.0	8.0
Yellow 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
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	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
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	3.0
Recall Mode	None	None	None	None	None	None	None	Max	None	None	None	None
Walk Time (s)		5.0			5.0			5.0			5.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	9.2	10.6	19.6	9.1	10.5	19.6	10.5	38.6	42.3	10.5	38.6	42.3
Actuated g/C Ratio	0.13	0.15	0.28	0.13	0.15	0.28	0.15	0.59	0.60	0.15	0.59	0.60
v/c Ratio	0.15	0.09	0.12	0.14	0.08	0.08	0.35	0.10	0.07	0.10	0.06	0.11
Control Delay	25.0	21.9	5.3	24.9	22.0	6.0	26.4	12.6	2.7	24.0	12.9	2.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.0	21.9	5.3	24.9	22.0	6.0	26.4	12.6	2.7	24.0	12.9	2.3

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	C	A	C	C	A	C	B	A	C	B	A
Approach Delay		16.6			18.1			14.3			9.5	
Approach LOS		B			B			B			A	
Queue Length 50th (ft)	11	6	0	10	6	0	28	25	0	8	16	0
Queue Length 95th (ft)	33	17	19	30	16	16	66	47	15	26	33	19
Internal Link Dist (ft)		2151			2741			2493			3042	
Turn Bay Length (ft)	100		100	100		100	325		100	100		100
Base Capacity (vph)	241	1151	443	241	1150	429	243	1923	900	243	1923	917
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	0.14	0.05	0.12	0.12	0.05	0.08	0.35	0.10	0.07	0.10	0.06	0.11

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 65.9
Natural Cycle: 70
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.35
Intersection Signal Delay: 13.8 Intersection LOS: B
Intersection Capacity Utilization 33.3% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 54: Otay Mesa Rd & Enrico Fermi Dr



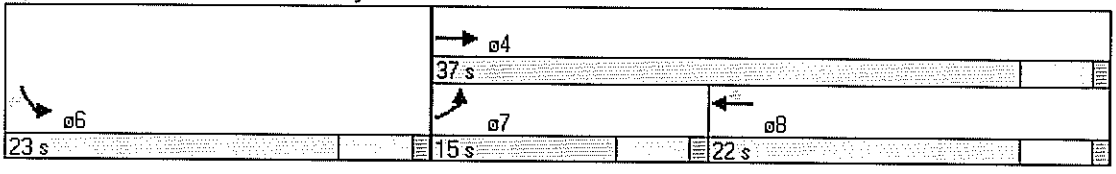
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100			100	100	0
Storage Lanes	1			1	1	1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)	15			9	15	9
Lane Util. Factor	1.00	0.91	0.91	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1641	4715	4715	1468	1641	1468
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1641	4715	4715	1468	1641	1468
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				26		24
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		50	50		40	
Link Distance (ft)		1405	2231		3108	
Travel Time (s)		19.2	30.4		53.0	
Volume (vph)	19	158	179	24	25	22
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	21	172	195	26	27	24
Lane Group Flow (vph)	21	172	195	26	27	24
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)	8.0	10.0	10.0	10.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	21.0	21.0	21.0
Total Split (s)	15.0	37.0	22.0	22.0	23.0	23.0
Total Split (%)	25.0%	61.7%	36.7%	36.7%	38.3%	38.3%
Maximum Green (s)	10.0	32.0	17.0	17.0	18.0	18.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max	C-Max	C-Max	Min	Min
Walk Time (s)		5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0	0	0	0
Act Effct Green (s)	9.0	43.0	40.4	40.4	9.0	9.0
Actuated g/C Ratio	0.15	0.72	0.67	0.67	0.15	0.15
v/c Ratio	0.09	0.05	0.06	0.03	0.11	0.10
Control Delay	23.0	2.5	4.4	2.9	15.7	7.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.0	2.5	4.4	2.9	15.7	7.6

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
LOS	C	A	A	A	B	A
Approach Delay		4.8	4.3		11.9	
Approach LOS		A	A		B	
Queue Length 50th (ft)	7	5	5	0	9	0
Queue Length 95th (ft)	23	9	21	10	19	9
Internal Link Dist (ft)		1325	2151		3028	
Turn Bay Length (ft)	100			100	100	
Base Capacity (vph)	301	3379	3175	997	520	481
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	0.07	0.05	0.06	0.03	0.05	0.05

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 28 (47%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.11
Intersection Signal Delay: 5.3 Intersection LOS: A
Intersection Capacity Utilization 29.1% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 106: Otay Mesa Rd & Vann Center Blvd



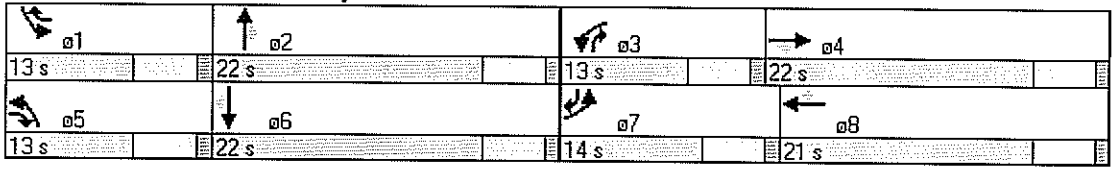
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	325		100	100		100
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	4715	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	4715	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			93			26			32			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)		50			50			40			40	
Link Distance (ft)		2231			2821			2573			3122	
Travel Time (s)		30.4			38.5			43.9			53.2	
Volume (vph)	104	57	86	63	60	24	54	121	29	35	187	33
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	113	62	93	68	65	26	59	132	32	38	203	36
Lane Group Flow (vph)	113	62	93	68	65	26	59	132	32	38	203	36
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)	6.0	8.0	8.0	6.0	8.0	8.0	8.0	10.0	6.0	8.0	10.0	6.0
Minimum Split (s)	13.0	21.0	13.0	13.0	21.0	13.0	13.0	21.0	13.0	13.0	21.0	13.0
Total Split (s)	14.0	22.0	13.0	13.0	21.0	13.0	13.0	22.0	13.0	13.0	22.0	14.0
Total Split (%)	20.0%	31.4%	18.6%	18.6%	30.0%	18.6%	18.6%	31.4%	18.6%	18.6%	31.4%	20.0%
Maximum Green (s)	9.0	17.0	8.0	8.0	16.0	8.0	8.0	17.0	8.0	8.0	17.0	9.0
Yellow 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
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	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
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	3.0
Recall Mode	None	None	None	None	None	None	None	Max	None	None	None	None
Walk Time (s)		5.0			5.0			5.0			5.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	10.5	11.4	20.3	9.8	10.7	19.6	10.7	37.7	41.2	10.7	37.7	41.9
Actuated g/C Ratio	0.15	0.16	0.29	0.14	0.15	0.28	0.15	0.57	0.59	0.15	0.57	0.60
v/c Ratio	0.46	0.08	0.19	0.30	0.09	0.06	0.24	0.07	0.04	0.15	0.11	0.04
Control Delay	28.1	21.2	4.4	26.1	22.0	6.5	25.1	13.6	3.6	24.6	13.3	3.2
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
Total Delay	28.1	21.2	4.4	26.1	22.0	6.5	25.1	13.6	3.6	24.6	13.3	3.2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	C	A	C	C	A	C	B	A	C	B	A
Approach Delay		18.3			21.2			15.2			13.6	
Approach LOS		B			C			B			B	
Queue Length 50th (ft)	39	7	0	23	8	0	20	18	0	13	30	0
Queue Length 95th (ft)	82	17	25	56	18	14	50	37	11	36	53	11
Internal Link Dist (ft)		2151			2741			2493			3042	
Turn Bay Length (ft)	100		100	100		100	325		100	100		100
Base Capacity (vph)	273	1228	488	248	1168	426	248	1885	863	248	1885	873
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	0.41	0.05	0.19	0.27	0.06	0.06	0.24	0.07	0.04	0.15	0.11	0.04

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 65.7
Natural Cycle: 70
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.46
Intersection Signal Delay: 16.6 Intersection LOS: B
Intersection Capacity Utilization 37.4% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 54: Otay Mesa Rd & Enrico Fermi Dr



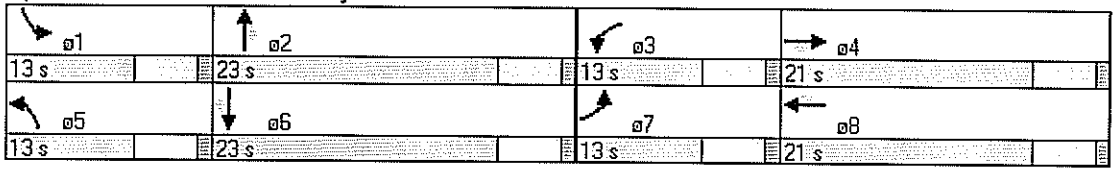
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	100		100	100		100
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			13			14			17			25
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)		50			50			40			40	
Link Distance (ft)		2821			1980			2550			3128	
Travel Time (s)		38.5			27.0			43.5			53.3	
Volume (vph)	14	17	12	22	43	13	15	17	16	10	12	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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	15	18	13	24	47	14	16	18	17	11	13	25
Lane Group Flow (vph)	15	18	13	24	47	14	16	18	17	11	13	25
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	8.0	10.0	10.0	8.0	10.0	10.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0
Total Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	13.0	23.0	23.0	13.0	23.0	23.0
Total Split (%)	18.6%	30.0%	30.0%	18.6%	30.0%	30.0%	18.6%	32.9%	32.9%	18.6%	32.9%	32.9%
Maximum Green (s)	8.0	16.0	16.0	8.0	16.0	16.0	8.0	18.0	18.0	8.0	18.0	18.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	Min	Min	None	Min	Min
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	10.5	12.8	12.8	10.6	12.9	12.9	12.8	49.7	49.7	12.8	49.7	49.7
Actuated g/C Ratio	0.15	0.18	0.18	0.16	0.19	0.19	0.18	0.84	0.84	0.18	0.84	0.84
v/c Ratio	0.06	0.03	0.05	0.09	0.08	0.05	0.05	0.01	0.01	0.04	0.00	0.02
Control Delay	14.2	12.8	9.0	13.9	12.1	8.7	13.4	8.8	6.4	13.5	9.2	5.8
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
Total Delay	14.2	12.8	9.0	13.9	12.1	8.7	13.4	8.8	6.4	13.5	9.2	5.8

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	B	B	A	B	B	A	B	A	A	B	A	A
Approach Delay		12.2			12.1			9.4			8.4	
Approach LOS		B			B			A			A	
Queue Length 50th (ft)	1	0	0	1	1	0	1	0	0	1	0	0
Queue Length 95th (ft)	17	10	12	23	18	12	18	9	13	14	7	15
Internal Link Dist (ft)		2741			1900			2470			3048	
Turn Bay Length (ft)	100		100	100		100	100		100	100		100
Base Capacity (vph)	301	946	432	302	948	434	302	2827	1267	302	2827	1268
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	0.05	0.02	0.03	0.08	0.05	0.03	0.05	0.01	0.01	0.04	0.00	0.02

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 59.1
Natural Cycle: 70
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.09
Intersection Signal Delay: 10.7 Intersection LOS: B
Intersection Capacity Utilization 31.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 37: Otay Mesa Rd & Alta Rd



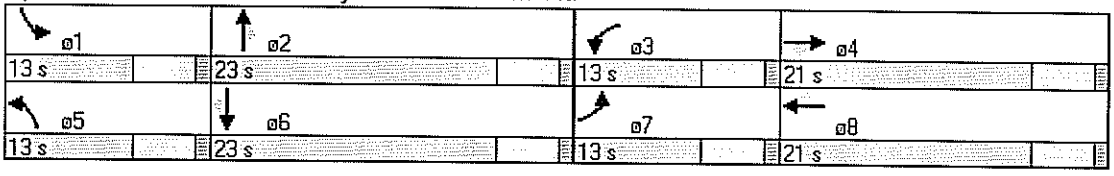
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	100		100	100		100
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			15			10			22			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)		50			50			40			40	
Link Distance (ft)		2821			1980			2550			3128	
Travel Time (s)		38.5			27.0			43.5			53.3	
Volume (vph)	21	39	14	15	15	9	11	11	20	12	15	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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	23	42	15	16	16	10	12	12	22	13	16	13
Lane Group Flow (vph)	23	42	15	16	16	10	12	12	22	13	16	13
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	8.0	10.0	10.0	8.0	10.0	10.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0
Total Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	13.0	23.0	23.0	13.0	23.0	23.0
Total Split (%)	18.6%	30.0%	30.0%	18.6%	30.0%	30.0%	18.6%	32.9%	32.9%	18.6%	32.9%	32.9%
Maximum Green (s)	8.0	16.0	16.0	8.0	16.0	16.0	8.0	18.0	18.0	8.0	18.0	18.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	Min	Min	None	Min	Min
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	10.9	13.3	13.3	10.8	13.1	13.1	13.1	52.7	52.7	13.1	52.7	52.7
Actuated g/C Ratio	0.15	0.18	0.18	0.15	0.18	0.18	0.18	0.84	0.84	0.18	0.84	0.84
v/c Ratio	0.09	0.07	0.05	0.06	0.03	0.04	0.04	0.00	0.02	0.04	0.01	0.01
Control Delay	13.9	12.2	8.5	14.1	12.9	9.4	13.5	9.2	6.0	13.5	8.8	6.8
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
Total Delay	13.9	12.2	8.5	14.1	12.9	9.4	13.5	9.2	6.0	13.5	8.8	6.8

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	B	B	A	B	B	A	B	A	A	B	A	A
Approach Delay		12.0			12.6			8.8			9.6	
Approach LOS		B			B			A			A	
Queue Length 50th (ft)	1	1	0	1	0	0	1	0	0	1	0	0
Queue Length 95th (ft)	22	16	12	18	8	10	15	7	15	16	8	11
Internal Link Dist (ft)		2741			1900			2470			3048	
Turn Bay Length (ft)	100		100	100		100	100		100	100		100
Base Capacity (vph)	294	926	425	294	925	421	295	2828	1268	295	2828	1267
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	0.08	0.05	0.04	0.05	0.02	0.02	0.04	0.00	0.02	0.04	0.01	0.01

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 62.7
Natural Cycle: 70
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.09
Intersection Signal Delay: 10.9 Intersection LOS: B
Intersection Capacity Utilization 31.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 37: Otay Mesa Rd & Alta Rd



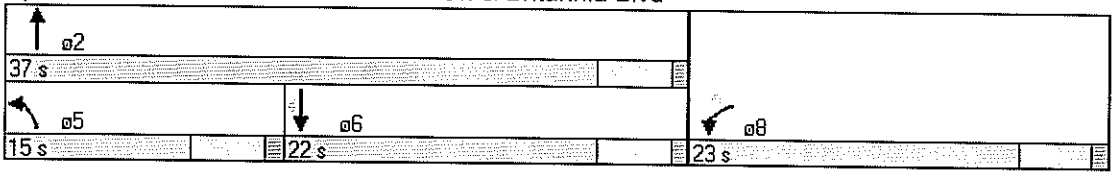
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	100		0	100		100	0		100
Storage Lanes	0		0	1		1	2		0	0		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)				50		50	50	50			50	50
Trailing Detector (ft)				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	0.97	0.95	1.00	1.00	0.95	1.00
Frt						0.850						0.850
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	0	0	1641	0	1468	3183	3282	0	0	3282	1468
Flt Permitted				0.950			0.950					
Satd. Flow (perm)	0	0	0	1641	0	1468	3183	3282	0	0	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						93						339
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)		65			65			40			40	
Link Distance (ft)		581			877			880			681	
Travel Time (s)		6.1			9.2			15.0			11.6	
Volume (vph)	0	0	0	59	0	86	157	579	0	0	152	312
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	0	0	0	64	0	93	171	629	0	0	165	339
Lane Group Flow (vph)	0	0	0	64	0	93	171	629	0	0	165	339
Turn Type				Prot		custom	Prot					Perm
Protected Phases				8			5	2			6	
Permitted Phases						8						6
Detector Phases				8		8	5	2			6	6
Minimum Initial (s)				8.0		8.0	8.0	10.0			10.0	10.0
Minimum Split (s)				21.0		21.0	13.0	21.0			21.0	21.0
Total Split (s)	0.0	0.0	0.0	23.0	0.0	23.0	15.0	37.0	0.0	0.0	22.0	22.0
Total Split (%)	0.0%	0.0%	0.0%	38.3%	0.0%	38.3%	25.0%	61.7%	0.0%	0.0%	36.7%	36.7%
Maximum Green (s)				18.0		18.0	10.0	32.0			17.0	17.0
Yellow Time (s)				4.0		4.0	4.0	4.0			4.0	4.0
All-Red Time (s)				1.0		1.0	1.0	1.0			1.0	1.0
Lead/Lag							Lead				Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)				3.0		3.0	3.0	3.0			3.0	3.0
Recall Mode				None		None	None	C-Max			C-Max	C-Max
Walk Time (s)				5.0		5.0		5.0			5.0	5.0
Flash Dont Walk (s)				11.0		11.0		11.0			11.0	11.0
Pedestrian Calls (#/hr)				0		0		0			0	0
Act Effct Green (s)				9.5		9.5	10.2	45.9			34.2	34.2
Actuated g/C Ratio				0.16		0.16	0.17	0.76			0.57	0.57
v/c Ratio				0.25		0.30	0.31	0.25			0.09	0.34
Control Delay				24.4		8.6	20.8	2.1			9.6	6.6
Queue Delay				0.0		0.0	0.0	0.0			0.0	0.0
Total Delay				24.4		8.6	20.8	2.1			9.6	6.6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS				C		A	C	A			A	A
Approach Delay								6.1			7.6	
Approach LOS								A			A	
Queue Length 50th (ft)				21		0	31	34			24	55
Queue Length 95th (ft)				49		32	30	0			43	94
Internal Link Dist (ft)		501			797			800			601	
Turn Bay Length (ft)				100			100					100
Base Capacity (vph)				520		528	602	2508			1872	983
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				0.12		0.18	0.28	0.25			0.09	0.34

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 8 (13%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.34
Intersection Signal Delay: 7.5 Intersection LOS: A
Intersection Capacity Utilization 42.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 66: SR 905 WB On & Britannia Blvd



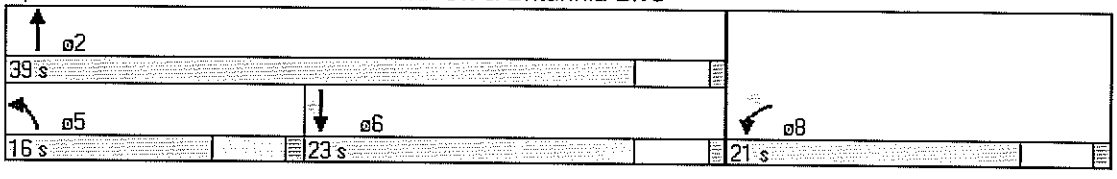
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	100		0	100		100	0		100
Storage Lanes	0		0	1		1	2		0	0		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)				50		50	50	50			50	50
Trailing Detector (ft)				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	0.97	0.95	1.00	1.00	0.95	1.00
Frt						0.850						0.850
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	0	0	1641	0	1468	3183	3282	0	0	3282	1468
Flt Permitted				0.950			0.950					
Satd. Flow (perm)	0	0	0	1641	0	1468	3183	3282	0	0	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						80						303
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)		65			65			40			40	
Link Distance (ft)		581			877			880			681	
Travel Time (s)		6.1			9.2			15.0			11.6	
Volume (vph)	0	0	0	82	0	74	340	437	0	0	451	279
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	0	0	0	89	0	80	370	475	0	0	490	303
Lane Group Flow (vph)	0	0	0	89	0	80	370	475	0	0	490	303
Turn Type				Prot		custom	Prot					Perm
Protected Phases				8			5	2			6	
Permitted Phases						8						6
Detector Phases				8		8	5	2			6	6
Minimum Initial (s)				8.0		8.0	8.0	10.0			10.0	10.0
Minimum Split (s)				21.0		21.0	13.0	21.0			21.0	21.0
Total Split (s)	0.0	0.0	0.0	21.0	0.0	21.0	16.0	39.0	0.0	0.0	23.0	23.0
Total Split (%)	0.0%	0.0%	0.0%	35.0%	0.0%	35.0%	26.7%	65.0%	0.0%	0.0%	38.3%	38.3%
Maximum Green (s)				16.0		16.0	11.0	34.0			18.0	18.0
Yellow Time (s)				4.0		4.0	4.0	4.0			4.0	4.0
All-Red Time (s)				1.0		1.0	1.0	1.0			1.0	1.0
Lead/Lag							Lead				Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)				3.0		3.0	3.0	3.0			3.0	3.0
Recall Mode				None		None	None	C-Max			C-Max	C-Max
Walk Time (s)				5.0		5.0		5.0			5.0	5.0
Flash Dont Walk (s)				11.0		11.0		11.0			11.0	11.0
Pedestrian Calls (#/hr)				0		0		0			0	0
Act Effct Green (s)				10.1		10.1	14.9	45.3			25.6	25.6
Actuated g/C Ratio				0.17		0.17	0.25	0.76			0.43	0.43
v/c Ratio				0.32		0.26	0.47	0.19			0.35	0.38
Control Delay				24.9		8.1	19.5	1.1			7.3	1.8
Queue Delay				0.0		0.0	0.0	0.0			0.0	0.0
Total Delay				24.9		8.1	19.5	1.1			7.3	1.8

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS				C		A	B	A			A	A
Approach Delay								9.1			5.2	
Approach LOS								A			A	
Queue Length 50th (ft)				29		0	44	2			25	0
Queue Length 95th (ft)				61		29	71	7			40	m0
Internal Link Dist (ft)		501			797			800			601	
Turn Bay Length (ft)				100			100					100
Base Capacity (vph)				465		473	813	2478			1402	801
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				0.19		0.17	0.46	0.19			0.35	0.38

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 24 (40%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.47
Intersection Signal Delay: 8.1 Intersection LOS: A
Intersection Capacity Utilization 43.6% ICU Level of Service A
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 66: SR 905 WB On & Britannia Blvd



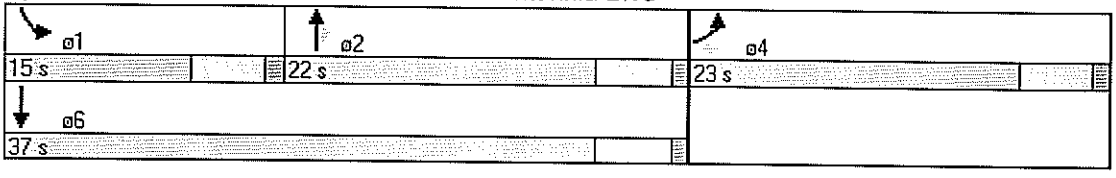
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	0		0	0		100	100		0
Storage Lanes	2		2	0		0	0		1	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50		50					50	50	50	50	
Trailing Detector (ft)	0		0					0	0	0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	0.97	1.00	0.88	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850						0.850			
Flt Protected	0.950									0.950		
Satd. Flow (prot)	3183	0	2584	0	0	0	0	3282	1468	1641	3282	0
Flt Permitted	0.950									0.950		
Satd. Flow (perm)	3183	0	2584	0	0	0	0	3282	1468	1641	3282	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			336						80			
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)		65			65			40			40	
Link Distance (ft)		891			856			1034			880	
Travel Time (s)		9.3			9.0			17.6			15.0	
Volume (vph)	254	0	309	0	0	0	0	482	74	67	144	0
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	276	0	336	0	0	0	0	524	80	73	157	0
Lane Group Flow (vph)	276	0	336	0	0	0	0	524	80	73	157	0
Turn Type	Prot		custom						Perm	Prot		
Protected Phases	4							2		1	6	
Permitted Phases			4						2			
Detector Phases	4		4					2	2	1	6	
Minimum Initial (s)	8.0		8.0					10.0	10.0	8.0	10.0	
Minimum Split (s)	21.0		21.0					21.0	21.0	13.0	21.0	
Total Split (s)	23.0	0.0	23.0	0.0	0.0	0.0	0.0	22.0	22.0	15.0	37.0	0.0
Total Split (%)	38.3%	0.0%	38.3%	0.0%	0.0%	0.0%	0.0%	36.7%	36.7%	25.0%	61.7%	0.0%
Maximum Green (s)	18.0		18.0					17.0	17.0	10.0	32.0	
Yellow Time (s)	4.0		4.0					4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0					1.0	1.0	1.0	1.0	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0		3.0					3.0	3.0	3.0	3.0	
Recall Mode	None		None					C-Max	C-Max	None	C-Max	
Walk Time (s)	5.0		5.0					5.0	5.0		5.0	
Flash Dont Walk (s)	11.0		11.0					11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0		0					0	0		0	
Act Effct Green (s)	11.6		11.6					35.2	35.2	9.0	40.4	
Actuated g/C Ratio	0.19		0.19					0.59	0.59	0.15	0.67	
v/c Ratio	0.45		0.44					0.27	0.09	0.30	0.07	
Control Delay	23.2		4.6					8.7	3.6	15.2	0.6	
Queue Delay	0.0		0.0					0.0	0.0	0.0	0.0	
Total Delay	23.2		4.6					8.7	3.6	15.2	0.6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C		A					A	A	B	A	
Approach Delay								8.0			5.3	
Approach LOS								A			A	
Queue Length 50th (ft)	46		0					30	0	13	0	
Queue Length 95th (ft)	71		28					103	21	27	2	
Internal Link Dist (ft)		811			776			954			800	
Turn Bay Length (ft)	100								100	100		
Base Capacity (vph)	1008		1048					1923	893	301	2208	
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	0.27		0.32					0.27	0.09	0.24	0.07	

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 32 (53%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.45
Intersection Signal Delay: 9.7 Intersection LOS: A
Intersection Capacity Utilization 42.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 69: SR 905 EB Off & Britannia Blvd



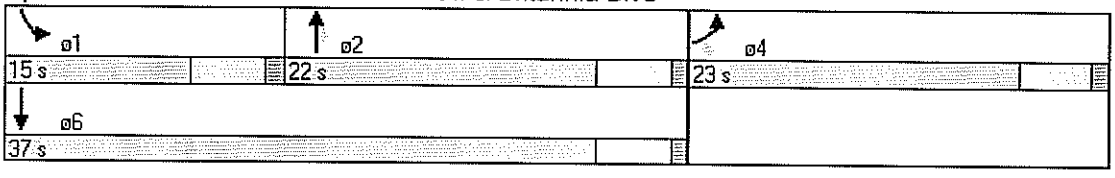
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	0		0	0		100	100		0
Storage Lanes	2		2	0		0	0		1	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50		50					50	50	50	50	
Trailing Detector (ft)	0		0					0	0	0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	0.97	1.00	0.88	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850						0.850			
Flt Protected	0.950									0.950		
Satd. Flow (prot)	3183	0	2584	0	0	0	0	3282	1468	1641	3282	0
Flt Permitted	0.950									0.950		
Satd. Flow (perm)	3183	0	2584	0	0	0	0	3282	1468	1641	3282	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			188						71			
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)		65			65			40			40	
Link Distance (ft)		891			856			1034			880	
Travel Time (s)		9.3			9.0			17.6			15.0	
Volume (vph)	343	0	173	0	0	0	0	434	65	94	439	0
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	373	0	188	0	0	0	0	472	71	102	477	0
Lane Group Flow (vph)	373	0	188	0	0	0	0	472	71	102	477	0
Turn Type	Prot		custom						Perm	Prot		
Protected Phases	4							2		1	6	
Permitted Phases			4						2			
Detector Phases	4		4					2	2	1	6	
Minimum Initial (s)	8.0		8.0					10.0	10.0	8.0	10.0	
Minimum Split (s)	21.0		21.0					21.0	21.0	13.0	21.0	
Total Split (s)	23.0	0.0	23.0	0.0	0.0	0.0	0.0	22.0	22.0	15.0	37.0	0.0
Total Split (%)	38.3%	0.0%	38.3%	0.0%	0.0%	0.0%	0.0%	36.7%	36.7%	25.0%	61.7%	0.0%
Maximum Green (s)	18.0		18.0					17.0	17.0	10.0	32.0	
Yellow Time (s)	4.0		4.0					4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0					1.0	1.0	1.0	1.0	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0		3.0					3.0	3.0	3.0	3.0	
Recall Mode	None		None					C-Max	C-Max	None	C-Max	
Walk Time (s)	5.0		5.0					5.0	5.0		5.0	
Flash Dont Walk (s)	11.0		11.0					11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0		0					0	0		0	
Act Effct Green (s)	13.0		13.0					29.9	29.9	10.3	39.0	
Actuated g/C Ratio	0.22		0.22					0.50	0.50	0.17	0.65	
v/c Ratio	0.54		0.27					0.29	0.09	0.36	0.22	
Control Delay	23.4		4.3					12.4	4.9	13.8	0.6	
Queue Delay	0.0		0.0					0.0	0.0	0.0	0.0	
Total Delay	23.4		4.3					12.4	4.9	13.8	0.6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C		A					B	A	B	A	
Approach Delay								11.4			2.9	
Approach LOS								B			A	
Queue Length 50th (ft)	62		0					55	0	13	0	
Queue Length 95th (ft)	89		21					111	24	19	0	
Internal Link Dist (ft)		811			776			954			800	
Turn Bay Length (ft)	100								100	100		
Base Capacity (vph)	1008		947					1636	767	315	2134	
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	0.37		0.20					0.29	0.09	0.32	0.22	

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 56 (93%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.54
Intersection Signal Delay: 10.4 Intersection LOS: B
Intersection Capacity Utilization 43.6% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 69: SR 905 EB Off & Britannia Blvd



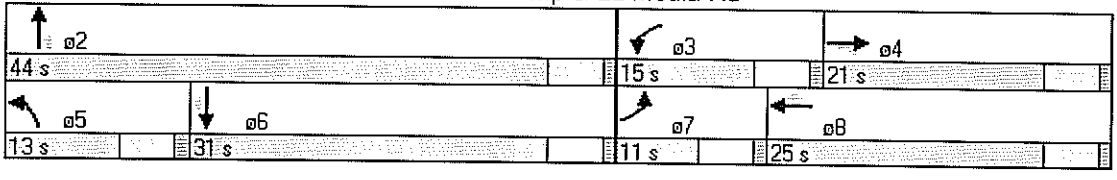
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR2	SBT	SBR
Lane Configurations											
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	100		0	0				100
Storage Lanes	1		1	1		1	1				1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading 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		9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	0.91	1.00
Frt			0.850			0.850			0.850		0.850
Flt Protected	0.950			0.950			0.950				
Satd. Flow (prot)	1641	1727	1468	1641	1727	1468	1641	4715	1468	4715	1468
Flt Permitted	0.950			0.950			0.950				
Satd. Flow (perm)	1641	1727	1468	1641	1727	1468	1641	4715	1468	4715	1468
Right Turn on Red						Yes			Yes		Yes
Satd. Flow (RTOR)						147			172		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
Link Speed (mph)		65			65			40		40	
Link Distance (ft)		431			1580			450		470	
Travel Time (s)		4.5			16.6			7.7		8.0	
Volume (vph)	19	20	11	97	24	135	13	576	158	949	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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	21	22	12	105	26	147	14	626	172	1032	25
Lane Group Flow (vph)	21	22	12	105	26	147	14	626	172	1032	25
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm		Perm
Protected Phases	7	4		3	8		5	2		6	
Permitted Phases			4			8			2		6
Detector Phases	7	4	4	3	8	8	5	2	2	6	6
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	8.0	10.0	10.0	10.0	10.0
Minimum Split (s)	11.0	21.0	21.0	11.0	21.0	21.0	13.0	21.0	21.0	21.0	21.0
Total Split (s)	11.0	21.0	21.0	15.0	25.0	25.0	13.0	44.0	44.0	31.0	31.0
Total Split (%)	13.8%	26.3%	26.3%	18.8%	31.3%	31.3%	16.3%	55.0%	55.0%	38.8%	38.8%
Maximum Green (s)	6.0	16.0	16.0	10.0	20.0	20.0	8.0	39.0	39.0	26.0	26.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
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
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead			Lag	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	None	C-Max	C-Max	C-Max	C-Max
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0	0	0
Act Effct Green (s)	7.0	9.0	9.0	9.9	11.1	11.1	9.0	56.5	56.5	53.9	53.9
Actuated g/C Ratio	0.09	0.11	0.11	0.12	0.14	0.14	0.11	0.71	0.71	0.67	0.67
v/c Ratio	0.15	0.11	0.07	0.51	0.11	0.44	0.08	0.19	0.16	0.33	0.03
Control Delay	36.3	33.5	33.0	41.8	30.2	10.3	32.2	3.7	0.7	2.8	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.3	33.5	33.0	41.8	30.2	10.3	32.2	3.7	0.7	2.8	0.3

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR2	SBT	SBR
LOS	D	C	C	D	C	B	C	A	A	A	A
Approach Delay		34.5			24.0			3.6		2.8	
Approach LOS		C			C			A		A	
Queue Length 50th (ft)	10	10	5	49	12	0	6	15	0	7	0
Queue Length 95th (ft)	32	31	21	97	33	48	m20	43	m5	37	m0
Internal Link Dist (ft)		351			1500			370		390	
Turn Bay Length (ft)				100							100
Base Capacity (vph)	144	367	312	226	453	494	185	3328	1087	3174	996
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	0.15	0.06	0.04	0.46	0.06	0.30	0.08	0.19	0.16	0.33	0.03

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 64 (80%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.51
Intersection Signal Delay: 6.5 Intersection LOS: A
Intersection Capacity Utilization 40.4% ICU Level of Service A
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 118: SR 905 WB Off Ramp & La Media Rd



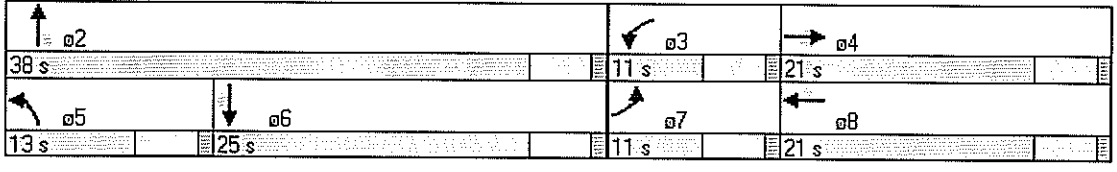
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR2	SBT	SBR
Lane Configurations											
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	100		0	0				100
Storage Lanes	1		1	1		1	1				1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading 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		9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	0.91	1.00
Frt			0.850			0.850			0.850		0.850
Flt Protected	0.950			0.950			0.950				
Satd. Flow (prot)	1641	1727	1468	1641	1727	1468	1641	4715	1468	4715	1468
Flt Permitted	0.950			0.950			0.950				
Satd. Flow (perm)	1641	1727	1468	1641	1727	1468	1641	4715	1468	4715	1468
Right Turn on Red						Yes			Yes		Yes
Satd. Flow (RTOR)						153			337		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
Link Speed (mph)		65			65			40		40	
Link Distance (ft)		431			1580			450		470	
Travel Time (s)		4.5			16.6			7.7		8.0	
Volume (vph)	25	26	13	68	22	141	12	806	310	864	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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	27	28	14	74	24	153	13	876	337	939	22
Lane Group Flow (vph)	27	28	14	74	24	153	13	876	337	939	22
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm		Perm
Protected Phases	7	4		3	8		5	2		6	
Permitted Phases			4			8			2		6
Detector Phases	7	4	4	3	8	8	5	2	2	6	6
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	8.0	10.0	10.0	10.0	10.0
Minimum Split (s)	11.0	21.0	21.0	11.0	21.0	21.0	13.0	21.0	21.0	21.0	21.0
Total Split (s)	11.0	21.0	21.0	11.0	21.0	21.0	13.0	38.0	38.0	25.0	25.0
Total Split (%)	15.7%	30.0%	30.0%	15.7%	30.0%	30.0%	18.6%	54.3%	54.3%	35.7%	35.7%
Maximum Green (s)	6.0	16.0	16.0	6.0	16.0	16.0	8.0	33.0	33.0	20.0	20.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
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
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead			Lag	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	None	C-Max	C-Max	C-Max	C-Max
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0	0	0
Act Effct Green (s)	7.0	9.6	9.6	7.8	9.6	9.6	9.0	51.4	51.4	48.8	48.8
Actuated g/C Ratio	0.10	0.14	0.14	0.11	0.14	0.14	0.13	0.73	0.73	0.70	0.70
v/c Ratio	0.16	0.12	0.07	0.40	0.10	0.46	0.06	0.25	0.29	0.29	0.02
Control Delay	31.5	27.2	26.5	36.4	26.9	10.1	21.3	5.5	2.0	4.2	1.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.5	27.2	26.5	36.4	26.9	10.1	21.3	5.5	2.0	4.2	1.6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR2	SBT	SBR
LOS	C	C	C	D	C	B	C	A	A	A	A
Approach Delay		28.7			19.4			4.7		4.2	
Approach LOS		C			B			A		A	
Queue Length 50th (ft)	11	11	5	30	9	0	4	23	0	12	0
Queue Length 95th (ft)	33	31	20	69	28	46	m14	122	m33	55	m0
Internal Link Dist (ft)		351			1500			370		390	
Turn Bay Length (ft)				100							100
Base Capacity (vph)	164	419	357	183	419	472	211	3461	1167	3286	1030
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	0.16	0.07	0.04	0.40	0.06	0.32	0.06	0.25	0.29	0.29	0.02

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 70
Offset: 2 (3%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.46
Intersection Signal Delay: 6.6 Intersection LOS: A
Intersection Capacity Utilization 39.3% ICU Level of Service A
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 118: SR 905 WB Off Ramp & La Media Rd



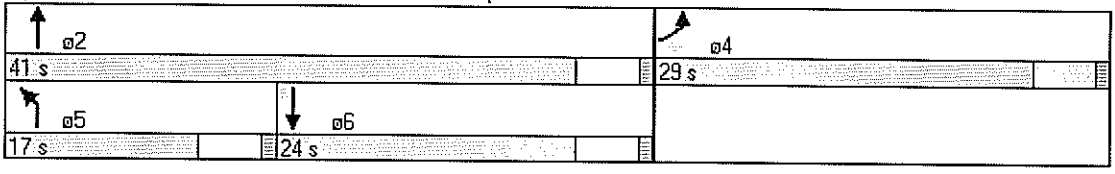
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	SBR2	SEL	SER
Lane Configurations									
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100	0	100			100		0	0
Storage Lanes	1	1	1			1		0	0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50		50		
Trailing Detector (ft)	0	0	0	0	0		0		
Turning Speed (mph)	15	9	15			9	9	15	9
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	1.00	1.00	1.00	1.00
Frt		0.850					0.850		
Flt Protected	0.950		0.950						
Satd. Flow (prot)	1641	1468	1641	4715	4715	0	1468	0	0
Flt Permitted	0.950		0.950						
Satd. Flow (perm)	1641	1468	1641	4715	4715	0	1468	0	0
Right Turn on Red		Yes					Yes		
Satd. Flow (RTOR)		189					249		
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	65			40	40			65	
Link Distance (ft)	1093			830	844			1237	
Travel Time (s)	11.5			14.1	14.4			13.0	
Volume (vph)	289	174	107	839	475	0	229	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	314	189	116	912	516	0	249	0	0
Lane Group Flow (vph)	314	189	116	912	516	0	249	0	0
Turn Type		Perm	Prot				Perm		
Protected Phases	4		5	2	6				
Permitted Phases		4					6		
Detector Phases	4	4	5	2	6		6		
Minimum Initial (s)	8.0	8.0	8.0	10.0	10.0		10.0		
Minimum Split (s)	21.0	21.0	13.0	21.0	21.0		21.0		
Total Split (s)	29.0	29.0	17.0	41.0	24.0	0.0	24.0	0.0	0.0
Total Split (%)	41.4%	41.4%	24.3%	58.6%	34.3%	0.0%	34.3%	0.0%	0.0%
Maximum Green (s)	24.0	24.0	12.0	36.0	19.0		19.0		
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0		
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0		
Lead/Lag			Lead		Lag		Lag		
Lead-Lag Optimize?									
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0		
Recall Mode	None	None	None	C-Max	C-Max		C-Max		
Walk Time (s)	5.0	5.0		5.0	5.0		5.0		
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0		
Pedestrian Calls (#/hr)	0	0		0	0		0		
Act Effct Green (s)	18.6	18.6	10.8	43.4	31.2		31.2		
Actuated g/C Ratio	0.27	0.27	0.15	0.62	0.45		0.45		
v/c Ratio	0.72	0.36	0.46	0.31	0.25		0.31		
Control Delay	32.5	5.0	19.4	1.8	14.0		4.0		
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0		
Total Delay	32.5	5.0	19.4	1.8	14.0		4.0		

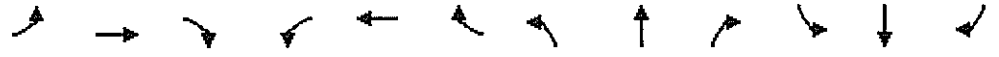
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	SBR2	SEL	SER
LOS	C	A	B	A	B		A		
Approach Delay	22.2			3.8	10.7				
Approach LOS	C			A	B				
Queue Length 50th (ft)	122	0	22	8	55		4		
Queue Length 95th (ft)	179	38	26	9	100		59		
Internal Link Dist (ft)	1013			750	764			1157	
Turn Bay Length (ft)	100		100				100		
Base Capacity (vph)	586	646	305	2925	2103		793		
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	0.54	0.29	0.38	0.31	0.25		0.31		

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 70
Offset: 40 (57%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.72
Intersection Signal Delay: 10.1 Intersection LOS: B
Intersection Capacity Utilization 41.9% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 33: SR 905 EB Ramp & La Media Rd





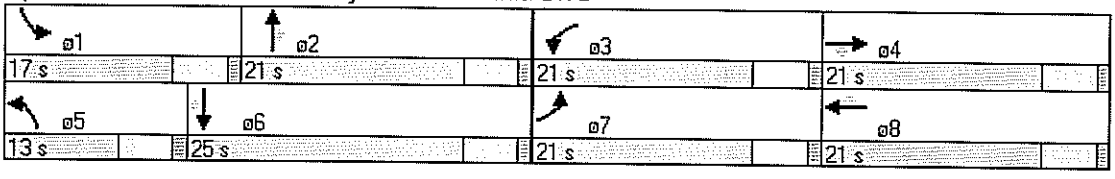
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		600	200		0	475		100
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			57			87			60			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			40			40	
Link Distance (ft)		1847			5168			2579			1034	
Travel Time (s)		31.5			88.1			44.0			17.6	
Volume (vph)	46	99	52	106	65	80	40	175	55	146	198	50
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	50	108	57	115	71	87	43	190	60	159	215	54
Lane Group Flow (vph)	50	108	57	115	71	87	43	190	60	159	215	54
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	8.0	10.0	10.0	8.0	10.0	10.0
Minimum Split (s)	21.0	21.0	21.0	21.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0
Total Split (s)	21.0	21.0	21.0	21.0	21.0	21.0	13.0	21.0	21.0	17.0	25.0	25.0
Total Split (%)	26.3%	26.3%	26.3%	26.3%	26.3%	26.3%	16.3%	26.3%	26.3%	21.3%	31.3%	31.3%
Maximum Green (s)	16.0	16.0	16.0	16.0	16.0	16.0	8.0	16.0	16.0	12.0	20.0	20.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0		0	0		0	0
Act Effct Green (s)	9.4	10.2	10.2	12.2	15.9	15.9	9.6	31.4	31.4	12.8	37.7	37.7
Actuated g/C Ratio	0.11	0.13	0.13	0.15	0.20	0.20	0.12	0.41	0.41	0.16	0.49	0.49
v/c Ratio	0.26	0.26	0.24	0.46	0.11	0.24	0.23	0.14	0.10	0.61	0.13	0.07
Control Delay	30.3	26.7	11.1	29.9	22.2	7.9	30.5	18.9	7.1	34.7	15.2	6.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.3	26.7	11.1	29.9	22.2	7.9	30.5	18.9	7.1	34.7	15.2	6.3

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	C	B	C	C	A	C	B	A	C	B	A
Approach Delay		23.4			20.9			18.2			21.3	
Approach LOS		C			C			B			C	
Queue Length 50th (ft)	19	21	0	42	12	0	16	31	0	58	32	0
Queue Length 95th (ft)	49	44	30	88	30	34	45	62	27	122	64	23
Internal Link Dist (ft)		1767			5088			2499			954	
Turn Bay Length (ft)	100		100	100		600	200			475		100
Base Capacity (vph)	328	681	350	350	775	413	191	1331	631	284	1595	741
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	0.15	0.16	0.16	0.33	0.09	0.21	0.23	0.14	0.10	0.56	0.13	0.07

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 77.5
Natural Cycle: 80
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.61
Intersection Signal Delay: 20.8 Intersection LOS: C
Intersection Capacity Utilization 39.0% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 5: Airway Rd & Britannia Blvd



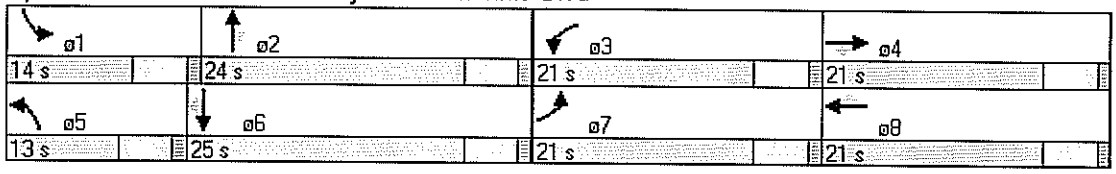
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		600	200		0	475		100
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			48			175			127			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			40			40	
Link Distance (ft)		1847			5168			2579			1034	
Travel Time (s)		31.5			88.1			44.0			17.6	
Volume (vph)	55	72	44	61	108	161	58	218	117	88	192	51
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	60	78	48	66	117	175	63	237	127	96	209	55
Lane Group Flow (vph)	60	78	48	66	117	175	63	237	127	96	209	55
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	8.0	10.0	10.0	8.0	10.0	10.0
Minimum Split (s)	21.0	21.0	21.0	21.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0
Total Split (s)	21.0	21.0	21.0	21.0	21.0	21.0	13.0	24.0	24.0	14.0	25.0	25.0
Total Split (%)	26.3%	26.3%	26.3%	26.3%	26.3%	26.3%	16.3%	30.0%	30.0%	17.5%	31.3%	31.3%
Maximum Green (s)	16.0	16.0	16.0	16.0	16.0	16.0	8.0	19.0	19.0	9.0	20.0	20.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0		0	0		0	0
Act Effct Green (s)	9.3	10.6	10.6	9.4	10.8	10.8	9.4	31.8	31.8	10.1	32.4	32.4
Actuated g/C Ratio	0.13	0.16	0.16	0.14	0.16	0.16	0.13	0.49	0.49	0.14	0.50	0.50
v/c Ratio	0.27	0.15	0.18	0.29	0.22	0.46	0.29	0.15	0.16	0.41	0.13	0.07
Control Delay	28.1	24.0	10.5	28.1	23.7	9.0	29.4	14.9	4.8	30.4	14.3	6.2
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
Total Delay	28.1	24.0	10.5	28.1	23.7	9.0	29.4	14.9	4.8	30.4	14.3	6.2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	C	B	C	C	A	C	B	A	C	B	A
Approach Delay		21.8			17.3			14.0			17.4	
Approach LOS		C			B			B			B	
Queue Length 50th (ft)	21	14	0	23	21	0	22	35	0	34	30	0
Queue Length 95th (ft)	54	33	26	58	44	48	59	69	35	82	60	23
Internal Link Dist (ft)		1767			5088			2499			954	
Turn Bay Length (ft)	100		100	100		600	200			475		100
Base Capacity (vph)	374	803	395	375	804	492	221	1611	785	244	1641	761
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	0.16	0.10	0.12	0.18	0.15	0.36	0.29	0.15	0.16	0.39	0.13	0.07

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 64.8
Natural Cycle: 80
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.46
Intersection Signal Delay: 16.9 Intersection LOS: B
Intersection Capacity Utilization 35.0% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 5: Airway Rd & Britannia Blvd



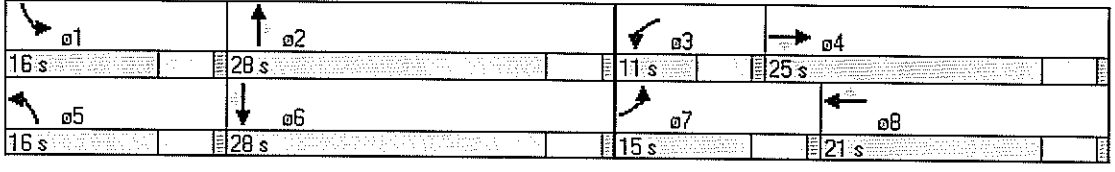
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	100		100	325		0
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.91	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1468	1641	3282	1468	1641	4715	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3282	1468	1641	3282	1468	1641	4715	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			247			153			148			72
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)		5168			6483			2507			830	
Travel Time (s)		88.1			110.5			42.7			14.1	
Volume (vph)	123	131	227	23	141	141	139	462	136	111	654	66
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	134	142	247	25	153	153	151	502	148	121	711	72
Lane Group Flow (vph)	134	142	247	25	153	153	151	502	148	121	711	72
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	8.0	10.0	10.0	8.0	10.0	10.0
Minimum Split (s)	11.0	21.0	21.0	11.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0
Total Split (s)	15.0	25.0	25.0	11.0	21.0	21.0	16.0	28.0	28.0	16.0	28.0	28.0
Total Split (%)	18.8%	31.3%	31.3%	13.8%	26.3%	26.3%	20.0%	35.0%	35.0%	20.0%	35.0%	35.0%
Maximum Green (s)	10.0	20.0	20.0	6.0	16.0	16.0	11.0	23.0	23.0	11.0	23.0	23.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	10.4	20.3	20.3	7.0	10.3	10.3	13.4	33.4	33.4	12.5	29.9	29.9
Actuated g/C Ratio	0.13	0.25	0.25	0.09	0.13	0.13	0.17	0.42	0.42	0.16	0.37	0.37
v/c Ratio	0.63	0.17	0.44	0.17	0.36	0.48	0.55	0.25	0.21	0.47	0.58	0.12
Control Delay	46.6	25.1	6.9	37.0	34.1	11.0	37.7	17.7	4.7	46.4	16.4	2.5
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
Total Delay	46.6	25.1	6.9	37.0	34.1	11.0	37.7	17.7	4.7	46.4	16.4	2.5

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	D	C	A	D	C	B	D	B	A	D	B	A
Approach Delay		22.0			23.7			19.1			19.3	
Approach LOS		C			C			B			B	
Queue Length 50th (ft)	64	26	0	12	37	0	70	61	0	64	73	1
Queue Length 95th (ft)	#130	55	58	35	63	49	122	100	40	116	107	m4
Internal Link Dist (ft)		5088			6403			2427			750	
Turn Bay Length (ft)	100		100	100		100	100		100	325		
Base Capacity (vph)	226	919	589	144	697	432	289	1971	700	275	1227	594
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	0.59	0.15	0.42	0.17	0.22	0.35	0.52	0.25	0.21	0.44	0.58	0.12

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 6 (8%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.63
Intersection Signal Delay: 20.3 Intersection LOS: C
Intersection Capacity Utilization 52.6% 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.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: Airway Rd & La Media Rd



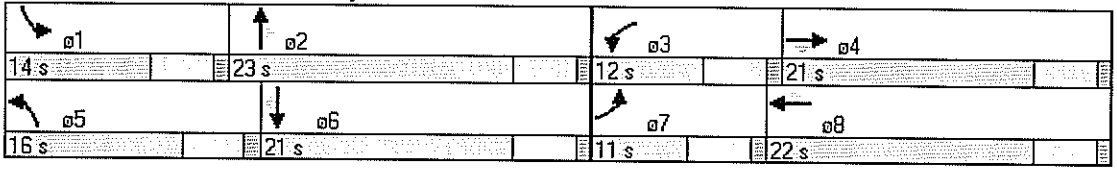
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	100		100	325		0
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.91	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1468	1641	3282	1468	1641	4715	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3282	1468	1641	3282	1468	1641	4715	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			166			133			27			147
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)		5168			6483			2507			830	
Travel Time (s)		88.1			110.5			42.7			14.1	
Volume (vph)	73	155	153	150	144	122	250	719	25	155	508	135
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	79	168	166	163	157	133	272	782	27	168	552	147
Lane Group Flow (vph)	79	168	166	163	157	133	272	782	27	168	552	147
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	8.0	10.0	10.0	8.0	10.0	10.0
Minimum Split (s)	11.0	21.0	21.0	11.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0
Total Split (s)	11.0	21.0	21.0	12.0	22.0	22.0	16.0	23.0	23.0	14.0	21.0	21.0
Total Split (%)	15.7%	30.0%	30.0%	17.1%	31.4%	31.4%	22.9%	32.9%	32.9%	20.0%	30.0%	30.0%
Maximum Green (s)	6.0	16.0	16.0	7.0	17.0	17.0	11.0	18.0	18.0	9.0	16.0	16.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	7.2	10.1	10.1	8.6	13.8	13.8	18.2	22.0	22.0	13.3	17.0	17.0
Actuated g/C Ratio	0.10	0.14	0.14	0.12	0.20	0.20	0.26	0.31	0.31	0.19	0.24	0.24
v/c Ratio	0.47	0.35	0.47	0.80	0.24	0.34	0.64	0.53	0.06	0.54	0.69	0.31
Control Delay	39.6	28.8	9.6	62.1	26.1	7.9	31.6	22.0	8.6	22.9	32.3	12.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.6	28.8	9.6	62.1	26.1	7.9	31.6	22.0	8.6	22.9	32.3	12.3

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	D	C	A	E	C	A	C	C	A	C	C	B
Approach Delay		23.2			33.7			24.1			27.1	
Approach LOS		C			C			C			C	
Queue Length 50th (ft)	33	35	0	71	32	0	101	100	0	65	131	0
Queue Length 95th (ft)	#74	60	47	#174	55	41	#206	145	17	91	182	67
Internal Link Dist (ft)		5088			6403			2427			750	
Turn Bay Length (ft)	100		100	100		100	100		100	325		
Base Capacity (vph)	168	797	482	203	894	496	426	1479	479	315	807	472
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	0.47	0.21	0.34	0.80	0.18	0.27	0.64	0.53	0.06	0.53	0.68	0.31

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 70
Offset: 8 (11%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.80
Intersection Signal Delay: 26.4 Intersection LOS: C
Intersection Capacity Utilization 56.2% 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: 9: Airway Rd & La Media Rd



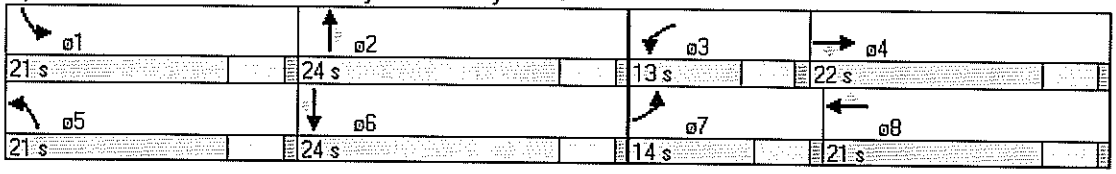
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	250		100	100		675
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			63			33			13			73
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)		6483			1406			1377			2585	
Travel Time (s)		110.5			24.0			23.5			44.1	
Volume (vph)	93	103	58	16	91	30	48	74	12	40	86	67
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	101	112	63	17	99	33	52	80	13	43	93	73
Lane Group Flow (vph)	101	112	63	17	99	33	52	80	13	43	93	73
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	8.0	10.0	10.0	8.0	10.0	10.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0
Total Split (s)	14.0	22.0	22.0	13.0	21.0	21.0	21.0	24.0	24.0	21.0	24.0	24.0
Total Split (%)	17.5%	27.5%	27.5%	16.3%	26.3%	26.3%	26.3%	30.0%	30.0%	26.3%	30.0%	30.0%
Maximum Green (s)	9.0	17.0	17.0	8.0	16.0	16.0	16.0	19.0	19.0	16.0	19.0	19.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	Min	Min	Min	Min	Min	Min
Walk Time (s)		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0	0	0	0	0	0	0
Act Effct Green (s)	9.0	17.2	17.2	7.7	9.3	9.3	10.0	12.0	12.0	9.9	11.9	11.9
Actuated g/C Ratio	0.17	0.33	0.33	0.13	0.18	0.18	0.20	0.24	0.24	0.20	0.24	0.24
v/c Ratio	0.36	0.10	0.12	0.08	0.17	0.11	0.16	0.10	0.04	0.13	0.12	0.18
Control Delay	24.3	13.9	6.2	24.7	20.8	9.6	21.2	18.7	10.8	21.1	19.0	7.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.3	13.9	6.2	24.7	20.8	9.6	21.2	18.7	10.8	21.1	19.0	7.3

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	B	A	C	C	A	C	B	B	C	B	A
Approach Delay		16.0			18.8			18.9			15.4	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)	29	11	0	5	14	0	15	11	0	12	13	0
Queue Length 95th (ft)	69	35	25	20	33	19	40	27	12	35	31	28
Internal Link Dist (ft)		6403			1326			1297			2505	
Turn Bay Length (ft)	100		100	100		100	250		100	100		675
Base Capacity (vph)	314	1228	589	255	938	443	511	1177	535	511	1175	572
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	0.32	0.09	0.11	0.07	0.11	0.07	0.10	0.07	0.02	0.08	0.08	0.13

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 49.7
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.36
Intersection Signal Delay: 16.9 Intersection LOS: B
Intersection Capacity Utilization 31.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 20: Airway Rd & Sanyo Ave



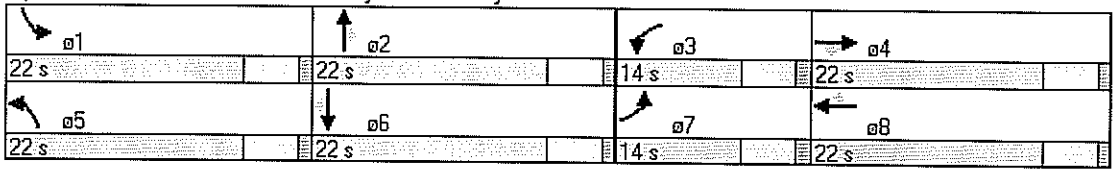
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	250		100	100		675
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			58			48			18			111
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)		6483			1406			1377			2585	
Travel Time (s)		110.5			24.0			23.5			44.1	
Volume (vph)	73	100	53	13	114	44	65	94	17	33	81	102
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	79	109	58	14	124	48	71	102	18	36	88	111
Lane Group Flow (vph)	79	109	58	14	124	48	71	102	18	36	88	111
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	8.0	10.0	10.0	8.0	10.0	10.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0
Total Split (s)	14.0	22.0	22.0	14.0	22.0	22.0	22.0	22.0	22.0	22.0	22.0	22.0
Total Split (%)	17.5%	27.5%	27.5%	17.5%	27.5%	27.5%	27.5%	27.5%	27.5%	27.5%	27.5%	27.5%
Maximum Green (s)	9.0	17.0	17.0	9.0	17.0	17.0	17.0	17.0	17.0	17.0	17.0	17.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	Min	Min	Min	Min	Min	Min
Walk Time (s)		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0	0	0	0	0	0	0
Act Effct Green (s)	8.7	14.8	14.8	7.6	9.5	9.5	10.3	12.4	12.4	9.8	11.9	11.9
Actuated g/C Ratio	0.17	0.29	0.29	0.13	0.19	0.19	0.22	0.26	0.26	0.21	0.25	0.25
v/c Ratio	0.29	0.11	0.12	0.06	0.20	0.15	0.20	0.12	0.05	0.11	0.11	0.25
Control Delay	23.9	14.5	6.5	25.1	20.6	9.0	21.1	18.0	9.8	21.4	18.9	7.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.9	14.5	6.5	25.1	20.6	9.0	21.1	18.0	9.8	21.4	18.9	7.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	B	A	C	C	A	C	B	A	C	B	A
Approach Delay		15.6			17.9			18.4			13.6	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)	22	10	0	4	18	0	20	14	0	10	12	0
Queue Length 95th (ft)	59	35	25	18	40	24	52	32	14	33	30	35
Internal Link Dist (ft)		6403			1326			1297			2505	
Turn Bay Length (ft)	100		100	100		100	250		100	100		675
Base Capacity (vph)	311	1193	570	287	1019	489	554	1152	527	550	1143	584
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	0.25	0.09	0.10	0.05	0.12	0.10	0.13	0.09	0.03	0.07	0.08	0.19

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 47.7
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.29
Intersection Signal Delay: 16.2 Intersection LOS: B
Intersection Capacity Utilization 31.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 20: Airway Rd & Sanyo Ave



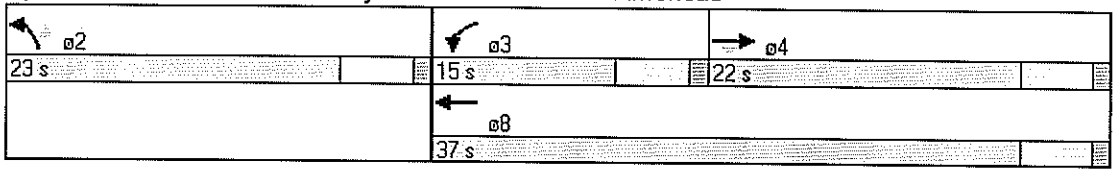
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↱	↰	↑↑↑	↰	↱
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		100	100		0	0
Storage Lanes		1	1		1	1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3282	1468	1641	3282	1641	1468
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3282	1468	1641	3282	1641	1468
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		40				40
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	40			40	40	
Link Distance (ft)	1406			2459	1186	
Travel Time (s)	24.0			41.9	20.2	
Volume (vph)	56	37	25	50	47	37
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	61	40	27	54	51	40
Lane Group Flow (vph)	61	40	27	54	51	40
Turn Type		Perm	Prot			Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Detector Phases	4	4	3	8	2	2
Minimum Initial (s)	10.0	10.0	8.0	10.0	8.0	8.0
Minimum Split (s)	21.0	21.0	13.0	21.0	21.0	21.0
Total Split (s)	22.0	22.0	15.0	37.0	23.0	23.0
Total Split (%)	36.7%	36.7%	25.0%	61.7%	38.3%	38.3%
Maximum Green (s)	17.0	17.0	10.0	32.0	18.0	18.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?						
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)	5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	15.1	15.1	11.7	19.0	37.2	37.2
Actuated g/C Ratio	0.25	0.25	0.19	0.31	0.71	0.71
v/c Ratio	0.08	0.10	0.09	0.05	0.04	0.04
Control Delay	8.3	4.9	12.4	4.8	8.2	5.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	8.3	4.9	12.4	4.8	8.2	5.0

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
LOS	A	A	B	A	A	A
Approach Delay	6.9			7.3	6.8	
Approach LOS	A			A	A	
Queue Length 50th (ft)	0	0	1	0	0	0
Queue Length 95th (ft)	15	15	19	6	28	16
Internal Link Dist (ft)	1326			2379	1106	
Turn Bay Length (ft)		100	100			
Base Capacity (vph)	1115	525	356	1631	1271	1146
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	0.05	0.08	0.08	0.03	0.04	0.03

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 52.4
Natural Cycle: 55
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.10
Intersection Signal Delay: 7.0 Intersection LOS: A
Intersection Capacity Utilization 21.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 25: Airway Rd & Paseo De Las Americas



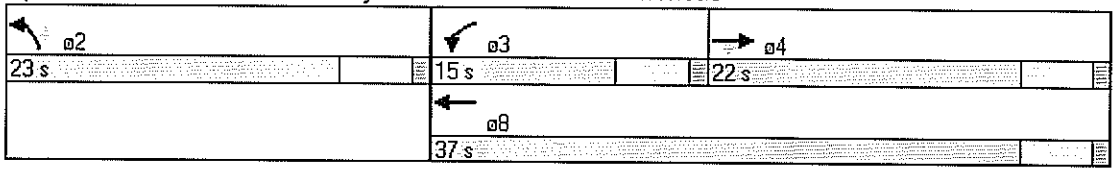
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↱	↰	↑↑↑	↰	↱
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		100	100		0	0
Storage Lanes		1	1		1	1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3282	1468	1641	3282	1641	1468
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3282	1468	1641	3282	1641	1468
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		57				29
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	40			40	40	
Link Distance (ft)	1406			2459	1186	
Travel Time (s)	24.0			41.9	20.2	
Volume (vph)	55	52	41	62	41	27
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	60	57	45	67	45	29
Lane Group Flow (vph)	60	57	45	67	45	29
Turn Type		Perm	Prot			Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Detector Phases	4	4	3	8	2	2
Minimum Initial (s)	10.0	10.0	8.0	10.0	8.0	8.0
Minimum Split (s)	21.0	21.0	13.0	21.0	21.0	21.0
Total Split (s)	22.0	22.0	15.0	37.0	23.0	23.0
Total Split (%)	36.7%	36.7%	25.0%	61.7%	38.3%	38.3%
Maximum Green (s)	17.0	17.0	10.0	32.0	18.0	18.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?						
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)	5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	14.3	14.3	11.9	21.9	34.9	34.9
Actuated g/C Ratio	0.24	0.24	0.20	0.37	0.69	0.69
v/c Ratio	0.08	0.14	0.13	0.06	0.04	0.03
Control Delay	10.1	5.3	12.5	4.3	10.5	6.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	10.1	5.3	12.5	4.3	10.5	6.6

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
LOS	B	A	B	A	B	A
Approach Delay	7.8			7.6	9.0	
Approach LOS	A			A	A	
Queue Length 50th (ft)	0	0	0	1	0	0
Queue Length 95th (ft)	15	18	26	7	26	14
Internal Link Dist (ft)	1326			2379	1106	
Turn Bay Length (ft)		100	100			
Base Capacity (vph)	1096	528	386	1716	1228	1106
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	0.05	0.11	0.12	0.04	0.04	0.03

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 50.7
Natural Cycle: 55
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.14
Intersection Signal Delay: 8.0 Intersection LOS: A
Intersection Capacity Utilization 22.3% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 25: Airway Rd & Paseo De Las Americas



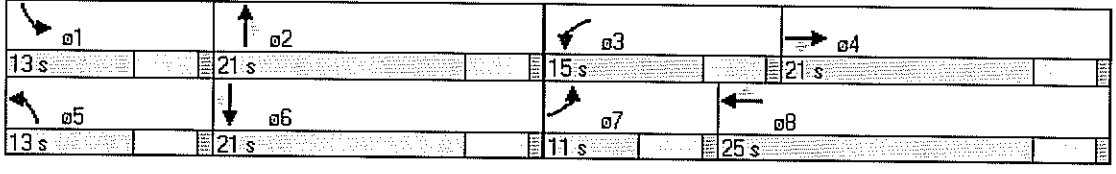
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	175		100	100		100	175		0	200		0
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			92			34			162			87
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)		2459			2618			1171			2573	
Travel Time (s)		41.9			44.6			20.0			43.9	
Volume (vph)	65	65	85	156	40	31	60	184	149	41	268	80
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	71	71	92	170	43	34	65	200	162	45	291	87
Lane Group Flow (vph)	71	71	92	170	43	34	65	200	162	45	291	87
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	8.0	10.0	10.0	8.0	10.0	10.0
Minimum Split (s)	11.0	21.0	21.0	11.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0
Total Split (s)	11.0	21.0	21.0	15.0	25.0	25.0	13.0	21.0	21.0	13.0	21.0	21.0
Total Split (%)	15.7%	30.0%	30.0%	21.4%	35.7%	35.7%	18.6%	30.0%	30.0%	18.6%	30.0%	30.0%
Maximum Green (s)	6.0	16.0	16.0	10.0	20.0	20.0	8.0	16.0	16.0	8.0	16.0	16.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	7.1	9.6	9.6	10.5	15.3	15.3	9.1	26.0	26.0	9.1	23.5	23.5
Actuated g/C Ratio	0.11	0.15	0.15	0.17	0.25	0.25	0.14	0.43	0.43	0.13	0.39	0.39
v/c Ratio	0.40	0.14	0.31	0.60	0.05	0.09	0.29	0.14	0.23	0.21	0.23	0.14
Control Delay	32.9	23.2	9.3	32.4	19.0	8.7	27.6	14.5	4.7	27.5	16.5	5.7
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
Total Delay	32.9	23.2	9.3	32.4	19.0	8.7	27.6	14.5	4.7	27.5	16.5	5.7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	C	A	C	B	A	C	B	A	C	B	A
Approach Delay		20.7			26.8			12.8			15.4	
Approach LOS		C			C			B			B	
Queue Length 50th (ft)	25	12	0	59	6	0	22	20	0	15	45	0
Queue Length 95th (ft)	61	28	34	#129	18	19	55	55	39	42	77	29
Internal Link Dist (ft)		2379			2538			1091			2493	
Turn Bay Length (ft)	175		100	100		100	175			200		
Base Capacity (vph)	178	802	428	297	1073	503	226	1402	720	218	1265	619
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	0.40	0.09	0.21	0.57	0.04	0.07	0.29	0.14	0.23	0.21	0.23	0.14

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 60.9
Natural Cycle: 70
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.60
Intersection Signal Delay: 17.6 Intersection LOS: B
Intersection Capacity Utilization 40.3% 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: 7: Airway Rd & Enrico Fermi Dr



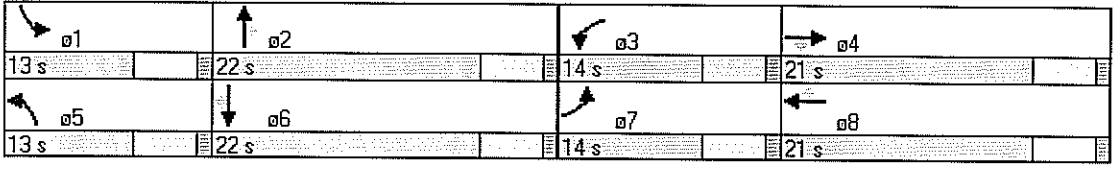
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	175		100	100		100	175		0	200		0
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			72			49			186			78
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)		2459			2618			1171			2573	
Travel Time (s)		41.9			44.6			20.0			43.9	
Volume (vph)	88	44	66	164	71	45	93	295	171	34	202	72
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	96	48	72	178	77	49	101	321	186	37	220	78
Lane Group Flow (vph)	96	48	72	178	77	49	101	321	186	37	220	78
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	8.0	10.0	10.0	8.0	10.0	10.0
Minimum Split (s)	11.0	21.0	21.0	11.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0
Total Split (s)	14.0	21.0	21.0	14.0	21.0	21.0	13.0	22.0	22.0	13.0	22.0	22.0
Total Split (%)	20.0%	30.0%	30.0%	20.0%	30.0%	30.0%	18.6%	31.4%	31.4%	18.6%	31.4%	31.4%
Maximum Green (s)	9.0	16.0	16.0	9.0	16.0	16.0	8.0	17.0	17.0	8.0	17.0	17.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	9.4	9.4	9.4	9.9	9.6	9.6	9.2	30.7	30.7	9.2	25.2	25.2
Actuated g/C Ratio	0.14	0.14	0.14	0.15	0.15	0.15	0.14	0.47	0.47	0.13	0.39	0.39
v/c Ratio	0.42	0.11	0.27	0.71	0.16	0.19	0.45	0.21	0.24	0.18	0.17	0.13
Control Delay	29.6	23.5	9.8	42.0	23.9	10.1	31.3	13.5	4.2	27.4	16.3	5.5
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
Total Delay	29.6	23.5	9.8	42.0	23.9	10.1	31.3	13.5	4.2	27.4	16.3	5.5

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	C	A	D	C	B	C	B	A	C	B	A
Approach Delay		21.6			32.3			13.6			15.0	
Approach LOS		C			C			B			B	
Queue Length 50th (ft)	33	8	0	64	13	0	35	32	0	12	32	0
Queue Length 95th (ft)	73	21	31	#147	30	25	77	82	40	36	58	26
Internal Link Dist (ft)		2379			2538			1091			2493	
Turn Bay Length (ft)	175		100	100		100	175			200		
Base Capacity (vph)	245	751	392	253	773	383	222	1546	790	206	1271	616
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	0.39	0.06	0.18	0.70	0.10	0.13	0.45	0.21	0.24	0.18	0.17	0.13

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 65.2
Natural Cycle: 70
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.71
Intersection Signal Delay: 19.0 Intersection LOS: B
Intersection Capacity Utilization 40.8% 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: 7: Airway Rd & Enrico Fermi Dr



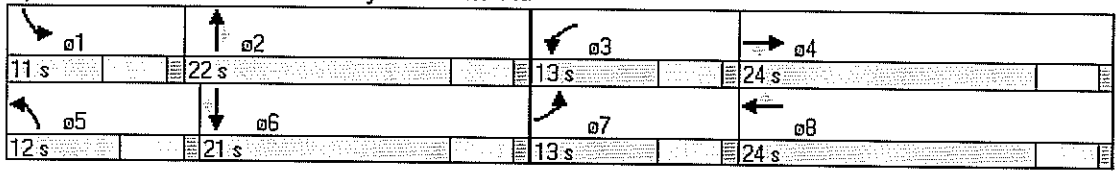
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	100		100	100		100
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			9			7			3			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			40			40	
Link Distance (ft)		2618			1746			1165			2550	
Travel Time (s)		44.6			29.8			19.9			43.5	
Volume (vph)	26	43	8	3	38	6	9	6	3	6	3	18
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	28	47	9	3	41	7	10	7	3	7	3	20
Lane Group Flow (vph)	28	47	9	3	41	7	10	7	3	7	3	20
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	12.0	21.0	21.0	11.0	21.0	21.0
Total Split (s)	13.0	24.0	24.0	13.0	24.0	24.0	12.0	22.0	22.0	11.0	21.0	21.0
Total Split (%)	18.6%	34.3%	34.3%	18.6%	34.3%	34.3%	17.1%	31.4%	31.4%	15.7%	30.0%	30.0%
Maximum Green (s)	8.0	19.0	19.0	8.0	19.0	19.0	7.0	17.0	17.0	6.0	16.0	16.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	10.5	13.5	13.5	10.5	13.5	13.5	8.4	48.5	48.5	8.2	48.3	48.3
Actuated g/C Ratio	0.14	0.18	0.18	0.14	0.18	0.18	0.12	0.76	0.76	0.11	0.75	0.75
v/c Ratio	0.12	0.08	0.03	0.01	0.07	0.03	0.05	0.00	0.00	0.04	0.00	0.02
Control Delay	19.5	14.6	10.9	19.7	14.7	11.2	20.6	10.0	8.7	21.0	10.7	6.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.5	14.6	10.9	19.7	14.7	11.2	20.6	10.0	8.7	21.0	10.7	6.4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	B	B	B	B	B	B	C	A	A	C	B	A
Approach Delay		15.9			14.5			15.1			10.3	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)	4	2	0	0	2	0	1	0	0	1	0	0
Queue Length 95th (ft)	29	20	10	8	18	9	15	4	5	12	3	13
Internal Link Dist (ft)		2538			1666			1085			2470	
Turn Bay Length (ft)	100		100	100		100	100		100	100		100
Base Capacity (vph)	230	937	425	230	937	424	208	2482	1111	184	2473	1111
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	0.12	0.05	0.02	0.01	0.04	0.02	0.05	0.00	0.00	0.04	0.00	0.02

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 64.1
Natural Cycle: 70
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.12
Intersection Signal Delay: 14.5 Intersection LOS: B
Intersection Capacity Utilization 31.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 39: Airway Rd & Alta Rd



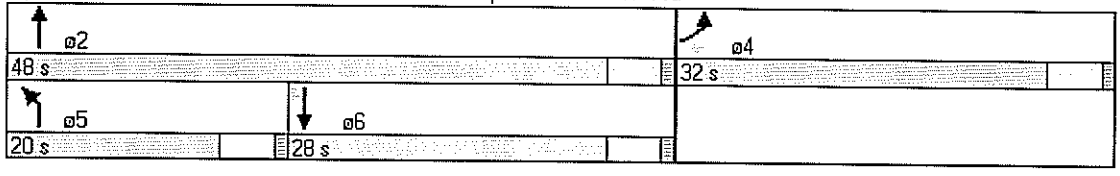
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	SBR2	SEL	SER
Lane Configurations									
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100	0	100			100		0	0
Storage Lanes	1	1	1			1		0	0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50		50		
Trailing Detector (ft)	0	0	0	0	0		0		
Turning Speed (mph)	15	9	15			9	9	15	9
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	1.00	1.00	1.00	1.00
Frt		0.850					0.850		
Flt Protected	0.950		0.950						
Satd. Flow (prot)	1641	1468	1641	4715	4715	0	1468	0	0
Flt Permitted	0.950		0.950						
Satd. Flow (perm)	1641	1468	1641	4715	4715	0	1468	0	0
Right Turn on Red		Yes					Yes		
Satd. Flow (RTOR)		305					235		
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	65			40	40			65	
Link Distance (ft)	1093			830	844			1237	
Travel Time (s)	11.5			14.1	14.4			13.0	
Volume (vph)	219	281	62	528	578	0	216	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	238	305	67	574	628	0	235	0	0
Lane Group Flow (vph)	238	305	67	574	628	0	235	0	0
Turn Type		Perm	Prot				Perm		
Protected Phases	4		5	2	6				
Permitted Phases		4					6		
Detector Phases	4	4	5	2	6		6		
Minimum Initial (s)	8.0	8.0	8.0	10.0	10.0		10.0		
Minimum Split (s)	21.0	21.0	13.0	21.0	21.0		21.0		
Total Split (s)	32.0	32.0	20.0	48.0	28.0	0.0	28.0	0.0	0.0
Total Split (%)	40.0%	40.0%	25.0%	60.0%	35.0%	0.0%	35.0%	0.0%	0.0%
Maximum Green (s)	27.0	27.0	15.0	43.0	23.0		23.0		
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0		
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0		
Lead/Lag			Lead		Lag		Lag		
Lead-Lag Optimize?									
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0		
Recall Mode	None	None	None	C-Max	C-Max		C-Max		
Walk Time (s)	5.0	5.0		5.0	5.0		5.0		
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0		
Pedestrian Calls (#/hr)	0	0		0	0		0		
Act Effct Green (s)	17.2	17.2	10.3	54.8	43.1		43.1		
Actuated g/C Ratio	0.22	0.22	0.13	0.68	0.54		0.54		
v/c Ratio	0.67	0.55	0.32	0.18	0.25		0.26		
Control Delay	37.8	7.1	35.3	4.5	9.1		1.3		
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0		
Total Delay	37.8	7.1	35.3	4.5	9.1		1.3		

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	SBR2	SEL	SER
LOS	D	A	D	A	A		A		
Approach Delay	20.5			7.7	7.0				
Approach LOS	C			A	A				
Queue Length 50th (ft)	111	0	36	35	44		0		
Queue Length 95th (ft)	163	55	m68	47	80		4		
Internal Link Dist (ft)	1013			750	764			1157	
Turn Bay Length (ft)	100		100				100		
Base Capacity (vph)	574	712	328	3230	2538		899		
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	0.41	0.43	0.20	0.18	0.25		0.26		

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 8 (10%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.67
Intersection Signal Delay: 10.8 Intersection LOS: B
Intersection Capacity Utilization 40.0% ICU Level of Service A
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 33: SR 905 EB Ramp & La Media Rd



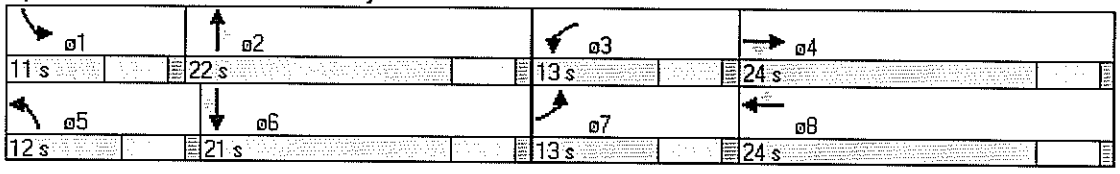
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	100		100	100		100
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			11			8			3			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			40			40	
Link Distance (ft)		2618			1746			1165			2550	
Travel Time (s)		44.6			29.8			19.9			43.5	
Volume (vph)	20	42	10	3	47	7	9	3	3	6	6	28
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	22	46	11	3	51	8	10	3	3	7	7	30
Lane Group Flow (vph)	22	46	11	3	51	8	10	3	3	7	7	30
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	12.0	21.0	21.0	11.0	21.0	21.0
Total Split (s)	13.0	24.0	24.0	13.0	24.0	24.0	12.0	22.0	22.0	11.0	21.0	21.0
Total Split (%)	18.6%	34.3%	34.3%	18.6%	34.3%	34.3%	17.1%	31.4%	31.4%	15.7%	30.0%	30.0%
Maximum Green (s)	8.0	19.0	19.0	8.0	19.0	19.0	7.0	17.0	17.0	6.0	16.0	16.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	10.5	13.4	13.4	10.5	13.4	13.4	8.4	48.0	48.0	8.2	47.8	47.8
Actuated g/C Ratio	0.14	0.18	0.18	0.14	0.18	0.18	0.12	0.76	0.76	0.11	0.75	0.75
v/c Ratio	0.09	0.08	0.04	0.01	0.08	0.03	0.05	0.00	0.00	0.04	0.00	0.03
Control Delay	19.4	14.6	10.5	19.7	14.6	11.0	20.6	10.3	8.7	21.0	10.3	5.7
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
Total Delay	19.4	14.6	10.5	19.7	14.6	11.0	20.6	10.3	8.7	21.0	10.3	5.7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	B	B	B	B	B	B	C	B	A	C	B	A
Approach Delay		15.4			14.4			16.4			8.9	
Approach LOS		B			B			B			A	
Queue Length 50th (ft)	3	2	0	0	2	0	1	0	0	1	0	0
Queue Length 95th (ft)	24	20	12	8	21	10	15	3	5	12	5	16
Internal Link Dist (ft)		2538			1666			1085			2470	
Turn Bay Length (ft)	100		100	100		100	100		100	100		100
Base Capacity (vph)	232	942	429	232	942	427	209	2482	1111	186	2473	1113
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	0.09	0.05	0.03	0.01	0.05	0.02	0.05	0.00	0.00	0.04	0.00	0.03

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 63.5
Natural Cycle: 70
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.09
Intersection Signal Delay: 13.7 Intersection LOS: B
Intersection Capacity Utilization 31.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 39: Airway Rd & Alta Rd



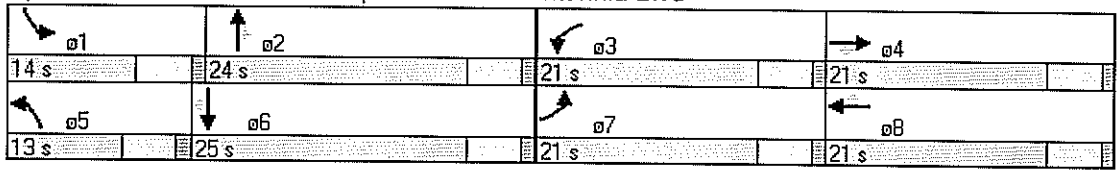
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		375	125		100	350		0
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	4715	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	4715	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			39			51			38			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)		40			40			40			40	
Link Distance (ft)		1880			5156			1276			2579	
Travel Time (s)		32.0			87.9			21.8			44.0	
Volume (vph)	36	27	36	55	12	47	24	150	35	82	244	41
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	39	29	39	60	13	51	26	163	38	89	265	45
Lane Group Flow (vph)	39	29	39	60	13	51	26	163	38	89	265	45
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	8.0	10.0	10.0	8.0	10.0	10.0
Minimum Split (s)	21.0	21.0	21.0	21.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0
Total Split (s)	21.0	21.0	21.0	21.0	21.0	21.0	13.0	24.0	24.0	14.0	25.0	25.0
Total Split (%)	26.3%	26.3%	26.3%	26.3%	26.3%	26.3%	16.3%	30.0%	30.0%	17.5%	31.3%	31.3%
Maximum Green (s)	16.0	16.0	16.0	16.0	16.0	16.0	8.0	19.0	19.0	9.0	20.0	20.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0		0	0		0	0
Act Effct Green (s)	9.0	9.9	9.9	9.8	13.5	13.5	9.8	42.0	42.0	10.5	45.6	45.6
Actuated g/C Ratio	0.11	0.13	0.13	0.13	0.18	0.18	0.12	0.58	0.58	0.14	0.63	0.63
v/c Ratio	0.21	0.05	0.18	0.29	0.02	0.17	0.13	0.08	0.04	0.40	0.13	0.05
Control Delay	27.9	24.2	11.6	26.6	22.2	9.8	27.2	13.4	6.7	28.6	11.2	6.1
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
Total Delay	27.9	24.2	11.6	26.6	22.2	9.8	27.2	13.4	6.7	28.6	11.2	6.1

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	C	B	C	C	A	C	B	A	C	B	A
Approach Delay		21.0			19.2			13.9			14.5	
Approach LOS		C			B			B			B	
Queue Length 50th (ft)	14	3	0	21	1	0	9	23	0	31	25	0
Queue Length 95th (ft)	38	11	24	52	6	26	30	46	19	73	68	20
Internal Link Dist (ft)		1800			5076			1196			2499	
Turn Bay Length (ft)	100		100	100		375	125		100	350		
Base Capacity (vph)	343	1017	347	357	1122	389	202	1919	874	232	2081	947
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	0.11	0.03	0.11	0.17	0.01	0.13	0.13	0.08	0.04	0.38	0.13	0.05

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 71.9
Natural Cycle: 80
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.40
Intersection Signal Delay: 15.8 Intersection LOS: B
Intersection Capacity Utilization 34.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 34: Siempre Viva Rd & Britannia Blvd



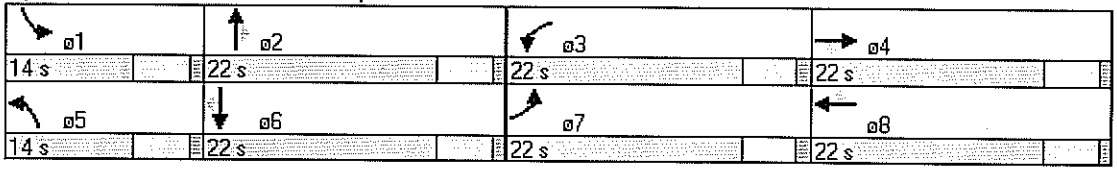
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		375	125		100	350		0
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	4715	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	4715	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			29			68			65			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)		40			40			40			40	
Link Distance (ft)		1880			5156			1276			2579	
Travel Time (s)		32.0			87.9			21.8			44.0	
Volume (vph)	45	13	27	38	30	63	39	268	60	51	165	39
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	49	14	29	41	33	68	42	291	65	55	179	42
Lane Group Flow (vph)	49	14	29	41	33	68	42	291	65	55	179	42
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	8.0	10.0	10.0	8.0	10.0	10.0
Minimum Split (s)	21.0	21.0	21.0	21.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0
Total Split (s)	22.0	22.0	22.0	22.0	22.0	22.0	14.0	22.0	22.0	14.0	22.0	22.0
Total Split (%)	27.5%	27.5%	27.5%	27.5%	27.5%	27.5%	17.5%	27.5%	27.5%	17.5%	27.5%	27.5%
Maximum Green (s)	17.0	17.0	17.0	17.0	17.0	17.0	9.0	17.0	17.0	9.0	17.0	17.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0		0	0		0	0
Act Effct Green (s)	9.4	13.4	13.4	9.1	10.2	10.2	10.1	40.4	40.4	10.3	43.6	43.6
Actuated g/C Ratio	0.13	0.18	0.18	0.12	0.13	0.13	0.13	0.57	0.57	0.14	0.62	0.62
v/c Ratio	0.24	0.02	0.10	0.21	0.05	0.27	0.20	0.15	0.07	0.25	0.09	0.05
Control Delay	25.3	21.2	10.9	26.6	22.5	10.0	26.2	13.5	5.7	25.2	11.9	6.7
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
Total Delay	25.3	21.2	10.9	26.6	22.5	10.0	26.2	13.5	5.7	25.2	11.9	6.7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	C	B	C	C	A	C	B	A	C	B	A
Approach Delay		20.1			17.7			13.6			13.7	
Approach LOS		C			B			B			B	
Queue Length 50th (ft)	16	1	0	14	3	0	14	42	0	18	16	0
Queue Length 95th (ft)	44	6	20	39	11	30	40	77	25	48	51	20
Internal Link Dist (ft)		1800			5076			1196			2499	
Turn Bay Length (ft)	100		100	100		375	125		100	350		
Base Capacity (vph)	379	1179	389	366	1089	391	227	1883	870	236	2030	924
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	0.13	0.01	0.07	0.11	0.03	0.17	0.19	0.15	0.07	0.23	0.09	0.05

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 70.5
Natural Cycle: 80
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.27
Intersection Signal Delay: 14.9 Intersection LOS: B
Intersection Capacity Utilization 34.2% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 34: Siempre Viva Rd & Britannia Blvd



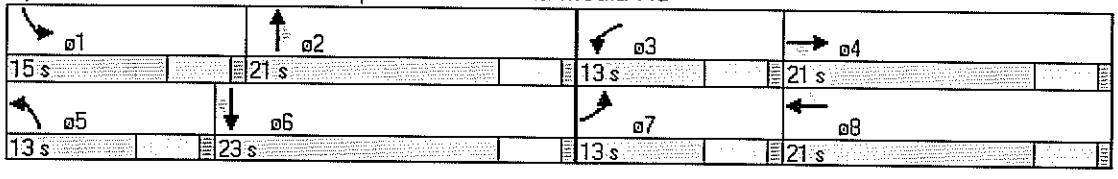
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	100		100	100		100
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	4715	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	4715	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			39			87			21			79
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)		5156			5308			1287			2507	
Travel Time (s)		87.9			90.5			21.9			42.7	
Volume (vph)	55	147	36	23	115	80	29	89	19	123	150	73
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	60	160	39	25	125	87	32	97	21	134	163	79
Lane Group Flow (vph)	60	160	39	25	125	87	32	97	21	134	163	79
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	8.0	10.0	10.0	8.0	10.0	10.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0
Total Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0	15.0	23.0	23.0
Total Split (%)	18.6%	30.0%	30.0%	18.6%	30.0%	30.0%	18.6%	30.0%	30.0%	21.4%	32.9%	32.9%
Maximum Green (s)	8.0	16.0	16.0	8.0	16.0	16.0	8.0	16.0	16.0	10.0	18.0	18.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	Min	Min	None	Min	Min
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	9.3	17.1	17.1	8.6	10.8	10.8	10.1	24.5	24.5	11.9	33.1	33.1
Actuated g/C Ratio	0.13	0.25	0.25	0.11	0.16	0.16	0.14	0.37	0.37	0.17	0.50	0.50
v/c Ratio	0.28	0.14	0.10	0.13	0.17	0.29	0.14	0.08	0.04	0.47	0.10	0.10
Control Delay	24.1	14.2	7.8	25.4	18.9	8.3	23.1	17.4	9.8	24.3	13.2	5.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.1	14.2	7.8	25.4	18.9	8.3	23.1	17.4	9.8	24.3	13.2	5.7

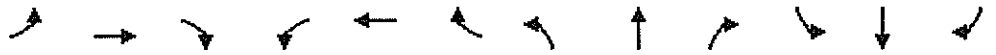
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	B	A	C	B	A	C	B	A	C	B	A
Approach Delay		15.5			15.7			17.6			15.6	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)	18	11	0	7	13	0	9	14	0	39	14	0
Queue Length 95th (ft)	47	32	21	25	26	31	30	31	15	85	45	28
Internal Link Dist (ft)		5076			5228			1207			2427	
Turn Bay Length (ft)	100		100	100		100	100		100	100		100
Base Capacity (vph)	234	1427	472	215	1195	437	225	1433	653	304	1746	818
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	0.26	0.11	0.08	0.12	0.10	0.20	0.14	0.07	0.03	0.44	0.09	0.10

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 65.9
Natural Cycle: 70
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.47
Intersection Signal Delay: 15.9 Intersection LOS: B
Intersection Capacity Utilization 40.1% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 22: Siempre Viva Rd & La Media Rd





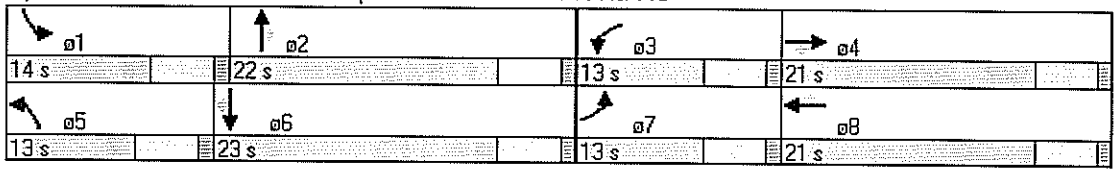
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	100		100	100		100
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	4715	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	4715	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			35			147			27			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			40			40	
Link Distance (ft)		5156			5308			1287			2507	
Travel Time (s)		87.9			90.5			21.9			42.7	
Volume (vph)	80	127	32	21	162	135	40	165	25	89	98	60
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	87	138	35	23	176	147	43	179	27	97	107	65
Lane Group Flow (vph)	87	138	35	23	176	147	43	179	27	97	107	65
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	8.0	10.0	10.0	8.0	10.0	10.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0	13.0	21.0	21.0
Total Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	13.0	22.0	22.0	14.0	23.0	23.0
Total Split (%)	18.6%	30.0%	30.0%	18.6%	30.0%	30.0%	18.6%	31.4%	31.4%	20.0%	32.9%	32.9%
Maximum Green (s)	8.0	16.0	16.0	8.0	16.0	16.0	8.0	17.0	17.0	9.0	18.0	18.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	Min	Min	None	Min	Min
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	9.7	18.3	18.3	8.8	12.1	12.1	10.5	25.2	25.2	11.1	28.8	28.8
Actuated g/C Ratio	0.14	0.28	0.28	0.12	0.18	0.18	0.15	0.40	0.40	0.16	0.46	0.46
v/c Ratio	0.37	0.11	0.08	0.11	0.20	0.38	0.18	0.14	0.04	0.36	0.07	0.09
Control Delay	24.7	13.0	7.6	25.2	17.6	7.4	23.4	16.2	9.1	23.3	14.2	6.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.7	13.0	7.6	25.2	17.6	7.4	23.4	16.2	9.1	23.3	14.2	6.4

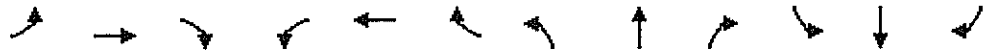
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	B	A	C	B	A	C	B	A	C	B	A
Approach Delay		16.2			13.8			16.7			15.6	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)	25	9	0	7	18	0	12	25	0	28	10	0
Queue Length 95th (ft)	63	28	19	24	34	39	37	52	17	68	33	26
Internal Link Dist (ft)		5076			5228			1207			2427	
Turn Bay Length (ft)	100		100	100		100	100		100	100		100
Base Capacity (vph)	253	1569	512	232	1321	517	242	1560	712	278	1692	788
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	0.34	0.09	0.07	0.10	0.13	0.28	0.18	0.11	0.04	0.35	0.06	0.08

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 63.2
Natural Cycle: 70
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.38
Intersection Signal Delay: 15.4 Intersection LOS: B
Intersection Capacity Utilization 40.0% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 22: Siempre Viva Rd & La Media Rd





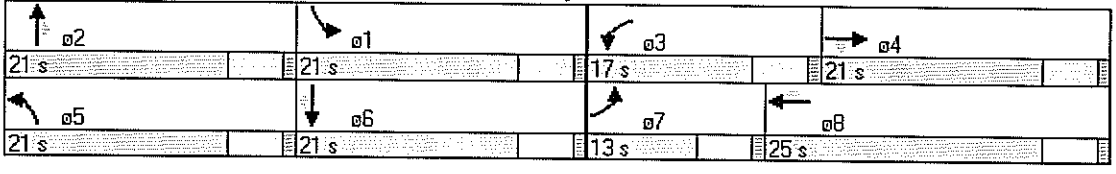
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	0		0	0		0
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	4715	1468	1641	4715	1468	1641	1727	1468	1641	1727	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	4715	1468	1641	4715	1468	1641	1727	1468	1641	1727	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			23			146			139			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			40			40	
Link Distance (ft)		5308			1198			1155			1216	
Travel Time (s)		90.5			20.4			19.7			20.7	
Volume (vph)	34	535	21	178	546	134	32	26	128	114	30	46
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	37	582	23	193	593	146	35	28	139	124	33	50
Lane Group Flow (vph)	37	582	23	193	593	146	35	28	139	124	33	50
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0	10.0	8.0	8.0	8.0	8.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0
Total Split (s)	13.0	21.0	21.0	17.0	25.0	25.0	21.0	21.0	21.0	21.0	21.0	21.0
Total Split (%)	16.3%	26.3%	26.3%	21.3%	31.3%	31.3%	26.3%	26.3%	26.3%	26.3%	26.3%	26.3%
Maximum Green (s)	8.0	16.0	16.0	12.0	20.0	20.0	16.0	16.0	16.0	16.0	16.0	16.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	Max	Max	Max	Max	Max	Max
Walk Time (s)		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0	0	0	0	0	0	0
Act Effct Green (s)	9.0	15.1	15.1	12.4	23.9	23.9	17.0	17.0	17.0	17.0	17.0	17.0
Actuated g/C Ratio	0.11	0.19	0.19	0.16	0.31	0.31	0.22	0.22	0.22	0.22	0.22	0.22
v/c Ratio	0.21	0.63	0.08	0.74	0.41	0.26	0.10	0.07	0.32	0.34	0.09	0.14
Control Delay	35.7	32.1	11.6	50.0	23.5	5.9	26.1	25.8	7.5	29.6	25.9	9.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.7	32.1	11.6	50.0	23.5	5.9	26.1	25.8	7.5	29.6	25.9	9.3

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	D	C	B	D	C	A	C	C	A	C	C	A
Approach Delay		31.6			26.2			13.2			24.1	
Approach LOS		C			C			B			C	
Queue Length 50th (ft)	17	96	0	91	91	0	14	11	0	52	13	0
Queue Length 95th (ft)	45	132	18	#188	125	42	38	32	44	102	36	27
Internal Link Dist (ft)		5228			1118			1075			1136	
Turn Bay Length (ft)	100		100	100		100						
Base Capacity (vph)	179	1010	332	273	1463	556	360	379	431	360	379	361
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	0.21	0.58	0.07	0.71	0.41	0.26	0.10	0.07	0.32	0.34	0.09	0.14

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 77.6
Natural Cycle: 80
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.74
Intersection Signal Delay: 26.4 Intersection LOS: C
Intersection Capacity Utilization 43.2% 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: 47: Siempre Viva Rd & Otay Center Dr



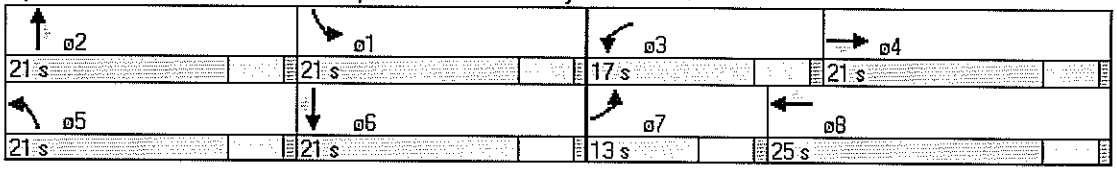
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	0		0	0		0
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	4715	1468	1641	4715	1468	1641	1727	1468	1641	1727	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	4715	1468	1641	4715	1468	1641	1727	1468	1641	1727	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			39			136			213			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)		40			40			40			40	
Link Distance (ft)		5308			1198			1155			1216	
Travel Time (s)		90.5			20.4			19.7			20.7	
Volume (vph)	51	600	36	141	589	125	23	33	196	148	28	38
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	55	652	39	153	640	136	25	36	213	161	30	41
Lane Group Flow (vph)	55	652	39	153	640	136	25	36	213	161	30	41
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0	10.0	8.0	8.0	8.0	8.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0
Total Split (s)	13.0	21.0	21.0	17.0	25.0	25.0	21.0	21.0	21.0	21.0	21.0	21.0
Total Split (%)	16.3%	26.3%	26.3%	21.3%	31.3%	31.3%	26.3%	26.3%	26.3%	26.3%	26.3%	26.3%
Maximum Green (s)	8.0	16.0	16.0	12.0	20.0	20.0	16.0	16.0	16.0	16.0	16.0	16.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lead	Lag	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	3.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	Max	Max	Max	Max	Max	Max
Walk Time (s)		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0	0	0	0	0	0	0
Act Effct Green (s)	9.0	18.0	18.0	12.0	26.2	26.2	17.0	17.0	17.0	17.0	17.0	17.0
Actuated g/C Ratio	0.11	0.22	0.22	0.15	0.33	0.33	0.21	0.21	0.21	0.21	0.21	0.21
v/c Ratio	0.30	0.61	0.11	0.62	0.41	0.24	0.07	0.10	0.44	0.46	0.08	0.12
Control Delay	37.3	31.1	9.9	53.9	24.7	9.4	26.0	26.3	7.5	32.5	26.1	9.8
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
Total Delay	37.3	31.1	9.9	53.9	24.7	9.4	26.0	26.3	7.5	32.5	26.1	9.8

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	D	C	A	D	C	A	C	C	A	C	C	A
Approach Delay		30.4			27.3			11.6			27.7	
Approach LOS		C			C			B			C	
Queue Length 50th (ft)	26	109	0	85	81	5	10	15	0	71	12	0
Queue Length 95th (ft)	60	148	24	144	107	38	30	39	54	128	34	25
Internal Link Dist (ft)		5228			1118			1075			1136	
Turn Bay Length (ft)	100		100	100		100						
Base Capacity (vph)	185	1063	361	267	1544	572	349	367	480	349	367	344
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	0.30	0.61	0.11	0.57	0.41	0.24	0.07	0.10	0.44	0.46	0.08	0.12

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 36 (45%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.62
Intersection Signal Delay: 26.4 Intersection LOS: C
Intersection Capacity Utilization 44.3% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 47: Siempre Viva Rd & Otay Center Dr



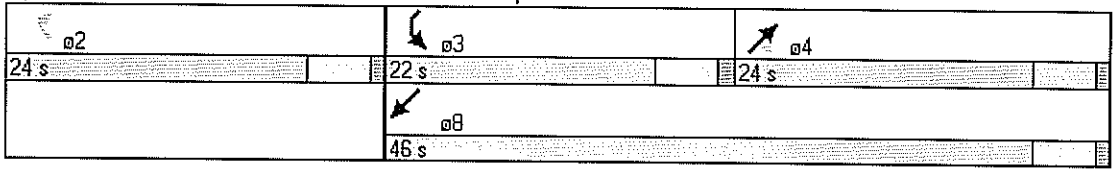
Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	200	
Storage Lanes	0	2		2	2	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)		50	50	50	50	50
Trailing Detector (ft)		0	0	0	0	0
Turning Speed (mph)	15	9		9	15	
Lane Util. Factor	1.00	0.88	0.91	0.88	0.97	0.91
Frt		0.850		0.850		
Flt Protected					0.950	
Satd. Flow (prot)	0	2584	4715	2584	3183	4715
Flt Permitted					0.950	
Satd. Flow (perm)	0	2584	4715	2584	3183	4715
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		993		362		
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	65		40			40
Link Distance (ft)	1134		1198			210
Travel Time (s)	11.9		20.4			3.6
Volume (vph)	0	478	488	333	398	911
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	0	520	530	362	433	990
Lane Group Flow (vph)	0	520	530	362	433	990
Turn Type		custom		Perm	Prot	
Protected Phases			4		3	8
Permitted Phases		2		4		
Detector Phases		2	4	4	3	8
Minimum Initial (s)		8.0	10.0	10.0	8.0	10.0
Minimum Split (s)		21.0	21.0	21.0	13.0	21.0
Total Split (s)	0.0	24.0	24.0	24.0	22.0	46.0
Total Split (%)	0.0%	34.3%	34.3%	34.3%	31.4%	65.7%
Maximum Green (s)		19.0	19.0	19.0	17.0	41.0
Yellow Time (s)		4.0	4.0	4.0	4.0	4.0
All-Red Time (s)		1.0	1.0	1.0	1.0	1.0
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?						
Vehicle Extension (s)		3.0	3.0	3.0	3.0	3.0
Recall Mode		None	C-Max	C-Max	None	C-Max
Walk Time (s)		5.0	5.0	5.0		5.0
Flash Dont Walk (s)		11.0	11.0	11.0		11.0
Pedestrian Calls (#/hr)		0	0	0		0
Act Effct Green (s)		9.0	32.6	32.6	16.4	53.0
Actuated g/C Ratio		0.13	0.47	0.47	0.23	0.76
v/c Ratio		0.43	0.24	0.26	0.58	0.28
Control Delay		1.1	12.5	2.4	22.0	2.1
Queue Delay		0.0	0.0	0.0	0.0	0.0
Total Delay		1.1	12.5	2.4	22.0	2.1

Lane Group	NWL	NWR	NET	NER	SWL	SWT
LOS		A	B	A	C	A
Approach Delay			8.4			8.2
Approach LOS			A			A
Queue Length 50th (ft)		0	47	0	69	18
Queue Length 95th (ft)		0	81	26	80	12
Internal Link Dist (ft)	1054		1118			130
Turn Bay Length (ft)					200	
Base Capacity (vph)		1448	2194	1396	870	3570
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		0.36	0.24	0.26	0.50	0.28

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 70
Offset: 48 (69%), Referenced to phase 4:NET and 8:SWT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.58
Intersection Signal Delay: 7.0 Intersection LOS: A
Intersection Capacity Utilization 32.8% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 23: SR 905 SB & Siempre Viva Rd



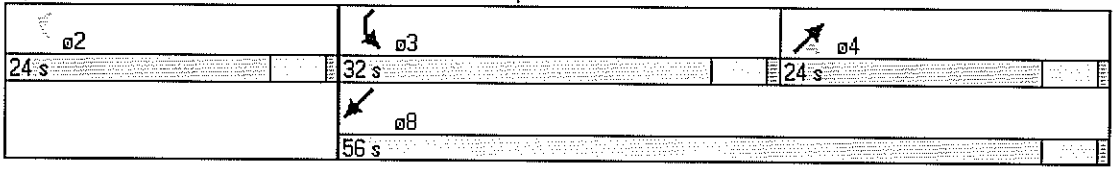
Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	200	
Storage Lanes	0	2		2	2	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)		50	50	50	50	50
Trailing Detector (ft)		0	0	0	0	0
Turning Speed (mph)	15	9		9	15	
Lane Util. Factor	1.00	0.88	0.91	0.88	0.97	0.91
Frt		0.850		0.850		
Flt Protected					0.950	
Satd. Flow (prot)	0	2584	4715	2584	3183	4715
Flt Permitted					0.950	
Satd. Flow (perm)	0	2584	4715	2584	3183	4715
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		1141		353		
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	65		40			40
Link Distance (ft)	1134		1198			210
Travel Time (s)	11.9		20.4			3.6
Volume (vph)	0	456	677	325	638	905
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	0	496	736	353	693	984
Lane Group Flow (vph)	0	496	736	353	693	984
Turn Type		custom		Perm	Prot	
Protected Phases			4		3	8
Permitted Phases		2		4		
Detector Phases		2	4	4	3	8
Minimum Initial (s)		8.0	10.0	10.0	8.0	10.0
Minimum Split (s)		21.0	21.0	21.0	13.0	21.0
Total Split (s)	0.0	24.0	24.0	24.0	32.0	56.0
Total Split (%)	0.0%	30.0%	30.0%	30.0%	40.0%	70.0%
Maximum Green (s)		19.0	19.0	19.0	27.0	51.0
Yellow Time (s)		4.0	4.0	4.0	4.0	4.0
All-Red Time (s)		1.0	1.0	1.0	1.0	1.0
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?						
Vehicle Extension (s)		3.0	3.0	3.0	3.0	3.0
Recall Mode		None	C-Max	C-Max	None	C-Max
Walk Time (s)		5.0	5.0	5.0		5.0
Flash Dont Walk (s)		11.0	11.0	11.0		11.0
Pedestrian Calls (#/hr)		0	0	0		0
Act Effct Green (s)		9.0	33.1	33.1	25.9	63.0
Actuated g/C Ratio		0.11	0.41	0.41	0.32	0.79
v/c Ratio		0.38	0.38	0.28	0.67	0.27
Control Delay		0.8	9.1	1.0	20.4	0.6
Queue Delay		0.0	0.0	0.0	0.0	0.0
Total Delay		0.8	9.1	1.0	20.4	0.6

Lane Group	NWL	NWR	NET	NER	SWL	SWT
LOS		A	A	A	C	A
Approach Delay			6.5			8.8
Approach LOS			A			A
Queue Length 50th (ft)		0	45	1	75	6
Queue Length 95th (ft)		0	60	5	95	8
Internal Link Dist (ft)	1054		1118			130
Turn Bay Length (ft)					200	
Base Capacity (vph)		1502	1950	1276	1190	3713
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		0.33	0.38	0.28	0.58	0.27

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 60 (75%), Referenced to phase 4:NET and 8:SWT, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.67
Intersection Signal Delay: 6.8 Intersection LOS: A
Intersection Capacity Utilization 37.9% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 23: SR 905 SB & Siempre Viva Rd



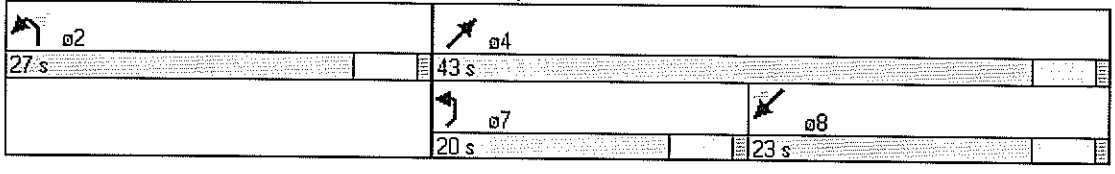
Lane Group	EBL	EBR	NBL2	NBL	NBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations											
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)	0%			0%			0%			15%	
Storage Length (ft)	0	0		0	0	250		0	0		250
Storage Lanes	0	0		2	2	2		0	0		2
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)			50		50	50	50			50	50
Trailing Detector (ft)			0		0	0	0			0	0
Turning Speed (mph)	15	9	15	15	9	15		9	15		9
Lane Util. Factor	1.00	1.00	0.97	1.00	0.88	0.97	0.91	1.00	1.00	0.91	0.88
Frt					0.850						0.850
Flt Protected			0.950			0.950					
Satd. Flow (prot)	0	0	3183	0	2584	3183	4715	0	0	4362	2390
Flt Permitted			0.950			0.950					
Satd. Flow (perm)	0	0	3183	0	2584	3183	4715	0	0	4362	2390
Right Turn on Red					Yes			Yes			Yes
Satd. Flow (RTOR)					372						450
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.11	1.11	1.11
Link Speed (mph)	65			65			40			40	
Link Distance (ft)	1165			1210			494			1118	
Travel Time (s)	12.2			12.7			8.4			19.1	
Volume (vph)	0	0	296	0	580	322	644	0	0	586	414
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	0	0	322	0	630	350	700	0	0	637	450
Lane Group Flow (vph)	0	0	322	0	630	350	700	0	0	637	450
Turn Type			Prot		custom	Prot					Perm
Protected Phases			2			7	4			8	
Permitted Phases					2						8
Detector Phases			2		2	7	4			8	8
Minimum Initial (s)			8.0		8.0	8.0	10.0			10.0	10.0
Minimum Split (s)			21.0		21.0	13.0	21.0			21.0	21.0
Total Split (s)	0.0	0.0	27.0	0.0	27.0	20.0	43.0	0.0	0.0	23.0	23.0
Total Split (%)	0.0%	0.0%	38.6%	0.0%	38.6%	28.6%	61.4%	0.0%	0.0%	32.9%	32.9%
Maximum Green (s)			22.0		22.0	15.0	38.0			18.0	18.0
Yellow Time (s)			4.0		4.0	4.0	4.0			4.0	4.0
All-Red Time (s)			1.0		1.0	1.0	1.0			1.0	1.0
Lead/Lag						Lead				Lag	Lag
Lead-Lag Optimize?											
Vehicle Extension (s)			3.0		3.0	3.0	3.0			3.0	3.0
Recall Mode			Max		Max	None	C-Max			C-Max	C-Max
Walk Time (s)			5.0		5.0		5.0			5.0	5.0
Flash Dont Walk (s)			11.0		11.0		11.0			11.0	11.0
Pedestrian Calls (#/hr)			0		0		0			0	0
Act Effct Green (s)			23.0		23.0	13.3	39.0			21.7	21.7
Actuated g/C Ratio			0.33		0.33	0.19	0.56			0.31	0.31
v/c Ratio			0.31		0.57	0.58	0.27			0.47	0.43
Control Delay			18.6		9.9	23.1	5.1			13.5	1.9
Queue Delay			0.0		0.0	0.0	0.0			0.0	0.0

Lane Group	EBL	EBR	NBL2	NBL	NBR	NEL	NET	NER	SWL	SWT	SWR
Total Delay			18.6		9.9	23.1	5.1			13.5	1.9
LOS			B		A	C	A			B	A
Approach Delay							11.1			8.7	
Approach LOS							B			A	
Queue Length 50th (ft)			52		46	55	23			37	0
Queue Length 95th (ft)			83		97	61	31			59	7
Internal Link Dist (ft)	1085			1130			414			1038	
Turn Bay Length (ft)						250					250
Base Capacity (vph)			1046		1099	728	2627			1352	1051
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			0.31		0.57	0.48	0.27			0.47	0.43

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 70
Offset: 0 (0%), Referenced to phase 4:NET and 8:SWT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.58
Intersection Signal Delay: 10.8 Intersection LOS: B
Intersection Capacity Utilization 39.4% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 31: SR 905 NB & Siempre Viva Rd



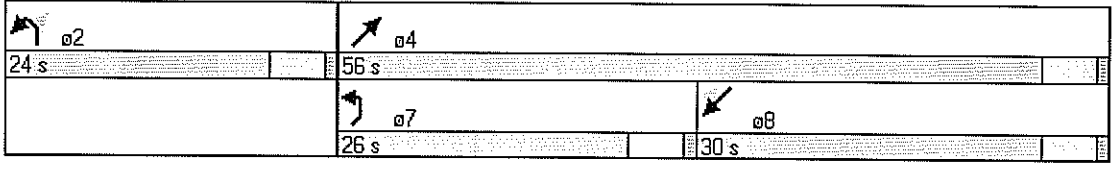
Lane Group	EBL	EBR	NBL2	NBL	NBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations											
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)	0%			0%			0%			15%	
Storage Length (ft)	0	0		0	0	250		0	0		250
Storage Lanes	0	0		2	2	2		0	0		2
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)			50		50	50	50			50	50
Trailing Detector (ft)			0		0	0	0			0	0
Turning Speed (mph)	15	9	15	15	9	15		9	15		9
Lane Util. Factor	1.00	1.00	0.97	1.00	0.88	0.97	0.91	1.00	1.00	0.91	0.88
Frt					0.850						0.850
Flt Protected			0.950			0.950					
Satd. Flow (prot)	0	0	3183	0	2584	3183	4715	0	0	4362	2390
Flt Permitted			0.950			0.950					
Satd. Flow (perm)	0	0	3183	0	2584	3183	4715	0	0	4362	2390
Right Turn on Red					Yes			Yes			Yes
Satd. Flow (RTOR)					453						571
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.11	1.11	1.11
Link Speed (mph)	65			65			40			40	
Link Distance (ft)	1165			1210			494			1118	
Travel Time (s)	12.2			12.7			8.4			19.1	
Volume (vph)	0	0	367	0	438	470	663	0	0	821	525
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	0	0	399	0	476	511	721	0	0	892	571
Lane Group Flow (vph)	0	0	399	0	476	511	721	0	0	892	571
Turn Type			Prot		custom	Prot					Perm
Protected Phases			2			7	4			8	
Permitted Phases					2						8
Detector Phases			2		2	7	4			8	8
Minimum Initial (s)			8.0		8.0	8.0	10.0			10.0	10.0
Minimum Split (s)			21.0		21.0	13.0	21.0			21.0	21.0
Total Split (s)	0.0	0.0	24.0	0.0	24.0	26.0	56.0	0.0	0.0	30.0	30.0
Total Split (%)	0.0%	0.0%	30.0%	0.0%	30.0%	32.5%	70.0%	0.0%	0.0%	37.5%	37.5%
Maximum Green (s)			19.0		19.0	21.0	51.0			25.0	25.0
Yellow Time (s)			4.0		4.0	4.0	4.0			4.0	4.0
All-Red Time (s)			1.0		1.0	1.0	1.0			1.0	1.0
Lead/Lag						Lead				Lag	Lag
Lead-Lag Optimize?											
Vehicle Extension (s)			3.0		3.0	3.0	3.0			3.0	3.0
Recall Mode			Max		Max	None	C-Max			C-Max	C-Max
Walk Time (s)			5.0		5.0		5.0			5.0	5.0
Flash Dont Walk (s)			11.0		11.0		11.0			11.0	11.0
Pedestrian Calls (#/hr)			0		0		0			0	0
Act Effct Green (s)			20.0		20.0	20.1	52.0			27.9	27.9
Actuated g/C Ratio			0.25		0.25	0.25	0.65			0.35	0.35
v/c Ratio			0.50		0.48	0.64	0.24			0.59	0.47
Control Delay			28.3		5.1	16.4	3.3			15.4	2.0
Queue Delay			0.0		0.0	0.0	0.0			0.0	0.0

Lane Group	EBL	EBR	NBL2	NBL	NBR	NEL	NET	NER	SWL	SWT	SWR
Total Delay			28.3		5.1	16.4	3.3			15.4	2.0
LOS			C		A	B	A			B	A
Approach Delay							8.7			10.1	
Approach LOS							A			B	
Queue Length 50th (ft)			88		5	42	17			64	5
Queue Length 95th (ft)			130		44	60	22			83	m9
Internal Link Dist (ft)	1085			1130			414			1038	
Turn Bay Length (ft)						250					250
Base Capacity (vph)			796		986	875	3065			1520	1205
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		0.48	0.58	0.24			0.59	0.47

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 10 (13%), Referenced to phase 4:NET and 8:SWT, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.64
Intersection Signal Delay: 11.0 Intersection LOS: B
Intersection Capacity Utilization 42.0% ICU Level of Service A
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 31: SR 905 NB & Siempre Viva Rd



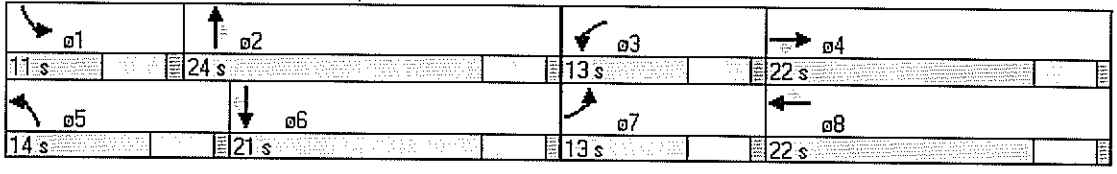
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	225		100	350		100	250		0	200		0
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	4715	1468	1641	4715	1468	1641	1727	1468	1641	1727	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	4715	1468	1641	4715	1468	1641	1727	1468	1641	1727	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			247			48			60			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)		40			40			40			40	
Link Distance (ft)		1118			2383			1406			1186	
Travel Time (s)		19.1			40.6			24.0			20.2	
Volume (vph)	107	693	227	113	657	44	132	33	55	29	61	40
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	116	753	247	123	714	48	143	36	60	32	66	43
Lane Group Flow (vph)	116	753	247	123	714	48	143	36	60	32	66	43
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	11.0	21.0	21.0	11.0	21.0	21.0
Total Split (s)	13.0	22.0	22.0	13.0	22.0	22.0	14.0	24.0	24.0	11.0	21.0	21.0
Total Split (%)	18.6%	31.4%	31.4%	18.6%	31.4%	31.4%	20.0%	34.3%	34.3%	15.7%	30.0%	30.0%
Maximum Green (s)	8.0	17.0	17.0	8.0	17.0	17.0	9.0	19.0	19.0	6.0	16.0	16.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Max	Max	None	Max	Max
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	9.0	20.6	20.6	9.0	20.6	20.6	9.4	26.6	26.6	7.0	19.8	19.8
Actuated g/C Ratio	0.13	0.29	0.29	0.13	0.29	0.29	0.13	0.38	0.38	0.10	0.28	0.28
v/c Ratio	0.55	0.54	0.41	0.58	0.51	0.10	0.65	0.05	0.10	0.20	0.14	0.10
Control Delay	39.9	19.6	4.7	41.3	23.1	7.5	43.7	17.0	6.3	32.1	21.9	8.1
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
Total Delay	39.9	19.6	4.7	41.3	23.1	7.5	43.7	17.0	6.3	32.1	21.9	8.1

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	D	B	A	D	C	A	D	B	A	C	C	A
Approach Delay		18.4			24.8			30.3			20.0	
Approach LOS		B			C			C			B	
Queue Length 50th (ft)	46	79	0	51	98	0	59	8	0	13	22	0
Queue Length 95th (ft)	m87	126	37	#113	134	23	#127	31	25	37	52	22
Internal Link Dist (ft)		1038			2303			1326			1106	
Turn Bay Length (ft)	225		100	350		100	250			200		
Base Capacity (vph)	211	1387	606	211	1387	466	234	656	595	164	488	446
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	0.55	0.54	0.41	0.58	0.51	0.10	0.61	0.05	0.10	0.20	0.14	0.10

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 70
Offset: 58 (83%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.65
Intersection Signal Delay: 22.1 Intersection LOS: C
Intersection Capacity Utilization 44.0% 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.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 28: Siempre Viva Rd & Paseo De Las Americas



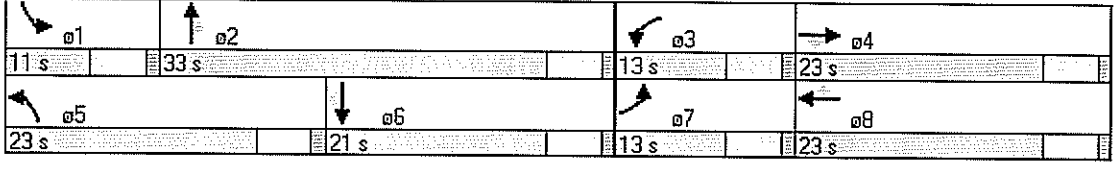
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	225		100	350		100	250		0	200		0
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	4715	1468	1641	4715	1468	1641	1727	1468	1641	1727	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	4715	1468	1641	4715	1468	1641	1727	1468	1641	1727	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			159			34			135			128
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)		1118			2383			1406			1186	
Travel Time (s)		19.1			40.6			24.0			20.2	
Volume (vph)	43	723	146	60	760	32	250	67	124	49	37	118
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	47	786	159	65	826	35	272	73	135	53	40	128
Lane Group Flow (vph)	47	786	159	65	826	35	272	73	135	53	40	128
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	11.0	21.0	21.0	11.0	21.0	21.0
Total Split (s)	13.0	23.0	23.0	13.0	23.0	23.0	23.0	33.0	33.0	11.0	21.0	21.0
Total Split (%)	16.3%	28.8%	28.8%	16.3%	28.8%	28.8%	28.8%	41.3%	41.3%	13.8%	26.3%	26.3%
Maximum Green (s)	8.0	18.0	18.0	8.0	18.0	18.0	18.0	28.0	28.0	6.0	16.0	16.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Max	Max	None	Max	Max
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	9.0	21.6	21.6	9.0	24.2	24.2	17.2	33.4	33.4	7.0	18.8	18.8
Actuated g/C Ratio	0.11	0.27	0.27	0.11	0.30	0.30	0.22	0.42	0.42	0.09	0.24	0.24
v/c Ratio	0.25	0.62	0.31	0.35	0.58	0.07	0.77	0.10	0.20	0.37	0.10	0.29
Control Delay	45.0	21.4	4.0	38.7	27.0	9.7	44.9	16.9	4.2	42.2	26.1	7.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.0	21.4	4.0	38.7	27.0	9.7	44.9	16.9	4.2	42.2	26.1	7.3

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	D	C	A	D	C	A	D	B	A	D	C	A
Approach Delay		19.7			27.1			29.2			19.1	
Approach LOS		B			C			C			B	
Queue Length 50th (ft)	24	75	1	31	139	0	125	24	0	26	16	0
Queue Length 95th (ft)	m54	118	7	69	184	22	#226	51	34	60	42	42
Internal Link Dist (ft)		1038			2303			1326			1106	
Turn Bay Length (ft)	225		100	350		100	250			200		
Base Capacity (vph)	185	1273	513	185	1426	468	390	721	692	144	405	443
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	0.25	0.62	0.31	0.35	0.58	0.07	0.70	0.10	0.20	0.37	0.10	0.29

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 78 (98%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.77
Intersection Signal Delay: 24.0 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.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 28: Siempre Viva Rd & Paseo De Las Americas



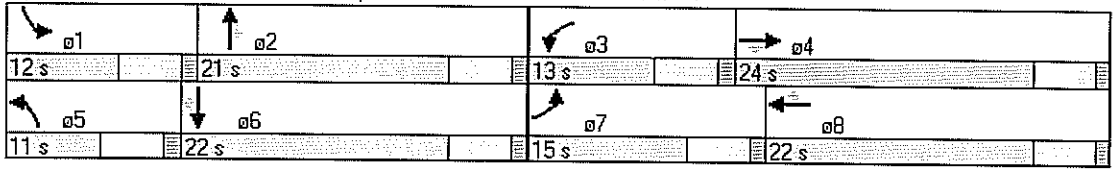
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	225		100	225		100	300		0	175		0
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.95	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3282	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			83			75			5			195
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)		2383			2624			1336			1171	
Travel Time (s)		40.6			44.7			22.8			20.0	
Volume (vph)	179	230	76	11	202	69	32	60	5	137	97	179
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	195	250	83	12	220	75	35	65	5	149	105	195
Lane Group Flow (vph)	195	250	83	12	220	75	35	65	5	149	105	195
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	11.0	21.0	21.0	11.0	21.0	21.0
Total Split (s)	15.0	24.0	24.0	13.0	22.0	22.0	11.0	21.0	21.0	12.0	22.0	22.0
Total Split (%)	21.4%	34.3%	34.3%	18.6%	31.4%	31.4%	15.7%	30.0%	30.0%	17.1%	31.4%	31.4%
Maximum Green (s)	10.0	19.0	19.0	8.0	17.0	17.0	6.0	16.0	16.0	7.0	17.0	17.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	10.6	23.3	23.3	9.0	11.2	11.2	7.0	17.0	17.0	8.0	24.6	24.6
Actuated g/C Ratio	0.17	0.37	0.37	0.12	0.18	0.18	0.10	0.27	0.27	0.13	0.39	0.39
v/c Ratio	0.70	0.21	0.14	0.06	0.26	0.23	0.21	0.07	0.01	0.71	0.08	0.28
Control Delay	40.4	15.5	5.8	27.4	23.3	8.5	30.3	17.7	11.8	48.4	14.8	4.5
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
Total Delay	40.4	15.5	5.8	27.4	23.3	8.5	30.3	17.7	11.8	48.4	14.8	4.5

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	D	B	A	C	C	A	C	B	B	D	B	A
Approach Delay		23.2			19.9			21.6			21.5	
Approach LOS		C			B			C			C	
Queue Length 50th (ft)	71	30	0	4	27	0	12	9	0	56	11	0
Queue Length 95th (ft)	#157	73	30	18	46	30	36	23	7	#139	32	41
Internal Link Dist (ft)		2303			2544			1256			1091	
Turn Bay Length (ft)	225		100	225		100	300			175		
Base Capacity (vph)	286	1260	615	202	1218	435	166	888	401	209	1288	694
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	0.68	0.20	0.13	0.06	0.18	0.17	0.21	0.07	0.01	0.71	0.08	0.28

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 62.8
Natural Cycle: 70
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.71
Intersection Signal Delay: 21.8 Intersection LOS: C
Intersection Capacity Utilization 42.5% 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: 27: Siempre Viva Rd & Enrico Fermi Dr



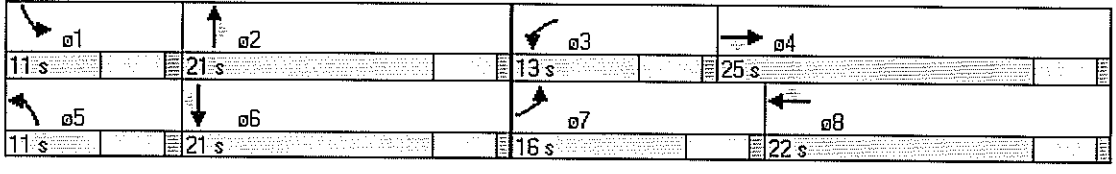
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	225		100	225		100	300		0	175		0
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.95	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3282	1468	1641	4715	1468	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			68			163			13			209
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)		2383			2624			1336			1171	
Travel Time (s)		40.6			44.7			22.8			20.0	
Volume (vph)	197	223	63	6	253	150	84	107	12	76	66	192
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	214	242	68	7	275	163	91	116	13	83	72	209
Lane Group Flow (vph)	214	242	68	7	275	163	91	116	13	83	72	209
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	11.0	21.0	21.0	11.0	21.0	21.0
Total Split (s)	16.0	25.0	25.0	13.0	22.0	22.0	11.0	21.0	21.0	11.0	21.0	21.0
Total Split (%)	22.9%	35.7%	35.7%	18.6%	31.4%	31.4%	15.7%	30.0%	30.0%	15.7%	30.0%	30.0%
Maximum Green (s)	11.0	20.0	20.0	8.0	17.0	17.0	6.0	16.0	16.0	6.0	16.0	16.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	11.4	24.5	24.5	9.1	11.5	11.5	7.0	17.2	17.2	7.0	17.2	17.2
Actuated g/C Ratio	0.19	0.40	0.40	0.13	0.19	0.19	0.11	0.28	0.28	0.11	0.28	0.28
v/c Ratio	0.69	0.18	0.11	0.03	0.31	0.40	0.50	0.12	0.03	0.45	0.08	0.37
Control Delay	38.2	14.4	5.7	27.2	23.2	7.8	37.3	18.4	10.0	35.4	18.0	5.5
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
Total Delay	38.2	14.4	5.7	27.2	23.2	7.8	37.3	18.4	10.0	35.4	18.0	5.5

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	D	B	A	C	C	A	D	B	A	D	B	A
Approach Delay		23.0			17.6			25.7			14.8	
Approach LOS		C			B			C			B	
Queue Length 50th (ft)	77	28	0	2	34	0	34	17	0	30	11	0
Queue Length 95th (ft)	#173	69	27	12	55	43	#84	36	11	71	25	45
Internal Link Dist (ft)		2303			2544			1256			1091	
Turn Bay Length (ft)	225		100	225		100	300			175		
Base Capacity (vph)	324	1363	649	209	1273	516	183	931	426	183	931	566
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	0.66	0.18	0.10	0.03	0.22	0.32	0.50	0.12	0.03	0.45	0.08	0.37

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 60.6
Natural Cycle: 70
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.69
Intersection Signal Delay: 19.9 Intersection LOS: B
Intersection Capacity Utilization 40.6% 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: 27: Siempre Viva Rd & Enrico Fermi Dr



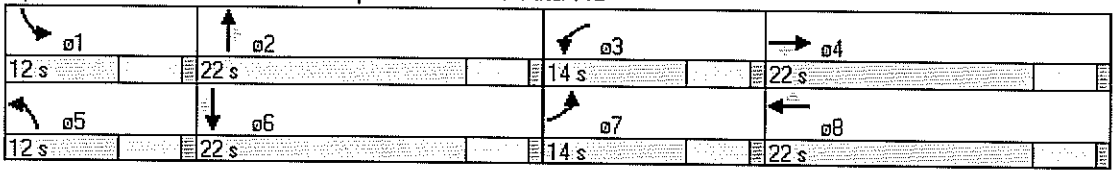
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	100		100	100		100
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950					
Satd. Flow (prot)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1727	3282	1468
Flt Permitted	0.950			0.950			0.950					
Satd. Flow (perm)	1641	3282	1468	1641	3282	1468	1641	3282	1468	1727	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			8			2			10			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)		2624			1281			1748			1165	
Travel Time (s)		44.7			21.8			29.8			19.9	
Volume (vph)	10	116	7	14	60	2	15	5	9	0	5	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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	11	126	8	15	65	2	16	5	10	0	5	13
Lane Group Flow (vph)	11	126	8	15	65	2	16	5	10	0	5	13
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	11.0	21.0	21.0	11.0	21.0	21.0
Total Split (s)	14.0	22.0	22.0	14.0	22.0	22.0	12.0	22.0	22.0	12.0	22.0	22.0
Total Split (%)	20.0%	31.4%	31.4%	20.0%	31.4%	31.4%	17.1%	31.4%	31.4%	17.1%	31.4%	31.4%
Maximum Green (s)	9.0	17.0	17.0	9.0	17.0	17.0	7.0	17.0	17.0	7.0	17.0	17.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	10.3	13.8	13.8	10.3	13.8	13.8	8.3	37.8	37.8		35.4	35.4
Actuated g/C Ratio	0.14	0.21	0.21	0.14	0.21	0.21	0.12	0.62	0.62		0.58	0.58
v/c Ratio	0.05	0.18	0.02	0.06	0.09	0.01	0.08	0.00	0.01		0.00	0.02
Control Delay	20.7	14.7	11.1	20.9	14.7	13.5	22.0	6.8	4.4		11.0	7.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	20.7	14.7	11.1	20.9	14.7	13.5	22.0	6.8	4.4		11.0	7.1

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	B	B	C	B	B	C	A	A		B	A
Approach Delay		14.9			15.8			13.9			8.2	
Approach LOS		B			B			B			A	
Queue Length 50th (ft)	2	9	0	2	4	0	3	0	0		0	0
Queue Length 95th (ft)	16	42	10	20	25	5	20	3	7		4	11
Internal Link Dist (ft)		2544			1201			1668			1085	
Turn Bay Length (ft)	100		100	100		100	100		100			100
Base Capacity (vph)	256	997	452	256	997	448	211	2022	908		1895	853
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	0.04	0.13	0.02	0.06	0.07	0.00	0.08	0.00	0.01		0.00	0.02

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 61.3
Natural Cycle: 70
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.18
Intersection Signal Delay: 14.6 Intersection LOS: B
Intersection Capacity Utilization 31.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 24: Siempre Viva Rd & Alta Rd



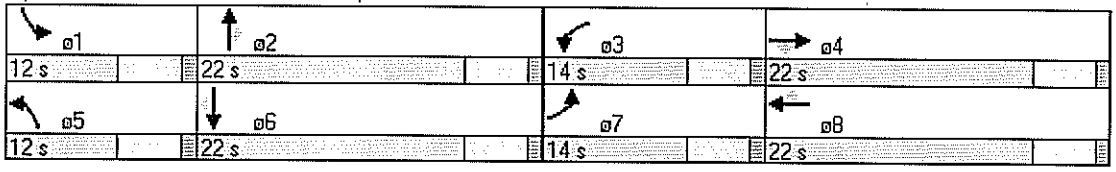
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100	100		100	100		100	100		100
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850						0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1468	1641	3282	1727	1641	3282	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3282	1468	1641	3282	1727	1641	3282	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			17						16			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)		2624			1281			1748			1165	
Travel Time (s)		44.7			21.8			29.8			19.9	
Volume (vph)	13	95	16	10	98	0	8	6	15	2	6	11
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	14	103	17	11	107	0	9	7	16	2	7	12
Lane Group Flow (vph)	14	103	17	11	107	0	9	7	16	2	7	12
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	13.0	21.0	21.0	11.0	21.0	21.0	11.0	21.0	21.0
Total Split (s)	14.0	22.0	22.0	14.0	22.0	22.0	12.0	22.0	22.0	12.0	22.0	22.0
Total Split (%)	20.0%	31.4%	31.4%	20.0%	31.4%	31.4%	17.1%	31.4%	31.4%	17.1%	31.4%	31.4%
Maximum Green (s)	9.0	17.0	17.0	9.0	17.0	17.0	7.0	17.0	17.0	7.0	17.0	17.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	10.3	13.7	13.7	10.3	13.7		8.3	38.7	38.7	8.1	38.5	38.5
Actuated g/C Ratio	0.15	0.21	0.21	0.15	0.21		0.12	0.66	0.66	0.12	0.65	0.65
v/c Ratio	0.06	0.15	0.05	0.05	0.15		0.04	0.00	0.02	0.01	0.00	0.01
Control Delay	20.8	14.5	9.7	20.7	14.6		21.6	10.5	6.5	22.0	10.8	7.2
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.8	14.5	9.7	20.7	14.6		21.6	10.5	6.5	22.0	10.8	7.2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	B	A	C	B		C	B	A	C	B	A
Approach Delay		14.6			15.1			11.6			9.8	
Approach LOS		B			B			B			A	
Queue Length 50th (ft)	2	7	0	2	7		2	0	0	0	0	0
Queue Length 95th (ft)	19	36	14	16	37		14	4	11	6	5	10
Internal Link Dist (ft)		2544			1201			1668			1085	
Turn Bay Length (ft)	100		100	100			100		100	100		100
Base Capacity (vph)	267	985	453	267	985		221	2151	968	220	2143	962
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	0.05	0.10	0.04	0.04	0.11		0.04	0.00	0.02	0.01	0.00	0.01

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 59
Natural Cycle: 70
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.15
Intersection Signal Delay: 14.2 Intersection LOS: B
Intersection Capacity Utilization 31.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 24: Siempre Viva Rd & Alta Rd



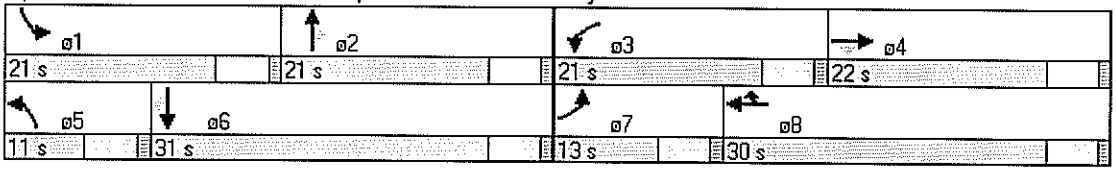
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	0		100	0		0	0		0
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	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	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1468	1641	3282	1468	1641	1727	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3282	1468	1641	3282	1468	1641	1727	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			17			68			10			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)		1281			3201			958			1746	
Travel Time (s)		21.8			54.6			16.3			29.8	
Volume (vph)	15	53	16	9	46	63	11	21	9	50	14	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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	16	58	17	10	50	68	12	23	10	54	15	9
Lane Group Flow (vph)	16	58	17	10	50	68	12	23	10	54	15	9
Turn Type	Prot		Perm	Prot		Prot	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8	8	5	2		1	6	
Permitted Phases			4						2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	21.0	21.0	21.0	11.0	21.0	21.0	21.0	21.0	21.0
Total Split (s)	13.0	22.0	22.0	21.0	30.0	30.0	11.0	21.0	21.0	21.0	31.0	31.0
Total Split (%)	15.3%	25.9%	25.9%	24.7%	35.3%	35.3%	12.9%	24.7%	24.7%	24.7%	36.5%	36.5%
Maximum Green (s)	8.0	17.0	17.0	16.0	25.0	25.0	6.0	16.0	16.0	16.0	26.0	26.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	None	None	Max	Max	Max
Walk Time (s)		5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0	11.0	11.0	11.0		11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0	0	0	0		0	0	0	0	0
Act Effct Green (s)	9.8	12.7	12.7	9.8	12.7	12.7	7.6	11.9	11.9	40.3	46.0	46.0
Actuated g/C Ratio	0.12	0.17	0.17	0.12	0.17	0.17	0.10	0.15	0.15	0.58	0.66	0.66
v/c Ratio	0.08	0.10	0.06	0.05	0.09	0.22	0.08	0.09	0.04	0.06	0.01	0.01
Control Delay	25.8	19.4	11.9	25.4	19.5	8.6	27.3	20.3	11.7	13.5	8.8	6.2
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
Total Delay	25.8	19.4	11.9	25.4	19.5	8.6	27.3	20.3	11.7	13.5	8.8	6.2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	B	B	C	B	A	C	C	B	B	A	A
Approach Delay		19.1			14.1			20.2			11.8	
Approach LOS		B			B			C			B	
Queue Length 50th (ft)	4	6	0	2	5	0	3	5	0	5	1	0
Queue Length 95th (ft)	23	26	16	17	24	32	20	25	11	45	7	8
Internal Link Dist (ft)		1201			3121			878			1666	
Turn Bay Length (ft)	100					100						
Base Capacity (vph)	200	836	386	339	1075	527	159	385	335	946	2160	969
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	0.08	0.07	0.04	0.03	0.05	0.13	0.08	0.06	0.03	0.06	0.01	0.01

Intersection Summary

Area Type: Other
Cycle Length: 85
Actuated Cycle Length: 69.9
Natural Cycle: 85
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.22
Intersection Signal Delay: 15.7 Intersection LOS: B
Intersection Capacity Utilization 31.7% ICU Level of Service A
Analysis Period (min) 15

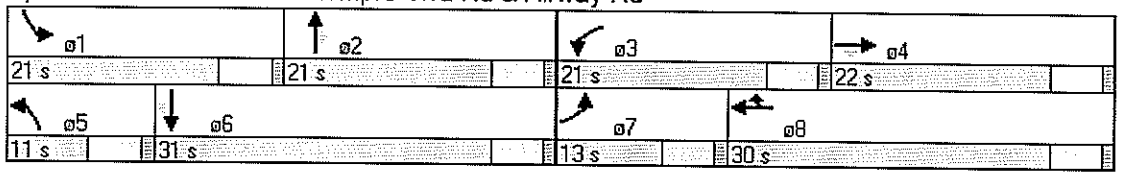
Splits and Phases: 41: Siempre Viva Rd & Airway Rd



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)	100		0	0		100	0		0	0		0
Storage Lanes	1		1	1		1	1		1	1		1
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	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1468	1641	3282	1468	1641	1727	1468	1641	3282	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3282	1468	1641	3282	1468	1641	1727	1468	1641	3282	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			11			11			7			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			40			40	
Link Distance (ft)		1281			3201			958			1746	
Travel Time (s)		21.8			54.6			16.3			29.8	
Volume (vph)	9	27	10	2	42	10	15	10	6	23	18	16
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
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Adj. Flow (vph)	10	29	11	2	46	11	16	11	7	25	20	17
Lane Group Flow (vph)	10	29	11	2	46	11	16	11	7	25	20	17
Turn Type	Prot		Perm	Prot		Prot	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8	8	5	2		1	6	
Permitted Phases			4						2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	8.0	10.0	10.0	8.0	10.0	10.0	6.0	8.0	8.0	6.0	8.0	8.0
Minimum Split (s)	13.0	21.0	21.0	21.0	21.0	21.0	11.0	21.0	21.0	21.0	21.0	21.0
Total Split (s)	13.0	22.0	22.0	21.0	30.0	30.0	11.0	21.0	21.0	21.0	31.0	31.0
Total Split (%)	15.3%	25.9%	25.9%	24.7%	35.3%	35.3%	12.9%	24.7%	24.7%	24.7%	36.5%	36.5%
Maximum Green (s)	8.0	17.0	17.0	16.0	25.0	25.0	6.0	16.0	16.0	16.0	26.0	26.0
Yellow 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
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	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	3.0
Recall Mode	None	None	None	None	None	None	None	None	None	Max	Max	Max
Walk Time (s)		5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0	11.0	11.0	11.0		11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0	0	0	0		0	0	0	0	0
Act Effct Green (s)	10.1	12.9	12.9	10.1	12.9	12.9	7.9	12.1	12.1	56.9	59.0	59.0
Actuated g/C Ratio	0.12	0.15	0.15	0.12	0.15	0.15	0.10	0.14	0.14	0.77	0.79	0.79
v/c Ratio	0.05	0.06	0.05	0.01	0.09	0.05	0.10	0.04	0.03	0.02	0.01	0.01
Control Delay	24.0	19.1	12.5	24.0	19.0	12.5	25.7	20.2	13.2	11.0	7.8	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	0.0
Total Delay	24.0	19.1	12.5	24.0	19.0	12.5	25.7	20.2	13.2	11.0	7.8	5.3

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	B	B	C	B	B	C	C	B	B	A	A
Approach Delay		18.6			17.9			21.3			8.4	
Approach LOS		B			B			C			A	
Queue Length 50th (ft)	2	2	0	0	4	0	3	2	0	0	0	0
Queue Length 95th (ft)	17	16	13	7	22	13	23	15	9	26	8	11
Internal Link Dist (ft)		1201			3121			878			1666	
Turn Bay Length (ft)	100					100						
Base Capacity (vph)	196	748	343	333	972	442	157	358	310	1257	2608	1170
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	0.05	0.04	0.03	0.01	0.05	0.02	0.10	0.03	0.02	0.02	0.01	0.01

Intersection Summary

Area Type: Other
Cycle Length: 85
Actuated Cycle Length: 74.3
Natural Cycle: 85
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.10
Intersection Signal Delay: 15.8 Intersection LOS: B
Intersection Capacity Utilization 31.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 41: Siempre Viva Rd & Airway Rd