# APPENDIX P

# TRAFFIC ANALYSIS

# APPENDIX P.1
# TRAFFIC COUNTS

<< ACCUTEK >>
<< 21114 TRIGGER LANE >>
<< DIAMOND BAR, CA 91765 >>
<< (909) 595-6199 FAX: (909) 595-6022 >

File Name : 286001
Site Code : 00286001
Start Date : 11/16/2000
Page No : 1

Groups Printed- Turning Movement

| | VISTA DEL MAR Southbound | | | | GRAND AVE. Westbound | | | | VISTA DEL MAR Northbound | | | | GRAND AVE. Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Int. Total |
| Factor | 1.0 | 1.0 | 1.0 | | 1.0 | 1.0 | 1.0 | | 1.0 | 1.0 | 1.0 | | 1.0 | 1.0 | 1.0 | | |
| 07:00 AM | 4 | 69 | 15 | 88 | 44 | 3 | 24 | 71 | 16 | 422 | 0 | 438 | 0 | 2 | 2 | 4 | 601 |
| 07:15 AM | 0 | 57 | 10 | 67 | 24 | 1 | 15 | 40 | 34 | 482 | 0 | 516 | 1 | 0 | 0 | 1 | 624 |
| 07:30 AM | 0 | 93 | 12 | 105 | 32 | 3 | 23 | 58 | 55 | 495 | 0 | 550 | 2 | 0 | 0 | 2 | 715 |
| 07:45 AM | 2 | 113 | 20 | 135 | 33 | 1 | 30 | 64 | 54 | 460 | 0 | 514 | 0 | 1 | 1 | 2 | 715 |
| Total | 6 | 332 | 57 | 395 | 133 | 8 | 92 | 233 | 159 | 1859 | 0 | 2018 | 3 | 3 | 3 | 9 | 2655 |
| 08:00 AM | 0 | 108 | 24 | 132 | 24 | 0 | 23 | 47 | 49 | 552 | 1 | 602 | 1 | 1 | 1 | 3 | 784 |
| 08:15 AM | 0 | 112 | 19 | 131 | 23 | 0 | 28 | 51 | 45 | 555 | 1 | 601 | 0 | 0 | 1 | 1 | 784 |
| 08:30 AM | 2 | 103 | 14 | 119 | 27 | 1 | 22 | 50 | 38 | 485 | 1 | 524 | 0 | 2 | 0 | 2 | 695 |
| 08:45 AM | 2 | 109 | 16 | 127 | 31 | 2 | 25 | 58 | 38 | 390 | 1 | 429 | 4 | 3 | 0 | 7 | 621 |
| Total | 4 | 432 | 73 | 509 | 105 | 3 | 98 | 206 | 170 | 1982 | 4 | 2156 | 5 | 6 | 2 | 13 | 2884 |
| *** BREAK *** | | | | | | | | | | | | | | | | | |
| 04:00 PM | 3 | 202 | 23 | 228 | 19 | 2 | 17 | 38 | 20 | 126 | 3 | 149 | 2 | 2 | 1 | 5 | 420 |
| 04:15 PM | 6 | 246 | 20 | 272 | 18 | 1 | 23 | 42 | 34 | 130 | 1 | 165 | 0 | 1 | 4 | 5 | 484 |
| 04:30 PM | 3 | 308 | 22 | 333 | 20 | 0 | 54 | 74 | 35 | 156 | 0 | 191 | 0 | 1 | 2 | 3 | 601 |
| 04:45 PM | 1 | 305 | 18 | 324 | 21 | 1 | 33 | 55 | 26 | 145 | 1 | 172 | 4 | 2 | 1 | 7 | 558 |
| Total | 13 | 1061 | 83 | 1157 | 78 | 4 | 127 | 209 | 115 | 557 | 5 | 677 | 6 | 6 | 8 | 20 | 2063 |
| 05:00 PM | 2 | 319 | 20 | 341 | 33 | 0 | 60 | 93 | 37 | 169 | 0 | 206 | 1 | 1 | 1 | 3 | 643 |
| 05:15 PM | 1 | 366 | 22 | 389 | 24 | 4 | 72 | 100 | 24 | 156 | 0 | 180 | 2 | 3 | 3 | 8 | 677 |
| 05:30 PM | 3 | 350 | 20 | 373 | 26 | 0 | 76 | 102 | 27 | 155 | 0 | 182 | 0 | 2 | 1 | 3 | 660 |
| 05:45 PM | 0 | 391 | 22 | 413 | 26 | 0 | 55 | 81 | 31 | 128 | 0 | 159 | 0 | 0 | 0 | 0 | 653 |
| Total | 6 | 1426 | 84 | 1516 | 109 | 4 | 263 | 376 | 119 | 608 | 0 | 727 | 3 | 6 | 5 | 14 | 2633 |
| Grand Total | 29 | 3251 | 297 | 3577 | 425 | 19 | 580 | 1024 | 563 | 5006 | 9 | 5578 | 17 | 21 | 18 | 56 | 10235 |
| Apprch % | 0.8 | 90.9 | 8.3 | | 41.5 | 1.9 | 56.6 | | 10.1 | 89.7 | 0.2 | | 30.4 | 37.5 | 32.1 | | |
| Total % | 0.3 | 31.8 | 2.9 | 34.9 | 4.2 | 0.2 | 5.7 | 10.0 | 5.5 | 48.9 | 0.1 | 54.5 | 0.2 | 0.2 | 0.2 | 0.5 | |

| | VISTA DEL MAR Southbound | | | | GRAND AVE. Westbound | | | | VISTA DEL MAR Northbound | | | | GRAND AVE. Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Int. Total |
| Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Intersection | 07:30 AM | | | | | | | | | | | | | | | | |
| Volume | 2 | 426 | 75 | 503 | 112 | 4 | 104 | 220 | 203 | 2062 | 2 | 2267 | 3 | 2 | 3 | 8 | 2998 |
| Percent | 0.4 | 84.7 | 14.9 | | 50.9 | 1.8 | 47.3 | | 9.0 | 91.0 | 0.1 | | 37.5 | 25.0 | 37.5 | | |
| 08:15 Volume | 0 | 112 | 19 | 131 | 23 | 0 | 28 | 51 | 45 | 555 | 1 | 601 | 0 | 0 | 1 | 1 | 784 |
| Peak Factor | | | | | | | | | | | | | | | | | 0.956 |
| High Int. | 07:45 AM | | | | 07:45 AM | | | | 08:00 AM | | | | 08:00 AM | | | | |
| Volume | 2 | 113 | 20 | 135 | 33 | 1 | 30 | 64 | 49 | 552 | 1 | 602 | 1 | 1 | 1 | 3 | |
| Peak Factor | | | | 0.931 | | | | 0.859 | | | | 0.941 | | | | 0.667 | |
| Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Intersection | 05:00 PM | | | | | | | | | | | | | | | | |
| Volume | 6 | 1426 | 84 | 1516 | 109 | 4 | 263 | 376 | 119 | 608 | 0 | 727 | 3 | 6 | 5 | 14 | 2633 |
| Percent | 0.4 | 94.1 | 5.5 | | 29.0 | 1.1 | 69.9 | | 16.4 | 83.6 | 0.0 | | 21.4 | 42.9 | 35.7 | | |
| 05:15 Volume | 1 | 366 | 22 | 389 | 24 | 4 | 72 | 100 | 24 | 156 | 0 | 180 | 2 | 3 | 3 | 8 | 677 |
| Peak Factor | | | | | | | | | | | | | | | | | 0.972 |
| High Int. | 05:45 PM | | | | 05:30 PM | | | | 05:00 PM | | | | 05:15 PM | | | | |
| Volume | 0 | 391 | 22 | 413 | 26 | 0 | 76 | 102 | 37 | 169 | 0 | 206 | 2 | 3 | 3 | 8 | |
| Peak Factor | | | | 0.918 | | | | 0.922 | | | | 0.882 | | | | 0.438 | |

<< ACCUTEK >>
<< 21114 TRIGGER LANE >>
<< DIAMOND BAR, CA 91765 >>
<< (909) 595-6199 FAX: (909) 595-6022 >

File Name : 286002
Site Code : 00286002
Start Date : 11/16/2000
Page No : 1

Groups Printed- Turning Movement

| | SEPULVEDA BLVD. Southbound | | | | EL SEGUNDO BLVD. Westbound | | | | SEPULVEDA BLVD. Northbound | | | | EL SEGUNDO BLVD. Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Int. Total |
| Factor | 1.0 | 1.0 | 1.0 | | 1.0 | 1.0 | 1.0 | | 1.0 | 1.0 | 1.0 | | 1.0 | 1.0 | 1.0 | | |
| 07:00 AM | 24 | 197 | 42 | 263 | 26 | 81 | 21 | 128 | 19 | 689 | 52 | 760 | 26 | 70 | 26 | 122 | 1273 |
| 07:15 AM | 42 | 212 | 56 | 310 | 40 | 76 | 20 | 136 | 21 | 711 | 55 | 787 | 43 | 69 | 15 | 127 | 1360 |
| 07:30 AM | 30 | 255 | 51 | 336 | 46 | 116 | 21 | 183 | 24 | 712 | 84 | 820 | 63 | 87 | 31 | 181 | 1520 |
| 07:45 AM | 55 | 369 | 66 | 490 | 41 | 102 | 24 | 167 | 36 | 682 | 85 | 803 | 84 | 87 | 24 | 195 | 1655 |
| Total | 151 | 1033 | 215 | 1399 | 153 | 375 | 86 | 614 | 100 | 2794 | 276 | 3170 | 216 | 313 | 96 | 625 | 5808 |
| 08:00 AM | 37 | 277 | 55 | 369 | 49 | 99 | 30 | 178 | 48 | 672 | 71 | 791 | 62 | 100 | 50 | 212 | 1550 |
| 08:15 AM | 36 | 285 | 62 | 383 | 38 | 56 | 16 | 110 | 71 | 661 | 52 | 784 | 49 | 70 | 30 | 149 | 1426 |
| 08:30 AM | 34 | 251 | 47 | 332 | 42 | 65 | 28 | 135 | 59 | 654 | 54 | 767 | 50 | 84 | 26 | 160 | 1394 |
| 08:45 AM | 39 | 311 | 48 | 398 | 46 | 80 | 17 | 143 | 38 | 634 | 57 | 729 | 63 | 62 | 35 | 160 | 1430 |
| Total | 146 | 1124 | 212 | 1482 | 175 | 300 | 91 | 566 | 216 | 2621 | 234 | 3071 | 224 | 316 | 141 | 681 | 5800 |
| *** BREAK *** | | | | | | | | | | | | | | | | | |
| 04:00 PM | 19 | 561 | 47 | 627 | 75 | 62 | 95 | 232 | 15 | 343 | 45 | 403 | 92 | 105 | 29 | 226 | 1488 |
| 04:15 PM | 13 | 650 | 41 | 704 | 65 | 70 | 92 | 227 | 26 | 279 | 61 | 366 | 79 | 84 | 43 | 206 | 1503 |
| 04:30 PM | 14 | 777 | 38 | 829 | 67 | 50 | 77 | 194 | 38 | 312 | 74 | 424 | 77 | 87 | 44 | 208 | 1655 |
| 04:45 PM | 16 | 744 | 51 | 811 | 64 | 71 | 129 | 264 | 27 | 306 | 62 | 395 | 96 | 122 | 57 | 275 | 1745 |
| Total | 62 | 2732 | 177 | 2971 | 271 | 253 | 393 | 917 | 106 | 1240 | 242 | 1588 | 344 | 398 | 173 | 915 | 6391 |
| 05:00 PM | 16 | 842 | 62 | 920 | 69 | 54 | 118 | 241 | 39 | 329 | 70 | 438 | 125 | 174 | 64 | 363 | 1962 |
| 05:15 PM | 13 | 858 | 40 | 911 | 72 | 60 | 132 | 264 | 41 | 295 | 62 | 398 | 96 | 113 | 46 | 255 | 1828 |
| 05:30 PM | 11 | 891 | 56 | 958 | 50 | 63 | 116 | 229 | 26 | 309 | 57 | 392 | 92 | 93 | 35 | 220 | 1799 |
| 05:45 PM | 10 | 753 | 51 | 814 | 57 | 57 | 105 | 219 | 33 | 216 | 48 | 297 | 90 | 117 | 35 | 242 | 1572 |
| Total | 50 | 3344 | 209 | 3603 | 248 | 234 | 471 | 953 | 139 | 1149 | 237 | 1525 | 403 | 497 | 180 | 1080 | 7161 |
| Grand Total | 409 | 8233 | 813 | 9455 | 847 | 1162 | 1041 | 3050 | 561 | 7804 | 989 | 9354 | 1187 | 1524 | 590 | 3301 | 25160 |
| Apprch % | 4.3 | 87.1 | 8.6 | | 27.8 | 38.1 | 34.1 | | 6.0 | 83.4 | 10.6 | | 36.0 | 46.2 | 17.9 | | |
| Total % | 1.6 | 32.7 | 3.2 | 37.6 | 3.4 | 4.6 | 4.1 | 12.1 | 2.2 | 31.0 | 3.9 | 37.2 | 4.7 | 6.1 | 2.3 | 13.1 | |

| | SEPULVEDA BLVD. Southbound | | | | EL SEGUNDO BLVD. Westbound | | | | SEPULVEDA BLVD. Northbound | | | | EL SEGUNDO BLVD. Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Int. Total |
| Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Intersection | 07:30 AM | | | | | | | | | | | | | | | | |
| Volume | 158 | 1186 | 234 | 1578 | 174 | 373 | 91 | 638 | 179 | 2727 | 292 | 3198 | 258 | 344 | 135 | 737 | 6151 |
| Percent | 10.0 | 75.2 | 14.8 | | 27.3 | 58.5 | 14.3 | | 5.6 | 85.3 | 9.1 | | 35.0 | 46.7 | 18.3 | | |
| 07:45 Volume | 55 | 369 | 66 | 490 | 41 | 102 | 24 | 167 | 36 | 682 | 85 | 803 | 84 | 87 | 24 | 195 | 1655 |
| Peak Factor | | | | | | | | | | | | | | | | | 0.929 |
| High Int. | 07:45 AM | | | | 07:30 AM | | | | 07:30 AM | | | | 08:00 AM | | | | |
| Volume | 55 | 369 | 66 | 490 | 46 | 116 | 21 | 183 | 24 | 712 | 84 | 820 | 62 | 100 | 50 | 212 | |
| Peak Factor | | | | 0.805 | | | | 0.872 | | | | 0.975 | | | | 0.869 | |
| Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Intersection | 04:45 PM | | | | | | | | | | | | | | | | |
| Volume | 56 | 3335 | 209 | 3600 | 255 | 248 | 495 | 998 | 133 | 1239 | 251 | 1623 | 409 | 502 | 202 | 1113 | 7334 |
| Percent | 1.6 | 92.6 | 5.8 | | 25.6 | 24.8 | 49.6 | | 8.2 | 76.3 | 15.5 | | 36.7 | 45.1 | 18.1 | | |
| 05:00 Volume | 16 | 842 | 62 | 920 | 69 | 54 | 118 | 241 | 39 | 329 | 70 | 438 | 125 | 174 | 64 | 363 | 1962 |
| Peak Factor | | | | | | | | | | | | | | | | | 0.935 |
| High Int. | 05:30 PM | | | | 04:45 PM | | | | 05:00 PM | | | | 05:00 PM | | | | |
| Volume | 11 | 891 | 56 | 958 | 64 | 71 | 129 | 264 | 39 | 329 | 70 | 438 | 125 | 174 | 64 | 363 | |
| Peak Factor | | | | 0.939 | | | | 0.945 | | | | 0.926 | | | | 0.767 | |

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File Name : 286003
Site Code : 00286003
Start Date : 11/17/2000
Page No : 1

Groups Printed- Turning Movement

| | AVIATION BLVD. Southbound | | | | EL SEGUNDO BLVD. Westbound | | | | AVIATION BLVD. Northbound | | | | EL SEGUNDO BLVD. Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Int. Total |
| Factor | 1.0 | 1.0 | 1.0 | | 1.0 | 1.0 | 1.0 | | 1.0 | 1.0 | 1.0 | | 1.0 | 1.0 | 1.0 | | |
| 07:00 AM | 31 | 78 | 13 | 122 | 41 | 410 | 52 | 503 | 34 | 156 | 39 | 229 | 15 | 119 | 32 | 166 | 1020 |
| 07:15 AM | 44 | 91 | 26 | 161 | 60 | 451 | 53 | 564 | 29 | 188 | 66 | 283 | 22 | 89 | 21 | 132 | 1140 |
| 07:30 AM | 63 | 121 | 18 | 202 | 47 | 464 | 62 | 573 | 30 | 221 | 74 | 325 | 27 | 101 | 19 | 147 | 1247 |
| 07:45 AM | 93 | 155 | 21 | 269 | 39 | 454 | 95 | 588 | 25 | 202 | 61 | 288 | 20 | 87 | 20 | 127 | 1272 |
| Total | 231 | 445 | 78 | 754 | 187 | 1779 | 262 | 2228 | 118 | 767 | 240 | 1125 | 84 | 396 | 92 | 572 | 4679 |
| 08:00 AM | 62 | 169 | 12 | 243 | 41 | 500 | 132 | 673 | 19 | 207 | 50 | 276 | 34 | 120 | 36 | 190 | 1382 |
| 08:15 AM | 58 | 141 | 12 | 211 | 33 | 449 | 117 | 599 | 33 | 205 | 76 | 314 | 30 | 92 | 18 | 140 | 1264 |
| 08:30 AM | 46 | 117 | 13 | 176 | 27 | 401 | 98 | 526 | 23 | 196 | 61 | 280 | 32 | 98 | 19 | 149 | 1131 |
| 08:45 AM | 38 | 89 | 16 | 143 | 39 | 425 | 53 | 517 | 25 | 154 | 51 | 230 | 21 | 105 | 20 | 146 | 1036 |
| Total | 204 | 516 | 53 | 773 | 140 | 1775 | 400 | 2315 | 100 | 762 | 238 | 1100 | 117 | 415 | 93 | 625 | 4813 |
| *** BREAK *** | | | | | | | | | | | | | | | | | |
| 04:00 PM | 39 | 225 | 69 | 333 | 24 | 115 | 93 | 232 | 43 | 189 | 50 | 282 | 26 | 300 | 54 | 380 | 1227 |
| 04:15 PM | 38 | 201 | 34 | 273 | 36 | 172 | 116 | 324 | 43 | 207 | 52 | 302 | 31 | 238 | 38 | 307 | 1206 |
| 04:30 PM | 35 | 241 | 35 | 311 | 21 | 126 | 102 | 249 | 41 | 193 | 47 | 281 | 32 | 231 | 55 | 318 | 1159 |
| 04:45 PM | 39 | 236 | 42 | 317 | 23 | 137 | 109 | 269 | 31 | 215 | 53 | 299 | 40 | 227 | 31 | 298 | 1183 |
| Total | 151 | 903 | 180 | 1234 | 104 | 550 | 420 | 1074 | 158 | 804 | 202 | 1164 | 129 | 996 | 178 | 1303 | 4775 |
| 05:00 PM | 27 | 221 | 47 | 295 | 28 | 140 | 111 | 279 | 24 | 223 | 47 | 294 | 27 | 281 | 61 | 369 | 1237 |
| 05:15 PM | 28 | 213 | 35 | 276 | 16 | 141 | 87 | 244 | 47 | 241 | 53 | 341 | 30 | 279 | 38 | 347 | 1208 |
| 05:30 PM | 22 | 212 | 23 | 257 | 17 | 121 | 153 | 291 | 32 | 205 | 39 | 276 | 28 | 246 | 45 | 319 | 1143 |
| 05:45 PM | 27 | 209 | 30 | 266 | 16 | 133 | 133 | 282 | 32 | 190 | 51 | 273 | 26 | 251 | 37 | 314 | 1135 |
| Total | 104 | 855 | 135 | 1094 | 77 | 535 | 484 | 1096 | 135 | 859 | 190 | 1184 | 111 | 1057 | 181 | 1349 | 4723 |
| Grand Total | 690 | 2719 | 446 | 3855 | 508 | 4639 | 1566 | 6713 | 511 | 3192 | 870 | 4573 | 441 | 2864 | 544 | 3849 | 18990 |
| Apprch % | 17.9 | 70.5 | 11.6 | | 7.6 | 69.1 | 23.3 | | 11.2 | 69.8 | 19.0 | | 11.5 | 74.4 | 14.1 | | |
| Total % | 3.6 | 14.3 | 2.3 | 20.3 | 2.7 | 24.4 | 8.2 | 35.4 | 2.7 | 16.8 | 4.6 | 24.1 | 2.3 | 15.1 | 2.9 | 20.3 | |

| | AVIATION BLVD. Southbound | | | | EL SEGUNDO BLVD. Westbound | | | | AVIATION BLVD. Northbound | | | | EL SEGUNDO BLVD. Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Int. Total |
| Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Intersection | 07:30 AM | | | | | | | | | | | | | | | | |
| Volume | 276 | 586 | 63 | 925 | 160 | 1867 | 406 | 2433 | 107 | 835 | 261 | 1203 | 111 | 400 | 93 | 604 | 5165 |
| Percent | 29.8 | 63.4 | 6.8 | | 6.6 | 76.7 | 16.7 | | 8.9 | 69.4 | 21.7 | | 18.4 | 66.2 | 15.4 | | |
| 08:00 Volume | 62 | 169 | 12 | 243 | 41 | 500 | 132 | 673 | 19 | 207 | 50 | 276 | 34 | 120 | 36 | 190 | 1382 |
| Peak Factor | | | | | | | | | | | | | | | | | 0.934 |
| High Int. | 07:45 AM | | | | 08:00 AM | | | | 07:30 AM | | | | 08:00 AM | | | | |
| Volume | 93 | 155 | 21 | 269 | 41 | 500 | 132 | 673 | 30 | 221 | 74 | 325 | 34 | 120 | 36 | 190 | |
| Peak Factor | | | | 0.860 | | | | 0.904 | | | | 0.925 | | | | 0.795 | |
| Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Intersection | 04:30 PM | | | | | | | | | | | | | | | | |
| Volume | 129 | 911 | 159 | 1199 | 88 | 544 | 409 | 1041 | 143 | 872 | 200 | 1215 | 129 | 1018 | 185 | 1332 | 4787 |
| Percent | 10.8 | 76.0 | 13.3 | | 8.5 | 52.3 | 39.3 | | 11.8 | 71.8 | 16.5 | | 9.7 | 76.4 | 13.9 | | |
| 05:00 Volume | 27 | 221 | 47 | 295 | 28 | 140 | 111 | 279 | 24 | 223 | 47 | 294 | 27 | 281 | 61 | 369 | 1237 |
| Peak Factor | | | | | | | | | | | | | | | | | 0.967 |
| High Int. | 04:45 PM | | | | 05:00 PM | | | | 05:15 PM | | | | 05:00 PM | | | | |
| Volume | 39 | 236 | 42 | 317 | 28 | 140 | 111 | 279 | 47 | 241 | 53 | 341 | 27 | 281 | 61 | 369 | |
| Peak Factor | | | | 0.946 | | | | 0.933 | | | | 0.891 | | | | 0.902 | |

<< ACCUTEK >>
<< 21114 TRIGGER LANE >>
<< DIAMOND BAR, CA 91765 >>
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File Name : 286004
Site Code : 00286004
Start Date : 11/16/2000
Page No : 1

Groups Printed- Turning Movement

| | VISTA DEL MAR Southbound | | | | W.IMPERIAL HWY Westbound | | | | VISTA DEL MAR Northbound | | | | W.IMPERIAL HWY Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Int. Total |
| Factor | 1.0 | 1.0 | 1.0 | | 1.0 | 1.0 | 1.0 | | 1.0 | 1.0 | 1.0 | | 1.0 | 1.0 | 1.0 | | |
| 07:00 AM | 0 | 51 | 12 | 63 | 26 | 1 | 56 | 83 | 128 | 343 | 0 | 471 | 0 | 2 | 2 | 4 | 621 |
| 07:15 AM | 0 | 44 | 14 | 58 | 35 | 1 | 44 | 80 | 169 | 334 | 0 | 503 | 1 | 1 | 2 | 4 | 645 |
| 07:30 AM | 1 | 68 | 17 | 86 | 35 | 1 | 39 | 75 | 163 | 325 | 2 | 490 | 0 | 2 | 2 | 4 | 655 |
| 07:45 AM | 0 | 79 | 16 | 95 | 24 | 2 | 58 | 84 | 178 | 345 | 1 | 524 | 3 | 6 | 0 | 9 | 712 |
| Total | 1 | 242 | 59 | 302 | 120 | 5 | 197 | 322 | 638 | 1347 | 3 | 1988 | 4 | 11 | 6 | 21 | 2633 |
| 08:00 AM | 0 | 96 | 14 | 110 | 19 | 6 | 48 | 73 | 221 | 343 | 0 | 564 | 2 | 3 | 0 | 5 | 752 |
| 08:15 AM | 3 | 68 | 16 | 87 | 16 | 3 | 56 | 75 | 200 | 344 | 1 | 545 | 4 | 5 | 4 | 13 | 720 |
| 08:30 AM | 1 | 83 | 22 | 106 | 21 | 1 | 35 | 57 | 199 | 352 | 0 | 551 | 1 | 4 | 0 | 5 | 719 |
| 08:45 AM | 4 | 84 | 24 | 112 | 19 | 1 | 50 | 70 | 163 | 252 | 2 | 417 | 1 | 3 | 1 | 5 | 604 |
| Total | 8 | 331 | 76 | 415 | 75 | 11 | 189 | 275 | 783 | 1291 | 3 | 2077 | 8 | 15 | 5 | 28 | 2795 |
| *** BREAK *** | | | | | | | | | | | | | | | | | |
| 04:00 PM | 1 | 167 | 16 | 184 | 25 | 5 | 105 | 135 | 134 | 116 | 0 | 250 | 0 | 1 | 2 | 3 | 572 |
| 04:15 PM | 2 | 195 | 18 | 215 | 25 | 2 | 97 | 124 | 87 | 103 | 1 | 191 | 1 | 4 | 0 | 5 | 535 |
| 04:30 PM | 1 | 211 | 20 | 232 | 29 | 1 | 129 | 159 | 83 | 105 | 0 | 188 | 2 | 3 | 0 | 5 | 584 |
| 04:45 PM | 1 | 204 | 21 | 226 | 23 | 2 | 122 | 147 | 51 | 101 | 4 | 156 | 3 | 3 | 1 | 7 | 536 |
| Total | 5 | 777 | 75 | 857 | 102 | 10 | 453 | 565 | 355 | 425 | 5 | 785 | 6 | 11 | 3 | 20 | 2227 |
| 05:00 PM | 1 | 210 | 24 | 235 | 22 | 4 | 149 | 175 | 75 | 123 | 1 | 199 | 2 | 2 | 4 | 8 | 617 |
| 05:15 PM | 1 | 245 | 19 | 265 | 21 | 4 | 133 | 158 | 86 | 118 | 1 | 205 | 1 | 5 | 0 | 6 | 634 |
| 05:30 PM | 1 | 256 | 20 | 277 | 22 | 1 | 142 | 165 | 81 | 116 | 0 | 197 | 1 | 2 | 0 | 3 | 642 |
| 05:45 PM | 3 | 252 | 14 | 269 | 25 | 3 | 151 | 179 | 56 | 108 | 1 | 165 | 0 | 2 | 2 | 4 | 617 |
| Total | 6 | 963 | 77 | 1046 | 90 | 12 | 575 | 677 | 298 | 465 | 3 | 766 | 4 | 11 | 6 | 21 | 2510 |
| Grand Total | 20 | 2313 | 287 | 2620 | 387 | 38 | 1414 | 1839 | 2074 | 3528 | 14 | 5616 | 22 | 48 | 20 | 90 | 10165 |
| Apprch % | 0.8 | 88.3 | 11.0 | | 21.0 | 2.1 | 76.9 | | 36.9 | 62.8 | 0.2 | | 24.4 | 53.3 | 22.2 | | |
| Total % | 0.2 | 22.8 | 2.8 | 25.8 | 3.8 | 0.4 | 13.9 | 18.1 | 20.4 | 34.7 | 0.1 | 55.2 | 0.2 | 0.5 | 0.2 | 0.9 | |

| | VISTA DEL MAR Southbound | | | | W.IMPERIAL HWY Westbound | | | | VISTA DEL MAR Northbound | | | | W.IMPERIAL HWY Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Int. Total |
| Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Intersection | 07:45 AM | | | | | | | | | | | | | | | | |
| Volume | 4 | 326 | 68 | 398 | 80 | 12 | 197 | 289 | 798 | 1384 | 2 | 2184 | 10 | 18 | 4 | 32 | 2903 |
| Percent | 1.0 | 81.9 | 17.1 | | 27.7 | 4.2 | 68.2 | | 36.5 | 63.4 | 0.1 | | 31.3 | 56.3 | 12.5 | | |
| 08:00 Volume | 0 | 96 | 14 | 110 | 19 | 6 | 48 | 73 | 221 | 343 | 0 | 564 | 2 | 3 | 0 | 5 | 752 |
| Peak Factor | | | | | | | | | | | | | | | | | 0.965 |
| High Int. | 08:00 AM | | | | 07:45 AM | | | | 08:00 AM | | | | 08:15 AM | | | | |
| Volume | 0 | 96 | 14 | 110 | 24 | 2 | 58 | 84 | 221 | 343 | 0 | 564 | 4 | 5 | 4 | 13 | |
| Peak Factor | | | | 0.905 | | | | 0.860 | | | | 0.968 | | | | 0.615 | |
| Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Intersection | 05:00 PM | | | | | | | | | | | | | | | | |
| Volume | 6 | 963 | 77 | 1046 | 90 | 12 | 575 | 677 | 298 | 465 | 3 | 766 | 4 | 11 | 6 | 21 | 2510 |
| Percent | 0.6 | 92.1 | 7.4 | | 13.3 | 1.8 | 84.9 | | 38.9 | 60.7 | 0.4 | | 19.0 | 52.4 | 28.6 | | |
| 05:30 Volume | 1 | 256 | 20 | 277 | 22 | 1 | 142 | 165 | 81 | 116 | 0 | 197 | 1 | 2 | 0 | 3 | 642 |
| Peak Factor | | | | | | | | | | | | | | | | | 0.977 |
| High Int. | 05:30 PM | | | | 05:45 PM | | | | 05:15 PM | | | | 05:00 PM | | | | |
| Volume | 1 | 256 | 20 | 277 | 25 | 3 | 151 | 179 | 86 | 118 | 1 | 205 | 2 | 2 | 4 | 8 | |
| Peak Factor | | | | 0.944 | | | | 0.946 | | | | 0.934 | | | | 0.656 | |

<< ACCUTEK >>
<< 21114 TRIGGER LANE >>
<< DIAMOND BAR, CA 91765 >>
<< (909) 595-6199 FAX: (909) 595-6022 >

File Name : 286005
Site Code : 00286005
Start Date : 11/16/2000
Page No : 1

Groups Printed- Turning Movement

| | PERSHING DRIVE Southbound | | | | IMPERIAL HWY Westbound | | | | PERSHING DRIVE Northbound | | | | IMPERIAL HWY Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Int. Total |
| Factor | 1.0 | 1.0 | 1.0 | | 1.0 | 1.0 | 1.0 | | 1.0 | 1.0 | 1.0 | | 1.0 | 1.0 | 1.0 | | |
| 07:00 AM | 18 | 0 | 104 | 122 | 242 | 76 | 0 | 318 | 0 | 0 | 0 | 0 | 0 | 95 | 36 | 131 | 571 |
| 07:15 AM | 16 | 0 | 133 | 149 | 236 | 66 | 0 | 302 | 0 | 0 | 0 | 0 | 0 | 131 | 55 | 186 | 637 |
| 07:30 AM | 22 | 0 | 247 | 269 | 217 | 62 | 0 | 279 | 0 | 0 | 0 | 0 | 0 | 122 | 63 | 185 | 733 |
| 07:45 AM | 20 | 0 | 161 | 181 | 265 | 63 | 0 | 328 | 0 | 0 | 0 | 0 | 0 | 146 | 62 | 208 | 717 |
| Total | 76 | 0 | 645 | 721 | 960 | 267 | 0 | 1227 | 0 | 0 | 0 | 0 | 0 | 494 | 216 | 710 | 2658 |
| 08:00 AM | 20 | 0 | 151 | 171 | 253 | 64 | 0 | 317 | 0 | 0 | 0 | 0 | 0 | 161 | 78 | 239 | 727 |
| 08:15 AM | 27 | 0 | 140 | 167 | 198 | 53 | 0 | 251 | 0 | 0 | 0 | 0 | 0 | 134 | 66 | 200 | 618 |
| 08:30 AM | 9 | 0 | 121 | 130 | 170 | 47 | 0 | 217 | 0 | 0 | 0 | 0 | 0 | 156 | 82 | 238 | 585 |
| 08:45 AM | 14 | 0 | 97 | 111 | 172 | 58 | 0 | 230 | 0 | 0 | 0 | 0 | 0 | 142 | 58 | 200 | 541 |
| Total | 70 | 0 | 509 | 579 | 793 | 222 | 0 | 1015 | 0 | 0 | 0 | 0 | 0 | 593 | 284 | 877 | 2471 |
| *** BREAK *** | | | | | | | | | | | | | | | | | |
| 04:00 PM | 38 | 0 | 175 | 213 | 155 | 94 | 0 | 249 | 0 | 0 | 0 | 0 | 0 | 130 | 32 | 162 | 624 |
| 04:15 PM | 37 | 0 | 239 | 276 | 156 | 84 | 0 | 240 | 0 | 0 | 0 | 0 | 0 | 81 | 19 | 100 | 616 |
| 04:30 PM | 36 | 0 | 167 | 203 | 173 | 118 | 0 | 291 | 0 | 0 | 0 | 0 | 0 | 84 | 39 | 123 | 617 |
| 04:45 PM | 52 | 0 | 141 | 193 | 194 | 91 | 0 | 285 | 0 | 0 | 0 | 0 | 0 | 63 | 20 | 83 | 561 |
| Total | 163 | 0 | 722 | 885 | 678 | 387 | 0 | 1065 | 0 | 0 | 0 | 0 | 0 | 358 | 110 | 468 | 2418 |
| 05:00 PM | 60 | 0 | 166 | 226 | 166 | 115 | 0 | 281 | 0 | 0 | 0 | 0 | 0 | 62 | 25 | 87 | 594 |
| 05:15 PM | 52 | 0 | 154 | 206 | 188 | 114 | 0 | 302 | 0 | 0 | 0 | 0 | 0 | 85 | 35 | 120 | 628 |
| 05:30 PM | 63 | 0 | 155 | 218 | 170 | 108 | 0 | 278 | 0 | 0 | 0 | 0 | 0 | 66 | 39 | 105 | 601 |
| 05:45 PM | 52 | 0 | 156 | 208 | 201 | 111 | 0 | 312 | 0 | 0 | 0 | 0 | 0 | 44 | 33 | 77 | 597 |
| Total | 227 | 0 | 631 | 858 | 725 | 448 | 0 | 1173 | 0 | 0 | 0 | 0 | 0 | 257 | 132 | 389 | 2420 |
| Grand Total | 536 | 0 | 2507 | 3043 | 3156 | 1324 | 0 | 4480 | 0 | 0 | 0 | 0 | 0 | 1702 | 742 | 2444 | 9967 |
| Apprch % | 17.6 | 0.0 | 82.4 | | 70.4 | 29.6 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 | 69.6 | 30.4 | | |
| Total % | 5.4 | 0.0 | 25.2 | 30.5 | 31.7 | 13.3 | 0.0 | 44.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17.1 | 7.4 | 24.5 | |

| | PERSHING DRIVE Southbound | | | | IMPERIAL HWY Westbound | | | | PERSHING DRIVE Northbound | | | | IMPERIAL HWY Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Int. Total |
| Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Intersection | 07:15 AM | | | | | | | | | | | | | | | | |
| Volume | 78 | 0 | 692 | 770 | 971 | 255 | 0 | 1226 | 0 | 0 | 0 | 0 | 0 | 560 | 258 | 818 | 2814 |
| Percent | 10.1 | 0.0 | 89.9 | | 79.2 | 20.8 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 | 68.5 | 31.5 | | |
| 07:30 Volume | 22 | 0 | 247 | 269 | 217 | 62 | 0 | 279 | 0 | 0 | 0 | 0 | 0 | 122 | 63 | 185 | 733 |
| Peak Factor | | | | | | | | | | | | | | | | | 0.960 |
| High Int. | 07:30 AM | | | | 07:45 AM | | | | 6:45:00 AM | | | | 08:00 AM | | | | |
| Volume | 22 | 0 | 247 | 269 | 265 | 63 | 0 | 328 | 0 | 0 | 0 | 0 | 0 | 161 | 78 | 239 | |
| Peak Factor | | | | 0.716 | | | | 0.934 | | | | | | | | 0.856 | |
| Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Intersection | 05:00 PM | | | | | | | | | | | | | | | | |
| Volume | 227 | 0 | 631 | 858 | 725 | 448 | 0 | 1173 | 0 | 0 | 0 | 0 | 0 | 257 | 132 | 389 | 2420 |
| Percent | 26.5 | 0.0 | 73.5 | | 61.8 | 38.2 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 | 66.1 | 33.9 | | |
| 05:15 Volume | 52 | 0 | 154 | 206 | 188 | 114 | 0 | 302 | 0 | 0 | 0 | 0 | 0 | 85 | 35 | 120 | 628 |
| Peak Factor | | | | | | | | | | | | | | | | | 0.963 |
| High Int. | 05:00 PM | | | | 05:45 PM | | | | | | | | 05:15 PM | | | | |
| Volume | 60 | 0 | 166 | 226 | 201 | 111 | 0 | 312 | 0 | 0 | 0 | 0 | 0 | 85 | 35 | 120 | |
| Peak Factor | | | | 0.949 | | | | 0.940 | | | | | | | | 0.810 | |

<< ACCUTEK >>
<< 21114 TRIGGER LANE >>
<< DIAMOND BAR, CA 91765 >>
<< (909) 595-6199 FAX: (909) 595-6022 >

File Name : 286006
Site Code : 00286006
Start Date : 11/17/2000
Page No : 1

Groups Printed- Turning Movement

| | SEPULVEDA BLVD. Southbound | | | | IMPERIAL HWY Westbound | | | | SEPULVEDA BLVD. Northbound | | | | IMPERIAL HWY Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Int. Total |
| Factor | 1.0 | 1.0 | 1.0 | | 1.0 | 1.0 | 1.0 | | 1.0 | 1.0 | 1.0 | | 1.0 | 1.0 | 1.0 | | |
| 07:00 AM | 3 | 469 | 56 | 528 | 113 | 66 | 56 | 235 | 173 | 545 | 19 | 737 | 28 | 49 | 76 | 153 | 1653 |
| 07:15 AM | 5 | 546 | 64 | 615 | 108 | 84 | 54 | 246 | 196 | 654 | 17 | 867 | 22 | 59 | 74 | 155 | 1883 |
| 07:30 AM | 5 | 565 | 78 | 648 | 129 | 107 | 72 | 308 | 190 | 682 | 22 | 894 | 24 | 94 | 85 | 203 | 2053 |
| 07:45 AM | 6 | 660 | 107 | 773 | 109 | 84 | 95 | 288 | 214 | 690 | 15 | 919 | 37 | 120 | 79 | 236 | 2216 |
| Total | 19 | 2240 | 305 | 2564 | 459 | 341 | 277 | 1077 | 773 | 2571 | 73 | 3417 | 111 | 322 | 314 | 747 | 7805 |
| 08:00 AM | 7 | 645 | 111 | 763 | 103 | 63 | 73 | 239 | 179 | 641 | 14 | 834 | 39 | 93 | 83 | 215 | 2051 |
| 08:15 AM | 8 | 665 | 101 | 774 | 87 | 66 | 50 | 203 | 193 | 704 | 15 | 912 | 23 | 78 | 81 | 182 | 2071 |
| 08:30 AM | 4 | 536 | 123 | 663 | 92 | 84 | 50 | 226 | 175 | 649 | 17 | 841 | 34 | 74 | 102 | 210 | 1940 |
| 08:45 AM | 5 | 576 | 132 | 713 | 102 | 91 | 59 | 252 | 187 | 664 | 24 | 875 | 41 | 87 | 111 | 239 | 2079 |
| Total | 24 | 2422 | 467 | 2913 | 384 | 304 | 232 | 920 | 734 | 2658 | 70 | 3462 | 137 | 332 | 377 | 846 | 8141 |
| *** BREAK *** | | | | | | | | | | | | | | | | | |
| 04:00 PM | 8 | 654 | 133 | 795 | 159 | 142 | 65 | 366 | 286 | 705 | 37 | 1028 | 44 | 124 | 73 | 241 | 2430 |
| 04:15 PM | 17 | 702 | 152 | 871 | 136 | 114 | 63 | 313 | 303 | 738 | 51 | 1092 | 45 | 137 | 70 | 252 | 2528 |
| 04:30 PM | 12 | 639 | 143 | 794 | 124 | 107 | 46 | 277 | 320 | 730 | 43 | 1093 | 40 | 120 | 83 | 243 | 2407 |
| 04:45 PM | 12 | 740 | 151 | 903 | 89 | 109 | 57 | 255 | 312 | 758 | 54 | 1124 | 34 | 137 | 85 | 256 | 2538 |
| Total | 49 | 2735 | 579 | 3363 | 508 | 472 | 231 | 1211 | 1221 | 2931 | 185 | 4337 | 163 | 518 | 311 | 992 | 9903 |
| 05:00 PM | 9 | 691 | 160 | 860 | 107 | 101 | 60 | 268 | 322 | 694 | 52 | 1068 | 35 | 118 | 92 | 245 | 2441 |
| 05:15 PM | 8 | 649 | 197 | 854 | 133 | 107 | 54 | 294 | 279 | 760 | 80 | 1119 | 34 | 102 | 93 | 229 | 2496 |
| 05:30 PM | 9 | 653 | 223 | 885 | 144 | 125 | 76 | 345 | 287 | 743 | 83 | 1113 | 56 | 123 | 115 | 294 | 2637 |
| 05:45 PM | 7 | 624 | 210 | 841 | 128 | 116 | 60 | 304 | 249 | 727 | 94 | 1070 | 31 | 114 | 98 | 243 | 2458 |
| Total | 33 | 2617 | 790 | 3440 | 512 | 449 | 250 | 1211 | 1137 | 2924 | 309 | 4370 | 156 | 457 | 398 | 1011 | 10032 |
| Grand Total | 125 | 10014 | 2141 | 12280 | 1863 | 1566 | 990 | 4419 | 3865 | 11084 | 637 | 15586 | 567 | 1629 | 1400 | 3596 | 35881 |
| Apprch % | 1.0 | 81.5 | 17.4 | | 42.2 | 35.4 | 22.4 | | 24.8 | 71.1 | 4.1 | | 15.8 | 45.3 | 38.9 | | |
| Total % | 0.3 | 27.9 | 6.0 | 34.2 | 5.2 | 4.4 | 2.8 | 12.3 | 10.8 | 30.9 | 1.8 | 43.4 | 1.6 | 4.5 | 3.9 | 10.0 | |

| | SEPULVEDA BLVD. Southbound | | | | IMPERIAL HWY Westbound | | | | SEPULVEDA BLVD. Northbound | | | | IMPERIAL HWY Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Int. Total |
| Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Intersection | 07:30 AM | | | | | | | | | | | | | | | | |
| Volume | 26 | 2535 | 397 | 2958 | 428 | 320 | 290 | 1038 | 776 | 2717 | 66 | 3559 | 123 | 385 | 328 | 836 | 8391 |
| Percent | 0.9 | 85.7 | 13.4 | | 41.2 | 30.8 | 27.9 | | 21.8 | 76.3 | 1.9 | | 14.7 | 46.1 | 39.2 | | |
| 07:45 Volume | 6 | 660 | 107 | 773 | 109 | 84 | 95 | 288 | 214 | 690 | 15 | 919 | 37 | 120 | 79 | 236 | 2216 |
| Peak Factor | | | | | | | | | | | | | | | | | 0.947 |
| High Int. | 08:15 AM | | | | 07:30 AM | | | | 07:45 AM | | | | 07:45 AM | | | | |
| Volume | 8 | 665 | 101 | 774 | 129 | 107 | 72 | 308 | 214 | 690 | 15 | 919 | 37 | 120 | 79 | 236 | |
| Peak Factor | | | | 0.955 | | | | 0.843 | | | | 0.968 | | | | 0.886 | |
| Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Intersection | 04:45 PM | | | | | | | | | | | | | | | | |
| Volume | 38 | 2733 | 731 | 3502 | 473 | 442 | 247 | 1162 | 1200 | 2955 | 269 | 4424 | 159 | 480 | 385 | 1024 | 10112 |
| Percent | 1.1 | 78.0 | 20.9 | | 40.7 | 38.0 | 21.3 | | 27.1 | 66.8 | 6.1 | | 15.5 | 46.9 | 37.6 | | |
| 05:30 Volume | 9 | 653 | 223 | 885 | 144 | 125 | 76 | 345 | 287 | 743 | 83 | 1113 | 56 | 123 | 115 | 294 | 2637 |
| Peak Factor | | | | | | | | | | | | | | | | | 0.959 |
| High Int. | 04:45 PM | | | | 05:30 PM | | | | 04:45 PM | | | | 05:30 PM | | | | |
| Volume | 12 | 740 | 151 | 903 | 144 | 125 | 76 | 345 | 312 | 758 | 54 | 1124 | 56 | 123 | 115 | 294 | |
| Peak Factor | | | | 0.970 | | | | 0.842 | | | | 0.984 | | | | 0.871 | |

<< ACCUTEK >>
<< 21114 TRIGGER LANE >>
<< DIAMOND BAR, CA 91765 >>
<< (909) 595-6199 FAX: (909) 595-6022 >

File Name : 286007
Site Code : 00286007
Start Date : 11/17/2000
Page No : 1

Groups Printed- Turning Movement

| | VISTA DEL MAR Southbound | | | | 45TH ST. Westbound | | | | VISTA DEL MAR Northbound | | | | 45TH ST. Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Int. Total |
| Factor | 1.0 | 1.0 | 1.0 | | 1.0 | 1.0 | 1.0 | | 1.0 | 1.0 | 1.0 | | 1.0 | 1.0 | 1.0 | | |
| 07:00 AM | 11 | 71 | 0 | 82 | 3 | 0 | 0 | 3 | 0 | 397 | 21 | 418 | 3 | 0 | 28 | 31 | 534 |
| 07:15 AM | 16 | 81 | 0 | 97 | 4 | 0 | 4 | 8 | 0 | 492 | 18 | 510 | 4 | 0 | 25 | 29 | 644 |
| 07:30 AM | 15 | 94 | 2 | 111 | 4 | 1 | 1 | 6 | 0 | 476 | 21 | 497 | 2 | 0 | 40 | 42 | 656 |
| 07:45 AM | 12 | 141 | 0 | 153 | 6 | 1 | 4 | 11 | 0 | 484 | 17 | 501 | 5 | 0 | 33 | 38 | 703 |
| Total | 54 | 387 | 2 | 443 | 17 | 2 | 9 | 28 | 0 | 1849 | 77 | 1926 | 14 | 0 | 126 | 140 | 2537 |
| 08:00 AM | 16 | 112 | 0 | 128 | 6 | 1 | 0 | 7 | 0 | 498 | 19 | 517 | 3 | 0 | 28 | 31 | 683 |
| 08:15 AM | 11 | 110 | 0 | 121 | 4 | 1 | 1 | 6 | 0 | 505 | 23 | 528 | 2 | 0 | 31 | 33 | 688 |
| 08:30 AM | 15 | 110 | 0 | 125 | 1 | 0 | 1 | 2 | 0 | 441 | 26 | 467 | 2 | 0 | 25 | 27 | 621 |
| 08:45 AM | 15 | 119 | 0 | 134 | 2 | 0 | 2 | 4 | 0 | 397 | 22 | 419 | 1 | 0 | 21 | 22 | 579 |
| Total | 57 | 451 | 0 | 508 | 13 | 2 | 4 | 19 | 0 | 1841 | 90 | 1931 | 8 | 0 | 105 | 113 | 2571 |
| *** BREAK *** | | | | | | | | | | | | | | | | | |
| 04:00 PM | 19 | 275 | 0 | 294 | 2 | 0 | 1 | 3 | 0 | 186 | 13 | 199 | 4 | 0 | 18 | 22 | 518 |
| 04:15 PM | 10 | 337 | 0 | 347 | 1 | 0 | 1 | 2 | 0 | 182 | 12 | 194 | 6 | 0 | 11 | 17 | 560 |
| 04:30 PM | 13 | 364 | 0 | 377 | 0 | 0 | 1 | 1 | 0 | 169 | 10 | 179 | 5 | 0 | 10 | 15 | 572 |
| 04:45 PM | 19 | 368 | 0 | 387 | 1 | 0 | 1 | 2 | 0 | 169 | 7 | 176 | 6 | 0 | 6 | 12 | 577 |
| Total | 61 | 1344 | 0 | 1405 | 4 | 0 | 4 | 8 | 0 | 706 | 42 | 748 | 21 | 0 | 45 | 66 | 2227 |
| 05:00 PM | 14 | 419 | 0 | 433 | 5 | 1 | 0 | 6 | 0 | 175 | 7 | 182 | 4 | 0 | 15 | 19 | 640 |
| 05:15 PM | 20 | 350 | 0 | 370 | 2 | 4 | 1 | 7 | 0 | 187 | 5 | 192 | 11 | 0 | 15 | 26 | 595 |
| 05:30 PM | 26 | 420 | 0 | 446 | 1 | 0 | 0 | 1 | 0 | 177 | 7 | 184 | 9 | 0 | 12 | 21 | 652 |
| 05:45 PM | 18 | 427 | 0 | 445 | 2 | 1 | 3 | 6 | 0 | 163 | 5 | 168 | 6 | 0 | 16 | 22 | 641 |
| Total | 78 | 1616 | 0 | 1694 | 10 | 6 | 4 | 20 | 0 | 702 | 24 | 726 | 30 | 0 | 58 | 88 | 2528 |
| Grand Total | 250 | 3798 | 2 | 4050 | 44 | 10 | 21 | 75 | 0 | 5098 | 233 | 5331 | 73 | 0 | 334 | 407 | 9863 |
| Apprch % | 6.2 | 93.8 | 0.0 | | 58.7 | 13.3 | 28.0 | | 0.0 | 95.6 | 4.4 | | 17.9 | 0.0 | 82.1 | | |
| Total % | 2.5 | 38.5 | 0.0 | 41.1 | 0.4 | 0.1 | 0.2 | 0.8 | 0.0 | 51.7 | 2.4 | 54.1 | 0.7 | 0.0 | 3.4 | 4.1 | |

| | VISTA DEL MAR Southbound | | | | 45TH ST. Westbound | | | | VISTA DEL MAR Northbound | | | | 45TH ST. Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Int. Total |
| Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Intersection | 07:30 AM | | | | | | | | | | | | | | | | |
| Volume | 54 | 457 | 2 | 513 | 20 | 4 | 6 | 30 | 0 | 1963 | 80 | 2043 | 12 | 0 | 132 | 144 | 2730 |
| Percent | 10.5 | 89.1 | 0.4 | | 66.7 | 13.3 | 20.0 | | 0.0 | 96.1 | 3.9 | | 8.3 | 0.0 | 91.7 | | |
| 07:45 Volume | 12 | 141 | 0 | 153 | 6 | 1 | 4 | 11 | 0 | 484 | 17 | 501 | 5 | 0 | 33 | 38 | 703 |
| Peak Factor | | | | | | | | | | | | | | | | | 0.971 |
| High Int. | 07:45 AM | | | | 07:45 AM | | | | 08:15 AM | | | | 07:30 AM | | | | |
| Volume | 12 | 141 | 0 | 153 | 6 | 1 | 4 | 11 | 0 | 505 | 23 | 528 | 2 | 0 | 40 | 42 | |
| Peak Factor | | | | 0.838 | | | | 0.682 | | | | 0.967 | | | | 0.857 | |
| Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Intersection | 05:00 PM | | | | | | | | | | | | | | | | |
| Volume | 78 | 1616 | 0 | 1694 | 10 | 6 | 4 | 20 | 0 | 702 | 24 | 726 | 30 | 0 | 58 | 88 | 2528 |
| Percent | 4.6 | 95.4 | 0.0 | | 50.0 | 30.0 | 20.0 | | 0.0 | 96.7 | 3.3 | | 34.1 | 0.0 | 65.9 | | |
| 05:30 Volume | 26 | 420 | 0 | 446 | 1 | 0 | 0 | 1 | 0 | 177 | 7 | 184 | 9 | 0 | 12 | 21 | 652 |
| Peak Factor | | | | | | | | | | | | | | | | | 0.969 |
| High Int. | 05:30 PM | | | | 05:15 PM | | | | 05:15 PM | | | | 05:15 PM | | | | |
| Volume | 26 | 420 | 0 | 446 | 2 | 4 | 1 | 7 | 0 | 187 | 5 | 192 | 11 | 0 | 15 | 26 | |
| Peak Factor | | | | 0.950 | | | | 0.714 | | | | 0.945 | | | | 0.846 | |

<< ACCUTEK >>
<< 21114 TRIGGER LANE >>
<< DIAMOND BAR, CA 91765 >>
<< (909) 595-6199 FAX: (909) 595-6022 >

File Name : 286008
Site Code : 00286008
Start Date : 11/16/2000
Page No : 1

Groups Printed- Turning Movement

| | HIGHLAND AVE. Southbound | | | | ROSECRANS AVE. Westbound | | | | HIGHLAND AVE. Northbound | | | | ROSECRANS AVE. Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Int. Total |
| Factor | 1.0 | 1.0 | 1.0 | | 1.0 | 1.0 | 1.0 | | 1.0 | 1.0 | 1.0 | | 1.0 | 1.0 | 1.0 | | |
| 07:00 AM | 12 | 42 | 38 | 92 | 153 | 12 | 10 | 175 | 6 | 253 | 0 | 259 | 1 | 25 | 56 | 82 | 608 |
| 07:15 AM | 5 | 45 | 37 | 87 | 159 | 8 | 17 | 184 | 5 | 246 | 0 | 251 | 5 | 23 | 51 | 79 | 601 |
| 07:30 AM | 6 | 67 | 48 | 121 | 167 | 7 | 11 | 185 | 6 | 207 | 4 | 217 | 3 | 25 | 81 | 109 | 632 |
| 07:45 AM | 5 | 81 | 84 | 170 | 215 | 7 | 14 | 236 | 12 | 199 | 1 | 212 | 4 | 28 | 99 | 131 | 749 |
| Total | 28 | 235 | 207 | 470 | 694 | 34 | 52 | 780 | 29 | 905 | 5 | 939 | 13 | 101 | 287 | 401 | 2590 |
| 08:00 AM | 4 | 87 | 57 | 148 | 202 | 5 | 17 | 224 | 8 | 209 | 4 | 221 | 3 | 21 | 68 | 92 | 685 |
| 08:15 AM | 5 | 78 | 69 | 152 | 210 | 10 | 10 | 230 | 15 | 188 | 3 | 206 | 4 | 21 | 49 | 74 | 662 |
| 08:30 AM | 11 | 90 | 35 | 136 | 201 | 4 | 13 | 218 | 18 | 193 | 3 | 214 | 5 | 25 | 78 | 108 | 676 |
| 08:45 AM | 11 | 88 | 39 | 138 | 214 | 8 | 17 | 239 | 15 | 197 | 6 | 218 | 10 | 26 | 81 | 117 | 712 |
| Total | 31 | 343 | 200 | 574 | 827 | 27 | 57 | 911 | 56 | 787 | 16 | 859 | 22 | 93 | 276 | 391 | 2735 |
| *** BREAK *** | | | | | | | | | | | | | | | | | |
| 04:00 PM | 18 | 191 | 68 | 277 | 66 | 11 | 37 | 114 | 20 | 121 | 3 | 144 | 5 | 17 | 17 | 39 | 574 |
| 04:15 PM | 13 | 178 | 99 | 290 | 62 | 17 | 36 | 115 | 29 | 124 | 6 | 159 | 8 | 21 | 15 | 44 | 608 |
| 04:30 PM | 11 | 195 | 128 | 334 | 55 | 13 | 27 | 95 | 35 | 139 | 5 | 179 | 6 | 22 | 13 | 41 | 649 |
| 04:45 PM | 12 | 182 | 117 | 311 | 60 | 19 | 31 | 110 | 23 | 147 | 11 | 181 | 12 | 23 | 14 | 49 | 651 |
| Total | 54 | 746 | 412 | 1212 | 243 | 60 | 131 | 434 | 107 | 531 | 25 | 663 | 31 | 83 | 59 | 173 | 2482 |
| 05:00 PM | 22 | 211 | 122 | 355 | 58 | 23 | 38 | 119 | 24 | 186 | 24 | 234 | 19 | 29 | 21 | 69 | 777 |
| 05:15 PM | 21 | 214 | 101 | 336 | 67 | 24 | 35 | 126 | 24 | 195 | 22 | 241 | 15 | 32 | 22 | 69 | 772 |
| 05:30 PM | 19 | 208 | 115 | 342 | 49 | 24 | 31 | 104 | 21 | 186 | 23 | 230 | 17 | 29 | 17 | 63 | 739 |
| 05:45 PM | 24 | 192 | 120 | 336 | 58 | 25 | 39 | 122 | 18 | 187 | 21 | 226 | 22 | 17 | 20 | 59 | 743 |
| Total | 86 | 825 | 458 | 1369 | 232 | 96 | 143 | 471 | 87 | 754 | 90 | 931 | 73 | 107 | 80 | 260 | 3031 |
| Grand Total | 199 | 2149 | 1277 | 3625 | 1996 | 217 | 383 | 2596 | 279 | 2977 | 136 | 3392 | 139 | 384 | 702 | 1225 | 10838 |
| Apprch % | 5.5 | 59.3 | 35.2 | | 76.9 | 8.4 | 14.8 | | 8.2 | 87.8 | 4.0 | | 11.3 | 31.3 | 57.3 | | |
| Total % | 1.8 | 19.8 | 11.8 | 33.4 | 18.4 | 2.0 | 3.5 | 24.0 | 2.6 | 27.5 | 1.3 | 31.3 | 1.3 | 3.5 | 6.5 | 11.3 | |

| | HIGHLAND AVE. Southbound | | | | ROSECRANS AVE. Westbound | | | | HIGHLAND AVE. Northbound | | | | ROSECRANS AVE. Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Int. Total |
| Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Intersection | 07:45 AM | | | | | | | | | | | | | | | | |
| Volume | 25 | 336 | 245 | 606 | 828 | 26 | 54 | 908 | 53 | 789 | 11 | 853 | 16 | 95 | 294 | 405 | 2772 |
| Percent | 4.1 | 55.4 | 40.4 | | 91.2 | 2.9 | 5.9 | | 6.2 | 92.5 | 1.3 | | 4.0 | 23.5 | 72.6 | | |
| 07:45 Volume | 5 | 81 | 84 | 170 | 215 | 7 | 14 | 236 | 12 | 199 | 1 | 212 | 4 | 28 | 99 | 131 | 749 |
| Peak Factor | | | | | | | | | | | | | | | | | 0.925 |
| High Int. | 07:45 AM | | | | 07:45 AM | | | | 08:00 AM | | | | 07:45 AM | | | | |
| Volume | 5 | 81 | 84 | 170 | 215 | 7 | 14 | 236 | 8 | 209 | 4 | 221 | 4 | 28 | 99 | 131 | |
| Peak Factor | | | | 0.891 | | | | 0.962 | | | | 0.965 | | | | 0.773 | |
| Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Intersection | 05:00 PM | | | | | | | | | | | | | | | | |
| Volume | 86 | 825 | 458 | 1369 | 232 | 96 | 143 | 471 | 87 | 754 | 90 | 931 | 73 | 107 | 80 | 260 | 3031 |
| Percent | 6.3 | 60.3 | 33.5 | | 49.3 | 20.4 | 30.4 | | 9.3 | 81.0 | 9.7 | | 28.1 | 41.2 | 30.8 | | |
| 05:00 Volume | 22 | 211 | 122 | 355 | 58 | 23 | 38 | 119 | 24 | 186 | 24 | 234 | 19 | 29 | 21 | 69 | 777 |
| Peak Factor | | | | | | | | | | | | | | | | | 0.975 |
| High Int. | 05:00 PM | | | | 05:15 PM | | | | 05:15 PM | | | | 05:00 PM | | | | |
| Volume | 22 | 211 | 122 | 355 | 67 | 24 | 35 | 126 | 24 | 195 | 22 | 241 | 19 | 29 | 21 | 69 | |
| Peak Factor | | | | 0.964 | | | | 0.935 | | | | 0.966 | | | | 0.942 | |

<< ACCUTEK >>
<< 21114 TRIGGER LANE >>
<< DIAMOND BAR, CA 91765 >>
<< (909) 595-6199 FAX: (909) 595-6022 >

File Name : 286009
Site Code : 00286009
Start Date : 11/16/2000
Page No : 1

Groups Printed- Turning Movement

| | SEPULVEDA BLVD. Southbound | | | | ROSECRANS AVE. Westbound | | | | SEPULVEDA BLVD. Northbound | | | | ROSECRANS AVE. Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Int. Total |
| Factor | 1.0 | 1.0 | 1.0 | | 1.0 | 1.0 | 1.0 | | 1.0 | 1.0 | 1.0 | | 1.0 | 1.0 | 1.0 | | |
| 07:00 AM | 16 | 167 | 41 | 224 | 46 | 61 | 34 | 141 | 73 | 842 | 54 | 969 | 18 | 106 | 36 | 160 | 1494 |
| 07:15 AM | 19 | 194 | 38 | 251 | 78 | 67 | 29 | 174 | 96 | 820 | 49 | 965 | 29 | 102 | 41 | 172 | 1562 |
| 07:30 AM | 21 | 234 | 36 | 291 | 81 | 74 | 35 | 190 | 118 | 883 | 51 | 1052 | 30 | 116 | 43 | 189 | 1722 |
| 07:45 AM | 27 | 314 | 53 | 394 | 108 | 103 | 32 | 243 | 147 | 911 | 53 | 1111 | 25 | 176 | 51 | 252 | 2000 |
| Total | 83 | 909 | 168 | 1160 | 313 | 305 | 130 | 748 | 434 | 3456 | 207 | 4097 | 102 | 500 | 171 | 773 | 6778 |
| 08:00 AM | 35 | 241 | 41 | 317 | 88 | 66 | 33 | 187 | 124 | 883 | 38 | 1045 | 23 | 167 | 55 | 245 | 1794 |
| 08:15 AM | 23 | 242 | 40 | 305 | 105 | 70 | 21 | 196 | 91 | 711 | 49 | 851 | 29 | 189 | 41 | 259 | 1611 |
| 08:30 AM | 28 | 229 | 37 | 294 | 62 | 53 | 29 | 144 | 82 | 518 | 32 | 632 | 20 | 132 | 44 | 196 | 1266 |
| 08:45 AM | 18 | 252 | 52 | 322 | 75 | 54 | 40 | 169 | 85 | 524 | 50 | 659 | 24 | 153 | 33 | 210 | 1360 |
| Total | 104 | 964 | 170 | 1238 | 330 | 243 | 123 | 696 | 382 | 2636 | 169 | 3187 | 96 | 641 | 173 | 910 | 6031 |
| *** BREAK *** | | | | | | | | | | | | | | | | | |
| 04:00 PM | 27 | 615 | 86 | 728 | 139 | 133 | 79 | 351 | 97 | 280 | 39 | 416 | 30 | 108 | 38 | 176 | 1671 |
| 04:15 PM | 33 | 729 | 77 | 839 | 112 | 101 | 55 | 268 | 85 | 345 | 45 | 475 | 33 | 83 | 20 | 136 | 1718 |
| 04:30 PM | 23 | 727 | 99 | 849 | 135 | 125 | 68 | 328 | 68 | 310 | 53 | 431 | 38 | 110 | 24 | 172 | 1780 |
| 04:45 PM | 22 | 776 | 95 | 893 | 141 | 100 | 54 | 295 | 81 | 338 | 41 | 460 | 36 | 112 | 20 | 168 | 1816 |
| Total | 105 | 2847 | 357 | 3309 | 527 | 459 | 256 | 1242 | 331 | 1273 | 178 | 1782 | 137 | 413 | 102 | 652 | 6985 |
| 05:00 PM | 24 | 791 | 102 | 917 | 144 | 163 | 66 | 373 | 92 | 327 | 58 | 477 | 41 | 115 | 28 | 184 | 1951 |
| 05:15 PM | 35 | 894 | 80 | 1009 | 142 | 164 | 46 | 352 | 85 | 369 | 39 | 493 | 35 | 94 | 29 | 158 | 2012 |
| 05:30 PM | 35 | 792 | 103 | 930 | 141 | 170 | 72 | 383 | 61 | 317 | 54 | 432 | 49 | 119 | 35 | 203 | 1948 |
| 05:45 PM | 34 | 785 | 91 | 910 | 116 | 135 | 62 | 313 | 78 | 368 | 51 | 497 | 37 | 85 | 22 | 144 | 1864 |
| Total | 128 | 3262 | 376 | 3766 | 543 | 632 | 246 | 1421 | 316 | 1381 | 202 | 1899 | 162 | 413 | 114 | 689 | 7775 |
| Grand Total | 420 | 7982 | 1071 | 9473 | 1713 | 1639 | 755 | 4107 | 1463 | 8746 | 756 | 10965 | 497 | 1967 | 560 | 3024 | 27569 |
| Apprch % | 4.4 | 84.3 | 11.3 | | 41.7 | 39.9 | 18.4 | | 13.3 | 79.8 | 6.9 | | 16.4 | 65.0 | 18.5 | | |
| Total % | 1.5 | 29.0 | 3.9 | 34.4 | 6.2 | 5.9 | 2.7 | 14.9 | 5.3 | 31.7 | 2.7 | 39.8 | 1.8 | 7.1 | 2.0 | 11.0 | |

| | SEPULVEDA BLVD. Southbound | | | | ROSECRANS AVE. Westbound | | | | SEPULVEDA BLVD. Northbound | | | | ROSECRANS AVE. Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Int. Total |
| Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Intersection | 07:30 AM | | | | | | | | | | | | | | | | |
| Volume | 106 | 1031 | 170 | 1307 | 382 | 313 | 121 | 816 | 480 | 3388 | 191 | 4059 | 107 | 648 | 190 | 945 | 7127 |
| Percent | 8.1 | 78.9 | 13.0 | | 46.8 | 38.4 | 14.8 | | 11.8 | 83.5 | 4.7 | | 11.3 | 68.6 | 20.1 | | |
| 07:45 Volume | 27 | 314 | 53 | 394 | 108 | 103 | 32 | 243 | 147 | 911 | 53 | 1111 | 25 | 176 | 51 | 252 | 2000 |
| Peak Factor | | | | | | | | | | | | | | | | | 0.891 |
| High Int. | 07:45 AM | | | | 07:45 AM | | | | 07:45 AM | | | | 08:15 AM | | | | |
| Volume | 27 | 314 | 53 | 394 | 108 | 103 | 32 | 243 | 147 | 911 | 53 | 1111 | 29 | 189 | 41 | 259 | |
| Peak Factor | | | | 0.829 | | | | 0.840 | | | | 0.913 | | | | 0.912 | |
| Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Intersection | 05:00 PM | | | | | | | | | | | | | | | | |
| Volume | 128 | 3262 | 376 | 3766 | 543 | 632 | 246 | 1421 | 316 | 1381 | 202 | 1899 | 162 | 413 | 114 | 689 | 7775 |
| Percent | 3.4 | 86.6 | 10.0 | | 38.2 | 44.5 | 17.3 | | 16.6 | 72.7 | 10.6 | | 23.5 | 59.9 | 16.5 | | |
| 05:15 Volume | 35 | 894 | 80 | 1009 | 142 | 164 | 46 | 352 | 85 | 369 | 39 | 493 | 35 | 94 | 29 | 158 | 2012 |
| Peak Factor | | | | | | | | | | | | | | | | | 0.966 |
| High Int. | 05:15 PM | | | | 05:30 PM | | | | 05:45 PM | | | | 05:30 PM | | | | |
| Volume | 35 | 894 | 80 | 1009 | 141 | 170 | 72 | 383 | 78 | 368 | 51 | 497 | 49 | 119 | 35 | 203 | |
| Peak Factor | | | | 0.933 | | | | 0.928 | | | | 0.955 | | | | 0.849 | |

<< ACCUTEK >>
<< 21114 TRIGGER LANE >>
<< DIAMOND BAR, CA 91765 >>
<< (909) 595-6199 FAX: (909) 595-6022 >

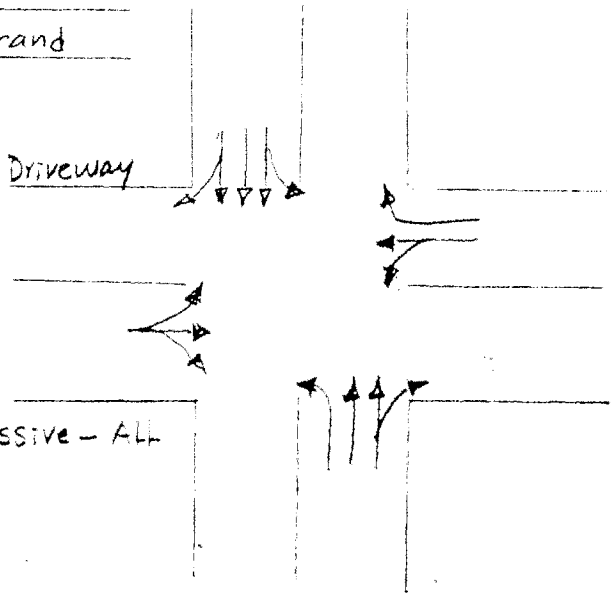
File Name : 286010
Site Code : 00286010
Start Date : 11/17/2000
Page No : 1

Groups Printed- Turning Movement

| | AVIATION BLVD. Southbound | | | | ROSECRANS AVE. Westbound | | | | AVIATION BLVD. Northbound | | | | ROSECRANS AVE. Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Int. Total |
| Factor | 1.0 | 1.0 | 1.0 | | 1.0 | 1.0 | 1.0 | | 1.0 | 1.0 | 1.0 | | 1.0 | 1.0 | 1.0 | | |
| 07:00 AM | 48 | 63 | 3 | 114 | 117 | 252 | 101 | 470 | 106 | 276 | 35 | 417 | 9 | 139 | 45 | 193 | 1194 |
| 07:15 AM | 56 | 74 | 12 | 142 | 160 | 384 | 112 | 656 | 110 | 309 | 47 | 466 | 7 | 168 | 46 | 221 | 1485 |
| 07:30 AM | 74 | 141 | 10 | 225 | 141 | 347 | 126 | 614 | 88 | 312 | 39 | 439 | 10 | 168 | 59 | 237 | 1515 |
| 07:45 AM | 88 | 127 | 13 | 228 | 169 | 416 | 141 | 726 | 87 | 303 | 48 | 438 | 18 | 196 | 69 | 283 | 1675 |
| Total | 266 | 405 | 38 | 709 | 587 | 1399 | 480 | 2466 | 391 | 1200 | 169 | 1760 | 44 | 671 | 219 | 934 | 5869 |
| 08:00 AM | 135 | 155 | 12 | 302 | 156 | 346 | 112 | 614 | 79 | 344 | 55 | 478 | 9 | 176 | 58 | 243 | 1637 |
| 08:15 AM | 97 | 117 | 26 | 240 | 121 | 429 | 132 | 682 | 91 | 255 | 45 | 391 | 14 | 187 | 56 | 257 | 1570 |
| 08:30 AM | 99 | 122 | 11 | 232 | 106 | 349 | 111 | 566 | 92 | 296 | 71 | 459 | 15 | 198 | 49 | 262 | 1519 |
| 08:45 AM | 90 | 77 | 8 | 175 | 126 | 438 | 138 | 702 | 86 | 225 | 66 | 377 | 18 | 165 | 45 | 228 | 1482 |
| Total | 421 | 471 | 57 | 949 | 509 | 1562 | 493 | 2564 | 348 | 1120 | 237 | 1705 | 56 | 726 | 208 | 990 | 6208 |
| *** BREAK *** | | | | | | | | | | | | | | | | | |
| 04:00 PM | 95 | 263 | 72 | 430 | 29 | 275 | 102 | 406 | 78 | 155 | 73 | 306 | 44 | 352 | 91 | 487 | 1629 |
| 04:15 PM | 109 | 310 | 58 | 477 | 28 | 316 | 105 | 449 | 69 | 195 | 71 | 335 | 43 | 348 | 74 | 465 | 1726 |
| 04:30 PM | 106 | 238 | 78 | 422 | 22 | 300 | 94 | 416 | 54 | 156 | 72 | 282 | 47 | 329 | 103 | 479 | 1599 |
| 04:45 PM | 108 | 298 | 59 | 465 | 36 | 319 | 93 | 448 | 54 | 167 | 58 | 279 | 40 | 337 | 90 | 467 | 1659 |
| Total | 418 | 1109 | 267 | 1794 | 115 | 1210 | 394 | 1719 | 255 | 673 | 274 | 1202 | 174 | 1366 | 358 | 1898 | 6613 |
| 05:00 PM | 121 | 237 | 52 | 410 | 26 | 278 | 78 | 382 | 58 | 167 | 75 | 300 | 38 | 348 | 93 | 479 | 1571 |
| 05:15 PM | 135 | 255 | 37 | 427 | 20 | 275 | 99 | 394 | 68 | 178 | 59 | 305 | 42 | 371 | 63 | 476 | 1602 |
| 05:30 PM | 98 | 227 | 72 | 397 | 24 | 268 | 95 | 387 | 46 | 161 | 56 | 263 | 57 | 360 | 90 | 507 | 1554 |
| 05:45 PM | 139 | 261 | 46 | 446 | 36 | 319 | 135 | 490 | 73 | 168 | 60 | 301 | 41 | 321 | 68 | 430 | 1667 |
| Total | 493 | 980 | 207 | 1680 | 106 | 1140 | 407 | 1653 | 245 | 674 | 250 | 1169 | 178 | 1400 | 314 | 1892 | 6394 |
| Grand Total | 1598 | 2965 | 569 | 5132 | 1317 | 5311 | 1774 | 8402 | 1239 | 3667 | 930 | 5836 | 452 | 4163 | 1099 | 5714 | 25084 |
| Apprch % | 31.1 | 57.8 | 11.1 | | 15.7 | 63.2 | 21.1 | | 21.2 | 62.8 | 15.9 | | 7.9 | 72.9 | 19.2 | | |
| Total % | 6.4 | 11.8 | 2.3 | 20.5 | 5.3 | 21.2 | 7.1 | 33.5 | 4.9 | 14.6 | 3.7 | 23.3 | 1.8 | 16.6 | 4.4 | 22.8 | |

| | AVIATION BLVD. Southbound | | | | ROSECRANS AVE. Westbound | | | | AVIATION BLVD. Northbound | | | | ROSECRANS AVE. Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Int. Total |
| Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Intersection | 07:45 AM | | | | | | | | | | | | | | | | |
| Volume | 419 | 521 | 62 | 1002 | 552 | 1540 | 496 | 2588 | 349 | 1198 | 219 | 1766 | 56 | 757 | 232 | 1045 | 6401 |
| Percent | 41.8 | 52.0 | 6.2 | | 21.3 | 59.5 | 19.2 | | 19.8 | 67.8 | 12.4 | | 5.4 | 72.4 | 22.2 | | |
| 07:45 Volume | 88 | 127 | 13 | 228 | 169 | 416 | 141 | 726 | 87 | 303 | 48 | 438 | 18 | 196 | 69 | 283 | 1675 |
| Peak Factor | | | | | | | | | | | | | | | | | 0.955 |
| High Int. | 08:00 AM | | | | 07:45 AM | | | | 08:00 AM | | | | 07:45 AM | | | | |
| Volume | 135 | 155 | 12 | 302 | 169 | 416 | 141 | 726 | 79 | 344 | 55 | 478 | 18 | 196 | 69 | 283 | |
| Peak Factor | | | | 0.829 | | | | 0.891 | | | | 0.924 | | | | 0.923 | |
| Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Intersection | 04:00 PM | | | | | | | | | | | | | | | | |
| Volume | 418 | 1109 | 267 | 1794 | 115 | 1210 | 394 | 1719 | 255 | 673 | 274 | 1202 | 174 | 1366 | 358 | 1898 | 6613 |
| Percent | 23.3 | 61.8 | 14.9 | | 6.7 | 70.4 | 22.9 | | 21.2 | 56.0 | 22.8 | | 9.2 | 72.0 | 18.9 | | |
| 04:15 Volume | 109 | 310 | 58 | 477 | 28 | 316 | 105 | 449 | 69 | 195 | 71 | 335 | 43 | 348 | 74 | 465 | 1726 |
| Peak Factor | | | | | | | | | | | | | | | | | 0.958 |
| High Int. | 04:15 PM | | | | 04:15 PM | | | | 04:15 PM | | | | 04:00 PM | | | | |
| Volume | 109 | 310 | 58 | 477 | 28 | 316 | 105 | 449 | 69 | 195 | 71 | 335 | 44 | 352 | 91 | 487 | |
| Peak Factor | | | | 0.940 | | | | 0.957 | | | | 0.897 | | | | 0.974 | |

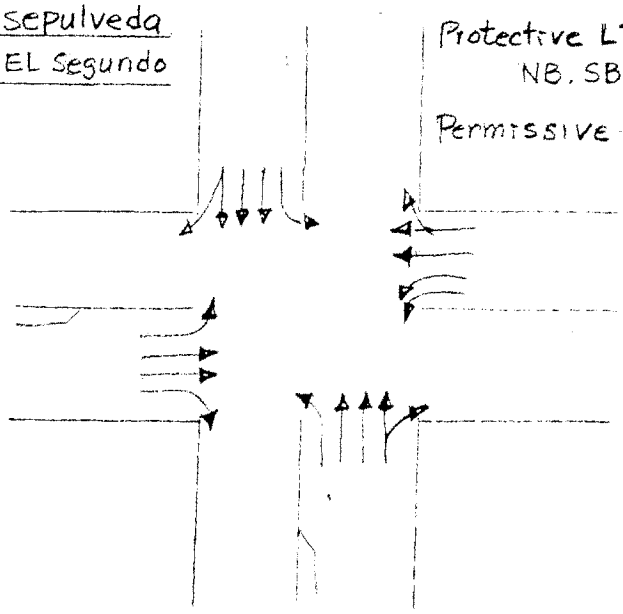
NS: Vista Del Mar
EW: Grand
①



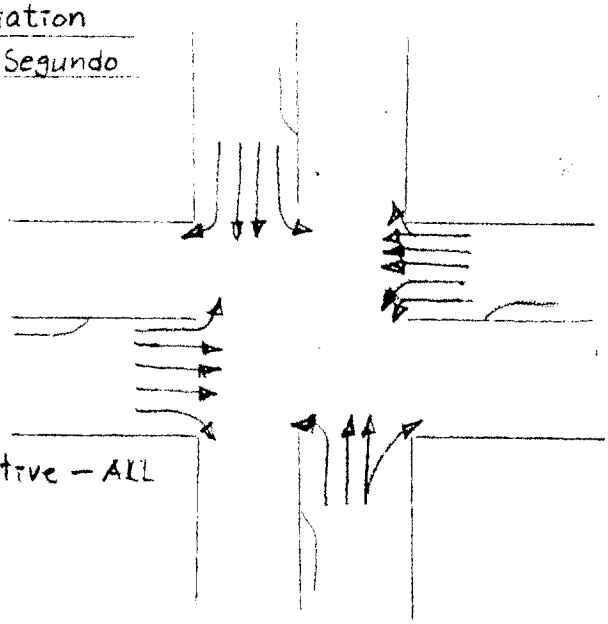

* Permissive – ALL

NS: Sepulveda
EW: EL Segundo
②

Protective LT – NB, SB, WB.
Permissive LT – EB

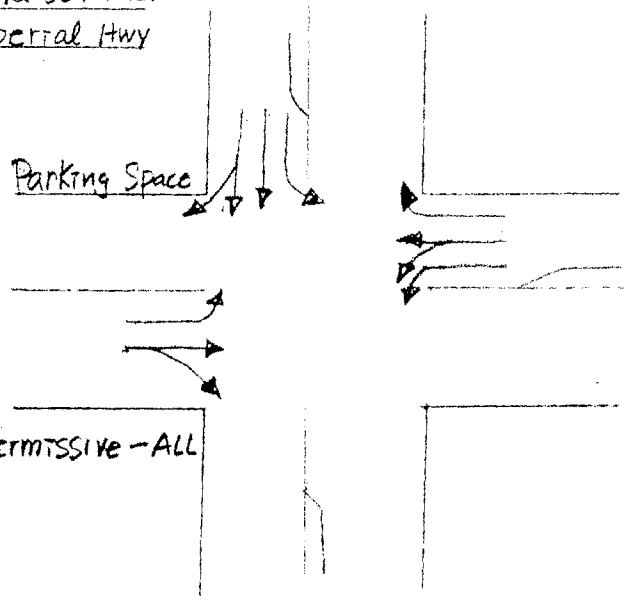


NS: Aviation
EW: El Segundo
③



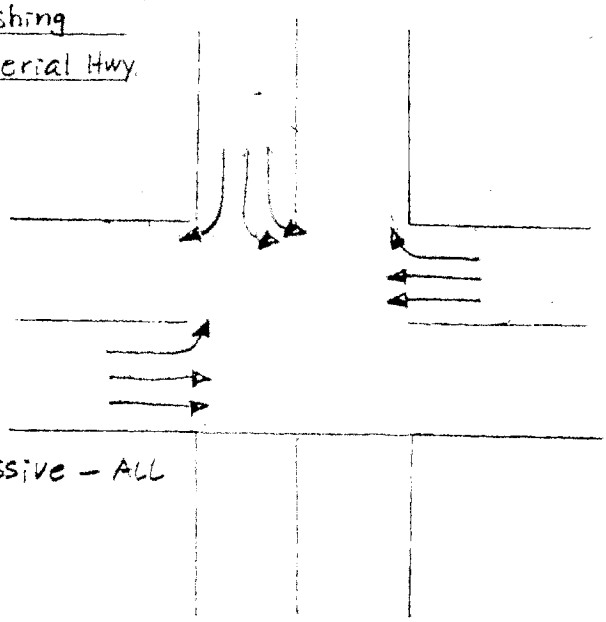
* Protective – ALL

NS: Vista Del Mar
EW: Imperial Hwy
④



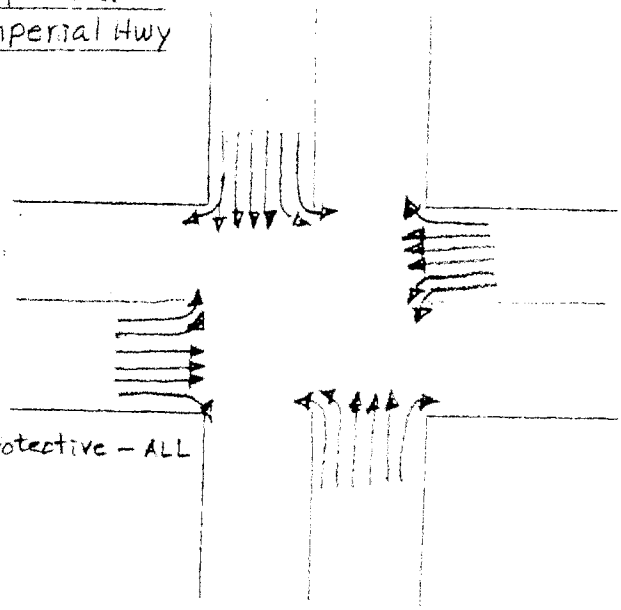

* Permissive – ALL

NS: Pershing
EW: Imperial Hwy
⑤



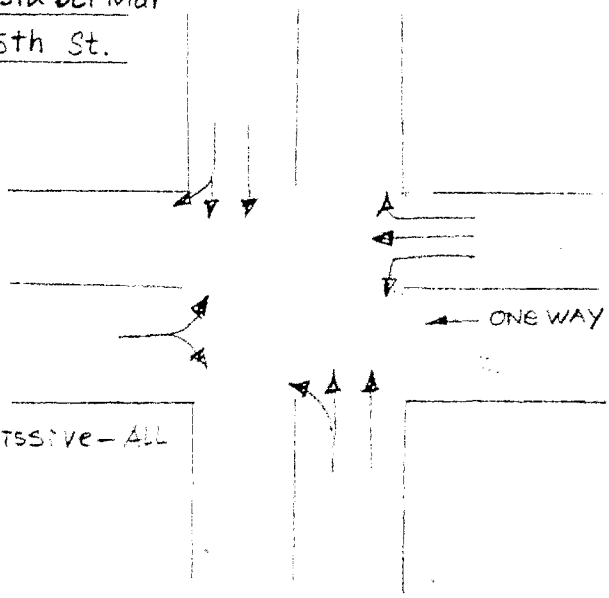
* Permissive – ALL

NS: Sepulveda
EW: Imperial Hwy
⑥



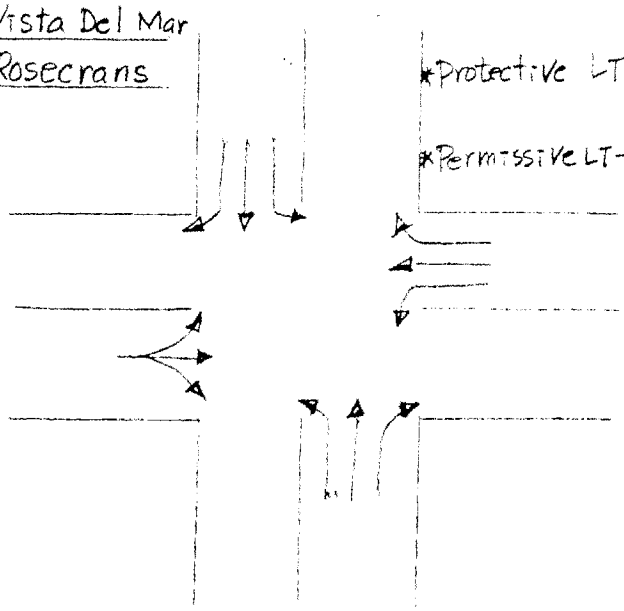
* Protective – ALL

NS: Vista Del Mar
EW: 45th St.
(7)



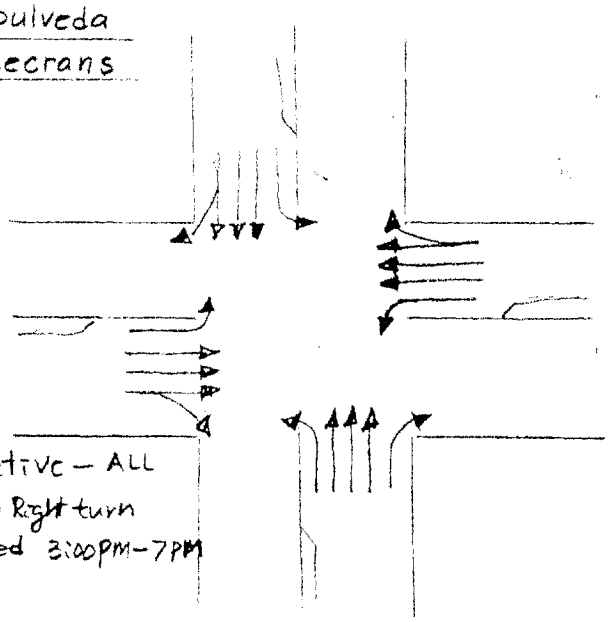

* Permissive – ALL

NS: Vista Del Mar
EW: Rosecrans
(8)



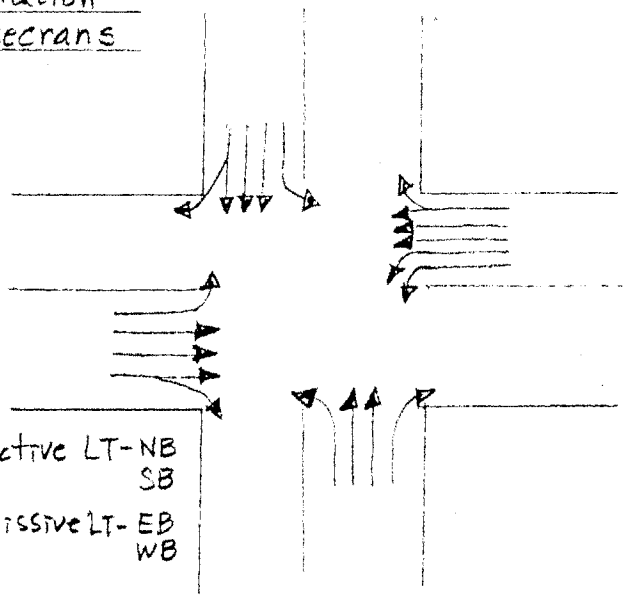
*Protective LT-NB, EB
*Permissive LT- SB WB

NS: Sepulveda
EW: Rosecrans
(9)



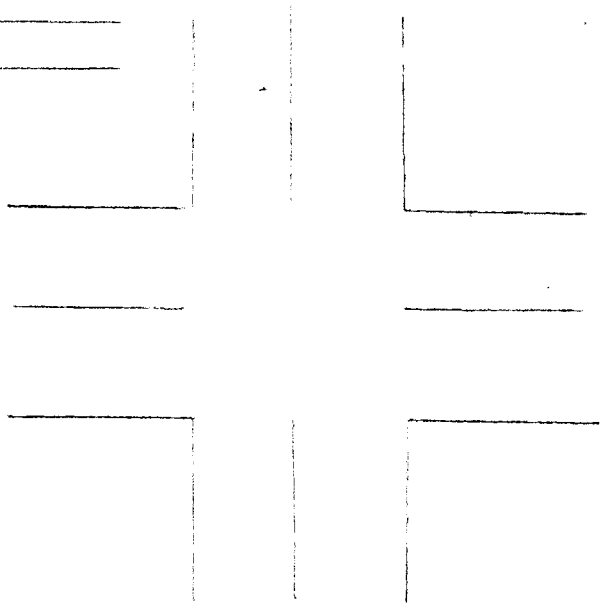
* Protective – ALL
* No EB Right turn on Red 3:00PM–7PM

NS: Aviation
EW: Rosecrans
(10)

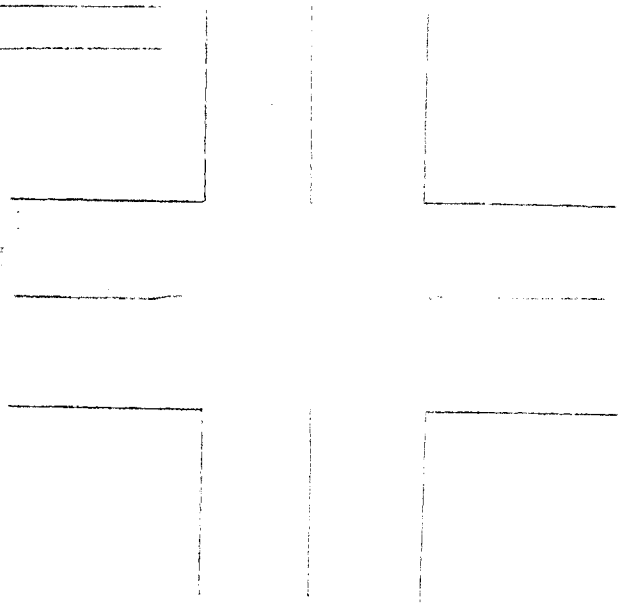


* Protective LT-NB SB
* Permissive LT- EB WB

NS:
EW:



NS:
EW:



# APPENDIX P.2
# EXISTING LOS

## Lanes, Volumes, Timings

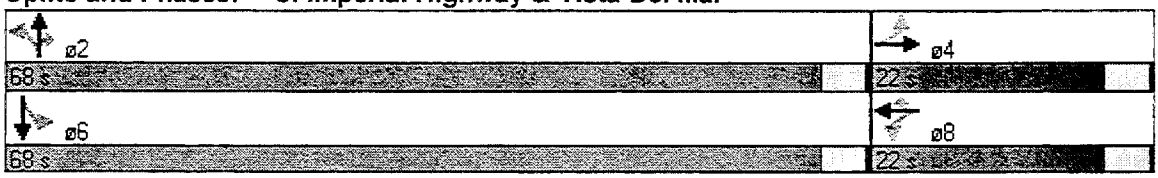
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 1 | 1 | | 1 | 1 | | 0 |
| Total Lost Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Leading Detector (ft) | 50 | 50 | | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 0.95 |
| Frt Protected | | 0.947 | | | | 0.850 | | | 0.850 | | 0.998 | |
| Flt Protected | 0.950 | | | 0.950 | 0.957 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1752 | 1747 | 0 | 1665 | 1677 | 1568 | 1752 | 3505 | 1568 | 1752 | 3498 | 0 |
| Frt Perm. | | 0.947 | | | | 0.850 | | | 0.850 | | 0.998 | |
| Flt Perm. | 0.599 | | | 0.737 | 0.738 | | 0.534 | | | 0.122 | | |
| Satd. Flow (perm) | 1105 | 1747 | 0 | 1292 | 1293 | 1568 | 985 | 3505 | 1568 | 225 | 3498 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 11 | | | | 63 | | | 887 | | 3 | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Volume (vph) | 4 | 18 | 10 | 197 | 12 | 80 | 2 | 1384 | 798 | 68 | 326 | 4 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Adj. Flow (vph) | 4 | 20 | 11 | 219 | 13 | 89 | 2 | 1538 | 887 | 76 | 362 | 4 |
| Lane Group Flow (vph) | 4 | 31 | 0 | 115 | 117 | 89 | 2 | 1538 | 887 | 76 | 366 | 0 |
| Turn Type | Perm | | | Perm | | Perm | Perm | | Perm | Perm | | |
| Protected Phases | | 4 | | | 8 | | | 2 | | | 6 | |
| Permitted Phases | 4 | | | 8 | | 8 | 2 | | 2 | 6 | | |
| Detector Phases | 4 | 4 | | 8 | 8 | 8 | 2 | 2 | 2 | 6 | 6 | |
| Minimum Initial (s) | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | |
| Minimum Split (s) | 20.0 | 20.0 | | 20.0 | 20.0 | 20.0 | 20.0 | 20.0 | 20.0 | 20.0 | 20.0 | |
| Total Split (s) | 22.0 | 22.0 | 0.0 | 22.0 | 22.0 | 22.0 | 68.0 | 68.0 | 68.0 | 68.0 | 68.0 | 0.0 |
| Total Split (%) | 24% | 24% | 0% | 24% | 24% | 24% | 76% | 76% | 76% | 76% | 76% | 0% |
| Maximum Green (s) | 18.0 | 18.0 | | 18.0 | 18.0 | 18.0 | 64.0 | 64.0 | 64.0 | 64.0 | 64.0 | |
| Yellow Time (s) | 3.5 | 3.5 | | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | |
| All-Red Time (s) | 0.5 | 0.5 | | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | |
| Minimum Gap (s) | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | |
| Time Before Reduce (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Time To Reduce (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Recall Mode | Max | Max | | Max | Max | Max | Max | Max | Max | Max | Max | |

**Lanes, Volumes, Timings**

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | |
| Lane Grp Cap (vph) | 233 | 377 | | 273 | 273 | 381 | 711 | 2531 | 1379 | 163 | 2527 | |
| v/s Ratio Prot | | 0.02 | | | | | | 0.44 | | | 0.10 | |
| v/s Ratio Perm | 0.00 | | | 0.09 | 0.09 | 0.05 | 0.00 | | 0.46 | 0.34 | | |
| Critical LG? | | | | | Yes | | | | Yes | | | |
| Act Effct Green (s) | 19.0 | 19.0 | | 19.0 | 19.0 | 19.0 | 65.0 | 65.0 | 65.0 | 65.0 | 65.0 | |
| Actuated g/C Ratio | 0.21 | 0.21 | | 0.21 | 0.21 | 0.21 | 0.72 | 0.72 | 0.72 | 0.72 | 0.72 | |
| v/c Ratio | 0.02 | 0.08 | | 0.42 | 0.43 | 0.23 | 0.00 | 0.61 | 0.64 | 0.47 | 0.14 | |
| Uniform Delay, d1 | 28.0 | 18.3 | | 30.7 | 30.8 | 8.3 | 3.5 | 6.2 | 0.0 | 5.2 | 3.8 | |
| Platoon Factor | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Incr. Delay, d2 | 0.1 | 0.4 | | 4.7 | 4.9 | 1.4 | 0.0 | 1.1 | 2.3 | 9.3 | 0.1 | |
| Webster Delay | 28.1 | 18.7 | | 35.4 | 35.6 | 9.7 | 3.5 | 7.3 | 2.3 | 14.5 | 4.0 | |
| Webster LOS | C | B | | D | D | A | A | A | A | B | A | |
| Queue Length 50th (ft) | 2 | 9 | | 60 | 61 | 12 | 0 | 191 | 0 | 15 | 24 | |
| Queue Length 95th (ft) | 11 | 32 | | 114 | 116 | 51 | 2 | 243 | 25 | 60 | 35 | |
| Link Length (ft) | | 4272 | | | 5936 | | | 3289 | | | 3959 | |
| 50th Up Block Time (%) | | | | | | | | | | | | |
| 95th Up Block Time (%) | | | | | | | | | | | | |
| Turn Bay Length (ft) | | | | | | | | | | | | |
| 50th Bay Block Time % | | | | | | | | | | | | |
| 95th Bay Block Time % | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Pretimed
Total Lost Time: 6
Sum of Critical v/s Ratios: 0.57
Intersection v/c Ratio: 0.61
Intersection Webster Signal Delay: 7.9
Intersection LOS: A

**Splits and Phases: 3: Imperial Highway & Vista Del Mar**



## Lanes, Volumes, Timings

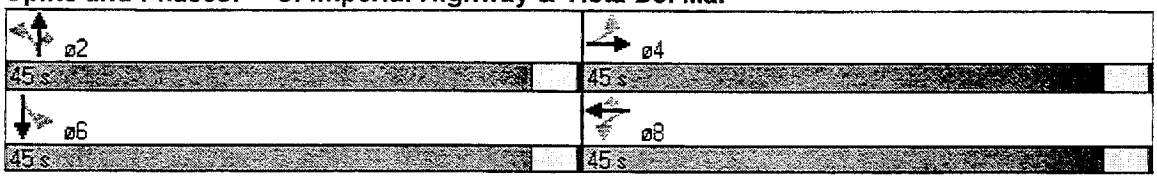
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 1 | 1 | | 1 | 1 | | 0 |
| Total Lost Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Leading Detector (ft) | 50 | 50 | | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 0.95 |
| Frt Protected | | 0.962 | | | | 0.850 | | | 0.850 | | 0.999 | |
| Flt Protected | 0.950 | | | 0.950 | 0.954 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1752 | 1775 | 0 | 1665 | 1672 | 1568 | 1752 | 3505 | 1568 | 1752 | 3501 | 0 |
| Frt Perm. | | 0.962 | | | | 0.850 | | | 0.850 | | 0.999 | |
| Flt Perm. | 0.450 | | | 0.747 | 0.723 | | 0.145 | | | 0.400 | | |
| Satd. Flow (perm) | 830 | 1775 | 0 | 1309 | 1267 | 1568 | 267 | 3505 | 1568 | 738 | 3501 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 4 | | | | 100 | | | 331 | | 1 | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Volume (vph) | 6 | 11 | 4 | 575 | 12 | 90 | 3 | 465 | 298 | 77 | 963 | 6 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Adj. Flow (vph) | 7 | 12 | 4 | 639 | 13 | 100 | 3 | 517 | 331 | 86 | 1070 | 7 |
| Lane Group Flow (vph) | 7 | 16 | 0 | 331 | 321 | 100 | 3 | 517 | 331 | 86 | 1077 | 0 |
| Turn Type | Perm | | | Perm | | Perm | Perm | | Perm | Perm | | |
| Protected Phases | | 4 | | | 8 | | | 2 | | | 6 | |
| Permitted Phases | 4 | | | 8 | | 8 | 2 | | 2 | 6 | | |
| Detector Phases | 4 | 4 | | 8 | 8 | 8 | 2 | 2 | 2 | 6 | 6 | |
| Minimum Initial (s) | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | |
| Minimum Split (s) | 20.0 | 20.0 | | 20.0 | 20.0 | 20.0 | 20.0 | 20.0 | 20.0 | 20.0 | 20.0 | |
| Total Split (s) | 45.0 | 45.0 | 0.0 | 45.0 | 45.0 | 45.0 | 45.0 | 45.0 | 45.0 | 45.0 | 45.0 | 0.0 |
| Total Split (%) | 50% | 50% | 0% | 50% | 50% | 50% | 50% | 50% | 50% | 50% | 50% | 0% |
| Maximum Green (s) | 41.0 | 41.0 | | 41.0 | 41.0 | 41.0 | 41.0 | 41.0 | 41.0 | 41.0 | 41.0 | |
| Yellow Time (s) | 3.5 | 3.5 | | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | |
| All-Red Time (s) | 0.5 | 0.5 | | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | |
| Minimum Gap (s) | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | |
| Time Before Reduce (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Time To Reduce (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Recall Mode | Max | Max | | Max | Max | Max | Max | Max | Max | Max | Max | |

**Lanes, Volumes, Timings**

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | |
| Lane Grp Cap (vph) | 387 | 830 | | 611 | 591 | 785 | 125 | 1636 | 908 | 344 | 1634 | |
| v/s Ratio Prot | | 0.01 | | | | | | 0.15 | | | 0.31 | |
| v/s Ratio Perm | 0.01 | | | 0.25 | 0.25 | 0.06 | 0.01 | | 0.17 | 0.12 | | |
| Critical LG? | | | | | Yes | | | | | | Yes | |
| Act Effct Green (s) | 42.0 | 42.0 | | 42.0 | 42.0 | 42.0 | 42.0 | 42.0 | 42.0 | 42.0 | 42.0 | |
| Actuated g/C Ratio | 0.47 | 0.47 | | 0.47 | 0.47 | 0.47 | 0.47 | 0.47 | 0.47 | 0.47 | 0.47 | |
| v/c Ratio | 0.02 | 0.02 | | 0.54 | 0.54 | 0.13 | 0.02 | 0.32 | 0.36 | 0.25 | 0.66 | |
| Uniform Delay, d1 | 12.9 | 9.7 | | 17.1 | 17.1 | 0.0 | 13.0 | 15.0 | 0.0 | 14.5 | 18.5 | |
| Platoon Factor | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Incr. Delay, d2 | 0.1 | 0.0 | | 3.4 | 3.6 | 0.3 | 0.4 | 0.5 | 1.1 | 1.7 | 2.1 | |
| Webster Delay | 12.9 | 9.7 | | 20.5 | 20.7 | 0.3 | 13.4 | 15.5 | 1.1 | 16.2 | 20.6 | |
| Webster LOS | B | A | | C | C | A | B | B | A | B | C | |
| Queue Length 50th (ft) | 2 | 4 | | 135 | 131 | 0 | 1 | 93 | 0 | 28 | 224 | |
| Queue Length 95th (ft) | 10 | 14 | | 224 | 218 | 26 | 6 | 129 | 41 | 62 | 289 | |
| Link Length (ft) | | 4272 | | | 5936 | | | 3289 | | | 3959 | |
| 50th Up Block Time (%) | | | | | | | | | | | | |
| 95th Up Block Time (%) | | | | | | | | | | | | |
| Turn Bay Length (ft) | | | | | | | | | | | | |
| 50th Bay Block Time % | | | | | | | | | | | | |
| 95th Bay Block Time % | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 40
Control Type: Pretimed
Total Lost Time: 6
Sum of Critical v/s Ratios: 0.56
Intersection v/c Ratio: 0.60
Intersection Webster Signal Delay: 16.4
Intersection LOS: B

**Splits and Phases: 3: Imperial Highway & Vista Del Mar**



## Lanes, Volumes, Timings

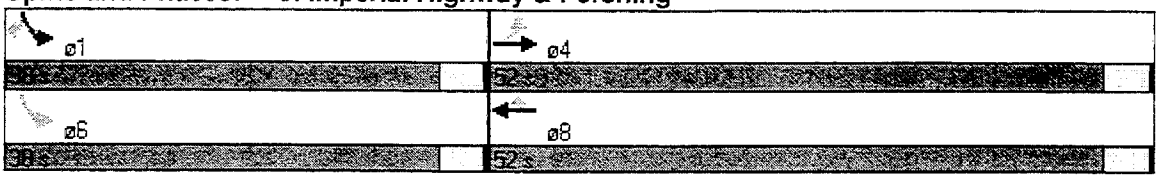
| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR | ø6 |
|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | |
| Grade (%) | | 0% | 0% | | 0% | | |
| Storage Length (ft) | 0 | | | 0 | 0 | 0 | |
| Storage Lanes | 1 | | | 1 | 2 | 1 | |
| Total Lost Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | |
| Leading Detector (ft) | 50 | 50 | 50 | 50 | 50 | 50 | |
| Trailing Detector (ft) | 0 | 0 | 0 | 0 | 0 | 0 | |
| Turning Speed (mph) | 15 | | | 9 | 15 | 9 | |
| Lane Util. Factor | 1.00 | 0.95 | 0.95 | 1.00 | 0.97 | 1.00 | |
| Frt Protected | | | | 0.850 | | 0.850 | |
| Flt Protected | 0.950 | | | | 0.950 | | |
| Satd. Flow (prot) | 1752 | 3505 | 3505 | 1568 | 3400 | 1568 | |
| Frt Perm. | | | | 0.850 | | 0.850 | |
| Flt Perm. | 0.570 | | | | 0.950 | | |
| Satd. Flow (perm) | 1051 | 3505 | 3505 | 1568 | 3400 | 1568 | |
| Right Turn on Red | | | | Yes | | Yes | |
| Satd. Flow (RTOR) | | | | 1079 | | 87 | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Volume (vph) | 258 | 560 | 255 | 971 | 962 | 78 | |
| Confl. Peds. (#/hr) | | | | | | | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% | |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | |
| Parking (#/hr) | | | | | | | |
| Mid-Block Traffic (%) | | 0% | 0% | | 0% | | |
| Adj. Flow (vph) | 287 | 622 | 283 | 1079 | 1069 | 87 | |
| Lane Group Flow (vph) | 287 | 622 | 283 | 1079 | 1069 | 87 | |
| Turn Type | Perm | | | Perm | | Perm | |
| Protected Phases | | 4 | 8 | | 1 | | 6 |
| Permitted Phases | 4 | | | 8 | 6 | 1 | |
| Detector Phases | 4 | 4 | 8 | 8 | 1 | 1 | |
| Minimum Initial (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Minimum Split (s) | 20.0 | 20.0 | 20.0 | 20.0 | 8.0 | 8.0 | 20.0 |
| Total Split (s) | 52.0 | 52.0 | 52.0 | 52.0 | 38.0 | 38.0 | 38.0 |
| Total Split (%) | 58% | 58% | 58% | 58% | 42% | 42% | 42% |
| Maximum Green (s) | 48.0 | 48.0 | 48.0 | 48.0 | 34.0 | 34.0 | 34.0 |
| Yellow Time (s) | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 |
| All-Red Time (s) | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 |
| Lead/Lag | | | | | | | |
| Lead-Lag Optimize? | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Minimum Gap (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Time Before Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Time To Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Recall Mode | Max | Max | Max | Max | Max | Max | Max |

**Lanes, Volumes, Timings**

| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR | ø6 |
|---|---|---|---|---|---|---|---|
| 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 |
| Lane Grp Cap (vph) | 572 | 1908 | 1908 | 1345 | 1322 | 663 | |
| v/s Ratio Prot | | 0.18 | 0.08 | | 0.31 | | |
| v/s Ratio Perm | 0.27 | | | 0.44 | | 0.05 | |
| Critical LG? | | | | Yes | Yes | | |
| Act Effct Green (s) | 49.0 | 49.0 | 49.0 | 49.0 | 35.0 | 35.0 | |
| Actuated g/C Ratio | 0.54 | 0.54 | 0.54 | 0.54 | 0.39 | 0.39 | |
| v/c Ratio | 0.50 | 0.33 | 0.15 | 0.80 | 0.81 | 0.13 | |
| Uniform Delay, d1 | 12.8 | 11.3 | 10.2 | 0.0 | 24.5 | 0.0 | |
| Platoon Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Incr. Delay, d2 | 3.1 | 0.5 | 0.2 | 5.1 | 5.4 | 0.4 | |
| Webster Delay | 16.0 | 11.8 | 10.3 | 5.1 | 29.9 | 0.4 | |
| Webster LOS | B | B | B | A | C | A | |
| Queue Length 50th (ft) | 96 | 96 | 39 | 0 | 273 | 0 | |
| Queue Length 95th (ft) | 168 | 131 | 59 | 56 | 355 | 27 | |
| Link Length (ft) | | 4272 | 5936 | | 3959 | | |
| 50th Up Block Time (%) | | | | | | | |
| 95th Up Block Time (%) | | | | | | | |
| Turn Bay Length (ft) | | | | | | | |
| 50th Bay Block Time % | | | | | | | |
| 95th Bay Block Time % | | | | | | | |
| Queuing Penalty (veh) | | | | | | | |

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2: and 6:SBL, Start of Green
Natural Cycle: 40
Control Type: Pretimed
Total Lost Time: 6
Sum of Critical v/s Ratios: 0.77
Intersection v/c Ratio: 0.82
Intersection Webster Signal Delay: 15.3
Intersection LOS: B

**Splits and Phases: 3: Imperial Highway & Pershing**



## Lanes, Volumes, Timings

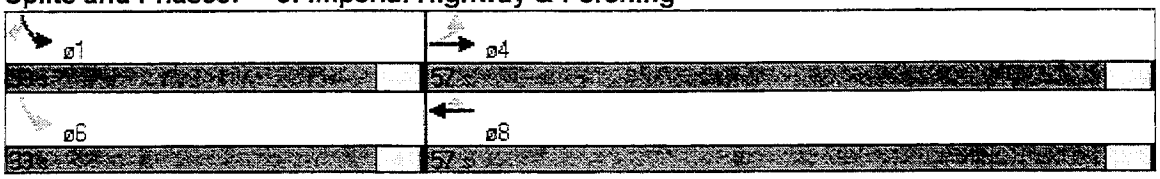
| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR | ø6 |
|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | |
| Grade (%) | | 0% | 0% | | 0% | | |
| Storage Length (ft) | 0 | | | 0 | 0 | 0 | |
| Storage Lanes | 1 | | | 1 | 2 | 1 | |
| Total Lost Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | |
| Leading Detector (ft) | 50 | 50 | 50 | 50 | 50 | 50 | |
| Trailing Detector (ft) | 0 | 0 | 0 | 0 | 0 | 0 | |
| Turning Speed (mph) | 15 | | | 9 | 15 | 9 | |
| Lane Util. Factor | 1.00 | 0.95 | 0.95 | 1.00 | 0.97 | 1.00 | |
| Frt Protected | | | | 0.850 | | 0.850 | |
| Flt Protected | 0.950 | | | | 0.950 | | |
| Satd. Flow (prot) | 1752 | 3505 | 3505 | 1568 | 3400 | 1568 | |
| Frt Perm. | | | | 0.850 | | 0.850 | |
| Flt Perm. | 0.442 | | | | 0.950 | | |
| Satd. Flow (perm) | 815 | 3505 | 3505 | 1568 | 3400 | 1568 | |
| Right Turn on Red | | | | Yes | | Yes | |
| Satd. Flow (RTOR) | | | | 806 | | 252 | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Volume (vph) | 132 | 257 | 448 | 725 | 631 | 227 | |
| Confl. Peds. (#/hr) | | | | | | | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% | |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | |
| Parking (#/hr) | | | | | | | |
| Mid-Block Traffic (%) | | 0% | 0% | | 0% | | |
| Adj. Flow (vph) | 147 | 286 | 498 | 806 | 701 | 252 | |
| Lane Group Flow (vph) | 147 | 286 | 498 | 806 | 701 | 252 | |
| Turn Type | Perm | | | Perm | | Perm | |
| Protected Phases | | 4 | 8 | | 1 | | 6 |
| Permitted Phases | 4 | | | 8 | 6 | 1 | |
| Detector Phases | 4 | 4 | 8 | 8 | 1 | 1 | |
| Minimum Initial (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Minimum Split (s) | 20.0 | 20.0 | 20.0 | 20.0 | 8.0 | 8.0 | 20.0 |
| Total Split (s) | 57.0 | 57.0 | 57.0 | 57.0 | 33.0 | 33.0 | 33.0 |
| Total Split (%) | 63% | 63% | 63% | 63% | 37% | 37% | 37% |
| Maximum Green (s) | 53.0 | 53.0 | 53.0 | 53.0 | 29.0 | 29.0 | 29.0 |
| Yellow Time (s) | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 |
| All-Red Time (s) | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 |
| Lead/Lag | | | | | | | |
| Lead-Lag Optimize? | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Minimum Gap (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Time Before Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Time To Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Recall Mode | Max | Max | Max | Max | Max | Max | Max |

## Lanes, Volumes, Timings

| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR | ø6 |
|---|---|---|---|---|---|---|---|
| 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 |
| Lane Grp Cap (vph) | 489 | 2103 | 2103 | 1263 | 1133 | 691 | |
| v/s Ratio Prot | | 0.08 | 0.14 | | 0.21 | | |
| v/s Ratio Perm | 0.18 | | | 0.38 | | 0.12 | |
| Critical LG? | | | | Yes | Yes | | |
| Act Effct Green (s) | 54.0 | 54.0 | 54.0 | 54.0 | 30.0 | 30.0 | |
| Actuated g/C Ratio | 0.60 | 0.60 | 0.60 | 0.60 | 0.33 | 0.33 | |
| v/c Ratio | 0.30 | 0.14 | 0.24 | 0.64 | 0.62 | 0.36 | |
| Uniform Delay, d1 | 8.8 | 7.8 | 8.4 | 0.0 | 25.2 | 0.0 | |
| Platoon Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Incr. Delay, d2 | 1.6 | 0.1 | 0.3 | 2.5 | 2.5 | 1.5 | |
| Webster Delay | 10.4 | 8.0 | 8.6 | 2.5 | 27.7 | 1.5 | |
| Webster LOS | B | A | A | A | C | A | |
| Queue Length 50th (ft) | 37 | 34 | 63 | 0 | 170 | 0 | |
| Queue Length 95th (ft) | 73 | 51 | 88 | 44 | 228 | 48 | |
| Link Length (ft) | | 4272 | 5936 | | 3959 | | |
| 50th Up Block Time (%) | | | | | | | |
| 95th Up Block Time (%) | | | | | | | |
| Turn Bay Length (ft) | | | | | | | |
| 50th Bay Block Time % | | | | | | | |
| 95th Bay Block Time % | | | | | | | |
| Queuing Penalty (veh) | | | | | | | |

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2: and 6:SBL, Start of Green
Natural Cycle: 40
Control Type: Pretimed
Total Lost Time: 6
Sum of Critical v/s Ratios: 0.60
Intersection v/c Ratio: 0.64
Intersection Webster Signal Delay: 11.1
Intersection LOS: B

**Splits and Phases: 3: Imperial Highway & Pershing**



## Lanes, Volumes, Timings

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 2 | | 1 | 2 | | 1 | 2 | | 1 | 2 | | 0 |
| Total Lost Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Leading Detector (ft) | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | |
| Trailing Detector (ft) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Lane Util. Factor | 0.97 | 0.91 | 1.00 | 0.97 | 0.91 | 1.00 | 0.97 | 0.91 | 1.00 | 0.97 | 0.86 | 0.86 |
| Frt Protected | | | 0.850 | | | 0.850 | | | 0.850 | | 0.998 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 3400 | 5036 | 1568 | 3400 | 5036 | 1568 | 3400 | 5036 | 1568 | 3400 | 6333 | 0 |
| Frt Perm. | | | 0.850 | | | 0.850 | | | 0.850 | | 0.998 | |
| Flt Perm. | 0.353 | | | 0.209 | | | 0.062 | | | 0.058 | | |
| Satd. Flow (perm) | 1263 | 5036 | 1568 | 748 | 5036 | 1568 | 222 | 5036 | 1568 | 208 | 6333 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 128 | | | 140 | | | 168 | | 3 | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Volume (vph) | 385 | 480 | 159 | 247 | 442 | 473 | 269 | 2955 | 1200 | 731 | 2733 | 38 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Adj. Flow (vph) | 428 | 533 | 177 | 274 | 491 | 526 | 299 | 3283 | 1333 | 812 | 3037 | 42 |
| Lane Group Flow (vph) | 428 | 533 | 177 | 274 | 491 | 526 | 299 | 3283 | 1333 | 812 | 3079 | 0 |
| Turn Type | Pm+Pt | | Perm | Pm+Pt | | Perm | Pm+Pt | | Perm | Pm+Pt | | |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | 4 | 8 | | 8 | 2 | | 2 | 6 | | |
| Detector Phases | 7 | 4 | 4 | 3 | 8 | 8 | 5 | 2 | 2 | 1 | 6 | |
| Minimum Initial (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | |
| Minimum Split (s) | 8.0 | 20.0 | 20.0 | 8.0 | 20.0 | 20.0 | 8.0 | 20.0 | 20.0 | 8.0 | 20.0 | |
| Total Split (s) | 9.0 | 23.0 | 23.0 | 12.0 | 26.0 | 26.0 | 13.0 | 67.0 | 67.0 | 18.0 | 72.0 | 0.0 |
| Total Split (%) | 8% | 19% | 19% | 10% | 22% | 22% | 11% | 56% | 56% | 15% | 60% | 0% |
| Maximum Green (s) | 5.0 | 19.0 | 19.0 | 8.0 | 22.0 | 22.0 | 9.0 | 63.0 | 63.0 | 14.0 | 68.0 | |
| Yellow Time (s) | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | |
| All-Red Time (s) | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | Lag | Lead | Lag | Lag | Lead | Lag | |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | |
| Minimum Gap (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | |
| Time Before Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Time To Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Recall Mode | Max | Max | Max | Max | Max | Max | Max | Max | Max | Max | Max | |

## Lanes, Volumes, Timings

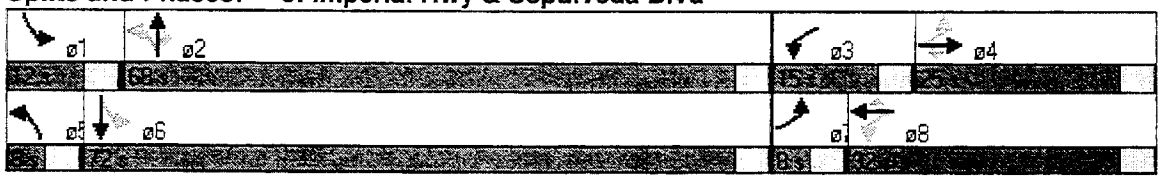
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Walk Time (s) | | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | |
| Flash Dont Walk (s) | | 11.0 | 11.0 | | 11.0 | 11.0 | | 11.0 | 11.0 | | 11.0 | |
| Pedestrian Calls (#/hr) | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | |
| Lane Grp Cap (vph) | 490 | 923 | 340 | 538 | 1217 | 427 | 262 | 2728 | 973 | 373 | 3643 | |
| v/s Ratio Prot | 0.03 | 0.08 | | 0.06 | 0.07 | | 0.01 | 0.60 | | 0.09 | 0.45 | |
| v/s Ratio Perm | 0.14 | | 0.07 | 0.12 | | 0.27 | 0.15 | | 0.48 | 0.67 | | |
| Critical LG? | Yes | | | | | Yes | | | | Yes | | |
| Act Effct Green (s) | 27.0 | 22.0 | 22.0 | 37.0 | 29.0 | 29.0 | 70.0 | 65.0 | 65.0 | 77.0 | 69.0 | |
| Actuated g/C Ratio | 0.23 | 0.18 | 0.18 | 0.31 | 0.24 | 0.24 | 0.58 | 0.54 | 0.54 | 0.64 | 0.58 | |
| v/c Ratio | 0.74 | 0.46 | 0.40 | 0.60 | 0.29 | 1.11 | 0.28 | 1.11 | 0.89 | 1.18 | 0.78 | |
| Uniform Delay, d1 | 37.7 | 43.7 | 22.4 | 31.7 | 37.1 | 38.8 | 8.2 | 27.5 | 15.9 | 29.7 | 19.6 | |
| Platoon Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Incr. Delay, d2 | 9.8 | 1.7 | 3.5 | 4.9 | 0.6 | 78.6 | 2.6 | 54.1 | 11.7 | 106.2 | 1.7 | |
| Webster Delay | 47.5 | 45.4 | 25.9 | 36.5 | 37.7 | 117.4 | 10.8 | 81.6 | 27.6 | 136.0 | 21.4 | |
| Webster LOS | D | D | C | D | D | F | B | F | C | F | C | |
| Queue Length 50th (ft) | 112 | 109 | 49 | 97 | 82 | ~385 | 9 | ~977 | 254 | ~161 | 318 | |
| Queue Length 95th (ft) | 154 | 145 | 111 | 138 | 112 | #598 | 18 | #1062 | #512 | #268 | 349 | |
| Link Length (ft) | | 4272 | | | 5936 | | | 3513 | | | 3959 | |
| 50th Up Block Time (%) | | | | | | | | | | | | |
| 95th Up Block Time (%) | | | | | | | | | | | | |
| Turn Bay Length (ft) | | | | | | | | | | | | |
| 50th Bay Block Time % | | | | | | | | | | | | |
| 95th Bay Block Time % | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 16 (13%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 150
Control Type: Pretimed
Total Lost Time: 9
Sum of Critical v/s Ratios: 1.06
Intersection v/c Ratio: 1.14
Intersection Webster Signal Delay: 55.0
Intersection LOS: E

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

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

**Splits and Phases: 3: Imperial Hwy & Sepulveda Blvd**



## Lanes, Volumes, Timings

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 2 | | 1 | 2 | | 1 | 2 | | 1 | 2 | | 0 |
| Total Lost Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Leading Detector (ft) | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | |
| Trailing Detector (ft) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Lane Util. Factor | 0.97 | 0.91 | 1.00 | 0.97 | 0.91 | 1.00 | 0.97 | 0.91 | 1.00 | 0.97 | 0.86 | 0.86 |
| Frt Protected | | | 0.850 | | | 0.850 | | | 0.850 | | 0.998 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 3400 | 5036 | 1568 | 3400 | 5036 | 1568 | 3400 | 5036 | 1568 | 3400 | 6333 | 0 |
| Frt Perm. | | | 0.850 | | | 0.850 | | | 0.850 | | 0.998 | |
| Flt Perm. | 0.531 | | | 0.266 | | | 0.062 | | | 0.058 | | |
| Satd. Flow (perm) | 1900 | 5036 | 1568 | 952 | 5036 | 1568 | 222 | 5036 | 1568 | 208 | 6333 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 64 | | | 63 | | | 270 | | 3 | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Volume (vph) | 328 | 385 | 123 | 290 | 320 | 428 | 66 | 2717 | 776 | 397 | 2535 | 26 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Adj. Flow (vph) | 364 | 428 | 137 | 322 | 356 | 476 | 73 | 3019 | 862 | 441 | 2817 | 29 |
| Lane Group Flow (vph) | 364 | 428 | 137 | 322 | 356 | 476 | 73 | 3019 | 862 | 441 | 2846 | 0 |
| Turn Type | Pm+Pt | | Perm | Pm+Pt | | Perm | Pm+Pt | | Perm | Pm+Pt | | |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | 4 | 8 | | 8 | 2 | | 2 | 6 | | |
| Detector Phases | 7 | 4 | 4 | 3 | 8 | 8 | 5 | 2 | 2 | 1 | 6 | |
| Minimum Initial (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | |
| Minimum Split (s) | 8.0 | 20.0 | 20.0 | 8.0 | 20.0 | 20.0 | 8.0 | 20.0 | 20.0 | 8.0 | 20.0 | |
| Total Split (s) | 8.0 | 25.0 | 25.0 | 15.0 | 32.0 | 32.0 | 8.0 | 68.0 | 68.0 | 12.0 | 72.0 | 0.0 |
| Total Split (%) | 7% | 21% | 21% | 13% | 27% | 27% | 7% | 57% | 57% | 10% | 60% | 0% |
| Maximum Green (s) | 4.0 | 21.0 | 21.0 | 11.0 | 28.0 | 28.0 | 4.0 | 64.0 | 64.0 | 8.0 | 68.0 | |
| Yellow Time (s) | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | |
| All-Red Time (s) | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | Lag | Lead | Lag | Lag | Lead | Lag | |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | |
| Minimum Gap (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | |
| Time Before Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Time To Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Recall Mode | Max | Max | Max | Max | Max | Max | Max | Max | Max | Max | Max | |

**Lanes, Volumes, Timings**

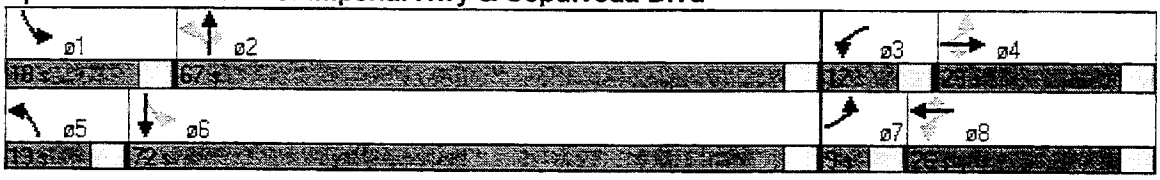
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Walk Time (s) | | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | |
| Flash Dont Walk (s) | | 11.0 | 11.0 | | 11.0 | 11.0 | | 11.0 | 11.0 | | 11.0 | |
| Pedestrian Calls (#/hr) | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | |
| Lane Grp Cap (vph) | 381 | 839 | 368 | 398 | 965 | 414 | 402 | 2686 | 915 | 541 | 3643 | |
| v/s Ratio Prot | 0.06 | 0.11 | | 0.05 | 0.10 | | 0.06 | 0.65 | | 0.19 | 0.49 | |
| v/s Ratio Perm | 0.19 | | 0.08 | 0.13 | | 0.24 | 0.40 | | 0.78 | 0.84 | | |
| Critical LG? | Yes | | | Yes | | Yes | | | | Yes | | |
| Act Effct Green (s) | 26.0 | 20.0 | 20.0 | 32.0 | 23.0 | 23.0 | 74.0 | 64.0 | 64.0 | 82.0 | 69.0 | |
| Actuated g/C Ratio | 0.22 | 0.17 | 0.17 | 0.27 | 0.19 | 0.19 | 0.62 | 0.53 | 0.53 | 0.68 | 0.58 | |
| v/c Ratio | 1.12 | 0.64 | 0.48 | 0.69 | 0.51 | 1.27 | 0.74 | 1.22 | 1.46 | 1.50 | 0.85 | |
| Uniform Delay, d1 | 41.5 | 46.6 | 11.9 | 35.1 | 43.4 | 32.1 | 24.3 | 28.0 | 22.9 | 35.5 | 21.1 | |
| Platoon Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Incr. Delay, d2 | 84.0 | 3.7 | 4.4 | 9.4 | 1.9 | 139.6 | 11.8 | 103.6 | 211.7 | 235.0 | 2.6 | |
| Webster Delay | 125.5 | 50.2 | 16.4 | 44.5 | 45.3 | 171.7 | 36.1 | 131.6 | 234.5 | 270.5 | 23.7 | |
| Webster LOS | F | D | B | D | D | F | D | F | F | F | C | |
| Queue Length 50th (ft) | ~165 | 142 | 33 | 87 | 126 | ~423 | 66 | ~1145 | ~1379 | ~403 | 381 | |
| Queue Length 95th (ft) | #276 | 183 | 103 | 126 | 164 | #643 | #123 | #1225 | #1646 | #530 | 416 | |
| Link Length (ft) | | 4272 | | | 5936 | | | 3513 | | | 3959 | |
| 50th Up Block Time (%) | | | | | | | | | | | | |
| 95th Up Block Time (%) | | | | | | | | | | | | |
| Turn Bay Length (ft) | | | | | | | | | | | | |
| 50th Bay Block Time % | | | | | | | | | | | | |
| 95th Bay Block Time % | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 16 (13%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 130
Control Type: Pretimed
Total Lost Time: 6
Sum of Critical v/s Ratios: 1.33
Intersection v/c Ratio: 1.40
Intersection Webster Signal Delay: 111.8
Intersection LOS: F

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

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

**Splits and Phases: 3: Imperial Hwy & Sepulveda Blvd**



## Lanes, Volumes, Timings

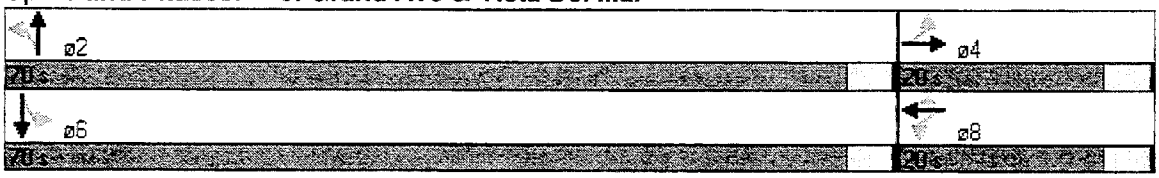
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 0 | | 0 | 0 | | 1 | 1 | | 0 | 0 | | 0 |
| Total Lost Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Leading Detector (ft) | 50 | 50 | | 50 | 50 | 50 | 50 | 50 | | 50 | 50 | |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 0.91 | 0.91 | 0.91 |
| Frt Protected | | 0.849 | | | | 0.850 | | 0.986 | | | 0.999 | |
| Flt Protected | | 0.982 | | | 0.954 | | 0.950 | | | | 0.993 | |
| Satd. Flow (prot) | 0 | 1538 | 0 | 0 | 1760 | 1568 | 1752 | 3456 | 0 | 0 | 4996 | 0 |
| Frt Perm. | | 0.849 | | | | 0.850 | | 0.986 | | | 0.999 | |
| Flt Perm. | | 0.934 | | | 0.728 | | 0.432 | | | | 0.667 | |
| Satd. Flow (perm) | 0 | 1463 | 0 | 0 | 1343 | 1568 | 797 | 3456 | 0 | 0 | 3356 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 3 | | | | 17 | | 32 | | | 2 | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Volume (vph) | 3 | 2 | 3 | 104 | 4 | 112 | 2 | 2062 | 203 | 75 | 426 | 2 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Adj. Flow (vph) | 3 | 2 | 3 | 116 | 4 | 124 | 2 | 2291 | 226 | 83 | 473 | 2 |
| Lane Group Flow (vph) | 0 | 8 | 0 | 0 | 120 | 124 | 2 | 2517 | 0 | 0 | 558 | 0 |
| Turn Type | Perm | | | Perm | | Perm | Perm | | | Perm | | |
| Protected Phases | | 4 | | | 8 | | | 2 | | | 6 | |
| Permitted Phases | 4 | | | 8 | | 8 | 2 | | | 6 | | |
| Detector Phases | 4 | 4 | | 8 | 8 | 8 | 2 | 2 | | 6 | 6 | |
| Minimum Initial (s) | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | 4.0 | 4.0 | |
| Minimum Split (s) | 20.0 | 20.0 | | 20.0 | 20.0 | 20.0 | 20.0 | 20.0 | | 20.0 | 20.0 | |
| Total Split (s) | 20.0 | 20.0 | 0.0 | 20.0 | 20.0 | 20.0 | 70.0 | 70.0 | 0.0 | 70.0 | 70.0 | 0.0 |
| Total Split (%) | 22% | 22% | 0% | 22% | 22% | 22% | 78% | 78% | 0% | 78% | 78% | 0% |
| Maximum Green (s) | 16.0 | 16.0 | | 16.0 | 16.0 | 16.0 | 66.0 | 66.0 | | 66.0 | 66.0 | |
| Yellow Time (s) | 3.5 | 3.5 | | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | | 3.5 | 3.5 | |
| All-Red Time (s) | 0.5 | 0.5 | | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | | 0.5 | 0.5 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Minimum Gap (s) | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Time Before Reduce (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Time To Reduce (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Recall Mode | Max | Max | | Max | Max | Max | Max | Max | | Max | Max | |

**Lanes, Volumes, Timings**

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | |
| Lane Grp Cap (vph) | | 279 | | | 254 | 310 | 593 | 2581 | | | 2499 | |
| v/s Ratio Prot | | | | | | | | 0.73 | | | | |
| v/s Ratio Perm | | 0.01 | | | 0.09 | 0.08 | 0.00 | | | | 0.17 | |
| Critical LG? | | | | | Yes | | | Yes | | | | |
| Act Effct Green (s) | | 17.0 | | | 17.0 | 17.0 | 67.0 | 67.0 | | | 67.0 | |
| Actuated g/C Ratio | | 0.19 | | | 0.19 | 0.19 | 0.74 | 0.74 | | | 0.74 | |
| v/c Ratio | | 0.03 | | | 0.47 | 0.40 | 0.00 | 0.98 | | | 1.00dl | |
| Uniform Delay, d1 | | 18.5 | | | 32.5 | 27.4 | 3.0 | 10.6 | | | 3.5 | |
| Platoon Factor | | 1.00 | | | 1.00 | 1.00 | 1.00 | 1.00 | | | 1.00 | |
| Incr. Delay, d2 | | 0.2 | | | 6.2 | 3.8 | 0.0 | 12.8 | | | 0.2 | |
| Webster Delay | | 18.7 | | | 38.7 | 31.3 | 3.0 | 23.4 | | | 3.7 | |
| Webster LOS | | B | | | D | C | A | C | | | A | |
| Queue Length 50th (ft) | | 2 | | | 61 | 53 | 0 | 483 | | | 24 | |
| Queue Length 95th (ft) | | 14 | | | 117 | 107 | 2 | #908 | | | 34 | |
| Link Length (ft) | | 4272 | | | 5936 | | | 3513 | | | 3959 | |
| 50th Up Block Time (%) | | | | | | | | | | | | |
| 95th Up Block Time (%) | | | | | | | | | | | | |
| Turn Bay Length (ft) | | | | | | | | | | | | |
| 50th Bay Block Time % | | | | | | | | | | | | |
| 95th Bay Block Time % | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 90
Control Type: Pretimed
Total Lost Time: 6
Sum of Critical v/s Ratios: 0.82
Intersection v/c Ratio: 0.87
Intersection Webster Signal Delay: 20.9
Intersection LOS: C
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
dl Defacto Left Lane. Recode with 1 though lane as a left lane.

**Splits and Phases: 3: Grand Ave & Vista Del Mar**



## Lanes, Volumes, Timings

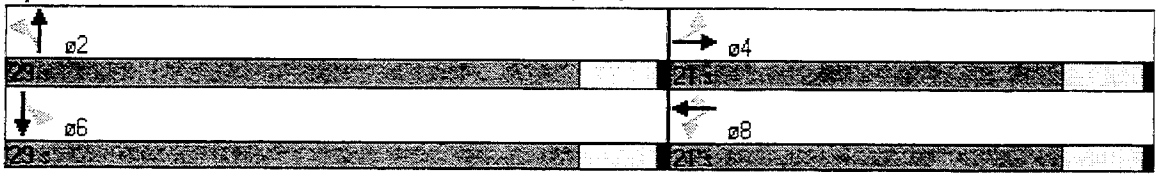
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 0 | | 0 | 0 | | 1 | 1 | | 0 | 0 | | 0 |
| Total Lost Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Leading Detector (ft) | 50 | 50 | | 50 | 50 | 50 | 50 | 50 | | 50 | 50 | |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 0.91 | 0.91 | 0.91 |
| Frt Protected | | 0.875 | | | | 0.850 | | 0.976 | | | 0.999 | |
| Flt Protected | | 0.982 | | | 0.953 | | | | | | 0.997 | |
| Satd. Flow (prot) | 0 | 1585 | 0 | 0 | 1758 | 1568 | 1845 | 3421 | 0 | 0 | 5016 | 0 |
| Frt Perm. | | 0.875 | | | | 0.850 | | 0.976 | | | 0.999 | |
| Flt Perm. | | 0.907 | | | 0.718 | | | | | | 0.851 | |
| Satd. Flow (perm) | 0 | 1464 | 0 | 0 | 1324 | 1568 | 1845 | 3421 | 0 | 0 | 4281 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 3 | | | | 121 | | 68 | | | 2 | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Volume (vph) | 5 | 6 | 3 | 263 | 4 | 109 | 0 | 608 | 119 | 84 | 1426 | 6 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Adj. Flow (vph) | 6 | 7 | 3 | 292 | 4 | 121 | 0 | 676 | 132 | 93 | 1584 | 7 |
| Lane Group Flow (vph) | 0 | 16 | 0 | 0 | 296 | 121 | 0 | 808 | 0 | 0 | 1684 | 0 |
| Turn Type | Perm | | | Perm | | Perm | Perm | | | Perm | | |
| Protected Phases | | 4 | | | 8 | | | 2 | | | 6 | |
| Permitted Phases | 4 | | | 8 | | 8 | 2 | | | 6 | | |
| Detector Phases | 4 | 4 | | 8 | 8 | 8 | 2 | 2 | | 6 | 6 | |
| Minimum Initial (s) | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | 4.0 | 4.0 | |
| Minimum Split (s) | 20.0 | 20.0 | | 20.0 | 20.0 | 20.0 | 20.0 | 20.0 | | 20.0 | 20.0 | |
| Total Split (s) | 21.0 | 21.0 | 0.0 | 21.0 | 21.0 | 21.0 | 29.0 | 29.0 | 0.0 | 29.0 | 29.0 | 0.0 |
| Total Split (%) | 42% | 42% | 0% | 42% | 42% | 42% | 58% | 58% | 0% | 58% | 58% | 0% |
| Maximum Green (s) | 17.0 | 17.0 | | 17.0 | 17.0 | 17.0 | 25.0 | 25.0 | | 25.0 | 25.0 | |
| Yellow Time (s) | 3.5 | 3.5 | | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | | 3.5 | 3.5 | |
| All-Red Time (s) | 0.5 | 0.5 | | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | | 0.5 | 0.5 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Minimum Gap (s) | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Time Before Reduce (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Time To Reduce (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Recall Mode | Max | Max | | Max | Max | Max | Max | Max | | Max | Max | |

**Lanes, Volumes, Timings**

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | |
| Lane Grp Cap (vph) | | 529 | | | 477 | 642 | | 1812 | | | 2227 | |
| v/s Ratio Prot | | | | | | | | 0.23 | | | | |
| v/s Ratio Perm | | 0.01 | | | 0.22 | 0.07 | | | | | 0.39 | |
| Critical LG? | | | | | Yes | | | | | | Yes | |
| Act Effct Green (s) | | 18.0 | | | 18.0 | 18.0 | | 26.0 | | | 26.0 | |
| Actuated g/C Ratio | | 0.36 | | | 0.36 | 0.36 | | 0.52 | | | 0.52 | |
| v/c Ratio | | 0.03 | | | 0.62 | 0.19 | | 0.45 | | | 0.76 | |
| Uniform Delay, d1 | | 8.4 | | | 13.2 | 0.0 | | 6.7 | | | 9.5 | |
| Platoon Factor | | 1.00 | | | 1.00 | 1.00 | | 1.00 | | | 1.00 | |
| Incr. Delay, d2 | | 0.1 | | | 6.0 | 0.6 | | 0.8 | | | 2.5 | |
| Webster Delay | | 8.5 | | | 19.1 | 0.6 | | 7.5 | | | 11.9 | |
| Webster LOS | | A | | | B | A | | A | | | B | |
| Queue Length 50th (ft) | | 2 | | | 69 | 0 | | 53 | | | 109 | |
| Queue Length 95th (ft) | | 12 | | | #140 | 25 | | 82 | | | 152 | |
| Link Length (ft) | | 4272 | | | 5936 | | | 3513 | | | 3959 | |
| 50th Up Block Time (%) | | | | | | | | | | | | |
| 95th Up Block Time (%) | | | | | | | | | | | | |
| Turn Bay Length (ft) | | | | | | | | | | | | |
| 50th Bay Block Time % | | | | | | | | | | | | |
| 95th Bay Block Time % | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |

Area Type: Other
Cycle Length: 50
Actuated Cycle Length: 50
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 50
Control Type: Pretimed
Total Lost Time: 6
Sum of Critical v/s Ratios: 0.62
Intersection v/c Ratio: 0.70
Intersection Webster Signal Delay: 11.0
Intersection LOS: B
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

**Splits and Phases: 3: Grand Ave & Vista Del Mar**



## Lanes, Volumes, Timings

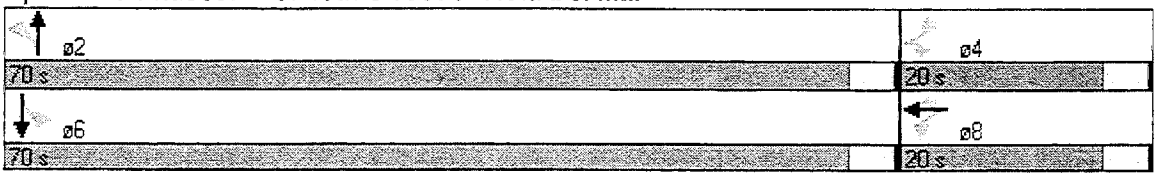
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 0 | | 0 | 0 | | 0 |
| Total Lost Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Leading Detector (ft) | 50 | | 50 | 50 | 50 | 50 | 50 | 50 | | 50 | 50 | |
| Trailing Detector (ft) | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 | 0.95 |
| Frt Protected | | | 0.850 | | | 0.850 | | | | | 0.984 | |
| Flt Protected | 0.950 | | | 0.950 | | | | 0.998 | | | | |
| Satd. Flow (prot) | 1752 | 0 | 1568 | 1752 | 1845 | 1568 | 0 | 3498 | 0 | 0 | 3449 | 0 |
| Frt Perm. | | | 0.850 | | | 0.850 | | | | | 0.984 | |
| Flt Perm. | 0.755 | | | 0.950 | | | | 0.895 | | | 0.947 | |
| Satd. Flow (perm) | 1393 | 0 | 1568 | 1752 | 1845 | 1568 | 0 | 3137 | 0 | 0 | 3266 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 13 | | | 20 | | | | | 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 |
| Volume (vph) | 132 | 0 | 12 | 6 | 4 | 20 | 80 | 1963 | 0 | 2 | 457 | 54 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Adj. Flow (vph) | 147 | 0 | 13 | 7 | 4 | 22 | 89 | 2181 | 0 | 2 | 508 | 60 |
| Lane Group Flow (vph) | 147 | 0 | 13 | 7 | 4 | 22 | 0 | 2270 | 0 | 0 | 570 | 0 |
| Turn Type | Custom | | Custom | Perm | | Perm | Perm | | | Perm | | |
| Protected Phases | | | | | 8 | | | 2 | | | 6 | |
| Permitted Phases | 4 | | 4 | 8 | | 8 | 2 | | | 6 | | |
| Detector Phases | 4 | | 4 | 8 | 8 | 8 | 2 | 2 | | 6 | 6 | |
| Minimum Initial (s) | 4.0 | | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | 4.0 | 4.0 | |
| Minimum Split (s) | 20.0 | | 20.0 | 20.0 | 20.0 | 20.0 | 20.0 | 20.0 | | 20.0 | 20.0 | |
| Total Split (s) | 20.0 | 0.0 | 20.0 | 20.0 | 20.0 | 20.0 | 70.0 | 70.0 | 0.0 | 70.0 | 70.0 | 0.0 |
| Total Split (%) | 22% | 0% | 22% | 22% | 22% | 22% | 78% | 78% | 0% | 78% | 78% | 0% |
| Maximum Green (s) | 16.0 | | 16.0 | 16.0 | 16.0 | 16.0 | 66.0 | 66.0 | | 66.0 | 66.0 | |
| Yellow Time (s) | 3.5 | | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | | 3.5 | 3.5 | |
| All-Red Time (s) | 0.5 | | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | | 0.5 | 0.5 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Minimum Gap (s) | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Time Before Reduce (s) | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Time To Reduce (s) | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Recall Mode | Max | | Max | Max | Max | Max | Max | Max | | Max | Max | |

**Lanes, Volumes, Timings**

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | |
| Lane Grp Cap (vph) | 263 | | 307 | 331 | 349 | 312 | | 2335 | | | 2441 | |
| v/s Ratio Prot | | | | | 0.00 | | | | | | | |
| v/s Ratio Perm | 0.11 | | 0.01 | 0.00 | | 0.01 | | 0.72 | | | 0.17 | |
| Critical LG? | Yes | | | | | | | Yes | | | | |
| Act Effct Green (s) | 17.0 | | 17.0 | 17.0 | 17.0 | 17.0 | | 67.0 | | | 67.0 | |
| Actuated g/C Ratio | 0.19 | | 0.19 | 0.19 | 0.19 | 0.19 | | 0.74 | | | 0.74 | |
| v/c Ratio | 0.56 | | 0.04 | 0.02 | 0.01 | 0.07 | | 0.97 | | | 0.23 | |
| Uniform Delay, d1 | 33.1 | | 0.0 | 29.7 | 29.8 | 2.7 | | 10.6 | | | 3.3 | |
| Platoon Factor | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | | | 1.00 | |
| Incr. Delay, d2 | 8.3 | | 0.3 | 0.1 | 0.1 | 0.4 | | 13.1 | | | 0.2 | |
| Webster Delay | 41.4 | | 0.3 | 29.8 | 29.8 | 3.1 | | 23.8 | | | 3.5 | |
| Webster LOS | D | | A | C | C | A | | C | | | A | |
| Queue Length 50th (ft) | 77 | | 0 | 3 | 2 | 1 | | 511 | | | 33 | |
| Queue Length 95th (ft) | 139 | | 16 | 15 | 11 | 21 | | #831 | | | 46 | |
| Link Length (ft) | | 4272 | | | 5936 | | | 3513 | | | 3959 | |
| 50th Up Block Time (%) | | | | | | | | | | | | |
| 95th Up Block Time (%) | | | | | | | | | | | | |
| Turn Bay Length (ft) | | | | | | | | | | | | |
| 50th Bay Block Time % | | | | | | | | | | | | |
| 95th Bay Block Time % | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 90
Control Type: Pretimed
Total Lost Time: 6
Sum of Critical v/s Ratios: 0.83
Intersection v/c Ratio: 0.89
Intersection Webster Signal Delay: 20.6
Intersection LOS: C
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

**Splits and Phases: 3: 45th Street & Vista Del Mar**



## Lanes, Volumes, Timings

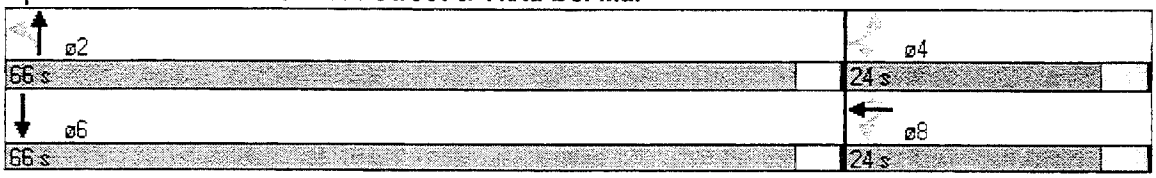
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 0 | | 0 | 0 | | 0 |
| Total Lost Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Leading Detector (ft) | 50 | | 50 | 50 | 50 | 50 | 50 | 50 | | | 50 | |
| Trailing Detector (ft) | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 0.95 | 0.95 |
| Frt Protected | | | 0.850 | | | 0.850 | | | | | 0.993 | |
| Flt Protected | 0.950 | | | 0.950 | | | | 0.998 | | | | |
| Satd. Flow (prot) | 1752 | 0 | 1568 | 1752 | 1845 | 1568 | 0 | 3498 | 0 | 0 | 3480 | 0 |
| Frt Perm. | | | 0.850 | | | 0.850 | | | | | 0.993 | |
| Flt Perm. | 0.753 | | | 0.950 | | | | 0.833 | | | | |
| Satd. Flow (perm) | 1389 | 0 | 1568 | 1752 | 1845 | 1568 | 0 | 2920 | 0 | 0 | 3480 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 33 | | | 11 | | | | | 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 |
| Volume (vph) | 58 | 0 | 30 | 4 | 6 | 10 | 24 | 702 | 0 | 0 | 1616 | 78 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Adj. Flow (vph) | 64 | 0 | 33 | 4 | 7 | 11 | 27 | 780 | 0 | 0 | 1796 | 87 |
| Lane Group Flow (vph) | 64 | 0 | 33 | 4 | 7 | 11 | 0 | 807 | 0 | 0 | 1883 | 0 |
| Turn Type | Custom | | Custom | Perm | | Perm | Perm | | | | | |
| Protected Phases | | | | | 8 | | | 2 | | | 6 | |
| Permitted Phases | 4 | | 4 | 8 | | 8 | 2 | | | | | |
| Detector Phases | 4 | | 4 | 8 | 8 | 8 | 2 | 2 | | | 6 | |
| Minimum Initial (s) | 4.0 | | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | | 4.0 | |
| Minimum Split (s) | 20.0 | | 20.0 | 20.0 | 20.0 | 20.0 | 20.0 | 20.0 | | | 20.0 | |
| Total Split (s) | 24.0 | 0.0 | 24.0 | 24.0 | 24.0 | 24.0 | 66.0 | 66.0 | 0.0 | 0.0 | 66.0 | 0.0 |
| Total Split (%) | 27% | 0% | 27% | 27% | 27% | 27% | 73% | 73% | 0% | 0% | 73% | 0% |
| Maximum Green (s) | 20.0 | | 20.0 | 20.0 | 20.0 | 20.0 | 62.0 | 62.0 | | | 62.0 | |
| Yellow Time (s) | 3.5 | | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | | | 3.5 | |
| All-Red Time (s) | 0.5 | | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | | | 0.5 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | | 3.0 | |
| Minimum Gap (s) | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | | 3.0 | |
| Time Before Reduce (s) | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | 0.0 | |
| Time To Reduce (s) | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | 0.0 | |
| Recall Mode | Max | | Max | Max | Max | Max | Max | Max | | | Max | |

**Lanes, Volumes, Timings**

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | |
| Lane Grp Cap (vph) | 324 | | 391 | 409 | 431 | 374 | | 2044 | | | 2440 | |
| v/s Ratio Prot | | | | | 0.00 | | | | | | 0.54 | |
| v/s Ratio Perm | 0.05 | | 0.02 | 0.00 | | 0.01 | | 0.28 | | | | |
| Critical LG? | Yes | | | | | | | | | | Yes | |
| Act Effct Green (s) | 21.0 | | 21.0 | 21.0 | 21.0 | 21.0 | | 63.0 | | | 63.0 | |
| Actuated g/C Ratio | 0.23 | | 0.23 | 0.23 | 0.23 | 0.23 | | 0.70 | | | 0.70 | |
| v/c Ratio | 0.20 | | 0.08 | 0.01 | 0.02 | 0.03 | | 0.39 | | | 0.77 | |
| Uniform Delay, d1 | 27.7 | | 0.0 | 26.5 | 26.6 | 0.0 | | 5.6 | | | 8.7 | |
| Platoon Factor | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | | | 1.00 | |
| Incr. Delay, d2 | 1.4 | | 0.4 | 0.0 | 0.1 | 0.1 | | 0.6 | | | 2.4 | |
| Webster Delay | 29.1 | | 0.4 | 26.5 | 26.6 | 0.1 | | 6.2 | | | 11.2 | |
| Webster LOS | C | | A | C | C | A | | A | | | B | |
| Queue Length 50th (ft) | 29 | | 0 | 2 | 3 | 0 | | 85 | | | 275 | |
| Queue Length 95th (ft) | 64 | | 23 | 10 | 14 | 13 | | 115 | | | 355 | |
| Link Length (ft) | | 4272 | | | 5936 | | | 3513 | | | 3959 | |
| 50th Up Block Time (%) | | | | | | | | | | | | |
| 95th Up Block Time (%) | | | | | | | | | | | | |
| Turn Bay Length (ft) | | | | | | | | | | | | |
| 50th Bay Block Time % | | | | | | | | | | | | |
| 95th Bay Block Time % | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle: 60
Control Type: Pretimed
Total Lost Time: 6
Sum of Critical v/s Ratios: 0.59
Intersection v/c Ratio: 0.63
Intersection Webster Signal Delay: 10.0
Intersection LOS: B

**Splits and Phases: 3: 45th Street & Vista Del Mar**



## Lanes, Volumes, Timings

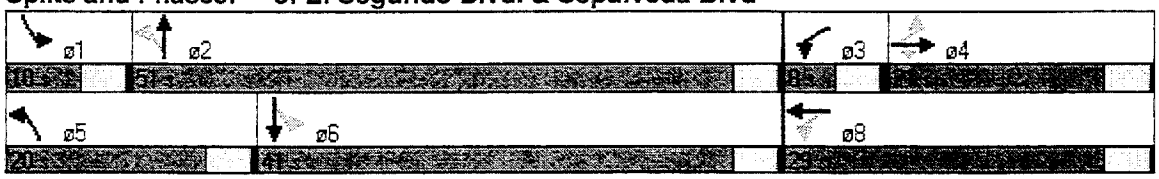
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 1 | 2 | | 0 | 1 | | 0 | 1 | | 0 |
| Total Lost Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Leading Detector (ft) | 50 | 50 | 50 | 50 | 50 | | 50 | 50 | | 50 | 50 | |
| Trailing Detector (ft) | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 0.97 | 0.95 | 0.95 | 1.00 | 0.91 | 0.91 | 1.00 | 0.91 | 0.91 |
| Frt Protected | | | 0.850 | | 0.952 | | | 0.991 | | | 0.982 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1752 | 3505 | 1568 | 3400 | 3337 | 0 | 1752 | 4991 | 0 | 1752 | 4945 | 0 |
| Frt Perm. | | | 0.850 | | 0.952 | | | 0.991 | | | 0.982 | |
| Flt Perm. | 0.356 | | | 0.241 | | | 0.083 | | | 0.105 | | |
| Satd. Flow (perm) | 657 | 3505 | 1568 | 862 | 3337 | 0 | 153 | 4991 | 0 | 194 | 4945 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 285 | | 86 | | | 17 | | | 33 | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Volume (vph) | 135 | 344 | 258 | 91 | 373 | 174 | 292 | 2727 | 179 | 234 | 1186 | 158 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Adj. Flow (vph) | 150 | 382 | 287 | 101 | 414 | 193 | 324 | 3030 | 199 | 260 | 1318 | 176 |
| Lane Group Flow (vph) | 150 | 382 | 287 | 101 | 607 | 0 | 324 | 3229 | 0 | 260 | 1494 | 0 |
| Turn Type | Perm | | Perm | Pm+Pt | | | Pm+Pt | | | Pm+Pt | | |
| Protected Phases | | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | 4 | 8 | | | 2 | | | 6 | | |
| Detector Phases | 4 | 4 | 4 | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Minimum Initial (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | |
| Minimum Split (s) | 20.0 | 20.0 | 20.0 | 8.0 | 20.0 | | 8.0 | 20.0 | | 8.0 | 20.0 | |
| Total Split (s) | 21.0 | 21.0 | 21.0 | 8.0 | 29.0 | 0.0 | 20.0 | 51.0 | 0.0 | 10.0 | 41.0 | 0.0 |
| Total Split (%) | 23% | 23% | 23% | 9% | 32% | 0% | 22% | 57% | 0% | 11% | 46% | 0% |
| Maximum Green (s) | 17.0 | 17.0 | 17.0 | 4.0 | 25.0 | | 16.0 | 47.0 | | 6.0 | 37.0 | |
| Yellow Time (s) | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | |
| All-Red Time (s) | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | | 0.5 | 0.5 | | 0.5 | 0.5 | |
| Lead/Lag | Lag | Lag | Lag | Lead | | | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | | | Yes | Yes | | Yes | Yes | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Minimum Gap (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Time Before Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Time To Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Recall Mode | Max | Max | Max | Max | Max | | Max | Max | | Max | Max | |

**Lanes, Volumes, Timings**

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Walk Time (s) | 5.0 | 5.0 | 5.0 | | 5.0 | | | 5.0 | | | 5.0 | |
| Flash Dont Walk (s) | 11.0 | 11.0 | 11.0 | | 11.0 | | | 11.0 | | | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | 0 | | 0 | | | 0 | | | 0 | |
| Lane Grp Cap (vph) | 131 | 701 | 542 | 390 | 1025 | | 401 | 2670 | | 218 | 2107 | |
| v/s Ratio Prot | | 0.11 | | 0.01 | 0.17 | | 0.15 | 0.65 | | 0.09 | 0.30 | |
| v/s Ratio Perm | 0.23 | | 0.11 | 0.06 | | | 0.37 | | | 0.50 | | |
| Critical LG? | Yes | | | | Yes | | | Yes | | Yes | | |
| Act Effct Green (s) | 18.0 | 18.0 | 18.0 | 26.0 | 26.0 | | 58.0 | 48.0 | | 45.0 | 38.0 | |
| Actuated g/C Ratio | 0.20 | 0.20 | 0.20 | 0.29 | 0.29 | | 0.64 | 0.53 | | 0.50 | 0.42 | |
| v/c Ratio | 1.15 | 0.54 | 0.53 | 0.26 | 0.59 | | 0.81 | 1.21 | | 1.19 | 0.71 | |
| Uniform Delay, d1 | 36.0 | 32.3 | 0.2 | 23.4 | 23.3 | | 21.9 | 20.9 | | 21.0 | 20.9 | |
| Platoon Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incr. Delay, d2 | 122.9 | 3.0 | 3.7 | 1.6 | 2.5 | | 15.9 | 98.0 | | 122.8 | 2.0 | |
| Webster Delay | 158.8 | 35.3 | 3.9 | 25.0 | 25.8 | | 37.9 | 118.8 | | 143.8 | 23.0 | |
| Webster LOS | F | D | A | C | C | | D | F | | F | C | |
| Queue Length 50th (ft) | ~101 | 103 | 1 | 21 | 132 | | 132 | ~832 | | ~130 | 230 | |
| Queue Length 95th (ft) | #219 | 149 | 66 | 40 | 188 | | #268 | #926 | | #283 | 282 | |
| Link Length (ft) | | 4272 | | | 5936 | | | 3513 | | | 3959 | |
| 50th Up Block Time (%) | | | | | | | | | | | | |
| 95th Up Block Time (%) | | | | | | | | | | | | |
| Turn Bay Length (ft) | | | | | | | | | | | | |
| 50th Bay Block Time % | | | | | | | | | | | | |
| 95th Bay Block Time % | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 90
Control Type: Pretimed
Total Lost Time: 12
Sum of Critical v/s Ratios: 1.00
Intersection v/c Ratio: 1.16
Intersection Webster Signal Delay: 76.7
Intersection LOS: E
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

**Splits and Phases: 3: El Segundo Blvd. & Sepulveda Blvd**



## Lanes, Volumes, Timings

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 1 | 2 | | 0 | 1 | | 0 | 1 | | 0 |
| Total Lost Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Leading Detector (ft) | 50 | 50 | 50 | 50 | 50 | | 50 | 50 | | 50 | 50 | |
| Trailing Detector (ft) | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 0.97 | 0.95 | 0.95 | 1.00 | 0.91 | 0.91 | 1.00 | 0.91 | 0.91 |
| Frt Protected | | | 0.850 | | 0.924 | | | 0.985 | | | 0.998 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1752 | 3505 | 1568 | 3400 | 3238 | 0 | 1752 | 4960 | 0 | 1752 | 5026 | 0 |
| Frt Perm. | | | 0.850 | | 0.924 | | | 0.985 | | | 0.998 | |
| Flt Perm. | 0.442 | | | 0.131 | | | 0.091 | | | 0.080 | | |
| Satd. Flow (perm) | 815 | 3505 | 1568 | 469 | 3238 | 0 | 168 | 4960 | 0 | 148 | 5026 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 129 | | 198 | | | 23 | | | 3 | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Volume (vph) | 202 | 502 | 409 | 495 | 248 | 255 | 251 | 1239 | 133 | 209 | 3335 | 56 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Adj. Flow (vph) | 224 | 558 | 454 | 550 | 276 | 283 | 279 | 1377 | 148 | 232 | 3706 | 62 |
| Lane Group Flow (vph) | 224 | 558 | 454 | 550 | 559 | 0 | 279 | 1525 | 0 | 232 | 3768 | 0 |
| Turn Type | Perm | | Perm | Pm+Pt | | | Pm+Pt | | | Pm+Pt | | |
| Protected Phases | | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | 4 | 8 | | | 2 | | | 6 | | |
| Detector Phases | 4 | 4 | 4 | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Minimum Initial (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | |
| Minimum Split (s) | 20.0 | 20.0 | 20.0 | 8.0 | 20.0 | | 8.0 | 20.0 | | 8.0 | 20.0 | |
| Total Split (s) | 25.0 | 25.0 | 25.0 | 11.0 | 36.0 | 0.0 | 11.0 | 47.0 | 0.0 | 17.0 | 53.0 | 0.0 |
| Total Split (%) | 25% | 25% | 25% | 11% | 36% | 0% | 11% | 47% | 0% | 17% | 53% | 0% |
| Maximum Green (s) | 21.0 | 21.0 | 21.0 | 7.0 | 32.0 | | 7.0 | 43.0 | | 13.0 | 49.0 | |
| Yellow Time (s) | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | |
| All-Red Time (s) | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | | 0.5 | 0.5 | | 0.5 | 0.5 | |
| Lead/Lag | Lag | Lag | Lag | Lead | | | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | | | Yes | Yes | | Yes | Yes | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Minimum Gap (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Time Before Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Time To Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Recall Mode | Max | Max | Max | Max | Max | | Max | Max | | Max | Max | |

**Lanes, Volumes, Timings**

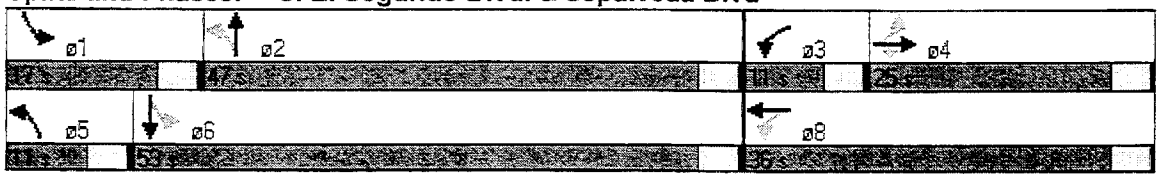
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Walk Time (s) | 5.0 | 5.0 | 5.0 | | 5.0 | | | 5.0 | | | 5.0 | |
| Flash Dont Walk (s) | 11.0 | 11.0 | 11.0 | | 11.0 | | | 11.0 | | | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | 0 | | 0 | | | 0 | | | 0 | |
| Lane Grp Cap (vph) | 179 | 771 | 446 | 389 | 1201 | | 214 | 2195 | | 315 | 2515 | |
| v/s Ratio Prot | | 0.16 | | 0.11 | 0.15 | | 0.10 | 0.31 | | 0.10 | 0.75 | |
| v/s Ratio Perm | 0.27 | | 0.22 | 0.35 | | | 0.57 | | | 0.35 | | |
| Critical LG? | | | | Yes | | | Yes | | | | Yes | |
| Act Effct Green (s) | 22.0 | 22.0 | 22.0 | 33.0 | 33.0 | | 52.0 | 44.0 | | 61.0 | 50.0 | |
| Actuated g/C Ratio | 0.22 | 0.22 | 0.22 | 0.33 | 0.33 | | 0.52 | 0.44 | | 0.61 | 0.50 | |
| v/c Ratio | 1.25 | 0.72 | 1.02 | 1.41 | 0.47 | | 1.30 | 0.69 | | 0.74 | 1.50 | |
| Uniform Delay, d1 | 39.0 | 36.2 | 27.7 | 26.0 | 16.4 | | 23.5 | 22.2 | | 20.6 | 25.0 | |
| Platoon Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incr. Delay, d2 | 150.7 | 5.8 | 47.2 | 200.9 | 1.3 | | 166.3 | 1.8 | | 14.3 | 226.3 | |
| Webster Delay | 189.7 | 42.0 | 75.0 | 226.9 | 17.7 | | 189.9 | 24.0 | | 34.9 | 251.3 | |
| Webster LOS | F | D | E | F | B | | F | C | | C | F | |
| Queue Length 50th (ft) | ~179 | 174 | ~230 | ~204 | 92 | | ~180 | 261 | | 93 | ~1239 | |
| Queue Length 95th (ft) | #327 | 235 | #435 | #311 | 141 | | #345 | 313 | | #201 | #1323 | |
| Link Length (ft) | | 4272 | | | 5936 | | | 3513 | | | 3959 | |
| 50th Up Block Time (%) | | | | | | | | | | | | |
| 95th Up Block Time (%) | | | | | | | | | | | | |
| Turn Bay Length (ft) | | | | | | | | | | | | |
| 50th Bay Block Time % | | | | | | | | | | | | |
| 95th Bay Block Time % | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 100
Control Type: Pretimed
Total Lost Time: 9
Sum of Critical v/s Ratios: 1.31
Intersection v/c Ratio: 1.44
Intersection Webster Signal Delay: 157.0
Intersection LOS: F

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

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

**Splits and Phases: 3: El Segundo Blvd. & Sepulveda Blvd**



## Lanes, Volumes, Timings

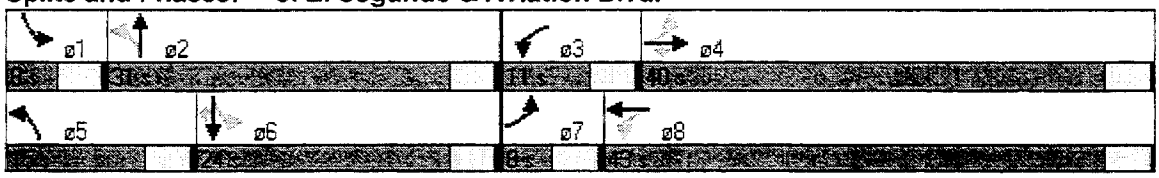
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 1 | 2 | | 0 | 1 | | 0 | 1 | | 1 |
| Total Lost Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Leading Detector (ft) | 50 | 50 | 50 | 50 | 50 | | 50 | 50 | | 50 | 50 | 50 |
| Trailing Detector (ft) | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Lane Util. Factor | 1.00 | 0.91 | 1.00 | 0.97 | 0.91 | 0.91 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 1.00 |
| Frt Protected | | | 0.850 | | 0.988 | | | 0.983 | | | | 0.850 |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1752 | 5036 | 1568 | 3400 | 4975 | 0 | 1752 | 3445 | 0 | 1752 | 3505 | 1568 |
| Frt Perm. | | | 0.850 | | 0.988 | | | 0.983 | | | | 0.850 |
| Flt Perm. | 0.108 | | | 0.422 | | | 0.143 | | | 0.190 | | |
| Satd. Flow (perm) | 199 | 5036 | 1568 | 1510 | 4975 | 0 | 264 | 3445 | 0 | 350 | 3505 | 1568 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 123 | | 20 | | | 16 | | | | 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 |
| Volume (vph) | 93 | 400 | 111 | 406 | 1867 | 160 | 261 | 835 | 107 | 63 | 586 | 276 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Adj. Flow (vph) | 103 | 444 | 123 | 451 | 2074 | 178 | 290 | 928 | 119 | 70 | 651 | 307 |
| Lane Group Flow (vph) | 103 | 444 | 123 | 451 | 2252 | 0 | 290 | 1047 | 0 | 70 | 651 | 307 |
| Turn Type | Pm+Pt | | Perm | Pm+Pt | | | Pm+Pt | | | Pm+Pt | | Perm |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | 4 | 8 | | | 2 | | | 6 | | 6 |
| Detector Phases | 7 | 4 | 4 | 3 | 8 | | 5 | 2 | | 1 | 6 | 6 |
| Minimum Initial (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 |
| Minimum Split (s) | 8.0 | 20.0 | 20.0 | 8.0 | 20.0 | | 8.0 | 20.0 | | 8.0 | 20.0 | 20.0 |
| Total Split (s) | 8.0 | 40.0 | 40.0 | 11.0 | 43.0 | 0.0 | 15.0 | 31.0 | 0.0 | 8.0 | 24.0 | 24.0 |
| Total Split (%) | 9% | 44% | 44% | 12% | 48% | 0% | 17% | 34% | 0% | 9% | 27% | 27% |
| Maximum Green (s) | 4.0 | 36.0 | 36.0 | 7.0 | 39.0 | | 11.0 | 27.0 | | 4.0 | 20.0 | 20.0 |
| Yellow Time (s) | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | 3.5 |
| All-Red Time (s) | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | | 0.5 | 0.5 | | 0.5 | 0.5 | 0.5 |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | | Lead | Lag | | Lead | Lag | Lag |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | | Yes | Yes | | Yes | Yes | Yes |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 |
| Minimum Gap (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 |
| Time Before Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Time To Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Recall Mode | Max | Max | Max | Max | Max | | Max | Max | | Max | Max | Max |

**Lanes, Volumes, Timings**

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Walk Time (s) | | 5.0 | 5.0 | | 5.0 | | | 5.0 | | | 5.0 | 5.0 |
| Flash Dont Walk (s) | | 11.0 | 11.0 | | 11.0 | | | 11.0 | | | 11.0 | 11.0 |
| Pedestrian Calls (#/hr) | | 0 | 0 | | 0 | | | 0 | | | 0 | 0 |
| Lane Grp Cap (vph) | 179 | 2070 | 717 | 973 | 2222 | | 304 | 1083 | | 179 | 818 | 449 |
| v/s Ratio Prot | 0.03 | 0.09 | | 0.04 | 0.45 | | 0.13 | 0.30 | | 0.02 | 0.19 | |
| v/s Ratio Perm | 0.24 | | 0.07 | 0.21 | | | 0.25 | | | 0.09 | | 0.16 |
| Critical LG? | Yes | | | Yes | Yes | | Yes | Yes | | | | |
| Act Effct Green (s) | 42.0 | 37.0 | 37.0 | 48.0 | 40.0 | | 36.0 | 28.0 | | 26.0 | 21.0 | 21.0 |
| Actuated g/C Ratio | 0.47 | 0.41 | 0.41 | 0.53 | 0.44 | | 0.40 | 0.31 | | 0.29 | 0.23 | 0.23 |
| v/c Ratio | 0.58 | 0.21 | 0.17 | 0.46 | 1.01 | | 0.95 | 0.97 | | 0.39 | 0.80 | 0.68 |
| Uniform Delay, d1 | 10.8 | 17.1 | 0.0 | 11.3 | 24.7 | | 21.2 | 30.1 | | 17.6 | 32.5 | 19.8 |
| Platoon Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 |
| Incr. Delay, d2 | 12.8 | 0.2 | 0.5 | 1.6 | 22.5 | | 41.1 | 20.4 | | 6.3 | 7.9 | 8.2 |
| Webster Delay | 23.6 | 17.3 | 0.5 | 12.9 | 47.2 | | 62.3 | 50.5 | | 23.9 | 40.4 | 28.0 |
| Webster LOS | C | B | A | B | D | | E | D | | C | D | C |
| Queue Length 50th (ft) | 27 | 58 | 0 | 67 | ~464 | | 121 | 302 | | 24 | 184 | 103 |
| Queue Length 95th (ft) | #66 | 80 | 0 | 94 | #595 | | #280 | #442 | | 51 | #250 | 196 |
| Link Length (ft) | | 4272 | | | 5936 | | | 3513 | | | 3959 | |
| 50th Up Block Time (%) | | | | | | | | | | | | |
| 95th Up Block Time (%) | | | | | | | | | | | | |
| Turn Bay Length (ft) | | | | | | | | | | | | |
| 50th Bay Block Time % | | | | | | | | | | | | |
| 95th Bay Block Time % | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 56 (62%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 90
Control Type: Pretimed
Total Lost Time: 6
Sum of Critical v/s Ratios: 0.87
Intersection v/c Ratio: 0.93
Intersection Webster Signal Delay: 40.1
Intersection LOS: D
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

**Splits and Phases: 3: El Segundo & Aviation Blvd.**



## Lanes, Volumes, Timings

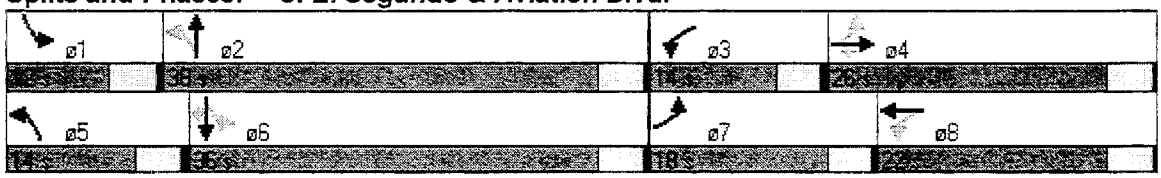
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 1 | 2 | | 0 | 1 | | 0 | 1 | | 1 |
| Total Lost Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Leading Detector (ft) | 50 | 50 | 50 | 50 | 50 | | 50 | 50 | | 50 | 50 | 50 |
| Trailing Detector (ft) | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Lane Util. Factor | 1.00 | 0.91 | 1.00 | 0.97 | 0.91 | 0.91 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 1.00 |
| Frt Protected | | | 0.850 | | 0.979 | | | 0.979 | | | | 0.850 |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1752 | 5036 | 1568 | 3400 | 4930 | 0 | 1752 | 3431 | 0 | 1752 | 3505 | 1568 |
| Frt Perm. | | | 0.850 | | 0.979 | | | 0.979 | | | | 0.850 |
| Flt Perm. | 0.174 | | | 0.211 | | | 0.114 | | | 0.121 | | |
| Satd. Flow (perm) | 321 | 5036 | 1568 | 755 | 4930 | 0 | 210 | 3431 | 0 | 223 | 3505 | 1568 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 143 | | 31 | | | 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 |
| Volume (vph) | 185 | 1018 | 129 | 409 | 544 | 88 | 200 | 872 | 143 | 159 | 911 | 129 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Adj. Flow (vph) | 206 | 1131 | 143 | 454 | 604 | 98 | 222 | 969 | 159 | 177 | 1012 | 143 |
| Lane Group Flow (vph) | 206 | 1131 | 143 | 454 | 702 | 0 | 222 | 1128 | 0 | 177 | 1012 | 143 |
| Turn Type | Pm+Pt | | Perm | Pm+Pt | | | Pm+Pt | | | Pm+Pt | | Perm |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | 4 | 8 | | | 2 | | | 6 | | 6 |
| Detector Phases | 7 | 4 | 4 | 3 | 8 | | 5 | 2 | | 1 | 6 | 6 |
| Minimum Initial (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 |
| Minimum Split (s) | 8.0 | 20.0 | 20.0 | 8.0 | 20.0 | | 8.0 | 20.0 | | 8.0 | 20.0 | 20.0 |
| Total Split (s) | 18.0 | 26.0 | 26.0 | 14.0 | 22.0 | 0.0 | 14.0 | 38.0 | 0.0 | 12.0 | 36.0 | 36.0 |
| Total Split (%) | 20% | 29% | 29% | 16% | 24% | 0% | 16% | 42% | 0% | 13% | 40% | 40% |
| Maximum Green (s) | 14.0 | 22.0 | 22.0 | 10.0 | 18.0 | | 10.0 | 34.0 | | 8.0 | 32.0 | 32.0 |
| Yellow Time (s) | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | 3.5 |
| All-Red Time (s) | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | | 0.5 | 0.5 | | 0.5 | 0.5 | 0.5 |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | | Lead | Lag | | Lead | Lag | Lag |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | | Yes | Yes | | Yes | Yes | Yes |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 |
| Minimum Gap (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 |
| Time Before Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Time To Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Recall Mode | Max | Max | Max | Max | Max | | Max | Max | | Max | Max | Max |

**Lanes, Volumes, Timings**

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Walk Time (s) | | 5.0 | 5.0 | | 5.0 | | | 5.0 | | | 5.0 | 5.0 |
| Flash Dont Walk (s) | | 11.0 | 11.0 | | 11.0 | | | 11.0 | | | 11.0 | 11.0 |
| Pedestrian Calls (#/hr) | | 0 | 0 | | 0 | | | 0 | | | 0 | 0 |
| Lane Grp Cap (vph) | 370 | 1287 | 507 | 575 | 1065 | | 296 | 1349 | | 257 | 1285 | 666 |
| v/s Ratio Prot | 0.09 | 0.22 | | 0.10 | 0.14 | | 0.09 | 0.33 | | 0.07 | 0.29 | |
| v/s Ratio Perm | 0.14 | | 0.07 | 0.17 | | | 0.29 | | | 0.25 | | 0.08 |
| Critical LG? | Yes | Yes | | Yes | | | Yes | Yes | | | | |
| Act Effct Green (s) | 37.0 | 23.0 | 23.0 | 30.0 | 19.0 | | 46.0 | 35.0 | | 42.0 | 33.0 | 33.0 |
| Actuated g/C Ratio | 0.41 | 0.26 | 0.26 | 0.33 | 0.21 | | 0.51 | 0.39 | | 0.47 | 0.37 | 0.37 |
| v/c Ratio | 0.56 | 0.88 | 0.28 | 0.79 | 0.66 | | 0.75 | 0.84 | | 0.69 | 0.79 | 0.21 |
| Uniform Delay, d1 | 17.7 | 32.2 | 0.0 | 18.7 | 31.0 | | 14.1 | 24.3 | | 12.1 | 25.4 | 0.0 |
| Platoon Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 |
| Incr. Delay, d2 | 5.9 | 8.7 | 1.4 | 10.6 | 3.2 | | 16.0 | 6.3 | | 14.1 | 4.9 | 0.7 |
| Webster Delay | 23.6 | 40.9 | 1.4 | 29.2 | 34.2 | | 30.1 | 30.6 | | 26.2 | 30.3 | 0.7 |
| Webster LOS | C | D | A | C | C | | C | C | | C | C | A |
| Queue Length 50th (ft) | 76 | 226 | 0 | 88 | 128 | | 71 | 291 | | 51 | 265 | 0 |
| Queue Length 95th (ft) | 128 | #301 | 43 | #145 | 170 | | #179 | 377 | | #136 | 344 | 35 |
| Link Length (ft) | | 4272 | | | 5936 | | | 3513 | | | 3959 | |
| 50th Up Block Time (%) | | | | | | | | | | | | |
| 95th Up Block Time (%) | | | | | | | | | | | | |
| Turn Bay Length (ft) | | | | | | | | | | | | |
| 50th Bay Block Time % | | | | | | | | | | | | |
| 95th Bay Block Time % | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 65
Control Type: Pretimed
Total Lost Time: 9
Sum of Critical v/s Ratios: 0.75
Intersection v/c Ratio: 0.83
Intersection Webster Signal Delay: 31.1
Intersection LOS: C
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

**Splits and Phases: 3: El Segundo & Aviation Blvd.**



## Lanes, Volumes, Timings

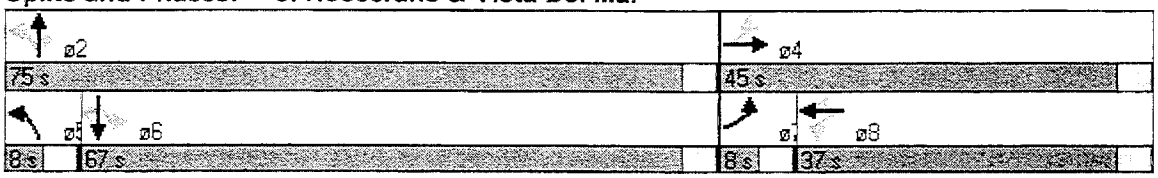
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 0 | | 0 | 1 | | 1 | 1 | | 1 | 1 | | 1 |
| Total Lost Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Leading Detector (ft) | 50 | 50 | | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt Protected | | 0.895 | | | | 0.850 | | | 0.850 | | | 0.850 |
| Flt Protected | | 0.965 | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1593 | 0 | 1752 | 1845 | 1568 | 1752 | 1845 | 1568 | 1752 | 1845 | 1568 |
| Frt Perm. | | 0.895 | | | | 0.850 | | | 0.850 | | | 0.850 |
| Flt Perm. | | 0.621 | | 0.592 | | | 0.392 | | | 0.155 | | |
| Satd. Flow (perm) | 0 | 1025 | 0 | 1092 | 1845 | 1568 | 723 | 1845 | 1568 | 286 | 1845 | 1568 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 2 | | | | 162 | | | 56 | | | 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 |
| Volume (vph) | 294 | 95 | 16 | 54 | 26 | 828 | 11 | 789 | 53 | 245 | 336 | 25 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Adj. Flow (vph) | 327 | 106 | 18 | 60 | 29 | 920 | 12 | 877 | 59 | 272 | 373 | 28 |
| Lane Group Flow (vph) | 0 | 451 | 0 | 60 | 29 | 920 | 12 | 877 | 59 | 272 | 373 | 28 |
| Turn Type | Pm+Pt | | | Perm | | Perm | Pm+Pt | | Perm | Perm | | Perm |
| Protected Phases | 7 | 4 | | | 8 | | 5 | 2 | | | 6 | |
| Permitted Phases | 4 | | | 8 | | 8 | 2 | | 2 | 6 | | 6 |
| Detector Phases | 7 | 4 | | 8 | 8 | 8 | 5 | 2 | 2 | 6 | 6 | 6 |
| Minimum Initial (s) | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Minimum Split (s) | 8.0 | 20.0 | | 20.0 | 20.0 | 20.0 | 8.0 | 20.0 | 20.0 | 20.0 | 20.0 | 20.0 |
| Total Split (s) | 8.0 | 45.0 | 0.0 | 37.0 | 37.0 | 37.0 | 8.0 | 75.0 | 75.0 | 67.0 | 67.0 | 67.0 |
| Total Split (%) | 7% | 38% | 0% | 31% | 31% | 31% | 7% | 63% | 63% | 56% | 56% | 56% |
| Maximum Green (s) | 4.0 | 41.0 | | 33.0 | 33.0 | 33.0 | 4.0 | 71.0 | 71.0 | 63.0 | 63.0 | 63.0 |
| Yellow Time (s) | 3.5 | 3.5 | | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 |
| All-Red Time (s) | 0.5 | 0.5 | | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 |
| Lead/Lag | Lead | | | Lag | Lag | Lag | Lead | | | Lag | Lag | Lag |
| Lead-Lag Optimize? | Yes | | | Yes | Yes | Yes | Yes | | | Yes | Yes | Yes |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Minimum Gap (s) | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Time Before Reduce (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Time To Reduce (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Recall Mode | Max | Max | | Max | Max | Max | Max | Max | Max | Max | Max | Max |

## Lanes, Volumes, Timings

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 |
| Lane Grp Cap (vph) | | 384 | | 309 | 523 | 560 | 477 | 1107 | 963 | 153 | 984 | 849 |
| v/s Ratio Prot | | 0.05 | | | 0.02 | | 0.00 | 0.48 | | | 0.20 | |
| v/s Ratio Perm | | 0.36 | | 0.05 | | 0.47 | 0.01 | | 0.04 | 0.95 | | 0.02 |
| Critical LG? | | Yes | | | | Yes | | Yes | | Yes | | |
| Act Effct Green (s) | | 42.0 | | 34.0 | 34.0 | 34.0 | 72.0 | 72.0 | 72.0 | 64.0 | 64.0 | 64.0 |
| Actuated g/C Ratio | | 0.35 | | 0.28 | 0.28 | 0.28 | 0.60 | 0.60 | 0.60 | 0.53 | 0.53 | 0.53 |
| v/c Ratio | | 1.17 | | 0.19 | 0.06 | 1.64 | 0.03 | 0.79 | 0.06 | 1.78 | 0.38 | 0.03 |
| Uniform Delay, d1 | | 37.7 | | 32.6 | 31.3 | 30.5 | 9.7 | 18.3 | 0.5 | 28.1 | 16.4 | 0.0 |
| Platoon Factor | | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incr. Delay, d2 | | 102.7 | | 1.4 | 0.2 | 297.3 | 0.1 | 5.8 | 0.1 | 375.1 | 1.1 | 0.1 |
| Webster Delay | | 140.3 | | 34.0 | 31.5 | 327.8 | 9.8 | 24.1 | 0.6 | 403.2 | 17.5 | 0.1 |
| Webster LOS | | F | | C | C | F | A | C | A | F | B | A |
| Queue Length 50th (ft) | | ~391 | | 35 | 16 | ~944 | 4 | 488 | 1 | ~316 | 162 | 0 |
| Queue Length 95th (ft) | | #627 | | 73 | 40 | #1228 | 12 | 681 | 0 | #488 | 233 | 8 |
| Link Length (ft) | | 4272 | | | 5936 | | | 3513 | | | 3959 | |
| 50th Up Block Time (%) | | | | | | | | | | | | |
| 95th Up Block Time (%) | | | | | | | | | | | | |
| Turn Bay Length (ft) | | | | | | | | | | | | |
| 50th Bay Block Time % | | | | | | | | | | | | |
| 95th Bay Block Time % | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 8 (7%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 130
Control Type: Pretimed
Total Lost Time: 12
Sum of Critical v/s Ratios: 1.51
Intersection v/c Ratio: 1.68
Intersection Webster Signal Delay: 164.0
Intersection LOS: F
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

**Splits and Phases: 3: Rosecrans & Vista Del Mar**



## Lanes, Volumes, Timings

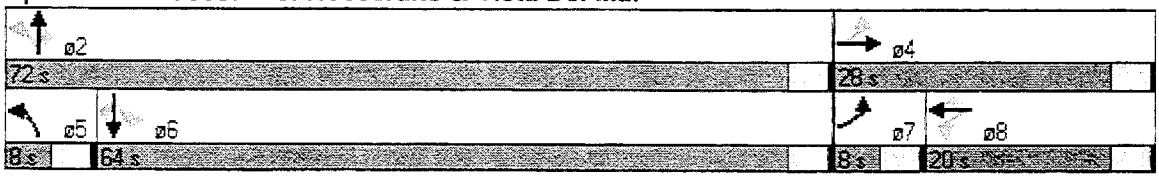
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 0 | | 0 | 1 | | 1 | 1 | | 1 | 1 | | 1 |
| Total Lost Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Leading Detector (ft) | 50 | 50 | | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt Protected | | 0.862 | | | | 0.850 | | | 0.850 | | | 0.850 |
| Flt Protected | | 0.985 | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1566 | 0 | 1752 | 1845 | 1568 | 1752 | 1845 | 1568 | 1752 | 1845 | 1568 |
| Frt Perm. | | 0.862 | | | | 0.850 | | | 0.850 | | | 0.850 |
| Flt Perm. | | 0.596 | | 0.522 | | | 0.111 | | | 0.259 | | |
| Satd. Flow (perm) | 0 | 948 | 0 | 963 | 1845 | 1568 | 205 | 1845 | 1568 | 478 | 1845 | 1568 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 19 | | | | 241 | | | 97 | | | 96 |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Volume (vph) | 80 | 107 | 73 | 143 | 96 | 232 | 90 | 754 | 87 | 458 | 825 | 86 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Adj. Flow (vph) | 89 | 119 | 81 | 159 | 107 | 258 | 100 | 838 | 97 | 509 | 917 | 96 |
| Lane Group Flow (vph) | 0 | 289 | 0 | 159 | 107 | 258 | 100 | 838 | 97 | 509 | 917 | 96 |
| Turn Type | Pm+Pt | | | Perm | | Perm | Pm+Pt | | Perm | Perm | | Perm |
| Protected Phases | 7 | 4 | | | 8 | | 5 | 2 | | | 6 | |
| Permitted Phases | 4 | | | 8 | | 8 | 2 | | 2 | 6 | | 6 |
| Detector Phases | 7 | 4 | | 8 | 8 | 8 | 5 | 2 | 2 | 6 | 6 | 6 |
| Minimum Initial (s) | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Minimum Split (s) | 8.0 | 20.0 | | 20.0 | 20.0 | 20.0 | 8.0 | 20.0 | 20.0 | 20.0 | 20.0 | 20.0 |
| Total Split (s) | 8.0 | 28.0 | 0.0 | 20.0 | 20.0 | 20.0 | 8.0 | 72.0 | 72.0 | 64.0 | 64.0 | 64.0 |
| Total Split (%) | 8% | 28% | 0% | 20% | 20% | 20% | 8% | 72% | 72% | 64% | 64% | 64% |
| Maximum Green (s) | 4.0 | 24.0 | | 16.0 | 16.0 | 16.0 | 4.0 | 68.0 | 68.0 | 60.0 | 60.0 | 60.0 |
| Yellow Time (s) | 3.5 | 3.5 | | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 |
| All-Red Time (s) | 0.5 | 0.5 | | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 |
| Lead/Lag | Lead | | | Lag | Lag | Lag | Lead | | | Lag | Lag | Lag |
| Lead-Lag Optimize? | Yes | | | Yes | Yes | Yes | Yes | | | Yes | Yes | Yes |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Minimum Gap (s) | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Time Before Reduce (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Time To Reduce (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Recall Mode | Max | Max | | Max | Max | Max | Max | Max | Max | Max | Max | Max |

**Lanes, Volumes, Timings**

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 |
| Lane Grp Cap (vph) | | 282 | | 164 | 314 | 467 | 219 | 1273 | 1112 | 292 | 1125 | 994 |
| v/s Ratio Prot | | 0.05 | | | 0.06 | | 0.02 | 0.45 | | | 0.50 | |
| v/s Ratio Perm | | 0.20 | | 0.17 | | 0.09 | 0.29 | | 0.06 | 1.06 | | 0.06 |
| Critical LG? | | Yes | | | | | | Yes | | Yes | | |
| Act Effct Green (s) | | 25.0 | | 17.0 | 17.0 | 17.0 | 69.0 | 69.0 | 69.0 | 61.0 | 61.0 | 61.0 |
| Actuated g/C Ratio | | 0.25 | | 0.17 | 0.17 | 0.17 | 0.69 | 0.69 | 0.69 | 0.61 | 0.61 | 0.61 |
| v/c Ratio | | 1.02 | | 0.97 | 0.34 | 0.55 | 0.46 | 0.66 | 0.09 | 1.74 | 0.82 | 0.10 |
| Uniform Delay, d1 | | 33.9 | | 41.3 | 36.6 | 2.3 | 5.1 | 8.8 | 0.0 | 19.5 | 15.1 | 0.0 |
| Platoon Factor | | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incr. Delay, d2 | | 60.1 | | 62.7 | 2.9 | 4.7 | 6.7 | 2.7 | 0.2 | 348.3 | 6.5 | 0.2 |
| Webster Delay | | 94.0 | | 103.9 | 39.5 | 6.9 | 11.8 | 11.5 | 0.2 | 367.8 | 21.7 | 0.2 |
| Webster LOS | | F | | F | D | A | B | B | A | F | C | A |
| Queue Length 50th (ft) | | ~164 | | 102 | 61 | 9 | 18 | 267 | 0 | ~485 | 418 | 0 |
| Queue Length 95th (ft) | | #354 | | #231 | 112 | 81 | 35 | 389 | 0 | #685 | 617 | 11 |
| Link Length (ft) | | 4272 | | | 5936 | | | 3513 | | | 3959 | |
| 50th Up Block Time (%) | | | | | | | | | | | | |
| 95th Up Block Time (%) | | | | | | | | | | | | |
| Turn Bay Length (ft) | | | | | | | | | | | | |
| 50th Bay Block Time % | | | | | | | | | | | | |
| 95th Bay Block Time % | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 8 (8%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 100
Control Type: Pretimed
Total Lost Time: 9
Sum of Critical v/s Ratios: 1.36
Intersection v/c Ratio: 1.49
Intersection Webster Signal Delay: 79.4
Intersection LOS: E
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

**Splits and Phases: 3: Rosecrans & Vista Del Mar**



## Lanes, Volumes, Timings

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 1 | | 1 | 1 | | 0 |
| Total Lost Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Leading Detector (ft) | 50 | 50 | | 50 | 50 | | 50 | 50 | 50 | 50 | 50 | |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Lane Util. Factor | 1.00 | 0.91 | 0.91 | 1.00 | 0.91 | 0.91 | 1.00 | 0.91 | 1.00 | 1.00 | 0.91 | 0.91 |
| Frt Protected | | 0.979 | | | 0.918 | | | | 0.850 | | 0.986 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1752 | 4930 | 0 | 1752 | 4623 | 0 | 1752 | 5036 | 1568 | 1752 | 4965 | 0 |
| Frt Perm. | | 0.979 | | | 0.918 | | | | 0.850 | | 0.986 | |
| Flt Perm. | 0.200 | | | 0.235 | | | 0.140 | | | 0.060 | | |
| Satd. Flow (perm) | 369 | 4930 | 0 | 433 | 4623 | 0 | 258 | 5036 | 1568 | 111 | 4965 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 23 | | | 71 | | | | 180 | | 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 |
| Volume (vph) | 190 | 648 | 107 | 121 | 313 | 382 | 191 | 3388 | 480 | 170 | 1031 | 106 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Adj. Flow (vph) | 211 | 720 | 119 | 134 | 348 | 424 | 212 | 3764 | 533 | 189 | 1146 | 118 |
| Lane Group Flow (vph) | 211 | 839 | 0 | 134 | 772 | 0 | 212 | 3764 | 533 | 189 | 1264 | 0 |
| Turn Type | Pm+Pt | | | Pm+Pt | | | Pm+Pt | | Perm | Pm+Pt | | |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | 2 | 6 | | |
| Detector Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | 2 | 1 | 6 | |
| Minimum Initial (s) | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | |
| Minimum Split (s) | 8.0 | 20.0 | | 8.0 | 20.0 | | 8.0 | 20.0 | 20.0 | 8.0 | 20.0 | |
| Total Split (s) | 11.0 | 23.0 | 0.0 | 8.0 | 20.0 | 0.0 | 19.0 | 80.0 | 80.0 | 9.0 | 70.0 | 0.0 |
| Total Split (%) | 9% | 19% | 0% | 7% | 17% | 0% | 16% | 67% | 67% | 8% | 58% | 0% |
| Maximum Green (s) | 7.0 | 19.0 | | 4.0 | 16.0 | | 15.0 | 76.0 | 76.0 | 5.0 | 66.0 | |
| Yellow Time (s) | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | |
| All-Red Time (s) | 0.5 | 0.5 | | 0.5 | 0.5 | | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | |
| Lead/Lag | Lead | Lag | | Lead | Lag | | Lead | Lag | Lag | Lead | Lag | |
| Lead-Lag Optimize? | Yes | Yes | | Yes | Yes | | Yes | Yes | Yes | Yes | Yes | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | |
| Minimum Gap (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | |
| Time Before Reduce (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Time To Reduce (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Recall Mode | Max | Max | | Max | Max | | Max | Max | Max | Max | Max | |

**Lanes, Volumes, Timings**

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | |
| Lane Grp Cap (vph) | 178 | 841 | | 134 | 716 | | 384 | 3231 | 1071 | 150 | 2782 | |
| v/s Ratio Prot | 0.08 | 0.17 | | 0.04 | 0.15 | | 0.07 | 0.75 | | 0.06 | 0.25 | |
| v/s Ratio Perm | 0.20 | | | 0.14 | | | 0.32 | | 0.32 | 0.71 | | |
| Critical LG? | Yes | | | | | | | Yes | | Yes | | |
| Act Effct Green (s) | 28.0 | 20.0 | | 22.0 | 17.0 | | 86.0 | 77.0 | 77.0 | 73.0 | 67.0 | |
| Actuated g/C Ratio | 0.23 | 0.17 | | 0.18 | 0.14 | | 0.72 | 0.64 | 0.64 | 0.61 | 0.56 | |
| v/c Ratio | 1.19 | 1.00 | | 1.00 | 1.50dr | | 0.55 | 1.16 | 0.50 | 1.26 | 0.45 | |
| Uniform Delay, d1 | 40.8 | 48.6 | | 42.2 | 46.4 | | 5.5 | 21.5 | 6.8 | 27.9 | 15.3 | |
| Platoon Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Incr. Delay, d2 | 126.2 | 30.5 | | 77.7 | 56.7 | | 5.6 | 78.0 | 1.7 | 159.6 | 0.5 | |
| Webster Delay | 167.0 | 79.1 | | 120.0 | 103.1 | | 11.1 | 99.5 | 8.5 | 187.5 | 15.9 | |
| Webster LOS | F | E | | F | F | | B | F | A | F | B | |
| Queue Length 50th (ft) | ~146 | 233 | | 87 | ~219 | | 47 | ~1268 | 126 | ~134 | 198 | |
| Queue Length 95th (ft) | #301 | #331 | | #186 | #316 | | 103 | #1339 | 205 | #286 | 235 | |
| Link Length (ft) | | 4272 | | | 5936 | | | 3513 | | | 3959 | |
| 50th Up Block Time (%) | | | | | | | | | | | | |
| 95th Up Block Time (%) | | | | | | | | | | | | |
| Turn Bay Length (ft) | | | | | | | | | | | | |
| 50th Bay Block Time % | | | | | | | | | | | | |
| 95th Bay Block Time % | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |

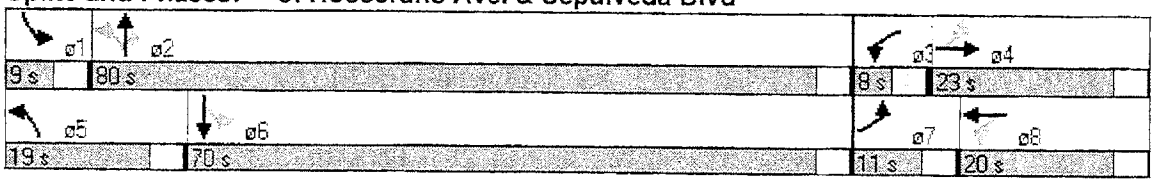
Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 40 (33%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 130
Control Type: Pretimed
Total Lost Time: 12
Sum of Critical v/s Ratios: 1.11
Intersection v/c Ratio: 1.24
Intersection Webster Signal Delay: 80.1
Intersection LOS: F

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

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

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

**Splits and Phases: 3: Rosecrans Ave. & Sepulveda Blvd**



## Lanes, Volumes, Timings

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 1 | | 1 | 1 | | 0 |
| Total Lost Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Leading Detector (ft) | 50 | 50 | | 50 | 50 | | 50 | 50 | 50 | 50 | 50 | |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Lane Util. Factor | 1.00 | 0.91 | 0.91 | 1.00 | 0.91 | 0.91 | 1.00 | 0.91 | 1.00 | 1.00 | 0.91 | 0.91 |
| Frt Protected | | 0.958 | | | 0.931 | | | | 0.850 | | 0.994 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1752 | 4824 | 0 | 1752 | 4688 | 0 | 1752 | 5036 | 1568 | 1752 | 5006 | 0 |
| Frt Perm. | | 0.958 | | | 0.931 | | | | 0.850 | | 0.994 | |
| Flt Perm. | 0.222 | | | 0.160 | | | 0.085 | | | 0.058 | | |
| Satd. Flow (perm) | 410 | 4824 | 0 | 295 | 4688 | 0 | 157 | 5036 | 1568 | 107 | 5006 | 0 |
| Right Turn on Red | | | No | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | | | 163 | | | | 237 | | 8 | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Volume (vph) | 114 | 413 | 162 | 246 | 632 | 543 | 202 | 1381 | 316 | 376 | 3262 | 128 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Adj. Flow (vph) | 127 | 459 | 180 | 273 | 702 | 603 | 224 | 1534 | 351 | 418 | 3624 | 142 |
| Lane Group Flow (vph) | 127 | 639 | 0 | 273 | 1305 | 0 | 224 | 1534 | 351 | 418 | 3766 | 0 |
| Turn Type | Pm+Pt | | | Pm+Pt | | | Pm+Pt | | Perm | Pm+Pt | | |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | 2 | 6 | | |
| Detector Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | 2 | 1 | 6 | |
| Minimum Initial (s) | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | |
| Minimum Split (s) | 8.0 | 20.0 | | 8.0 | 20.0 | | 8.0 | 20.0 | 20.0 | 8.0 | 20.0 | |
| Total Split (s) | 8.0 | 21.0 | 0.0 | 15.0 | 28.0 | 0.0 | 12.0 | 50.0 | 50.0 | 34.0 | 72.0 | 0.0 |
| Total Split (%) | 7% | 18% | 0% | 13% | 23% | 0% | 10% | 42% | 42% | 28% | 60% | 0% |
| Maximum Green (s) | 4.0 | 17.0 | | 11.0 | 24.0 | | 8.0 | 46.0 | 46.0 | 30.0 | 68.0 | |
| Yellow Time (s) | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | |
| All-Red Time (s) | 0.5 | 0.5 | | 0.5 | 0.5 | | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | |
| Lead/Lag | Lead | Lag | | Lead | Lag | | Lead | Lag | Lag | Lead | Lag | |
| Lead-Lag Optimize? | Yes | Yes | | Yes | Yes | | Yes | Yes | Yes | Yes | Yes | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | |
| Minimum Gap (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | |
| Time Before Reduce (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Time To Reduce (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Recall Mode | Max | Max | | Max | Max | | Max | Max | Max | Max | Max | |

## Lanes, Volumes, Timings

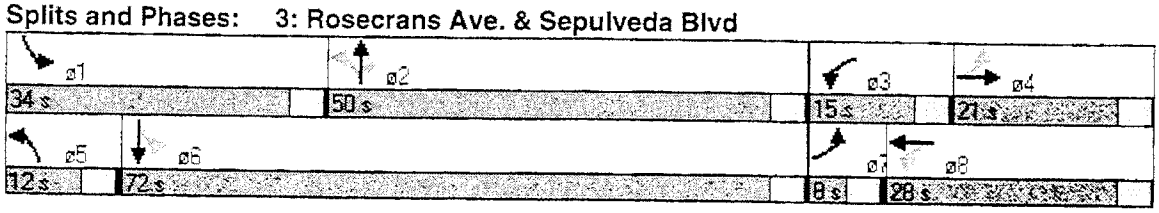
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Walk Time (s) | | 5.0 | | | 5.0 | | | 5.0 | 5.0 | | 5.0 | |
| Flash Dont Walk (s) | | 11.0 | | | 11.0 | | | 11.0 | 11.0 | | 11.0 | |
| Pedestrian Calls (#/hr) | | 0 | | | 0 | | | 0 | 0 | | 0 | |
| Lane Grp Cap (vph) | 135 | 724 | | 227 | 1106 | | 193 | 1972 | 758 | 497 | 2882 | |
| v/s Ratio Prot | 0.04 | 0.13 | | 0.12 | 0.25 | | 0.09 | 0.30 | | 0.22 | 0.75 | |
| v/s Ratio Perm | 0.14 | | | 0.21 | | | 0.45 | | 0.18 | 0.35 | | |
| Critical LG? | | | | Yes | | | Yes | | | | Yes | |
| Act Effct Green (s) | 23.0 | 18.0 | | 33.0 | 25.0 | | 56.0 | 47.0 | 47.0 | 81.0 | 69.0 | |
| Actuated g/C Ratio | 0.19 | 0.15 | | 0.28 | 0.21 | | 0.47 | 0.39 | 0.39 | 0.68 | 0.58 | |
| v/c Ratio | 0.94 | 0.88 | | 1.20 | 1.18 | | 1.16 | 0.78 | 0.46 | 0.84 | 1.31 | |
| Uniform Delay, d1 | 38.2 | 49.9 | | 36.8 | 40.5 | | 34.2 | 31.9 | 7.9 | 33.7 | 25.4 | |
| Platoon Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Incr. Delay, d2 | 63.0 | 14.6 | | 125.4 | 90.5 | | 114.7 | 3.1 | 2.0 | 15.7 | 140.6 | |
| Webster Delay | 101.2 | 64.6 | | 162.2 | 131.0 | | 148.9 | 35.0 | 9.9 | 49.4 | 166.1 | |
| Webster LOS | F | E | | F | F | | F | D | A | D | F | |
| Queue Length 50th (ft) | 77 | 179 | | ~214 | ~406 | | ~155 | 375 | 55 | 268 | ~1380 | |
| Queue Length 95th (ft) | #172 | #246 | | #391 | #504 | | #318 | 436 | 133 | #437 | #1453 | |
| Link Length (ft) | | 4272 | | | 5936 | | | 3513 | | | 3959 | |
| 50th Up Block Time (%) | | | | | | | | | | | | |
| 95th Up Block Time (%) | | | | | | | | | | | | |
| Turn Bay Length (ft) | | | | | | | | | | | | |
| 50th Bay Block Time % | | | | | | | | | | | | |
| 95th Bay Block Time % | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 130
Control Type: Pretimed
Total Lost Time: 9
Sum of Critical v/s Ratios: 1.17
Intersection v/c Ratio: 1.26
Intersection Webster Signal Delay: 116.5
Intersection LOS: F

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

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

**Splits and Phases: 3: Rosecrans Ave. & Sepulveda Blvd**



## Lanes, Volumes, Timings

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 0 | 2 | | 0 | 1 | | 1 | 1 | | 0 |
| Total Lost Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Leading Detector (ft) | 50 | 50 | | 50 | 50 | | 50 | 50 | 50 | 50 | 50 | |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Lane Util. Factor | 1.00 | 0.91 | 0.91 | 0.97 | 0.91 | 0.91 | 1.00 | 0.95 | 1.00 | 1.00 | 0.91 | 0.91 |
| Frt Protected | | 0.990 | | | 0.960 | | | | 0.850 | | 0.933 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1752 | 4986 | 0 | 3400 | 4834 | 0 | 1752 | 3505 | 1568 | 1752 | 4699 | 0 |
| Frt Perm. | | 0.990 | | | 0.960 | | | | 0.850 | | 0.933 | |
| Flt Perm. | 0.077 | | | 0.271 | | | 0.167 | | | 0.200 | | |
| Satd. Flow (perm) | 142 | 4986 | 0 | 970 | 4834 | 0 | 308 | 3505 | 1568 | 369 | 4699 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 22 | | | 170 | | | | 177 | | 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 |
| Volume (vph) | 232 | 757 | 56 | 496 | 1540 | 552 | 219 | 1198 | 349 | 62 | 521 | 419 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Adj. Flow (vph) | 258 | 841 | 62 | 551 | 1711 | 613 | 243 | 1331 | 388 | 69 | 579 | 466 |
| Lane Group Flow (vph) | 258 | 903 | 0 | 551 | 2324 | 0 | 243 | 1331 | 388 | 69 | 1045 | 0 |
| Turn Type | Perm | | | Perm | | | Pm+Pt | | Perm | Pm+Pt | | |
| Protected Phases | | 4 | | | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | 2 | 6 | | |
| Detector Phases | 4 | 4 | | 8 | 8 | | 5 | 2 | 2 | 1 | 6 | |
| Minimum Initial (s) | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | |
| Minimum Split (s) | 20.0 | 20.0 | | 20.0 | 20.0 | | 8.0 | 20.0 | 20.0 | 8.0 | 20.0 | |
| Total Split (s) | 55.0 | 55.0 | 0.0 | 55.0 | 55.0 | 0.0 | 12.0 | 27.0 | 27.0 | 8.0 | 23.0 | 0.0 |
| Total Split (%) | 61% | 61% | 0% | 61% | 61% | 0% | 13% | 30% | 30% | 9% | 26% | 0% |
| Maximum Green (s) | 51.0 | 51.0 | | 51.0 | 51.0 | | 8.0 | 23.0 | 23.0 | 4.0 | 19.0 | |
| Yellow Time (s) | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | |
| All-Red Time (s) | 0.5 | 0.5 | | 0.5 | 0.5 | | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | |
| Lead/Lag | | | | | | | Lead | Lag | Lag | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | 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 | |
| Minimum Gap (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | |
| Time Before Reduce (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Time To Reduce (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Recall Mode | Max | Max | | Max | Max | | Max | Max | Max | Max | Max | |

## Lanes, Volumes, Timings

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Walk Time (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | | 5.0 | 5.0 | | 5.0 | |
| Flash Dont Walk (s) | 11.0 | 11.0 | | 11.0 | 11.0 | | | 11.0 | 11.0 | | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | | 0 | 0 | | | 0 | 0 | | 0 | |
| Lane Grp Cap (vph) | 82 | 2890 | | 560 | 2865 | | 254 | 935 | 548 | 179 | 1065 | |
| v/s Ratio Prot | | 0.18 | | | 0.47 | | 0.10 | 0.38 | | 0.02 | 0.22 | |
| v/s Ratio Perm | 1.82 | | | 0.57 | | | 0.24 | | 0.19 | 0.09 | | |
| Critical LG? | Yes | | | | | | Yes | Yes | | | | |
| Act Effct Green (s) | 52.0 | 52.0 | | 52.0 | 52.0 | | 32.0 | 24.0 | 24.0 | 25.0 | 20.0 | |
| Actuated g/C Ratio | 0.58 | 0.58 | | 0.58 | 0.58 | | 0.36 | 0.27 | 0.27 | 0.28 | 0.22 | |
| v/c Ratio | 3.15 | 0.31 | | 0.98 | 0.81 | | 0.96 | 1.42 | 0.71 | 0.39 | 1.26dr | |
| Uniform Delay, d1 | 19.0 | 9.5 | | 18.6 | 13.8 | | 21.8 | 33.0 | 15.5 | 19.8 | 33.9 | |
| Platoon Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Incr. Delay, d2 | 997.0 | 0.3 | | 34.3 | 2.6 | | 46.3 | 196.9 | 7.5 | 6.2 | 23.4 | |
| Webster Delay | 1016.0 | 9.8 | | 52.8 | 16.4 | | 68.1 | 229.9 | 23.0 | 25.9 | 57.3 | |
| Webster LOS | F | A | | D | B | | E | F | C | C | E | |
| Queue Length 50th (ft) | ~259 | 87 | | 146 | 333 | | 102 | ~543 | 107 | 26 | 204 | |
| Queue Length 95th (ft) | #409 | 111 | | #268 | 402 | | #238 | #674 | 214 | 55 | #308 | |
| Link Length (ft) | | 4272 | | | 5936 | | | 3513 | | | 3959 | |
| 50th Up Block Time (%) | | | | | | | | | | | | |
| 95th Up Block Time (%) | | | | | | | | | | | | |
| Turn Bay Length (ft) | | | | | | | | | | | | |
| 50th Bay Block Time % | | | | | | | | | | | | |
| 95th Bay Block Time % | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |

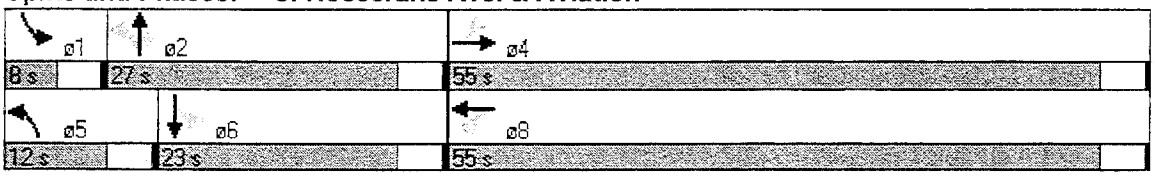
Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 65
Control Type: Pretimed
Total Lost Time: 6
Sum of Critical v/s Ratios: 2.27
Intersection v/c Ratio: 2.43
Intersection Webster Signal Delay: 102.8
Intersection LOS: F

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

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

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

**Splits and Phases: 3: Rosecrans Ave. & Aviation**



## Lanes, Volumes, Timings

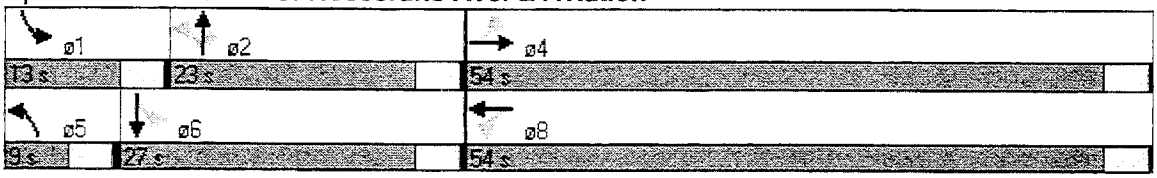
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 0 | 2 | | 0 | 1 | | 1 | 1 | | 0 |
| Total Lost Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Leading Detector (ft) | 50 | 50 | | 50 | 50 | | 50 | 50 | 50 | 50 | 50 | |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Lane Util. Factor | 1.00 | 0.91 | 0.91 | 0.97 | 0.91 | 0.91 | 1.00 | 0.95 | 1.00 | 1.00 | 0.91 | 0.91 |
| Frt Protected | | 0.983 | | | 0.987 | | | | 0.850 | | 0.959 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1752 | 4950 | 0 | 3400 | 4970 | 0 | 1752 | 3505 | 1568 | 1752 | 4829 | 0 |
| Frt Perm. | | 0.983 | | | 0.987 | | | | 0.850 | | 0.959 | |
| Flt Perm. | 0.122 | | | 0.084 | | | 0.200 | | | 0.167 | | |
| Satd. Flow (perm) | 225 | 4950 | 0 | 301 | 4970 | 0 | 369 | 3505 | 1568 | 308 | 4829 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 41 | | | 29 | | | | 33 | | 44 | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Volume (vph) | 358 | 1366 | 174 | 394 | 1210 | 115 | 274 | 673 | 255 | 267 | 1109 | 418 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Adj. Flow (vph) | 398 | 1518 | 193 | 438 | 1344 | 128 | 304 | 748 | 283 | 297 | 1232 | 464 |
| Lane Group Flow (vph) | 398 | 1711 | 0 | 438 | 1472 | 0 | 304 | 748 | 283 | 297 | 1696 | 0 |
| Turn Type | Perm | | | Perm | | | Pm+Pt | | Perm | Pm+Pt | | |
| Protected Phases | | 4 | | | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | 2 | 6 | | |
| Detector Phases | 4 | 4 | | 8 | 8 | | 5 | 2 | 2 | 1 | 6 | |
| Minimum Initial (s) | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | |
| Minimum Split (s) | 20.0 | 20.0 | | 20.0 | 20.0 | | 8.0 | 20.0 | 20.0 | 8.0 | 20.0 | |
| Total Split (s) | 54.0 | 54.0 | 0.0 | 54.0 | 54.0 | 0.0 | 9.0 | 23.0 | 23.0 | 13.0 | 27.0 | 0.0 |
| Total Split (%) | 60% | 60% | 0% | 60% | 60% | 0% | 10% | 26% | 26% | 14% | 30% | 0% |
| Maximum Green (s) | 50.0 | 50.0 | | 50.0 | 50.0 | | 5.0 | 19.0 | 19.0 | 9.0 | 23.0 | |
| Yellow Time (s) | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | |
| All-Red Time (s) | 0.5 | 0.5 | | 0.5 | 0.5 | | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | |
| Lead/Lag | | | | | | | Lead | Lag | Lag | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | 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 | |
| Minimum Gap (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | |
| Time Before Reduce (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Time To Reduce (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Recall Mode | Max | Max | | Max | Max | | Max | Max | Max | Max | Max | |

## Lanes, Volumes, Timings

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Walk Time (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | | 5.0 | 5.0 | | 5.0 | |
| Flash Dont Walk (s) | 11.0 | 11.0 | | 11.0 | 11.0 | | | 11.0 | 11.0 | | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | | 0 | 0 | | | 0 | 0 | | 0 | |
| Lane Grp Cap (vph) | 128 | 2823 | | 171 | 2829 | | 199 | 779 | 374 | 273 | 1320 | |
| v/s Ratio Prot | | 0.34 | | | 0.29 | | 0.10 | 0.21 | | 0.12 | 0.34 | |
| v/s Ratio Perm | 1.77 | | | 1.46 | | | 0.34 | | 0.17 | 0.28 | | |
| Critical LG? | Yes | | | | | | Yes | | | Yes | | |
| Act Effct Green (s) | 51.0 | 51.0 | | 51.0 | 51.0 | | 26.0 | 20.0 | 20.0 | 33.0 | 24.0 | |
| Actuated g/C Ratio | 0.57 | 0.57 | | 0.57 | 0.57 | | 0.29 | 0.22 | 0.22 | 0.37 | 0.27 | |
| v/c Ratio | 3.11 | 0.61 | | 2.56 | 0.52 | | 1.53 | 0.96 | 0.76 | 1.09 | 1.28 | |
| Uniform Delay, d1 | 19.6 | 12.5 | | 19.6 | 11.7 | | 23.3 | 34.6 | 28.7 | 21.7 | 31.9 | |
| Platoon Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Incr. Delay, d2 | 969.5 | 1.0 | | 719.5 | 0.7 | | 261.2 | 23.9 | 13.3 | 79.9 | 134.1 | |
| Webster Delay | 989.1 | 13.5 | | 739.1 | 12.4 | | 284.5 | 58.5 | 42.1 | 101.7 | 166.0 | |
| Webster LOS | F | B | | F | B | | F | E | D | F | F | |
| Queue Length 50th (ft) | ~399 | 213 | | ~217 | 171 | | ~192 | 222 | 129 | ~142 | ~449 | |
| Queue Length 95th (ft) | #575 | 258 | | #310 | 209 | | #359 | #340 | #254 | #303 | #546 | |
| Link Length (ft) | | 4272 | | | 5936 | | | 3513 | | | 3959 | |
| 50th Up Block Time (%) | | | | | | | | | | | | |
| 95th Up Block Time (%) | | | | | | | | | | | | |
| Turn Bay Length (ft) | | | | | | | | | | | | |
| 50th Bay Block Time % | | | | | | | | | | | | |
| 95th Bay Block Time % | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 50
Control Type: Pretimed
Total Lost Time: 9
Sum of Critical v/s Ratios: 2.25
Intersection v/c Ratio: 2.50
Intersection Webster Signal Delay: 165.0
Intersection LOS: F
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

**Splits and Phases: 3: Rosecrans Ave. & Aviation**



# APPENDIX P.3
# FEDERAL EXPRESS SITE

## Lanes, Volumes, Timings

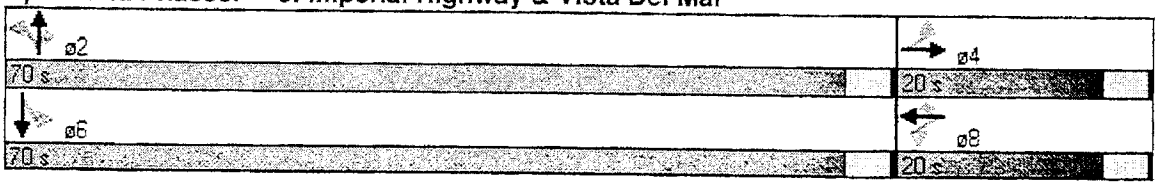
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 1 | 1 | | 1 | 1 | | 0 |
| Total Lost Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Leading Detector (ft) | 50 | 50 | | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 0.95 |
| Frt Protected | | 0.947 | | | | 0.850 | | | 0.850 | | 0.998 | |
| Flt Protected | 0.950 | | | 0.950 | 0.957 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1752 | 1747 | 0 | 1665 | 1677 | 1568 | 1752 | 3505 | 1568 | 1752 | 3498 | 0 |
| Frt Perm. | | 0.947 | | | | 0.850 | | | 0.850 | | 0.998 | |
| Flt Perm. | 0.586 | | | 0.737 | 0.733 | | 0.534 | | | 0.127 | | |
| Satd. Flow (perm) | 1081 | 1747 | 0 | 1292 | 1285 | 1568 | 985 | 3505 | 1568 | 234 | 3498 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 11 | | | | 69 | | | 887 | | 3 | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Volume (vph) | 4 | 18 | 10 | 197 | 12 | 80 | 2 | 1384 | 798 | 110 | 326 | 4 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Adj. Flow (vph) | 4 | 20 | 11 | 219 | 13 | 89 | 2 | 1538 | 887 | 122 | 362 | 4 |
| Lane Group Flow (vph) | 4 | 31 | 0 | 116 | 116 | 89 | 2 | 1538 | 887 | 122 | 366 | 0 |
| Turn Type | Perm | | | Perm | | Perm | Perm | | Perm | Perm | | |
| Protected Phases | | 4 | | | 8 | | | 2 | | | 6 | |
| Permitted Phases | 4 | | | 8 | | 8 | 2 | | 2 | 6 | | |
| Detector Phases | 4 | 4 | | 8 | 8 | 8 | 2 | 2 | 2 | 6 | 6 | |
| Minimum Initial (s) | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | |
| Minimum Split (s) | 20.0 | 20.0 | | 20.0 | 20.0 | 20.0 | 20.0 | 20.0 | 20.0 | 20.0 | 20.0 | |
| Total Split (s) | 20.0 | 20.0 | 0.0 | 20.0 | 20.0 | 20.0 | 70.0 | 70.0 | 70.0 | 70.0 | 70.0 | 0.0 |
| Total Split (%) | 22% | 22% | 0% | 22% | 22% | 22% | 78% | 78% | 78% | 78% | 78% | 0% |
| Maximum Green (s) | 16.0 | 16.0 | | 16.0 | 16.0 | 16.0 | 66.0 | 66.0 | 66.0 | 66.0 | 66.0 | |
| Yellow Time (s) | 3.5 | 3.5 | | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | |
| All-Red Time (s) | 0.5 | 0.5 | | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | |
| Minimum Gap (s) | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | |
| Time Before Reduce (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Time To Reduce (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Recall Mode | Max | Max | | Max | Max | Max | Max | Max | Max | Max | Max | |

## Lanes, Volumes, Timings

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | |
| Lane Grp Cap (vph) | 204 | 339 | | 244 | 243 | 352 | 733 | 2609 | 1394 | 174 | 2605 | |
| v/s Ratio Prot | | 0.02 | | | | | | 0.44 | | | 0.10 | |
| v/s Ratio Perm | 0.00 | | | 0.09 | 0.09 | 0.05 | 0.00 | | 0.47 | 0.52 | | |
| Critical LG? | | | | | Yes | | | | | Yes | | |
| Act Effct Green (s) | 17.0 | 17.0 | | 17.0 | 17.0 | 17.0 | 67.0 | 67.0 | 67.0 | 67.0 | 67.0 | |
| Actuated g/C Ratio | 0.19 | 0.19 | | 0.19 | 0.19 | 0.19 | 0.74 | 0.74 | 0.74 | 0.74 | 0.74 | |
| v/c Ratio | 0.02 | 0.09 | | 0.48 | 0.48 | 0.25 | 0.00 | 0.59 | 0.64 | 0.70 | 0.14 | |
| Uniform Delay, d1 | 29.8 | 19.3 | | 32.5 | 32.5 | 6.7 | 3.0 | 5.2 | 0.0 | 6.1 | 3.2 | |
| Platoon Factor | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Incr. Delay, d2 | 0.2 | 0.5 | | 6.5 | 6.6 | 1.7 | 0.0 | 1.0 | 2.2 | 21.0 | 0.1 | |
| Webster Delay | 29.9 | 19.9 | | 39.0 | 39.1 | 8.5 | 3.0 | 6.2 | 2.2 | 27.1 | 3.4 | |
| Webster LOS | C | B | | D | D | A | A | A | A | C | A | |
| Queue Length 50th (ft) | 2 | 9 | | 62 | 62 | 9 | 0 | 170 | 0 | 30 | 0 | |
| Queue Length 95th (ft) | 11 | 33 | | 118 | 120 | 49 | 2 | 217 | 22 | #150 | 31 | |
| Link Length (ft) | | 4272 | | | 5936 | | | 3289 | | | 3959 | |
| 50th Up Block Time (%) | | | | | | | | | | | | |
| 95th Up Block Time (%) | | | | | | | | | | | | |
| Turn Bay Length (ft) | | | | | | | | | | | | |
| 50th Bay Block Time % | | | | | | | | | | | | |
| 95th Bay Block Time % | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 80
Control Type: Pretimed
Total Lost Time: 6
Sum of Critical v/s Ratios: 0.61
Intersection v/c Ratio: 0.66
Intersection Webster Signal Delay: 8.1
Intersection LOS: A
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

**Splits and Phases: 3: Imperial Highway & Vista Del Mar**



## Lanes, Volumes, Timings

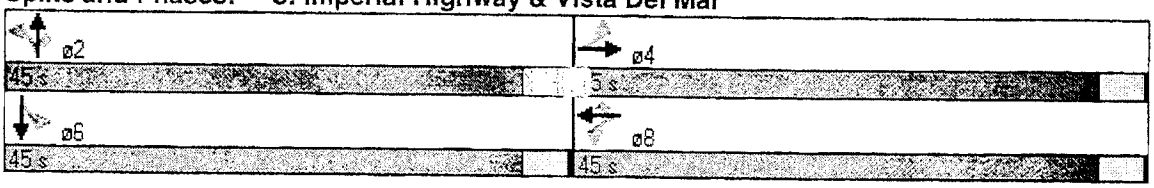
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 1 | 1 | | 1 | 1 | | 0 |
| Total Lost Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Leading Detector (ft) | 50 | 50 | | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 0.95 |
| Frt Protected | | 0.962 | | | | 0.850 | | | 0.850 | | 0.999 | |
| Flt Protected | 0.950 | | | 0.950 | 0.954 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1752 | 1775 | 0 | 1665 | 1672 | 1568 | 1752 | 3505 | 1568 | 1752 | 3501 | 0 |
| Frt Perm. | | 0.962 | | | | 0.850 | | | 0.850 | | 0.999 | |
| Flt Perm. | 0.450 | | | 0.747 | 0.723 | | 0.145 | | | 0.400 | | |
| Satd. Flow (perm) | 830 | 1775 | 0 | 1309 | 1267 | 1568 | 267 | 3505 | 1568 | 738 | 3501 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 4 | | | | 147 | | | 331 | | 1 | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Volume (vph) | 6 | 11 | 4 | 575 | 12 | 132 | 3 | 465 | 298 | 77 | 963 | 6 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Adj. Flow (vph) | 7 | 12 | 4 | 639 | 13 | 147 | 3 | 517 | 331 | 86 | 1070 | 7 |
| Lane Group Flow (vph) | 7 | 16 | 0 | 331 | 321 | 147 | 3 | 517 | 331 | 86 | 1077 | 0 |
| Turn Type | Perm | | | Perm | | Perm | Perm | | Perm | Perm | | |
| Protected Phases | | 4 | | | 8 | | | 2 | | | 6 | |
| Permitted Phases | 4 | | | 8 | | 8 | 2 | | 2 | 6 | | |
| Detector Phases | 4 | 4 | | 8 | 8 | 8 | 2 | 2 | 2 | 6 | 6 | |
| Minimum Initial (s) | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | |
| Minimum Split (s) | 20.0 | 20.0 | | 20.0 | 20.0 | 20.0 | 20.0 | 20.0 | 20.0 | 20.0 | 20.0 | |
| Total Split (s) | 45.0 | 45.0 | 0.0 | 45.0 | 45.0 | 45.0 | 45.0 | 45.0 | 45.0 | 45.0 | 45.0 | 0.0 |
| Total Split (%) | 50% | 50% | 0% | 50% | 50% | 50% | 50% | 50% | 50% | 50% | 50% | 0% |
| Maximum Green (s) | 41.0 | 41.0 | | 41.0 | 41.0 | 41.0 | 41.0 | 41.0 | 41.0 | 41.0 | 41.0 | |
| Yellow Time (s) | 3.5 | 3.5 | | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | |
| All-Red Time (s) | 0.5 | 0.5 | | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | |
| Minimum Gap (s) | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | |
| Time Before Reduce (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Time To Reduce (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Recall Mode | Max | Max | | Max | Max | Max | Max | Max | Max | Max | Max | |

## Lanes, Volumes, Timings

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | |
| Lane Grp Cap (vph) | 387 | 830 | | 611 | 591 | 810 | 125 | 1636 | 908 | 344 | 1634 | |
| v/s Ratio Prot | | 0.01 | | | | | | 0.15 | | | 0.31 | |
| v/s Ratio Perm | 0.01 | | | 0.25 | 0.25 | 0.08 | 0.01 | | 0.17 | 0.12 | | |
| Critical LG? | | | | | Yes | | | | | | Yes | |
| Act Effct Green (s) | 42.0 | 42.0 | | 42.0 | 42.0 | 42.0 | 42.0 | 42.0 | 42.0 | 42.0 | 42.0 | |
| Actuated g/C Ratio | 0.47 | 0.47 | | 0.47 | 0.47 | 0.47 | 0.47 | 0.47 | 0.47 | 0.47 | 0.47 | |
| v/c Ratio | 0.02 | 0.02 | | 0.54 | 0.54 | 0.18 | 0.02 | 0.32 | 0.36 | 0.25 | 0.66 | |
| Uniform Delay, d1 | 12.9 | 9.7 | | 17.1 | 17.1 | 0.0 | 13.0 | 15.0 | 0.0 | 14.5 | 18.5 | |
| Platoon Factor | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Incr. Delay, d2 | 0.1 | 0.0 | | 3.4 | 3.6 | 0.5 | 0.4 | 0.5 | 1.1 | 1.7 | 2.1 | |
| Webster Delay | 12.9 | 9.7 | | 20.5 | 20.7 | 0.5 | 13.4 | 15.5 | 1.1 | 16.2 | 20.6 | |
| Webster LOS | B | A | | C | C | A | B | B | A | B | C | |
| Queue Length 50th (ft) | 2 | 4 | | 135 | 131 | 0 | 1 | 93 | 0 | 28 | 224 | |
| Queue Length 95th (ft) | 10 | 14 | | 224 | 218 | 31 | 6 | 129 | 41 | 62 | 289 | |
| Link Length (ft) | | 4272 | | | 5936 | | | 3289 | | | 3959 | |
| 50th Up Block Time (%) | | | | | | | | | | | | |
| 95th Up Block Time (%) | | | | | | | | | | | | |
| Turn Bay Length (ft) | | | | | | | | | | | | |
| 50th Bay Block Time % | | | | | | | | | | | | |
| 95th Bay Block Time % | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 40
Control Type: Pretimed
Total Lost Time: 6
Sum of Critical v/s Ratios: 0.56
Intersection v/c Ratio: 0.60
Intersection Webster Signal Delay: 16.1
Intersection LOS: B

**Splits and Phases: 3: Imperial Highway & Vista Del Mar**



## Lanes, Volumes, Timings

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 1 | 1 | | 1 | 1 | | 0 |
| Total Lost Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Leading Detector (ft) | 50 | 50 | | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 0.95 |
| Frt Protected | | 0.947 | | | | 0.850 | | | 0.850 | | 0.998 | |
| Flt Protected | 0.950 | | | 0.950 | 0.957 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1752 | 1747 | 0 | 1665 | 1677 | 1568 | 1752 | 3505 | 1568 | 1752 | 3498 | 0 |
| Frt Perm. | | 0.947 | | | | 0.850 | | | 0.850 | | 0.998 | |
| Flt Perm. | 0.576 | | | 0.737 | 0.731 | | 0.534 | | | 0.127 | | |
| Satd. Flow (perm) | 1063 | 1747 | 0 | 1292 | 1281 | 1568 | 985 | 3505 | 1568 | 234 | 3498 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 11 | | | | 69 | | | 957 | | 3 | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Volume (vph) | 4 | 18 | 10 | 205 | 12 | 80 | 2 | 1384 | 890 | 152 | 326 | 4 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Adj. Flow (vph) | 4 | 20 | 11 | 228 | 13 | 89 | 2 | 1538 | 989 | 169 | 362 | 4 |
| Lane Group Flow (vph) | 4 | 31 | 0 | 121 | 120 | 89 | 2 | 1538 | 989 | 169 | 366 | 0 |
| Turn Type | Perm | | | Perm | | Perm | Perm | | Perm | Perm | | |
| Protected Phases | | 4 | | | 8 | | | 2 | | | 6 | |
| Permitted Phases | 4 | | | 8 | | 8 | 2 | | 2 | 6 | | |
| Detector Phases | 4 | 4 | | 8 | 8 | 8 | 2 | 2 | 2 | 6 | 6 | |
| Minimum Initial (s) | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | |
| Minimum Split (s) | 20.0 | 20.0 | | 20.0 | 20.0 | 20.0 | 20.0 | 20.0 | 20.0 | 20.0 | 20.0 | |
| Total Split (s) | 20.0 | 20.0 | 0.0 | 20.0 | 20.0 | 20.0 | 70.0 | 70.0 | 70.0 | 70.0 | 70.0 | 0.0 |
| Total Split (%) | 22% | 22% | 0% | 22% | 22% | 22% | 78% | 78% | 78% | 78% | 78% | 0% |
| Maximum Green (s) | 16.0 | 16.0 | | 16.0 | 16.0 | 16.0 | 66.0 | 66.0 | 66.0 | 66.0 | 66.0 | |
| Yellow Time (s) | 3.5 | 3.5 | | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | |
| All-Red Time (s) | 0.5 | 0.5 | | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | |
| Minimum Gap (s) | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | |
| Time Before Reduce (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Time To Reduce (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Recall Mode | Max | Max | | Max | Max | Max | Max | Max | Max | Max | Max | |

## Lanes, Volumes, Timings

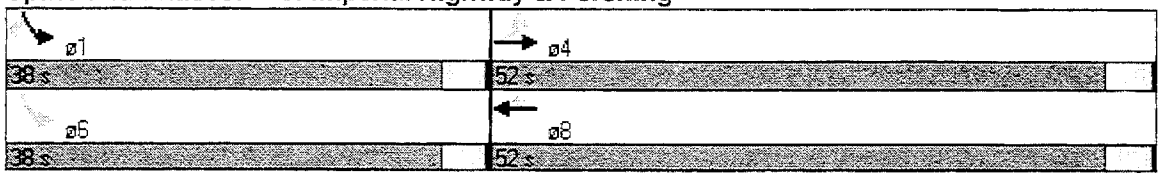
| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR | ø6 |
|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | |
| Grade (%) | | 0% | 0% | | 0% | | |
| Storage Length (ft) | 0 | | | 0 | 0 | 0 | |
| Storage Lanes | 1 | | | 1 | 2 | 1 | |
| Total Lost Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | |
| Leading Detector (ft) | 50 | 50 | 50 | 50 | 50 | 50 | |
| Trailing Detector (ft) | 0 | 0 | 0 | 0 | 0 | 0 | |
| Turning Speed (mph) | 15 | | | 9 | 15 | 9 | |
| Lane Util. Factor | 1.00 | 0.95 | 0.95 | 1.00 | 0.97 | 1.00 | |
| Frt Protected | | | | 0.850 | | 0.850 | |
| Flt Protected | 0.950 | | | | 0.950 | | |
| Satd. Flow (prot) | 1752 | 3505 | 3505 | 1568 | 3400 | 1568 | |
| Frt Perm. | | | | 0.850 | | 0.850 | |
| Flt Perm. | 0.570 | | | | 0.950 | | |
| Satd. Flow (perm) | 1051 | 3505 | 3505 | 1568 | 3400 | 1568 | |
| Right Turn on Red | | | | Yes | | Yes | |
| Satd. Flow (RTOR) | | | | 1079 | | 87 | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Volume (vph) | 258 | 602 | 255 | 971 | 962 | 78 | |
| Confl. Peds. (#/hr) | | | | | | | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% | |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | |
| Parking (#/hr) | | | | | | | |
| Mid-Block Traffic (%) | | 0% | 0% | | 0% | | |
| Adj. Flow (vph) | 287 | 669 | 283 | 1079 | 1069 | 87 | |
| Lane Group Flow (vph) | 287 | 669 | 283 | 1079 | 1069 | 87 | |
| Turn Type | Perm | | | Perm | | Perm | |
| Protected Phases | | 4 | 8 | | 1 | | 6 |
| Permitted Phases | 4 | | | 8 | 6 | 1 | |
| Detector Phases | 4 | 4 | 8 | 8 | 1 | 1 | |
| Minimum Initial (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Minimum Split (s) | 20.0 | 20.0 | 20.0 | 20.0 | 8.0 | 8.0 | 20.0 |
| Total Split (s) | 52.0 | 52.0 | 52.0 | 52.0 | 38.0 | 38.0 | 38.0 |
| Total Split (%) | 58% | 58% | 58% | 58% | 42% | 42% | 42% |
| Maximum Green (s) | 48.0 | 48.0 | 48.0 | 48.0 | 34.0 | 34.0 | 34.0 |
| Yellow Time (s) | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 |
| All-Red Time (s) | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 |
| Lead/Lag | | | | | | | |
| Lead-Lag Optimize? | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Minimum Gap (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Time Before Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Time To Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Recall Mode | Max | Max | Max | Max | Max | Max | Max |

## Lanes, Volumes, Timings

| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR | ø6 |
|---|---|---|---|---|---|---|---|
| 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 |
| Lane Grp Cap (vph) | 572 | 1908 | 1908 | 1345 | 1322 | 663 | |
| v/s Ratio Prot | | 0.19 | 0.08 | | 0.31 | | |
| v/s Ratio Perm | 0.27 | | | 0.44 | | 0.05 | |
| Critical LG? | | | | Yes | Yes | | |
| Act Effct Green (s) | 49.0 | 49.0 | 49.0 | 49.0 | 35.0 | 35.0 | |
| Actuated g/C Ratio | 0.54 | 0.54 | 0.54 | 0.54 | 0.39 | 0.39 | |
| v/c Ratio | 0.50 | 0.35 | 0.15 | 0.80 | 0.81 | 0.13 | |
| Uniform Delay, d1 | 12.8 | 11.5 | 10.2 | 0.0 | 24.5 | 0.0 | |
| Platoon Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Incr. Delay, d2 | 3.1 | 0.5 | 0.2 | 5.1 | 5.4 | 0.4 | |
| Webster Delay | 16.0 | 12.0 | 10.3 | 5.1 | 29.9 | 0.4 | |
| Webster LOS | B | B | B | A | C | A | |
| Queue Length 50th (ft) | 96 | 105 | 39 | 0 | 273 | 0 | |
| Queue Length 95th (ft) | 168 | 142 | 59 | 56 | 355 | 27 | |
| Link Length (ft) | | 4272 | 5936 | | 3959 | | |
| 50th Up Block Time (%) | | | | | | | |
| 95th Up Block Time (%) | | | | | | | |
| Turn Bay Length (ft) | | | | | | | |
| 50th Bay Block Time % | | | | | | | |
| 95th Bay Block Time % | | | | | | | |
| Queuing Penalty (veh) | | | | | | | |

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2: and 6:SBL, Start of Green
Natural Cycle: 40
Control Type: Pretimed
Total Lost Time: 6
Sum of Critical v/s Ratios: 0.77
Intersection v/c Ratio: 0.82
Intersection Webster Signal Delay: 15.3
Intersection LOS: B

**Splits and Phases: 3: Imperial Highway & Pershing**



## Lanes, Volumes, Timings

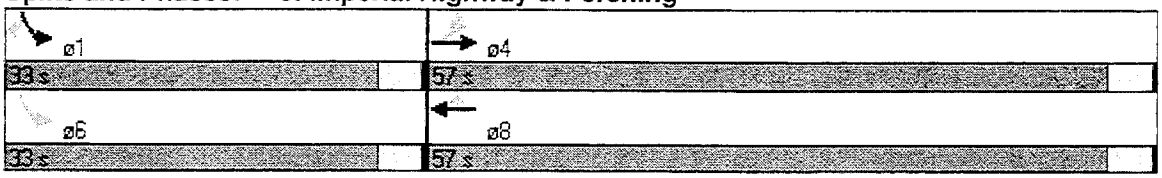
| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR | ø6 |
|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | |
| Grade (%) | | 0% | 0% | | 0% | | |
| Storage Length (ft) | 0 | | | 0 | 0 | 0 | |
| Storage Lanes | 1 | | | 1 | 2 | 1 | |
| Total Lost Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | |
| Leading Detector (ft) | 50 | 50 | 50 | 50 | 50 | 50 | |
| Trailing Detector (ft) | 0 | 0 | 0 | 0 | 0 | 0 | |
| Turning Speed (mph) | 15 | | | 9 | 15 | 9 | |
| Lane Util. Factor | 1.00 | 0.95 | 0.95 | 1.00 | 0.97 | 1.00 | |
| Frt Protected | | | | 0.850 | | 0.850 | |
| Flt Protected | 0.950 | | | | 0.950 | | |
| Satd. Flow (prot) | 1752 | 3505 | 3505 | 1568 | 3400 | 1568 | |
| Frt Perm. | | | | 0.850 | | 0.850 | |
| Flt Perm. | 0.417 | | | | 0.950 | | |
| Satd. Flow (perm) | 769 | 3505 | 3505 | 1568 | 3400 | 1568 | |
| Right Turn on Red | | | | Yes | | Yes | |
| Satd. Flow (RTOR) | | | | 806 | | 252 | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Volume (vph) | 132 | 257 | 490 | 725 | 631 | 227 | |
| Confl. Peds. (#/hr) | | | | | | | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% | |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | |
| Parking (#/hr) | | | | | | | |
| Mid-Block Traffic (%) | | 0% | 0% | | 0% | | |
| Adj. Flow (vph) | 147 | 286 | 544 | 806 | 701 | 252 | |
| Lane Group Flow (vph) | 147 | 286 | 544 | 806 | 701 | 252 | |
| Turn Type | Perm | | | Perm | | Perm | |
| Protected Phases | | 4 | 8 | | 1 | | 6 |
| Permitted Phases | 4 | | | 8 | 6 | 1 | |
| Detector Phases | 4 | 4 | 8 | 8 | 1 | 1 | |
| Minimum Initial (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Minimum Split (s) | 20.0 | 20.0 | 20.0 | 20.0 | 8.0 | 8.0 | 20.0 |
| Total Split (s) | 57.0 | 57.0 | 57.0 | 57.0 | 33.0 | 33.0 | 33.0 |
| Total Split (%) | 63% | 63% | 63% | 63% | 37% | 37% | 37% |
| Maximum Green (s) | 53.0 | 53.0 | 53.0 | 53.0 | 29.0 | 29.0 | 29.0 |
| Yellow Time (s) | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 |
| All-Red Time (s) | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 |
| Lead/Lag | | | | | | | |
| Lead-Lag Optimize? | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Minimum Gap (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Time Before Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Time To Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Recall Mode | Max | Max | Max | Max | Max | Max | Max |

## Lanes, Volumes, Timings

| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR | ø6 |
|---|---|---|---|---|---|---|---|
| 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 |
| Lane Grp Cap (vph) | 461 | 2103 | 2103 | 1263 | 1133 | 691 | |
| v/s Ratio Prot | | 0.08 | 0.16 | | 0.21 | | |
| v/s Ratio Perm | 0.19 | | | 0.38 | | 0.12 | |
| Critical LG? | | | | Yes | Yes | | |
| Act Effct Green (s) | 54.0 | 54.0 | 54.0 | 54.0 | 30.0 | 30.0 | |
| Actuated g/C Ratio | 0.60 | 0.60 | 0.60 | 0.60 | 0.33 | 0.33 | |
| v/c Ratio | 0.32 | 0.14 | 0.26 | 0.64 | 0.62 | 0.36 | |
| Uniform Delay, d1 | 8.9 | 7.8 | 8.5 | 0.0 | 25.2 | 0.0 | |
| Platoon Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Incr. Delay, d2 | 1.8 | 0.1 | 0.3 | 2.5 | 2.5 | 1.5 | |
| Webster Delay | 10.7 | 8.0 | 8.8 | 2.5 | 27.7 | 1.5 | |
| Webster LOS | B | A | A | A | C | A | |
| Queue Length 50th (ft) | 38 | 34 | 70 | 0 | 170 | 0 | |
| Queue Length 95th (ft) | 75 | 51 | 97 | 44 | 228 | 48 | |
| Link Length (ft) | | 4272 | 5936 | | 3959 | | |
| 50th Up Block Time (%) | | | | | | | |
| 95th Up Block Time (%) | | | | | | | |
| Turn Bay Length (ft) | | | | | | | |
| 50th Bay Block Time % | | | | | | | |
| 95th Bay Block Time % | | | | | | | |
| Queuing Penalty (veh) | | | | | | | |

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2: and 6:SBL, Start of Green
Natural Cycle: 45
Control Type: Pretimed
Total Lost Time: 6
Sum of Critical v/s Ratios: 0.60
Intersection v/c Ratio: 0.64
Intersection Webster Signal Delay: 11.1
Intersection LOS: B

**Splits and Phases: 3: Imperial Highway & Pershing**



## Lanes, Volumes, Timings

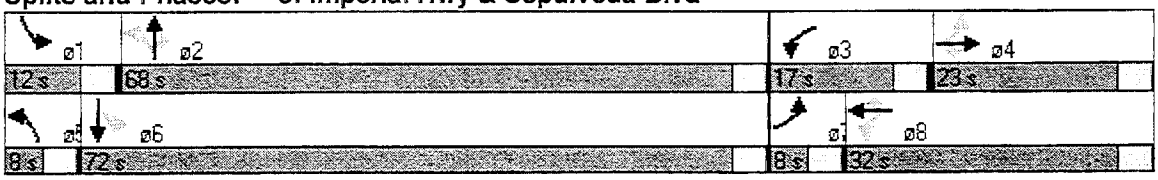
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 2 | | 1 | 2 | | 1 | 2 | | 1 | 2 | | 0 |
| Total Lost Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Leading Detector (ft) | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | |
| Trailing Detector (ft) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Lane Util. Factor | 0.97 | 0.91 | 1.00 | 0.97 | 0.91 | 1.00 | 0.97 | 0.91 | 1.00 | 0.97 | 0.86 | 0.86 |
| Frt Protected | | | 0.850 | | | 0.850 | | | 0.850 | | 0.998 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 3400 | 5036 | 1568 | 3400 | 5036 | 1568 | 3400 | 5036 | 1568 | 3400 | 6333 | 0 |
| Frt Perm. | | | 0.850 | | | 0.850 | | | 0.850 | | 0.998 | |
| Flt Perm. | 0.531 | | | 0.229 | | | 0.062 | | | 0.058 | | |
| Satd. Flow (perm) | 1900 | 5036 | 1568 | 820 | 5036 | 1568 | 222 | 5036 | 1568 | 208 | 6333 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 65 | | | 63 | | | 327 | | 3 | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Volume (vph) | 328 | 385 | 165 | 325 | 320 | 428 | 66 | 2717 | 776 | 397 | 2535 | 26 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Adj. Flow (vph) | 364 | 428 | 183 | 361 | 356 | 476 | 73 | 3019 | 862 | 441 | 2817 | 29 |
| Lane Group Flow (vph) | 364 | 428 | 183 | 361 | 356 | 476 | 73 | 3019 | 862 | 441 | 2846 | 0 |
| Turn Type | Pm+Pt | | Perm | Pm+Pt | | Perm | Pm+Pt | | Perm | Pm+Pt | | |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | 4 | 8 | | 8 | 2 | | 2 | 6 | | |
| Detector Phases | 7 | 4 | 4 | 3 | 8 | 8 | 5 | 2 | 2 | 1 | 6 | |
| Minimum Initial (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | |
| Minimum Split (s) | 8.0 | 20.0 | 20.0 | 8.0 | 20.0 | 20.0 | 8.0 | 20.0 | 20.0 | 8.0 | 20.0 | |
| Total Split (s) | 8.0 | 23.0 | 23.0 | 17.0 | 32.0 | 32.0 | 8.0 | 68.0 | 68.0 | 12.0 | 72.0 | 0.0 |
| Total Split (%) | 7% | 19% | 19% | 14% | 27% | 27% | 7% | 57% | 57% | 10% | 60% | 0% |
| Maximum Green (s) | 4.0 | 19.0 | 19.0 | 13.0 | 28.0 | 28.0 | 4.0 | 64.0 | 64.0 | 8.0 | 68.0 | |
| Yellow Time (s) | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | |
| All-Red Time (s) | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | Lag | Lead | Lag | Lag | Lead | Lag | |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | |
| Minimum Gap (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | |
| Time Before Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Time To Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Recall Mode | Max | Max | Max | Max | Max | Max | Max | Max | Max | Max | Max | |

**Lanes, Volumes, Timings**

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Walk Time (s) | | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | |
| Flash Dont Walk (s) | | 11.0 | 11.0 | | 11.0 | 11.0 | | 11.0 | 11.0 | | 11.0 | |
| Pedestrian Calls (#/hr) | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | |
| Lane Grp Cap (vph) | 458 | 839 | 316 | 554 | 1217 | 427 | 262 | 2728 | 999 | 373 | 3643 | |
| v/s Ratio Prot | 0.03 | 0.08 | | 0.08 | 0.07 | | 0.01 | 0.60 | | 0.09 | 0.45 | |
| v/s Ratio Perm | 0.13 | | 0.10 | 0.12 | | 0.27 | 0.15 | | 0.47 | 0.67 | | |
| Critical LG? | Yes | | | | | Yes | | | | Yes | | |
| Act Effct Green (s) | 25.0 | 20.0 | 20.0 | 37.0 | 29.0 | 29.0 | 70.0 | 65.0 | 65.0 | 77.0 | 69.0 | |
| Actuated g/C Ratio | 0.21 | 0.17 | 0.17 | 0.31 | 0.24 | 0.24 | 0.58 | 0.54 | 0.54 | 0.64 | 0.58 | |
| v/c Ratio | 0.79 | 0.51 | 0.58 | 0.65 | 0.29 | 1.11 | 0.28 | 1.11 | 0.86 | 1.18 | 0.78 | |
| Uniform Delay, d1 | 38.8 | 45.5 | 29.2 | 32.1 | 37.1 | 38.8 | 8.2 | 27.5 | 13.7 | 29.7 | 19.6 | |
| Platoon Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Incr. Delay, d2 | 13.3 | 2.2 | 7.5 | 5.9 | 0.6 | 78.6 | 2.6 | 54.1 | 9.8 | 106.2 | 1.7 | |
| Webster Delay | 52.1 | 47.7 | 36.7 | 38.0 | 37.7 | 117.4 | 10.8 | 81.6 | 23.5 | 136.0 | 21.4 | |
| Webster LOS | D | D | D | D | D | F | B | F | C | F | C | |
| Queue Length 50th (ft) | 112 | 111 | 84 | 111 | 82 | ~385 | 9 | ~977 | 321 | ~161 | 443 | |
| Queue Length 95th (ft) | #165 | 148 | 163 | 153 | 112 | #598 | 18 | #1062 | #572 | #268 | 487 | |
| Link Length (ft) | | 4272 | | | 5936 | | | 3513 | | | 3959 | |
| 50th Up Block Time (%) | | | | | | | | | | | | |
| 95th Up Block Time (%) | | | | | | | | | | | | |
| Turn Bay Length (ft) | | | | | | | | | | | | |
| 50th Bay Block Time % | | | | | | | | | | | | |
| 95th Bay Block Time % | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 4 (3%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 130
Control Type: Pretimed
Total Lost Time: 9
Sum of Critical v/s Ratios: 1.06
Intersection v/c Ratio: 1.14
Intersection Webster Signal Delay: 55.0
Intersection LOS: D
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

**Splits and Phases: 3: Imperial Hwy & Sepulveda Blvd**



## Lanes, Volumes, Timings

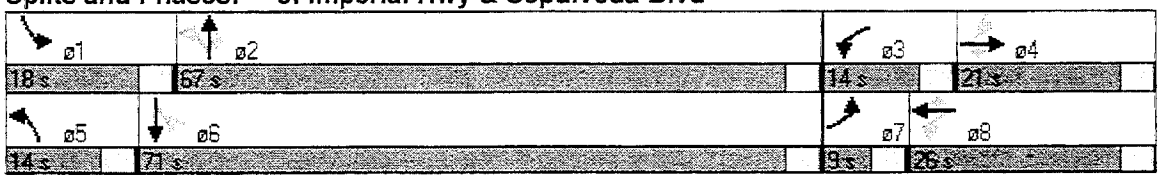
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 2 | | 1 | 2 | | 1 | 2 | | 1 | 2 | | 0 |
| Total Lost Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Leading Detector (ft) | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | |
| Trailing Detector (ft) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Lane Util. Factor | 0.97 | 0.91 | 1.00 | 0.97 | 0.91 | 1.00 | 0.97 | 0.91 | 1.00 | 0.97 | 0.86 | 0.86 |
| Frt Protected | | | 0.850 | | | 0.850 | | | 0.850 | | 0.998 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 3400 | 5036 | 1568 | 3400 | 5036 | 1568 | 3400 | 5036 | 1568 | 3400 | 6333 | 0 |
| Frt Perm. | | | 0.850 | | | 0.850 | | | 0.850 | | 0.998 | |
| Flt Perm. | 0.392 | | | 0.174 | | | 0.062 | | | 0.059 | | |
| Satd. Flow (perm) | 1403 | 5036 | 1568 | 623 | 5036 | 1568 | 222 | 5036 | 1568 | 211 | 6333 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 142 | | | 140 | | | 203 | | 3 | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Volume (vph) | 385 | 480 | 159 | 247 | 442 | 473 | 311 | 2955 | 1235 | 731 | 2733 | 38 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Adj. Flow (vph) | 428 | 533 | 177 | 274 | 491 | 526 | 346 | 3283 | 1372 | 812 | 3037 | 42 |
| Lane Group Flow (vph) | 428 | 533 | 177 | 274 | 491 | 526 | 346 | 3283 | 1372 | 812 | 3079 | 0 |
| Turn Type | Pm+Pt | | Perm | Pm+Pt | | Perm | Pm+Pt | | Perm | Pm+Pt | | |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | 4 | 8 | | 8 | 2 | | 2 | 6 | | |
| Detector Phases | 7 | 4 | 4 | 3 | 8 | 8 | 5 | 2 | 2 | 1 | 6 | |
| Minimum Initial (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | |
| Minimum Split (s) | 8.0 | 20.0 | 20.0 | 8.0 | 20.0 | 20.0 | 8.0 | 20.0 | 20.0 | 8.0 | 20.0 | |
| Total Split (s) | 9.0 | 21.0 | 21.0 | 14.0 | 26.0 | 26.0 | 14.0 | 67.0 | 67.0 | 18.0 | 71.0 | 0.0 |
| Total Split (%) | 8% | 18% | 18% | 12% | 22% | 22% | 12% | 56% | 56% | 15% | 59% | 0% |
| Maximum Green (s) | 5.0 | 17.0 | 17.0 | 10.0 | 22.0 | 22.0 | 10.0 | 63.0 | 63.0 | 14.0 | 67.0 | |
| Yellow Time (s) | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | |
| All-Red Time (s) | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | Lag | Lead | Lag | Lag | Lead | Lag | |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | |
| Minimum Gap (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | |
| Time Before Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Time To Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Recall Mode | Max | Max | Max | Max | Max | Max | Max | Max | Max | Max | Max | |

## Lanes, Volumes, Timings

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Walk Time (s) | | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | |
| Flash Dont Walk (s) | | 11.0 | 11.0 | | 11.0 | 11.0 | | 11.0 | 11.0 | | 11.0 | |
| Pedestrian Calls (#/hr) | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | |
| Lane Grp Cap (vph) | 380 | 755 | 356 | 421 | 965 | 414 | 430 | 2686 | 931 | 543 | 3590 | |
| v/s Ratio Prot | 0.06 | 0.11 | | 0.06 | 0.10 | | 0.07 | 0.65 | | 0.19 | 0.49 | |
| v/s Ratio Perm | 0.17 | | 0.07 | 0.11 | | 0.24 | 0.43 | | 0.79 | 0.84 | | |
| Critical LG? | Yes | | | | | Yes | | | | Yes | | |
| Act Effct Green (s) | 24.0 | 18.0 | 18.0 | 32.0 | 23.0 | 23.0 | 75.0 | 64.0 | 64.0 | 82.0 | 68.0 | |
| Actuated g/C Ratio | 0.20 | 0.15 | 0.15 | 0.27 | 0.19 | 0.19 | 0.63 | 0.53 | 0.53 | 0.68 | 0.57 | |
| v/c Ratio | 1.13 | 0.71 | 0.50 | 0.65 | 0.51 | 1.27 | 0.80 | 1.22 | 1.47 | 1.50 | 0.86 | |
| Uniform Delay, d1 | 42.0 | 48.5 | 8.8 | 35.1 | 43.4 | 32.1 | 27.7 | 28.0 | 21.9 | 35.4 | 21.9 | |
| Platoon Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Incr. Delay, d2 | 85.1 | 5.5 | 4.9 | 7.6 | 1.9 | 139.6 | 14.8 | 103.6 | 219.0 | 232.5 | 2.9 | |
| Webster Delay | 127.1 | 53.9 | 13.7 | 42.7 | 45.3 | 171.7 | 42.5 | 131.6 | 240.9 | 267.9 | 24.8 | |
| Webster LOS | F | D | B | D | D | F | D | F | F | F | C | |
| Queue Length 50th (ft) | ~165 | 145 | 24 | 87 | 126 | ~423 | 85 | ~1145 | ~1420 | ~402 | 381 | |
| Queue Length 95th (ft) | #276 | 187 | 94 | 126 | 164 | #643 | #155 | #1225 | #1688 | #528 | 416 | |
| Link Length (ft) | | 4272 | | | 5936 | | | 3513 | | | 3959 | |
| 50th Up Block Time (%) | | | | | | | | | | | | |
| 95th Up Block Time (%) | | | | | | | | | | | | |
| Turn Bay Length (ft) | | | | | | | | | | | | |
| 50th Bay Block Time % | | | | | | | | | | | | |
| 95th Bay Block Time % | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 16 (13%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 150
Control Type: Pretimed
Total Lost Time: 9
Sum of Critical v/s Ratios: 1.32
Intersection v/c Ratio: 1.43
Intersection Webster Signal Delay: 113.1
Intersection LOS: F
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

**Splits and Phases: 3: Imperial Hwy & Sepulveda Blvd**



## Lanes, Volumes, Timings

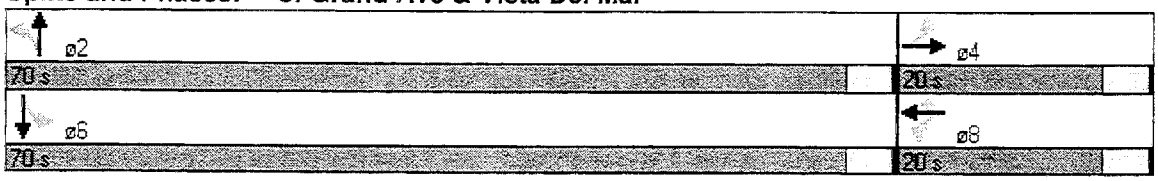
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 0 | | 0 | 0 | | 1 | 1 | | 0 | 0 | | 0 |
| Total Lost Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Leading Detector (ft) | 50 | 50 | | 50 | 50 | 50 | 50 | 50 | | 50 | 50 | |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 0.91 | 0.91 | 0.91 |
| Frt Protected | | 0.849 | | | | 0.850 | | 0.986 | | | | |
| Flt Protected | | 0.982 | | | 0.954 | | 0.950 | | | | 0.989 | |
| Satd. Flow (prot) | 0 | 1538 | 0 | 0 | 1760 | 1568 | 1752 | 3456 | 0 | 0 | 4981 | 0 |
| Frt Perm. | | 0.849 | | | | 0.850 | | 0.986 | | | | |
| Flt Perm. | | 0.932 | | | 0.727 | | 0.411 | | | | 0.647 | |
| Satd. Flow (perm) | 0 | 1460 | 0 | 0 | 1341 | 1568 | 758 | 3456 | 0 | 0 | 3258 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 3 | | | | 17 | | 32 | | | 1 | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Volume (vph) | 3 | 2 | 3 | 112 | 4 | 104 | 2 | 2062 | 203 | 117 | 426 | 2 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Adj. Flow (vph) | 3 | 2 | 3 | 124 | 4 | 116 | 2 | 2291 | 226 | 130 | 473 | 2 |
| Lane Group Flow (vph) | 0 | 8 | 0 | 0 | 128 | 116 | 2 | 2517 | 0 | 0 | 605 | 0 |
| Turn Type | Perm | | | Perm | | Perm | Perm | | | Perm | | |
| Protected Phases | | 4 | | | 8 | | | 2 | | | 6 | |
| Permitted Phases | 4 | | | 8 | | 8 | 2 | | | 6 | | |
| Detector Phases | 4 | 4 | | 8 | 8 | 8 | 2 | 2 | | 6 | 6 | |
| Minimum Initial (s) | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | 4.0 | 4.0 | |
| Minimum Split (s) | 20.0 | 20.0 | | 20.0 | 20.0 | 20.0 | 20.0 | 20.0 | | 20.0 | 20.0 | |
| Total Split (s) | 20.0 | 20.0 | 0.0 | 20.0 | 20.0 | 20.0 | 70.0 | 70.0 | 0.0 | 70.0 | 70.0 | 0.0 |
| Total Split (%) | 22% | 22% | 0% | 22% | 22% | 22% | 78% | 78% | 0% | 78% | 78% | 0% |
| Maximum Green (s) | 16.0 | 16.0 | | 16.0 | 16.0 | 16.0 | 66.0 | 66.0 | | 66.0 | 66.0 | |
| Yellow Time (s) | 3.5 | 3.5 | | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | | 3.5 | 3.5 | |
| All-Red Time (s) | 0.5 | 0.5 | | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | | 0.5 | 0.5 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Minimum Gap (s) | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Time Before Reduce (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Time To Reduce (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Recall Mode | Max | Max | | Max | Max | Max | Max | Max | | Max | Max | |

## Lanes, Volumes, Timings

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | |
| Lane Grp Cap (vph) | | 278 | | | 253 | 310 | 564 | 2581 | | | 2426 | |
| v/s Ratio Prot | | | | | | | | 0.73 | | | | |
| v/s Ratio Perm | | 0.01 | | | 0.10 | 0.07 | 0.00 | | | | 0.19 | |
| Critical LG? | | | | | Yes | | | Yes | | | | |
| Act Effct Green (s) | | 17.0 | | | 17.0 | 17.0 | 67.0 | 67.0 | | | 67.0 | |
| Actuated g/C Ratio | | 0.19 | | | 0.19 | 0.19 | 0.74 | 0.74 | | | 0.74 | |
| v/c Ratio | | 0.03 | | | 0.51 | 0.37 | 0.00 | 0.98 | | | 1.57dl | |
| Uniform Delay, d1 | | 18.5 | | | 32.7 | 27.0 | 3.0 | 10.6 | | | 3.6 | |
| Platoon Factor | | 1.00 | | | 1.00 | 1.00 | 1.00 | 1.00 | | | 1.00 | |
| Incr. Delay, d2 | | 0.2 | | | 7.1 | 3.4 | 0.0 | 12.8 | | | 0.2 | |
| Webster Delay | | 18.7 | | | 39.8 | 30.4 | 3.0 | 23.4 | | | 3.8 | |
| Webster LOS | | B | | | D | C | A | C | | | A | |
| Queue Length 50th (ft) | | 2 | | | 66 | 49 | 0 | 483 | | | 27 | |
| Queue Length 95th (ft) | | 14 | | | 123 | 100 | 2 | #908 | | | 37 | |
| Link Length (ft) | | 4272 | | | 5936 | | | 3513 | | | 3959 | |
| 50th Up Block Time (%) | | | | | | | | | | | | |
| 95th Up Block Time (%) | | | | | | | | | | | | |
| Turn Bay Length (ft) | | | | | | | | | | | | |
| 50th Bay Block Time % | | | | | | | | | | | | |
| 95th Bay Block Time % | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 90
Control Type: Pretimed
Total Lost Time: 6
Sum of Critical v/s Ratios: 0.82
Intersection v/c Ratio: 0.88
Intersection Webster Signal Delay: 20.7
Intersection LOS: C
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
dl Defacto Left Lane. Recode with 1 though lane as a left lane.

**Splits and Phases: 3: Grand Ave & Vista Del Mar**



## Lanes, Volumes, Timings

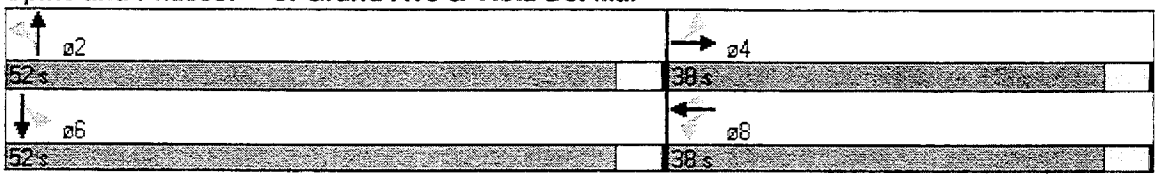
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 0 | | 0 | 0 | | 1 | 1 | | 0 | 0 | | 0 |
| Total Lost Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Leading Detector (ft) | 50 | 50 | | 50 | 50 | 50 | 50 | 50 | | 50 | 50 | |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 0.91 | 0.91 | 0.91 |
| Frt Protected | | 0.875 | | | | 0.850 | | 0.976 | | | 0.999 | |
| Flt Protected | | 0.982 | | | 0.953 | | | | | | 0.997 | |
| Satd. Flow (prot) | 0 | 1585 | 0 | 0 | 1758 | 1568 | 1845 | 3421 | 0 | 0 | 5016 | 0 |
| Frt Perm. | | 0.875 | | | | 0.850 | | 0.976 | | | 0.999 | |
| Flt Perm. | | 0.917 | | | 0.718 | | | | | | 0.814 | |
| Satd. Flow (perm) | 0 | 1480 | 0 | 0 | 1324 | 1568 | 1845 | 3421 | 0 | 0 | 4095 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 3 | | | | 124 | | 40 | | | 1 | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Volume (vph) | 5 | 6 | 3 | 263 | 4 | 112 | 0 | 608 | 119 | 84 | 1426 | 6 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Adj. Flow (vph) | 6 | 7 | 3 | 292 | 4 | 124 | 0 | 676 | 132 | 93 | 1584 | 7 |
| Lane Group Flow (vph) | 0 | 16 | 0 | 0 | 296 | 124 | 0 | 808 | 0 | 0 | 1684 | 0 |
| Turn Type | Perm | | | Perm | | Perm | Perm | | | Perm | | |
| Protected Phases | | 4 | | | 8 | | | 2 | | | 6 | |
| Permitted Phases | 4 | | | 8 | | 8 | 2 | | | 6 | | |
| Detector Phases | 4 | 4 | | 8 | 8 | 8 | 2 | 2 | | 6 | 6 | |
| Minimum Initial (s) | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | 4.0 | 4.0 | |
| Minimum Split (s) | 20.0 | 20.0 | | 20.0 | 20.0 | 20.0 | 20.0 | 20.0 | | 20.0 | 20.0 | |
| Total Split (s) | 38.0 | 38.0 | 0.0 | 38.0 | 38.0 | 38.0 | 52.0 | 52.0 | 0.0 | 52.0 | 52.0 | 0.0 |
| Total Split (%) | 42% | 42% | 0% | 42% | 42% | 42% | 58% | 58% | 0% | 58% | 58% | 0% |
| Maximum Green (s) | 34.0 | 34.0 | | 34.0 | 34.0 | 34.0 | 48.0 | 48.0 | | 48.0 | 48.0 | |
| Yellow Time (s) | 3.5 | 3.5 | | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | | 3.5 | 3.5 | |
| All-Red Time (s) | 0.5 | 0.5 | | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | | 0.5 | 0.5 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Minimum Gap (s) | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Time Before Reduce (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Time To Reduce (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Recall Mode | Max | Max | | Max | Max | Max | Max | Max | | Max | Max | |

## Lanes, Volumes, Timings

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | |
| Lane Grp Cap (vph) | | 577 | | | 515 | 686 | | 1881 | | | 2230 | |
| v/s Ratio Prot | | | | | | | | 0.23 | | | | |
| v/s Ratio Perm | | 0.01 | | | 0.22 | 0.07 | | | | | 0.41 | |
| Critical LG? | | | | | Yes | | | | | | Yes | |
| Act Effct Green (s) | | 35.0 | | | 35.0 | 35.0 | | 49.0 | | | 49.0 | |
| Actuated g/C Ratio | | 0.39 | | | 0.39 | 0.39 | | 0.54 | | | 0.54 | |
| v/c Ratio | | 0.03 | | | 0.57 | 0.18 | | 0.43 | | | 0.76 | |
| Uniform Delay, d1 | | 13.8 | | | 21.6 | 0.0 | | 11.5 | | | 15.8 | |
| Platoon Factor | | 1.00 | | | 1.00 | 1.00 | | 1.00 | | | 1.00 | |
| Incr. Delay, d2 | | 0.1 | | | 4.6 | 0.6 | | 0.7 | | | 2.4 | |
| Webster Delay | | 13.8 | | | 26.2 | 0.6 | | 12.2 | | | 18.3 | |
| Webster LOS | | B | | | C | A | | B | | | B | |
| Queue Length 50th (ft) | | 5 | | | 130 | 0 | | 118 | | | 236 | |
| Queue Length 95th (ft) | | 17 | | | 215 | 33 | | 158 | | | 293 | |
| Link Length (ft) | | 4272 | | | 5936 | | | 3513 | | | 3959 | |
| 50th Up Block Time (%) | | | | | | | | | | | | |
| 95th Up Block Time (%) | | | | | | | | | | | | |
| Turn Bay Length (ft) | | | | | | | | | | | | |
| 50th Bay Block Time % | | | | | | | | | | | | |
| 95th Bay Block Time % | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 50
Control Type: Pretimed
Total Lost Time: 6
Sum of Critical v/s Ratios: 0.63
Intersection v/c Ratio: 0.68
Intersection Webster Signal Delay: 16.6
Intersection LOS: B

**Splits and Phases: 3: Grand Ave & Vista Del Mar**



## Lanes, Volumes, Timings

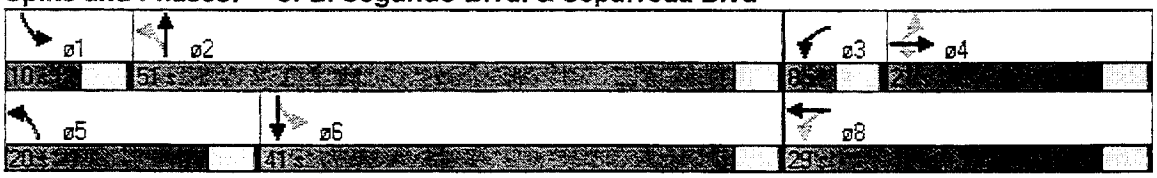
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 1 | 2 | | 0 | 1 | | 0 | 1 | | 0 |
| Total Lost Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Leading Detector (ft) | 50 | 50 | 50 | 50 | 50 | | 50 | 50 | | 50 | 50 | |
| Trailing Detector (ft) | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 0.97 | 0.95 | 0.95 | 1.00 | 0.91 | 0.91 | 1.00 | 0.91 | 0.91 |
| Frt Protected | | | 0.850 | | 0.952 | | | 0.988 | | | 0.982 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1752 | 3505 | 1568 | 3400 | 3337 | 0 | 1752 | 4975 | 0 | 1752 | 4945 | 0 |
| Frt Perm. | | | 0.850 | | 0.952 | | | 0.988 | | | 0.982 | |
| Flt Perm. | 0.356 | | | 0.241 | | | 0.083 | | | 0.105 | | |
| Satd. Flow (perm) | 657 | 3505 | 1568 | 862 | 3337 | 0 | 153 | 4975 | 0 | 194 | 4945 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 285 | | 86 | | | 23 | | | 33 | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Volume (vph) | 135 | 344 | 258 | 91 | 373 | 174 | 292 | 2727 | 232 | 234 | 1186 | 158 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Adj. Flow (vph) | 150 | 382 | 287 | 101 | 414 | 193 | 324 | 3030 | 258 | 260 | 1318 | 176 |
| Lane Group Flow (vph) | 150 | 382 | 287 | 101 | 607 | 0 | 324 | 3288 | 0 | 260 | 1494 | 0 |
| Turn Type | Perm | | Perm | Pm+Pt | | | Pm+Pt | | | Pm+Pt | | |
| Protected Phases | | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | 4 | 8 | | | 2 | | | 6 | | |
| Detector Phases | 4 | 4 | 4 | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Minimum Initial (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | |
| Minimum Split (s) | 20.0 | 20.0 | 20.0 | 8.0 | 20.0 | | 8.0 | 20.0 | | 8.0 | 20.0 | |
| Total Split (s) | 21.0 | 21.0 | 21.0 | 8.0 | 29.0 | 0.0 | 20.0 | 51.0 | 0.0 | 10.0 | 41.0 | 0.0 |
| Total Split (%) | 23% | 23% | 23% | 9% | 32% | 0% | 22% | 57% | 0% | 11% | 46% | 0% |
| Maximum Green (s) | 17.0 | 17.0 | 17.0 | 4.0 | 25.0 | | 16.0 | 47.0 | | 6.0 | 37.0 | |
| Yellow Time (s) | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | |
| All-Red Time (s) | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | | 0.5 | 0.5 | | 0.5 | 0.5 | |
| Lead/Lag | Lag | Lag | Lag | Lead | | | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | | | Yes | Yes | | Yes | Yes | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Minimum Gap (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Time Before Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Time To Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Recall Mode | Max | Max | Max | Max | Max | | Max | Max | | Max | Max | |

**Lanes, Volumes, Timings**

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Walk Time (s) | 5.0 | 5.0 | 5.0 | | 5.0 | | | 5.0 | | | 5.0 | |
| Flash Dont Walk (s) | 11.0 | 11.0 | 11.0 | | 11.0 | | | 11.0 | | | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | 0 | | 0 | | | 0 | | | 0 | |
| Lane Grp Cap (vph) | 131 | 701 | 542 | 390 | 1025 | | 401 | 2664 | | 218 | 2107 | |
| v/s Ratio Prot | | 0.11 | | 0.01 | 0.17 | | 0.15 | 0.66 | | 0.09 | 0.30 | |
| v/s Ratio Perm | 0.23 | | 0.11 | 0.06 | | | 0.37 | | | 0.50 | | |
| Critical LG? | Yes | | | | Yes | | | Yes | | Yes | | |
| Act Effct Green (s) | 18.0 | 18.0 | 18.0 | 26.0 | 26.0 | | 58.0 | 48.0 | | 45.0 | 38.0 | |
| Actuated g/C Ratio | 0.20 | 0.20 | 0.20 | 0.29 | 0.29 | | 0.64 | 0.53 | | 0.50 | 0.42 | |
| v/c Ratio | 1.15 | 0.54 | 0.53 | 0.26 | 0.59 | | 0.81 | 1.23 | | 1.19 | 0.71 | |
| Uniform Delay, d1 | 36.0 | 32.3 | 0.2 | 23.4 | 23.3 | | 21.9 | 20.8 | | 21.0 | 20.9 | |
| Platoon Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incr. Delay, d2 | 122.9 | 3.0 | 3.7 | 1.6 | 2.5 | | 15.9 | 108.9 | | 122.8 | 2.0 | |
| Webster Delay | 158.8 | 35.3 | 3.9 | 25.0 | 25.8 | | 37.9 | 129.6 | | 143.8 | 23.0 | |
| Webster LOS | F | D | A | C | C | | D | F | | F | C | |
| Queue Length 50th (ft) | ~101 | 103 | 0 | 21 | 129 | | 132 | ~860 | | ~130 | 244 | |
| Queue Length 95th (ft) | #219 | 149 | 66 | 40 | 183 | | #268 | #508 | | #283 | 297 | |
| Link Length (ft) | | 4272 | | | 5936 | | | 3513 | | | 3959 | |
| 50th Up Block Time (%) | | | | | | | | | | | | |
| 95th Up Block Time (%) | | | | | | | | | | | | |
| Turn Bay Length (ft) | | | | | | | | | | | | |
| 50th Bay Block Time % | | | | | | | | | | | | |
| 95th Bay Block Time % | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 48 (53%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 90
Control Type: Pretimed
Total Lost Time: 12
Sum of Critical v/s Ratios: 1.02
Intersection v/c Ratio: 1.17
Intersection Webster Signal Delay: 82.2
Intersection LOS: F
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

**Splits and Phases: 3: El Segundo Blvd. & Sepulveda Blvd**



## Lanes, Volumes, Timings

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 1 | 2 | | 0 | 1 | | 0 | 1 | | 0 |
| Total Lost Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Leading Detector (ft) | 50 | 50 | 50 | 50 | 50 | | 50 | 50 | | 50 | 50 | |
| Trailing Detector (ft) | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 0.97 | 0.95 | 0.95 | 1.00 | 0.91 | 0.91 | 1.00 | 0.91 | 0.91 |
| Frt Protected | | | 0.850 | | 0.924 | | | 0.985 | | | 0.998 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1752 | 3505 | 1568 | 3400 | 3238 | 0 | 1752 | 4960 | 0 | 1752 | 5026 | 0 |
| Frt Perm. | | | 0.850 | | 0.924 | | | 0.985 | | | 0.998 | |
| Flt Perm. | 0.431 | | | 0.184 | | | 0.093 | | | 0.082 | | |
| Satd. Flow (perm) | 795 | 3505 | 1568 | 658 | 3238 | 0 | 172 | 4960 | 0 | 151 | 5026 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 119 | | 183 | | | 23 | | | 3 | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Volume (vph) | 255 | 502 | 409 | 495 | 248 | 255 | 251 | 1239 | 133 | 209 | 3335 | 56 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Adj. Flow (vph) | 283 | 558 | 454 | 550 | 276 | 283 | 279 | 1377 | 148 | 232 | 3706 | 62 |
| Lane Group Flow (vph) | 283 | 558 | 454 | 550 | 559 | 0 | 279 | 1525 | 0 | 232 | 3768 | 0 |
| Turn Type | Perm | | Perm | Pm+Pt | | | Pm+Pt | | | Pm+Pt | | |
| Protected Phases | | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | 4 | 8 | | | 2 | | | 6 | | |
| Detector Phases | 4 | 4 | 4 | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Minimum Initial (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | |
| Minimum Split (s) | 20.0 | 20.0 | 20.0 | 8.0 | 20.0 | | 8.0 | 20.0 | | 8.0 | 20.0 | |
| Total Split (s) | 29.0 | 29.0 | 29.0 | 9.0 | 38.0 | 0.0 | 10.0 | 46.0 | 0.0 | 16.0 | 52.0 | 0.0 |
| Total Split (%) | 29% | 29% | 29% | 9% | 38% | 0% | 10% | 46% | 0% | 16% | 52% | 0% |
| Maximum Green (s) | 25.0 | 25.0 | 25.0 | 5.0 | 34.0 | | 6.0 | 42.0 | | 12.0 | 48.0 | |
| Yellow Time (s) | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | |
| All-Red Time (s) | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | | 0.5 | 0.5 | | 0.5 | 0.5 | |
| Lead/Lag | Lag | Lag | Lag | Lead | | | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | | | Yes | Yes | | Yes | Yes | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Minimum Gap (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Time Before Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Time To Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Recall Mode | Max | Max | Max | Max | Max | | Max | Max | | Max | Max | |

## Lanes, Volumes, Timings

## Lanes, Volumes, Timings

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 1 | 2 | | 0 | 1 | | 0 | 1 | | 1 |
| Total Lost Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Leading Detector (ft) | 50 | 50 | 50 | 50 | 50 | | 50 | 50 | | 50 | 50 | 50 |
| Trailing Detector (ft) | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Lane Util. Factor | 1.00 | 0.91 | 1.00 | 0.97 | 0.91 | 0.91 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 1.00 |
| Frt Protected | | | 0.850 | | 0.989 | | | 0.983 | | | | 0.850 |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1752 | 5036 | 1568 | 3400 | 4981 | 0 | 1752 | 3445 | 0 | 1752 | 3505 | 1568 |
| Frt Perm. | | | 0.850 | | 0.989 | | | 0.983 | | | | 0.850 |
| Flt Perm. | 0.074 | | | 0.430 | | | 0.098 | | | 0.174 | | |
| Satd. Flow (perm) | 137 | 5036 | 1568 | 1539 | 4981 | 0 | 181 | 3445 | 0 | 321 | 3505 | 1568 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 123 | | 14 | | | 13 | | | | 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 |
| Volume (vph) | 93 | 400 | 111 | 406 | 2008 | 160 | 350 | 835 | 107 | 63 | 586 | 318 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Adj. Flow (vph) | 103 | 444 | 123 | 451 | 2231 | 178 | 389 | 928 | 119 | 70 | 651 | 353 |
| Lane Group Flow (vph) | 103 | 444 | 123 | 451 | 2409 | 0 | 389 | 1047 | 0 | 70 | 651 | 353 |
| Turn Type | Pm+Pt | | Perm | Pm+Pt | | | Pm+Pt | | | Pm+Pt | | Perm |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | 4 | 8 | | | 2 | | | 6 | | 6 |
| Detector Phases | 7 | 4 | 4 | 3 | 8 | | 5 | 2 | | 1 | 6 | 6 |
| Minimum Initial (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 |
| Minimum Split (s) | 8.0 | 20.0 | 20.0 | 8.0 | 20.0 | | 8.0 | 20.0 | | 8.0 | 20.0 | 20.0 |
| Total Split (s) | 8.0 | 57.0 | 57.0 | 11.0 | 60.0 | 0.0 | 26.0 | 44.0 | 0.0 | 8.0 | 26.0 | 26.0 |
| Total Split (%) | 7% | 48% | 48% | 9% | 50% | 0% | 22% | 37% | 0% | 7% | 22% | 22% |
| Maximum Green (s) | 4.0 | 53.0 | 53.0 | 7.0 | 56.0 | | 22.0 | 40.0 | | 4.0 | 22.0 | 22.0 |
| Yellow Time (s) | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | 3.5 |
| All-Red Time (s) | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | | 0.5 | 0.5 | | 0.5 | 0.5 | 0.5 |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | | Lead | Lag | | Lead | Lag | Lag |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | | Yes | Yes | | Yes | Yes | Yes |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 |
| Minimum Gap (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 |
| Time Before Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Time To Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Recall Mode | Max | Max | Max | Max | Max | | Max | Max | | Max | Max | Max |

## Lanes, Volumes, Timings

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Walk Time (s) | | 5.0 | 5.0 | | 5.0 | | | 5.0 | | | 5.0 | 5.0 |
| Flash Dont Walk (s) | | 11.0 | 11.0 | | 11.0 | | | 11.0 | | | 11.0 | 11.0 |
| Pedestrian Calls (#/hr) | | 0 | 0 | | 0 | | | 0 | | | 0 | 0 |
| Lane Grp Cap (vph) | 135 | 2266 | 773 | 958 | 2373 | | 375 | 1186 | | 135 | 672 | 365 |
| v/s Ratio Prot | 0.03 | 0.09 | | 0.03 | 0.48 | | 0.20 | 0.30 | | 0.02 | 0.19 | |
| v/s Ratio Perm | 0.34 | | 0.07 | 0.22 | | | 0.22 | | | 0.10 | | 0.19 |
| Critical LG? | Yes | | | Yes | Yes | | Yes | | | | | |
| Act Effct Green (s) | 59.0 | 54.0 | 54.0 | 65.0 | 57.0 | | 49.0 | 41.0 | | 28.0 | 23.0 | 23.0 |
| Actuated g/C Ratio | 0.49 | 0.45 | 0.45 | 0.54 | 0.48 | | 0.41 | 0.34 | | 0.23 | 0.19 | 0.19 |
| v/c Ratio | 0.76 | 0.20 | 0.16 | 0.47 | 1.02 | | 1.04 | 0.88 | | 0.52 | 0.97 | 0.97 |
| Uniform Delay, d1 | 14.0 | 19.9 | 0.0 | 14.5 | 31.3 | | 38.5 | 36.7 | | 24.2 | 48.1 | 37.1 |
| Platoon Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 |
| Incr. Delay, d2 | 32.8 | 0.2 | 0.4 | 1.7 | 22.3 | | 56.5 | 9.7 | | 13.5 | 27.9 | 39.5 |
| Webster Delay | 46.8 | 20.1 | 0.4 | 16.2 | 53.6 | | 95.0 | 46.4 | | 37.7 | 76.0 | 76.6 |
| Webster LOS | D | C | A | B | D | | F | D | | D | E | E |
| Queue Length 50th (ft) | 37 | 74 | 0 | 91 | ~693 | | ~293 | 349 | | 33 | 265 | 218 |
| Queue Length 95th (ft) | #123 | 98 | 34 | 122 | #813 | | #491 | #444 | | 64 | #387 | #370 |
| Link Length (ft) | | 4272 | | | 5936 | | | 3513 | | | 3959 | |
| 50th Up Block Time (%) | | | | | | | | | | | | |
| 95th Up Block Time (%) | | | | | | | | | | | | |
| Turn Bay Length (ft) | | | | | | | | | | | | |
| 50th Bay Block Time % | | | | | | | | | | | | |
| 95th Bay Block Time % | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 24 (20%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 120
Control Type: Pretimed
Total Lost Time: 6
Sum of Critical v/s Ratios: 0.94
Intersection v/c Ratio: 0.99
Intersection Webster Signal Delay: 52.1
Intersection LOS: D

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

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

## Lanes, Volumes, Timings

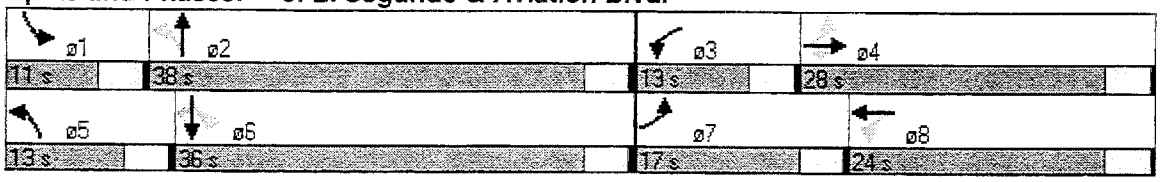
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 1 | 2 | | 0 | 1 | | 0 | 1 | | 1 |
| Total Lost Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Leading Detector (ft) | 50 | 50 | 50 | 50 | 50 | | 50 | 50 | | 50 | 50 | 50 |
| Trailing Detector (ft) | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Lane Util. Factor | 1.00 | 0.91 | 1.00 | 0.97 | 0.91 | 0.91 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 1.00 |
| Frt Protected | | | 0.850 | | 0.979 | | | 0.979 | | | | 0.850 |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1752 | 5036 | 1568 | 3400 | 4930 | 0 | 1752 | 3431 | 0 | 1752 | 3505 | 1568 |
| Frt Perm. | | | 0.850 | | 0.979 | | | 0.979 | | | | 0.850 |
| Flt Perm. | 0.187 | | | 0.190 | | | 0.114 | | | 0.121 | | |
| Satd. Flow (perm) | 345 | 5036 | 1568 | 680 | 4930 | 0 | 210 | 3431 | 0 | 223 | 3505 | 1568 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 181 | | 32 | | | 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 |
| Volume (vph) | 227 | 1159 | 218 | 409 | 544 | 88 | 200 | 872 | 143 | 159 | 911 | 129 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Adj. Flow (vph) | 252 | 1288 | 242 | 454 | 604 | 98 | 222 | 969 | 159 | 177 | 1012 | 143 |
| Lane Group Flow (vph) | 252 | 1288 | 242 | 454 | 702 | 0 | 222 | 1128 | 0 | 177 | 1012 | 143 |
| Turn Type | Pm+Pt | | Perm | Pm+Pt | | | Pm+Pt | | | Pm+Pt | | Perm |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | 4 | 8 | | | 2 | | | 6 | | 6 |
| Detector Phases | 7 | 4 | 4 | 3 | 8 | | 5 | 2 | | 1 | 6 | 6 |
| Minimum Initial (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 |
| Minimum Split (s) | 8.0 | 20.0 | 20.0 | 8.0 | 20.0 | | 8.0 | 20.0 | | 8.0 | 20.0 | 20.0 |
| Total Split (s) | 17.0 | 28.0 | 28.0 | 13.0 | 24.0 | 0.0 | 13.0 | 38.0 | 0.0 | 11.0 | 36.0 | 36.0 |
| Total Split (%) | 19% | 31% | 31% | 14% | 27% | 0% | 14% | 42% | 0% | 12% | 40% | 40% |
| Maximum Green (s) | 13.0 | 24.0 | 24.0 | 9.0 | 20.0 | | 9.0 | 34.0 | | 7.0 | 32.0 | 32.0 |
| Yellow Time (s) | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | 3.5 |
| All-Red Time (s) | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | | 0.5 | 0.5 | | 0.5 | 0.5 | 0.5 |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | | Lead | Lag | | Lead | Lag | Lag |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | | Yes | Yes | | Yes | Yes | Yes |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 |
| Minimum Gap (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 |
| Time Before Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Time To Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Recall Mode | Max | Max | Max | Max | Max | | Max | Max | | Max | Max | Max |

## Lanes, Volumes, Timings

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Walk Time (s) | | 5.0 | 5.0 | | 5.0 | | | 5.0 | | | 5.0 | 5.0 |
| Flash Dont Walk (s) | | 11.0 | 11.0 | | 11.0 | | | 11.0 | | | 11.0 | 11.0 |
| Pedestrian Calls (#/hr) | | 0 | 0 | | 0 | | | 0 | | | 0 | 0 |
| Lane Grp Cap (vph) | 365 | 1399 | 566 | 536 | 1175 | | 276 | 1349 | | 238 | 1285 | 666 |
| v/s Ratio Prot | 0.11 | 0.26 | | 0.09 | 0.14 | | 0.09 | 0.33 | | 0.07 | 0.29 | |
| v/s Ratio Perm | 0.18 | | 0.12 | 0.20 | | | 0.31 | | | 0.27 | | 0.08 |
| Critical LG? | Yes | Yes | | Yes | | | Yes | Yes | | | | |
| Act Effct Green (s) | 38.0 | 25.0 | 25.0 | 31.0 | 21.0 | | 45.0 | 35.0 | | 41.0 | 33.0 | 33.0 |
| Actuated g/C Ratio | 0.42 | 0.28 | 0.28 | 0.34 | 0.23 | | 0.50 | 0.39 | | 0.46 | 0.37 | 0.37 |
| v/c Ratio | 0.69 | 0.92 | 0.43 | 0.85 | 0.60 | | 0.80 | 0.84 | | 0.74 | 0.79 | 0.21 |
| Uniform Delay, d1 | 17.5 | 31.5 | 6.2 | 18.1 | 29.2 | | 14.7 | 24.3 | | 12.6 | 25.4 | 0.0 |
| Platoon Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 |
| Incr. Delay, d2 | 10.2 | 11.3 | 2.4 | 15.2 | 2.2 | | 21.5 | 6.3 | | 18.9 | 4.9 | 0.7 |
| Webster Delay | 27.8 | 42.9 | 8.5 | 33.4 | 31.5 | | 36.2 | 30.6 | | 31.5 | 30.3 | 0.7 |
| Webster LOS | C | D | A | C | C | | D | C | | C | C | A |
| Queue Length 50th (ft) | 94 | 260 | 26 | 86 | 124 | | 72 | 291 | | 52 | 265 | 0 |
| Queue Length 95th (ft) | #173 | #348 | 88 | #157 | 164 | | #191 | 377 | | #148 | 344 | 35 |
| Link Length (ft) | | 4272 | | | 5936 | | | 3513 | | | 3959 | |
| 50th Up Block Time (%) | | | | | | | | | | | | |
| 95th Up Block Time (%) | | | | | | | | | | | | |
| Turn Bay Length (ft) | | | | | | | | | | | | |
| 50th Bay Block Time % | | | | | | | | | | | | |
| 95th Bay Block Time % | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Pretimed
Total Lost Time: 9
Sum of Critical v/s Ratios: 0.78
Intersection v/c Ratio: 0.86
Intersection Webster Signal Delay: 32.1
Intersection LOS: C
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

**Splits and Phases: 3: El Segundo & Aviation Blvd.**



## Lanes, Volumes, Timings

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 1 | | 1 | 1 | | 0 |
| Total Lost Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Leading Detector (ft) | 50 | 50 | | 50 | 50 | | 50 | 50 | 50 | 50 | 50 | |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Lane Util. Factor | 1.00 | 0.91 | 0.91 | 1.00 | 0.91 | 0.91 | 1.00 | 0.91 | 1.00 | 1.00 | 0.91 | 0.91 |
| Frt Protected | | 0.979 | | | 0.918 | | | | 0.850 | | 0.986 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1752 | 4930 | 0 | 1752 | 4623 | 0 | 1752 | 5036 | 1568 | 1752 | 4965 | 0 |
| Frt Perm. | | 0.979 | | | 0.918 | | | | 0.850 | | 0.986 | |
| Flt Perm. | 0.200 | | | 0.235 | | | 0.140 | | | 0.060 | | |
| Satd. Flow (perm) | 369 | 4930 | 0 | 433 | 4623 | 0 | 258 | 5036 | 1568 | 111 | 4965 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 23 | | | 71 | | | | 180 | | 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 |
| Volume (vph) | 190 | 648 | 107 | 121 | 313 | 382 | 191 | 3441 | 480 | 170 | 1031 | 106 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Adj. Flow (vph) | 211 | 720 | 119 | 134 | 348 | 424 | 212 | 3823 | 533 | 189 | 1146 | 118 |
| Lane Group Flow (vph) | 211 | 839 | 0 | 134 | 772 | 0 | 212 | 3823 | 533 | 189 | 1264 | 0 |
| Turn Type | Pm+Pt | | | Pm+Pt | | | Pm+Pt | | Perm | Pm+Pt | | |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | 2 | 6 | | |
| Detector Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | 2 | 1 | 6 | |
| Minimum Initial (s) | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | |
| Minimum Split (s) | 8.0 | 20.0 | | 8.0 | 20.0 | | 8.0 | 20.0 | 20.0 | 8.0 | 20.0 | |
| Total Split (s) | 11.0 | 23.0 | 0.0 | 8.0 | 20.0 | 0.0 | 19.0 | 80.0 | 80.0 | 9.0 | 70.0 | 0.0 |
| Total Split (%) | 9% | 19% | 0% | 7% | 17% | 0% | 16% | 67% | 67% | 8% | 58% | 0% |
| Maximum Green (s) | 7.0 | 19.0 | | 4.0 | 16.0 | | 15.0 | 76.0 | 76.0 | 5.0 | 66.0 | |
| Yellow Time (s) | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | |
| All-Red Time (s) | 0.5 | 0.5 | | 0.5 | 0.5 | | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | |
| Lead/Lag | Lead | Lag | | Lead | Lag | | Lead | Lag | Lag | Lead | Lag | |
| Lead-Lag Optimize? | Yes | Yes | | Yes | Yes | | Yes | Yes | Yes | Yes | Yes | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | |
| Minimum Gap (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | |
| Time Before Reduce (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Time To Reduce (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Recall Mode | Max | Max | | Max | Max | | Max | Max | Max | Max | Max | |

**Lanes, Volumes, Timings**

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | |
| Lane Grp Cap (vph) | 178 | 841 | | 134 | 716 | | 384 | 3231 | 1071 | 150 | 2782 | |
| v/s Ratio Prot | 0.08 | 0.17 | | 0.04 | 0.15 | | 0.07 | 0.76 | | 0.06 | 0.25 | |
| v/s Ratio Perm | 0.20 | | | 0.14 | | | 0.32 | | 0.32 | 0.71 | | |
| Critical LG? | Yes | | | | | | | Yes | | Yes | | |
| Act Effct Green (s) | 28.0 | 20.0 | | 22.0 | 17.0 | | 86.0 | 77.0 | 77.0 | 73.0 | 67.0 | |
| Actuated g/C Ratio | 0.23 | 0.17 | | 0.18 | 0.14 | | 0.72 | 0.64 | 0.64 | 0.61 | 0.56 | |
| v/c Ratio | 1.19 | 1.00 | | 1.00 | 1.50dr | | 0.55 | 1.18 | 0.50 | 1.26 | 0.45 | |
| Uniform Delay, d1 | 40.8 | 48.6 | | 42.2 | 46.4 | | 5.5 | 21.5 | 6.8 | 27.9 | 15.3 | |
| Platoon Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Incr. Delay, d2 | 126.2 | 30.5 | | 77.7 | 56.7 | | 5.6 | 85.9 | 1.7 | 159.6 | 0.5 | |
| Webster Delay | 167.0 | 79.1 | | 120.0 | 103.1 | | 11.1 | 107.4 | 8.5 | 187.5 | 15.9 | |
| Webster LOS | F | E | | F | F | | B | F | A | F | B | |
| Queue Length 50th (ft) | ~146 | 233 | | 87 | ~219 | | 47 | ~1303 | 126 | ~134 | 198 | |
| Queue Length 95th (ft) | #301 | #331 | | #186 | #316 | | 103 | #1373 | 205 | #286 | 235 | |
| Link Length (ft) | | 4272 | | | 5936 | | | 3513 | | | 3959 | |
| 50th Up Block Time (%) | | | | | | | | | | | | |
| 95th Up Block Time (%) | | | | | | | | | | | | |
| Turn Bay Length (ft) | | | | | | | | | | | | |
| 50th Bay Block Time % | | | | | | | | | | | | |
| 95th Bay Block Time % | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |

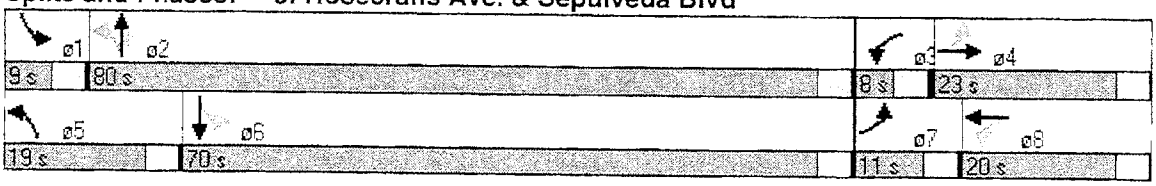
Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 40 (33%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 130
Control Type: Pretimed
Total Lost Time: 12
Sum of Critical v/s Ratios: 1.11
Intersection v/c Ratio: 1.24
Intersection Webster Signal Delay: 84.0
Intersection LOS: F

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

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

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

**Splits and Phases: 3: Rosecrans Ave. & Sepulveda Blvd**



## Lanes, Volumes, Timings

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 1 | | 1 | 1 | | 0 |
| Total Lost Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Leading Detector (ft) | 50 | 50 | | 50 | 50 | | 50 | 50 | 50 | 50 | 50 | |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Lane Util. Factor | 1.00 | 0.91 | 0.91 | 1.00 | 0.91 | 0.91 | 1.00 | 0.91 | 1.00 | 1.00 | 0.91 | 0.91 |
| Frt Protected | | 0.958 | | | 0.931 | | | | 0.850 | | 0.994 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1752 | 4824 | 0 | 1752 | 4688 | 0 | 1752 | 5036 | 1568 | 1752 | 5006 | 0 |
| Frt Perm. | | 0.958 | | | 0.931 | | | | 0.850 | | 0.994 | |
| Flt Perm. | 0.222 | | | 0.167 | | | 0.083 | | | 0.056 | | |
| Satd. Flow (perm) | 410 | 4824 | 0 | 308 | 4688 | 0 | 153 | 5036 | 1568 | 103 | 5006 | 0 |
| Right Turn on Red | | | No | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | | | 162 | | | | 220 | | 8 | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Volume (vph) | 114 | 413 | 162 | 246 | 632 | 543 | 202 | 1381 | 316 | 376 | 3315 | 128 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Adj. Flow (vph) | 127 | 459 | 180 | 273 | 702 | 603 | 224 | 1534 | 351 | 418 | 3683 | 142 |
| Lane Group Flow (vph) | 127 | 639 | 0 | 273 | 1305 | 0 | 224 | 1534 | 351 | 418 | 3825 | 0 |
| Turn Type | Pm+Pt | | | Pm+Pt | | | Pm+Pt | | Perm | Pm+Pt | | |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | 2 | 6 | | |
| Detector Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | 2 | 1 | 6 | |
| Minimum Initial (s) | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | |
| Minimum Split (s) | 8.0 | 20.0 | | 8.0 | 20.0 | | 8.0 | 20.0 | 20.0 | 8.0 | 20.0 | |
| Total Split (s) | 8.0 | 21.0 | 0.0 | 14.0 | 27.0 | 0.0 | 11.0 | 51.0 | 51.0 | 34.0 | 74.0 | 0.0 |
| Total Split (%) | 7% | 18% | 0% | 12% | 23% | 0% | 9% | 43% | 43% | 28% | 62% | 0% |
| Maximum Green (s) | 4.0 | 17.0 | | 10.0 | 23.0 | | 7.0 | 47.0 | 47.0 | 30.0 | 70.0 | |
| Yellow Time (s) | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | |
| All-Red Time (s) | 0.5 | 0.5 | | 0.5 | 0.5 | | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | |
| Lead/Lag | Lead | Lag | | Lead | Lag | | Lead | Lag | Lag | Lead | Lag | |
| Lead-Lag Optimize? | Yes | Yes | | Yes | Yes | | Yes | Yes | Yes | Yes | Yes | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | |
| Minimum Gap (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | |
| Time Before Reduce (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Time To Reduce (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Recall Mode | Max | Max | | Max | Max | | Max | Max | Max | Max | Max | |

## Lanes, Volumes, Timings

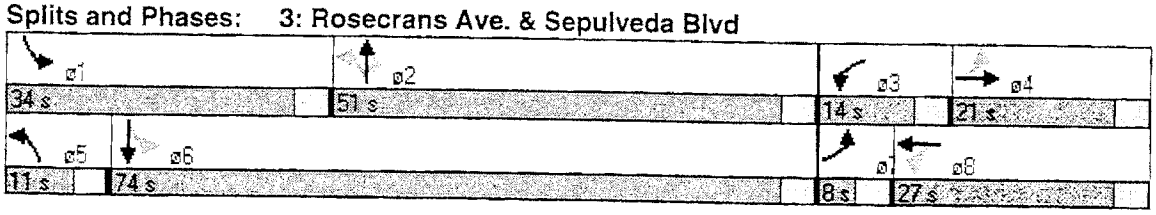
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Walk Time (s) | | 5.0 | | | 5.0 | | | 5.0 | 5.0 | | 5.0 | |
| Flash Dont Walk (s) | | 11.0 | | | 11.0 | | | 11.0 | 11.0 | | 11.0 | |
| Pedestrian Calls (#/hr) | | 0 | | | 0 | | | 0 | 0 | | 0 | |
| Lane Grp Cap (vph) | 135 | 724 | | 215 | 1067 | | 178 | 2014 | 759 | 496 | 2965 | |
| v/s Ratio Prot | 0.04 | 0.13 | | 0.12 | 0.24 | | 0.08 | 0.30 | | 0.22 | 0.76 | |
| v/s Ratio Perm | 0.14 | | | 0.22 | | | 0.50 | | 0.18 | 0.36 | | |
| Critical LG? | | | | Yes | | | Yes | | | | Yes | |
| Act Effct Green (s) | 23.0 | 18.0 | | 32.0 | 24.0 | | 56.0 | 48.0 | 48.0 | 82.0 | 71.0 | |
| Actuated g/C Ratio | 0.19 | 0.15 | | 0.27 | 0.20 | | 0.47 | 0.40 | 0.40 | 0.68 | 0.59 | |
| v/c Ratio | 0.94 | 0.88 | | 1.27 | 1.22 | | 1.26 | 0.76 | 0.46 | 0.84 | 1.29 | |
| Uniform Delay, d1 | 38.8 | 49.9 | | 37.6 | 40.7 | | 33.3 | 31.1 | 8.9 | 34.0 | 24.4 | |
| Platoon Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Incr. Delay, d2 | 63.0 | 14.6 | | 152.7 | 108.9 | | 153.6 | 2.8 | 2.0 | 15.9 | 133.2 | |
| Webster Delay | 101.7 | 64.6 | | 190.3 | 149.6 | | 186.9 | 33.8 | 10.9 | 49.8 | 157.6 | |
| Webster LOS | F | E | | F | F | | F | C | B | D | F | |
| Queue Length 50th (ft) | 78 | 179 | | ~222 | ~418 | | ~168 | 370 | 66 | 268 | ~1390 | |
| Queue Length 95th (ft) | #172 | #246 | | #399 | #515 | | #330 | 430 | 149 | #438 | #1462 | |
| Link Length (ft) | | 4272 | | | 5936 | | | 3513 | | | 3959 | |
| 50th Up Block Time (%) | | | | | | | | | | | | |
| 95th Up Block Time (%) | | | | | | | | | | | | |
| Turn Bay Length (ft) | | | | | | | | | | | | |
| 50th Bay Block Time % | | | | | | | | | | | | |
| 95th Bay Block Time % | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 32 (27%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 130
Control Type: Pretimed
Total Lost Time: 9
Sum of Critical v/s Ratios: 1.18
Intersection v/c Ratio: 1.28
Intersection Webster Signal Delay: 117.6
Intersection LOS: F

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

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

**Splits and Phases: 3: Rosecrans Ave. & Sepulveda Blvd**



## Lanes, Volumes, Timings

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 0 | 2 | | 0 | 1 | | 1 | 1 | | 0 |
| Total Lost Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Leading Detector (ft) | 50 | 50 | | 50 | 50 | | 50 | 50 | 50 | 50 | 50 | |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Lane Util. Factor | 1.00 | 0.91 | 0.91 | 0.97 | 0.91 | 0.91 | 1.00 | 0.95 | 1.00 | 1.00 | 0.91 | 0.91 |
| Frt Protected | | 0.990 | | | 0.959 | | | | 0.850 | | 0.933 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1752 | 4986 | 0 | 3400 | 4829 | 0 | 1752 | 3505 | 1568 | 1752 | 4699 | 0 |
| Frt Perm. | | 0.990 | | | 0.959 | | | | 0.850 | | 0.933 | |
| Flt Perm. | 0.078 | | | 0.269 | | | 0.160 | | | 0.190 | | |
| Satd. Flow (perm) | 144 | 4986 | 0 | 963 | 4829 | 0 | 295 | 3505 | 1568 | 350 | 4699 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 21 | | | 176 | | | | 171 | | 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 |
| Volume (vph) | 232 | 757 | 56 | 496 | 1540 | 588 | 219 | 1251 | 349 | 62 | 521 | 419 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Adj. Flow (vph) | 258 | 841 | 62 | 551 | 1711 | 653 | 243 | 1390 | 388 | 69 | 579 | 466 |
| Lane Group Flow (vph) | 258 | 903 | 0 | 551 | 2364 | 0 | 243 | 1390 | 388 | 69 | 1045 | 0 |
| Turn Type | Perm | | | Perm | | | Pm+Pt | | Perm | Pm+Pt | | |
| Protected Phases | | 4 | | | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | 2 | 6 | | |
| Detector Phases | 4 | 4 | | 8 | 8 | | 5 | 2 | 2 | 1 | 6 | |
| Minimum Initial (s) | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | |
| Minimum Split (s) | 20.0 | 20.0 | | 20.0 | 20.0 | | 8.0 | 20.0 | 20.0 | 8.0 | 20.0 | |
| Total Split (s) | 54.0 | 54.0 | 0.0 | 54.0 | 54.0 | 0.0 | 12.0 | 28.0 | 28.0 | 8.0 | 24.0 | 0.0 |
| Total Split (%) | 60% | 60% | 0% | 60% | 60% | 0% | 13% | 31% | 31% | 9% | 27% | 0% |
| Maximum Green (s) | 50.0 | 50.0 | | 50.0 | 50.0 | | 8.0 | 24.0 | 24.0 | 4.0 | 20.0 | |
| Yellow Time (s) | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | |
| All-Red Time (s) | 0.5 | 0.5 | | 0.5 | 0.5 | | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | |
| Lead/Lag | | | | | | | Lead | Lag | Lag | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | 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 | |
| Minimum Gap (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | |
| Time Before Reduce (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Time To Reduce (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Recall Mode | Max | Max | | Max | Max | | Max | Max | Max | Max | Max | |

## Lanes, Volumes, Timings

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Walk Time (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | | 5.0 | 5.0 | | 5.0 | |
| Flash Dont Walk (s) | 11.0 | 11.0 | | 11.0 | 11.0 | | | 11.0 | 11.0 | | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | | 0 | 0 | | | 0 | 0 | | 0 | |
| Lane Grp Cap (vph) | 82 | 2835 | | 546 | 2813 | | 254 | 974 | 559 | 179 | 1116 | |
| v/s Ratio Prot | | 0.18 | | | 0.48 | | 0.10 | 0.40 | | 0.02 | 0.22 | |
| v/s Ratio Perm | 1.79 | | | 0.57 | | | 0.26 | | 0.19 | 0.09 | | |
| Critical LG? | Yes | | | | | | Yes | Yes | | | | |
| Act Effct Green (s) | 51.0 | 51.0 | | 51.0 | 51.0 | | 33.0 | 25.0 | 25.0 | 26.0 | 21.0 | |
| Actuated g/C Ratio | 0.57 | 0.57 | | 0.57 | 0.57 | | 0.37 | 0.28 | 0.28 | 0.29 | 0.23 | |
| v/c Ratio | 3.15 | 0.32 | | 1.01 | 0.84 | | 0.96 | 1.43 | 0.69 | 0.39 | 1.21dr | |
| Uniform Delay, d1 | 19.6 | 10.0 | | 19.5 | 14.8 | | 21.0 | 32.5 | 15.5 | 19.1 | 33.0 | |
| Platoon Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Incr. Delay, d2 | 997.0 | 0.3 | | 40.8 | 3.2 | | 46.3 | 198.2 | 7.0 | 6.2 | 15.4 | |
| Webster Delay | 1016.6 | 10.3 | | 60.3 | 18.0 | | 67.3 | 230.7 | 22.5 | 25.3 | 48.4 | |
| Webster LOS | F | B | | E | B | | E | F | C | C | D | |
| Queue Length 50th (ft) | ~260 | 88 | | ~155 | 349 | | 100 | ~567 | 109 | 25 | 209 | |
| Queue Length 95th (ft) | #409 | 113 | | #273 | 422 | | #238 | #700 | 215 | 54 | #296 | |
| Link Length (ft) | | 4272 | | | 5936 | | | 3513 | | | 3959 | |
| 50th Up Block Time (%) | | | | | | | | | | | | |
| 95th Up Block Time (%) | | | | | | | | | | | | |
| Turn Bay Length (ft) | | | | | | | | | | | | |
| 50th Bay Block Time % | | | | | | | | | | | | |
| 95th Bay Block Time % | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |

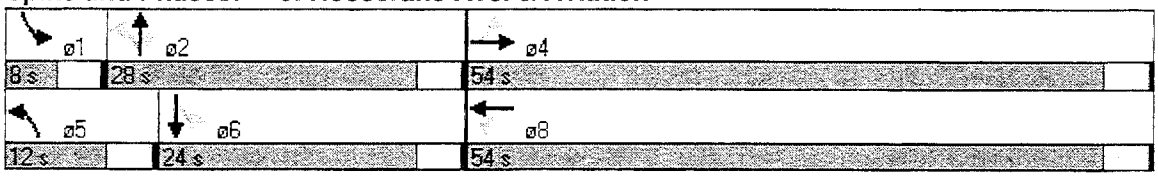
Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 64 (71%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 65
Control Type: Pretimed
Total Lost Time: 6
Sum of Critical v/s Ratios: 2.26
Intersection v/c Ratio: 2.42
Intersection Webster Signal Delay: 103.4
Intersection LOS: F

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

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

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

**Splits and Phases: 3: Rosecrans Ave. & Aviation**



## Lanes, Volumes, Timings

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 0 | 2 | | 0 | 1 | | 1 | 1 | | 0 |
| Total Lost Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Leading Detector (ft) | 50 | 50 | | 50 | 50 | | 50 | 50 | 50 | 50 | 50 | |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Lane Util. Factor | 1.00 | 0.91 | 0.91 | 0.97 | 0.91 | 0.91 | 1.00 | 0.95 | 1.00 | 1.00 | 0.91 | 0.91 |
| Frt Protected | | 0.983 | | | 0.987 | | | | 0.850 | | 0.960 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1752 | 4950 | 0 | 3400 | 4970 | 0 | 1752 | 3505 | 1568 | 1752 | 4834 | 0 |
| Frt Perm. | | 0.983 | | | 0.987 | | | | 0.850 | | 0.960 | |
| Flt Perm. | 0.122 | | | 0.084 | | | 0.200 | | | 0.167 | | |
| Satd. Flow (perm) | 225 | 4950 | 0 | 301 | 4970 | 0 | 369 | 3505 | 1568 | 308 | 4834 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 41 | | | 29 | | | | 31 | | 44 | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Volume (vph) | 358 | 1366 | 174 | 394 | 1210 | 115 | 274 | 673 | 255 | 303 | 1162 | 418 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Adj. Flow (vph) | 398 | 1518 | 193 | 438 | 1344 | 128 | 304 | 748 | 283 | 337 | 1291 | 464 |
| Lane Group Flow (vph) | 398 | 1711 | 0 | 438 | 1472 | 0 | 304 | 748 | 283 | 337 | 1755 | 0 |
| Turn Type | Perm | | | Perm | | | Pm+Pt | | Perm | Pm+Pt | | |
| Protected Phases | | 4 | | | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | 2 | 6 | | |
| Detector Phases | 4 | 4 | | 8 | 8 | | 5 | 2 | 2 | 1 | 6 | |
| Minimum Initial (s) | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | |
| Minimum Split (s) | 20.0 | 20.0 | | 20.0 | 20.0 | | 8.0 | 20.0 | 20.0 | 8.0 | 20.0 | |
| Total Split (s) | 54.0 | 54.0 | 0.0 | 54.0 | 54.0 | 0.0 | 9.0 | 23.0 | 23.0 | 13.0 | 27.0 | 0.0 |
| Total Split (%) | 60% | 60% | 0% | 60% | 60% | 0% | 10% | 26% | 26% | 14% | 30% | 0% |
| Maximum Green (s) | 50.0 | 50.0 | | 50.0 | 50.0 | | 5.0 | 19.0 | 19.0 | 9.0 | 23.0 | |
| Yellow Time (s) | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | |
| All-Red Time (s) | 0.5 | 0.5 | | 0.5 | 0.5 | | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | |
| Lead/Lag | | | | | | | Lead | Lag | Lag | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | 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 | |
| Minimum Gap (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | |
| Time Before Reduce (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Time To Reduce (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Recall Mode | Max | Max | | Max | Max | | Max | Max | Max | Max | Max | |

## Lanes, Volumes, Timings

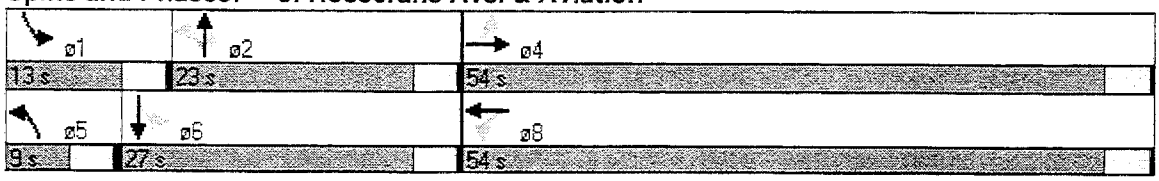
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Walk Time (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | | 5.0 | 5.0 | | 5.0 | |
| Flash Dont Walk (s) | 11.0 | 11.0 | | 11.0 | 11.0 | | | 11.0 | 11.0 | | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | | 0 | 0 | | | 0 | 0 | | 0 | |
| Lane Grp Cap (vph) | 128 | 2823 | | 171 | 2829 | | 199 | 779 | 373 | 273 | 1321 | |
| v/s Ratio Prot | | 0.34 | | | 0.29 | | 0.10 | 0.21 | | 0.14 | 0.35 | |
| v/s Ratio Perm | 1.77 | | | 1.46 | | | 0.34 | | 0.17 | 0.32 | | |
| Critical LG? | Yes | | | | | | Yes | | | Yes | | |
| Act Effct Green (s) | 51.0 | 51.0 | | 51.0 | 51.0 | | 26.0 | 20.0 | 20.0 | 33.0 | 24.0 | |
| Actuated g/C Ratio | 0.57 | 0.57 | | 0.57 | 0.57 | | 0.29 | 0.22 | 0.22 | 0.37 | 0.27 | |
| v/c Ratio | 3.11 | 0.61 | | 2.56 | 0.52 | | 1.53 | 0.96 | 0.76 | 1.23 | 1.33 | |
| Uniform Delay, d1 | 19.6 | 12.5 | | 19.6 | 11.7 | | 23.3 | 34.6 | 29.0 | 21.7 | 31.9 | |
| Platoon Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Incr. Delay, d2 | 969.5 | 1.0 | | 719.5 | 0.7 | | 261.2 | 23.9 | 13.5 | 133.0 | 153.2 | |
| Webster Delay | 989.1 | 13.5 | | 739.1 | 12.4 | | 284.5 | 58.5 | 42.5 | 154.7 | 185.0 | |
| Webster LOS | F | B | | F | B | | F | E | D | F | F | |
| Queue Length 50th (ft) | ~399 | 213 | | ~217 | 171 | | ~192 | 222 | 113 | ~192 | ~476 | |
| Queue Length 95th (ft) | #575 | 258 | | #310 | 209 | | #359 | #340 | #224 | #361 | #573 | |
| Link Length (ft) | | 4272 | | | 5936 | | | 3513 | | | 3959 | |
| 50th Up Block Time (%) | | | | | | | | | | | | |
| 95th Up Block Time (%) | | | | | | | | | | | | |
| Turn Bay Length (ft) | | | | | | | | | | | | |
| 50th Bay Block Time % | | | | | | | | | | | | |
| 95th Bay Block Time % | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 8 (9%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 50
Control Type: Pretimed
Total Lost Time: 9
Sum of Critical v/s Ratios: 2.26
Intersection v/c Ratio: 2.51
Intersection Webster Signal Delay: 171.6
Intersection LOS: F

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

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

**Splits and Phases: 3: Rosecrans Ave. & Aviation**



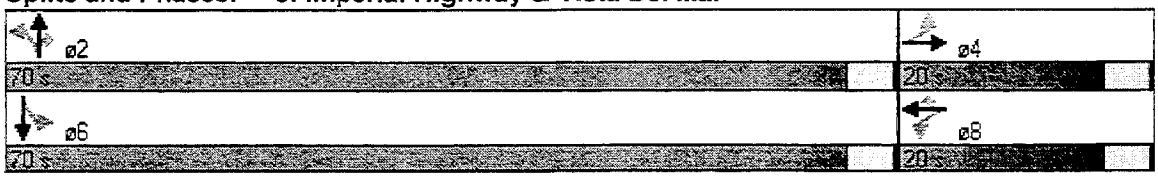
# APPENDIX P.4
# LAX-PERSHING SITE

**Lanes, Volumes, Timings**

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | |
| Lane Grp Cap (vph) | 201 | 339 | | 244 | 242 | 352 | 733 | 2609 | 1412 | 174 | 2605 | |
| v/s Ratio Prot | | 0.02 | | | | | | 0.44 | | | 0.10 | |
| v/s Ratio Perm | 0.00 | | | 0.09 | 0.09 | 0.05 | 0.00 | | 0.52 | 0.72 | | |
| Critical LG? | | | | | Yes | | | | | Yes | | |
| Act Effct Green (s) | 17.0 | 17.0 | | 17.0 | 17.0 | 17.0 | 67.0 | 67.0 | 67.0 | 67.0 | 67.0 | |
| Actuated g/C Ratio | 0.19 | 0.19 | | 0.19 | 0.19 | 0.19 | 0.74 | 0.74 | 0.74 | 0.74 | 0.74 | |
| v/c Ratio | 0.02 | 0.09 | | 0.50 | 0.50 | 0.25 | 0.00 | 0.59 | 0.70 | 0.97 | 0.14 | |
| Uniform Delay, d1 | 29.8 | 19.3 | | 32.6 | 32.6 | 6.7 | 3.0 | 5.2 | 0.1 | 10.6 | 3.2 | |
| Platoon Factor | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Incr. Delay, d2 | 0.2 | 0.5 | | 7.0 | 7.1 | 1.7 | 0.0 | 1.0 | 2.9 | 61.1 | 0.1 | |
| Webster Delay | 29.9 | 19.9 | | 39.7 | 39.7 | 8.5 | 3.0 | 6.2 | 3.0 | 71.7 | 3.4 | |
| Webster LOS | C | B | | D | D | A | A | A | A | E | A | |
| Queue Length 50th (ft) | 2 | 9 | | 65 | 65 | 9 | 0 | 170 | 0 | 72 | 0 | |
| Queue Length 95th (ft) | 11 | 33 | | 124 | 123 | 49 | 2 | 217 | 27 | #223 | 31 | |
| Link Length (ft) | | 4272 | | | 5936 | | | 3289 | | | 3959 | |
| 50th Up Block Time (%) | | | | | | | | | | | | |
| 95th Up Block Time (%) | | | | | | | | | | | | |
| Turn Bay Length (ft) | | | | | | | | | | | | |
| 50th Bay Block Time % | | | | | | | | | | | | |
| 95th Bay Block Time % | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 90
Control Type: Pretimed
Total Lost Time: 6
Sum of Critical v/s Ratios: 0.82
Intersection v/c Ratio: 0.87
Intersection Webster Signal Delay: 10.8
Intersection LOS: B
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

**Splits and Phases: 3: Imperial Highway & Vista Del Mar**



## Lanes, Volumes, Timings

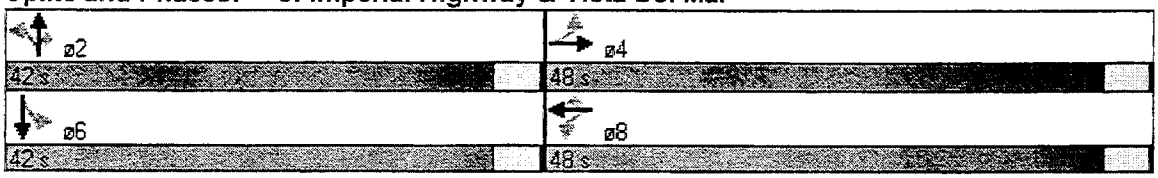
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 1 | 1 | | 1 | 1 | | 0 |
| Total Lost Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Leading Detector (ft) | 50 | 50 | | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 0.95 |
| Frt Protected | | 0.962 | | | | 0.850 | | | 0.850 | | 0.999 | |
| Flt Protected | 0.950 | | | 0.950 | 0.954 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1752 | 1775 | 0 | 1665 | 1672 | 1568 | 1752 | 3505 | 1568 | 1752 | 3501 | 0 |
| Frt Perm. | | 0.962 | | | | 0.850 | | | 0.850 | | 0.999 | |
| Flt Perm. | 0.419 | | | 0.747 | 0.722 | | 0.126 | | | 0.389 | | |
| Satd. Flow (perm) | 773 | 1775 | 0 | 1309 | 1265 | 1568 | 232 | 3505 | 1568 | 718 | 3501 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 4 | | | | 193 | | | 340 | | 1 | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Volume (vph) | 6 | 11 | 4 | 667 | 12 | 174 | 3 | 465 | 306 | 77 | 963 | 6 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Adj. Flow (vph) | 7 | 12 | 4 | 741 | 13 | 193 | 3 | 517 | 340 | 86 | 1070 | 7 |
| Lane Group Flow (vph) | 7 | 16 | 0 | 383 | 371 | 193 | 3 | 517 | 340 | 86 | 1077 | 0 |
| Turn Type | Perm | | | Perm | | Perm | Perm | | Perm | Perm | | |
| Protected Phases | | 4 | | | 8 | | | 2 | | | 6 | |
| Permitted Phases | 4 | | | 8 | | 8 | 2 | | 2 | 6 | | |
| Detector Phases | 4 | 4 | | 8 | 8 | 8 | 2 | 2 | 2 | 6 | 6 | |
| Minimum Initial (s) | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | |
| Minimum Split (s) | 20.0 | 20.0 | | 20.0 | 20.0 | 20.0 | 20.0 | 20.0 | 20.0 | 20.0 | 20.0 | |
| Total Split (s) | 48.0 | 48.0 | 0.0 | 48.0 | 48.0 | 48.0 | 42.0 | 42.0 | 42.0 | 42.0 | 42.0 | 0.0 |
| Total Split (%) | 53% | 53% | 0% | 53% | 53% | 53% | 47% | 47% | 47% | 47% | 47% | 0% |
| Maximum Green (s) | 44.0 | 44.0 | | 44.0 | 44.0 | 44.0 | 38.0 | 38.0 | 38.0 | 38.0 | 38.0 | |
| Yellow Time (s) | 3.5 | 3.5 | | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | |
| All-Red Time (s) | 0.5 | 0.5 | | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | |
| Minimum Gap (s) | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | |
| Time Before Reduce (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Time To Reduce (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Recall Mode | Max | Max | | Max | Max | Max | Max | Max | Max | Max | Max | |

**Lanes, Volumes, Timings**

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | |
| Lane Grp Cap (vph) | 387 | 890 | | 655 | 633 | 881 | 101 | 1519 | 872 | 311 | 1518 | |
| v/s Ratio Prot | | 0.01 | | | | | | 0.15 | | | 0.31 | |
| v/s Ratio Perm | 0.01 | | | 0.29 | 0.29 | 0.11 | 0.01 | | 0.17 | 0.12 | | |
| Critical LG? | | | | | Yes | | | | | | Yes | |
| Act Effct Green (s) | 45.0 | 45.0 | | 45.0 | 45.0 | 45.0 | 39.0 | 39.0 | 39.0 | 39.0 | 39.0 | |
| Actuated g/C Ratio | 0.50 | 0.50 | | 0.50 | 0.50 | 0.50 | 0.43 | 0.43 | 0.43 | 0.43 | 0.43 | |
| v/c Ratio | 0.02 | 0.02 | | 0.58 | 0.59 | 0.22 | 0.03 | 0.34 | 0.39 | 0.28 | 0.71 | |
| Uniform Delay, d1 | 11.3 | 8.5 | | 15.9 | 15.9 | 0.0 | 14.7 | 16.9 | 0.0 | 16.4 | 20.8 | |
| Platoon Factor | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Incr. Delay, d2 | 0.1 | 0.0 | | 3.8 | 3.9 | 0.6 | 0.5 | 0.6 | 1.3 | 2.2 | 2.8 | |
| Webster Delay | 11.4 | 8.5 | | 19.7 | 19.8 | 0.6 | 15.2 | 17.6 | 1.3 | 18.6 | 23.7 | |
| Webster LOS | B | A | | B | B | A | B | B | A | B | C | |
| Queue Length 50th (ft) | 2 | 3 | | 154 | 149 | 0 | 1 | 100 | 0 | 31 | 241 | |
| Queue Length 95th (ft) | 9 | 13 | | 252 | 246 | 32 | 6 | 138 | 45 | 66 | 311 | |
| Link Length (ft) | | 4272 | | | 5936 | | | 3289 | | | 3959 | |
| 50th Up Block Time (%) | | | | | | | | | | | | |
| 95th Up Block Time (%) | | | | | | | | | | | | |
| Turn Bay Length (ft) | | | | | | | | | | | | |
| 50th Bay Block Time % | | | | | | | | | | | | |
| 95th Bay Block Time % | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 40
Control Type: Pretimed
Total Lost Time: 6
Sum of Critical v/s Ratios: 0.60
Intersection v/c Ratio: 0.64
Intersection Webster Signal Delay: 17.3
Intersection LOS: B

**Splits and Phases: 3: Imperial Highway & Vista Del Mar**



## Lanes, Volumes, Timings

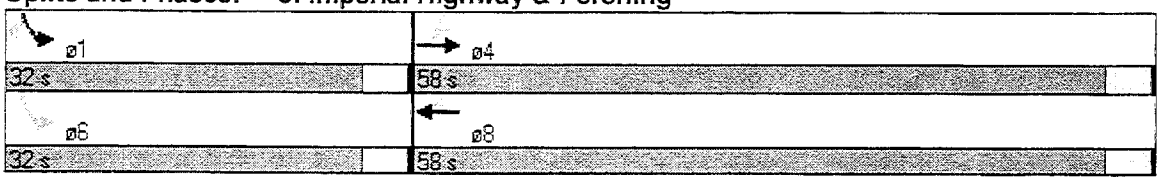
| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR | ø6 |
|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | |
| Grade (%) | | 0% | 0% | | 0% | | |
| Storage Length (ft) | 0 | | | 0 | 0 | 0 | |
| Storage Lanes | 1 | | | 1 | 2 | 1 | |
| Total Lost Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | |
| Leading Detector (ft) | 50 | 50 | 50 | 50 | 50 | 50 | |
| Trailing Detector (ft) | 0 | 0 | 0 | 0 | 0 | 0 | |
| Turning Speed (mph) | 15 | | | 9 | 15 | 9 | |
| Lane Util. Factor | 1.00 | 0.95 | 0.95 | 1.00 | 0.97 | 1.00 | |
| Frt Protected | | | | 0.850 | | 0.850 | |
| Flt Protected | 0.950 | | | | 0.950 | | |
| Satd. Flow (prot) | 1752 | 3505 | 3505 | 1568 | 3400 | 1568 | |
| Frt Perm. | | | | 0.850 | | 0.850 | |
| Flt Perm. | 0.576 | | | | 0.950 | | |
| Satd. Flow (perm) | 1063 | 3505 | 3505 | 1568 | 3400 | 1568 | |
| Right Turn on Red | | | | Yes | | Yes | |
| Satd. Flow (RTOR) | | | | 1091 | | 96 | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Volume (vph) | 434 | 560 | 255 | 1225 | 962 | 86 | |
| Confl. Peds. (#/hr) | | | | | | | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% | |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | |
| Parking (#/hr) | | | | | | | |
| Mid-Block Traffic (%) | | 0% | 0% | | 0% | | |
| Adj. Flow (vph) | 482 | 622 | 283 | 1361 | 1069 | 96 | |
| Lane Group Flow (vph) | 482 | 622 | 283 | 1361 | 1069 | 96 | |
| Turn Type | Perm | | | Perm | | Perm | |
| Protected Phases | | 4 | 8 | | 1 | | 6 |
| Permitted Phases | 4 | | | 8 | 6 | 1 | |
| Detector Phases | 4 | 4 | 8 | 8 | 1 | 1 | |
| Minimum Initial (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Minimum Split (s) | 20.0 | 20.0 | 20.0 | 20.0 | 8.0 | 8.0 | 20.0 |
| Total Split (s) | 58.0 | 58.0 | 58.0 | 58.0 | 32.0 | 32.0 | 32.0 |
| Total Split (%) | 64% | 64% | 64% | 64% | 36% | 36% | 36% |
| Maximum Green (s) | 54.0 | 54.0 | 54.0 | 54.0 | 28.0 | 28.0 | 28.0 |
| Yellow Time (s) | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 |
| All-Red Time (s) | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 |
| Lead/Lag | | | | | | | |
| Lead-Lag Optimize? | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Minimum Gap (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Time Before Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Time To Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Recall Mode | Max | Max | Max | Max | Max | Max | Max |

## Lanes, Volumes, Timings

| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR | ø6 |
|---|---|---|---|---|---|---|---|
| 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 |
| Lane Grp Cap (vph) | 650 | 2142 | 2142 | 1383 | 1096 | 570 | |
| v/s Ratio Prot | | 0.18 | 0.08 | | 0.31 | | |
| v/s Ratio Perm | 0.45 | | | 0.60 | | 0.05 | |
| Critical LG? | | | | Yes | Yes | | |
| Act Effct Green (s) | 55.0 | 55.0 | 55.0 | 55.0 | 29.0 | 29.0 | |
| Actuated g/C Ratio | 0.61 | 0.61 | 0.61 | 0.61 | 0.32 | 0.32 | |
| v/c Ratio | 0.74 | 0.29 | 0.13 | 0.98 | 0.98 | 0.17 | |
| Uniform Delay, d1 | 12.4 | 8.3 | 7.4 | 3.1 | 30.1 | 0.0 | |
| Platoon Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Incr. Delay, d2 | 7.5 | 0.3 | 0.1 | 20.7 | 21.9 | 0.6 | |
| Webster Delay | 19.9 | 8.6 | 7.5 | 23.8 | 52.0 | 0.6 | |
| Webster LOS | B | A | A | C | D | A | |
| Queue Length 50th (ft) | 178 | 80 | 32 | 73 | 307 | 0 | |
| Queue Length 95th (ft) | 323 | 108 | 49 | #1053 | #443 | 32 | |
| Link Length (ft) | | 4272 | 5936 | | 3959 | | |
| 50th Up Block Time (%) | | | | | | | |
| 95th Up Block Time (%) | | | | | | | |
| Turn Bay Length (ft) | | | | | | | |
| 50th Bay Block Time % | | | | | | | |
| 95th Bay Block Time % | | | | | | | |
| Queuing Penalty (veh) | | | | | | | |

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2: and 6:SBL, Start of Green
Natural Cycle: 50
Control Type: Pretimed
Total Lost Time: 6
Sum of Critical v/s Ratios: 0.94
Intersection v/c Ratio: 1.01
Intersection Webster Signal Delay: 26.9
Intersection LOS: C
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

**Splits and Phases: 3: Imperial Highway & Pershing**



## Lanes, Volumes, Timings

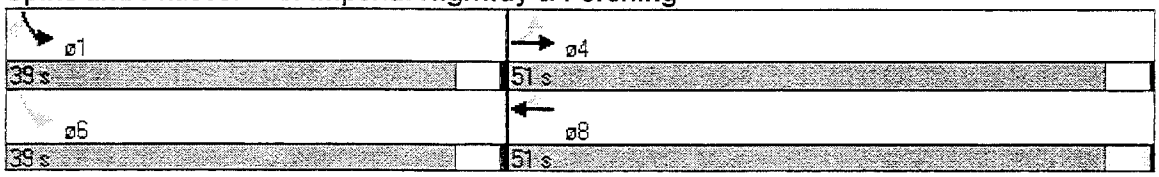
| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR | ø6 |
|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | |
| Grade (%) | | 0% | 0% | | 0% | | |
| Storage Length (ft) | 0 | | | 0 | 0 | 0 | |
| Storage Lanes | 1 | | | 1 | 2 | 1 | |
| Total Lost Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | |
| Leading Detector (ft) | 50 | 50 | 50 | 50 | 50 | 50 | |
| Trailing Detector (ft) | 0 | 0 | 0 | 0 | 0 | 0 | |
| Turning Speed (mph) | 15 | | | 9 | 15 | 9 | |
| Lane Util. Factor | 1.00 | 0.95 | 0.95 | 1.00 | 0.97 | 1.00 | |
| Frt Protected | | | | 0.850 | | 0.850 | |
| Flt Protected | 0.950 | | | | 0.950 | | |
| Satd. Flow (prot) | 1752 | 3505 | 3505 | 1568 | 3400 | 1568 | |
| Frt Perm. | | | | 0.850 | | 0.850 | |
| Flt Perm. | 0.429 | | | | 0.950 | | |
| Satd. Flow (perm) | 791 | 3505 | 3505 | 1568 | 3400 | 1568 | |
| Right Turn on Red | | | | Yes | | Yes | |
| Satd. Flow (RTOR) | | | | 806 | | 325 | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Volume (vph) | 140 | 257 | 448 | 725 | 885 | 395 | |
| Confl. Peds. (#/hr) | | | | | | | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% | |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | |
| Parking (#/hr) | | | | | | | |
| Mid-Block Traffic (%) | | 0% | 0% | | 0% | | |
| Adj. Flow (vph) | 156 | 286 | 498 | 806 | 983 | 439 | |
| Lane Group Flow (vph) | 156 | 286 | 498 | 806 | 983 | 439 | |
| Turn Type | Perm | | | Perm | | Perm | |
| Protected Phases | | 4 | 8 | | 1 | | 6 |
| Permitted Phases | 4 | | | 8 | 6 | 1 | |
| Detector Phases | 4 | 4 | 8 | 8 | 1 | 1 | |
| Minimum Initial (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Minimum Split (s) | 20.0 | 20.0 | 20.0 | 20.0 | 8.0 | 8.0 | 20.0 |
| Total Split (s) | 51.0 | 51.0 | 51.0 | 51.0 | 39.0 | 39.0 | 39.0 |
| Total Split (%) | 57% | 57% | 57% | 57% | 43% | 43% | 43% |
| Maximum Green (s) | 47.0 | 47.0 | 47.0 | 47.0 | 35.0 | 35.0 | 35.0 |
| Yellow Time (s) | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 |
| All-Red Time (s) | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 |
| Lead/Lag | | | | | | | |
| Lead-Lag Optimize? | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Minimum Gap (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Time Before Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Time To Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Recall Mode | Max | Max | Max | Max | Max | Max | Max |

## Lanes, Volumes, Timings

| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR | ø6 |
|---|---|---|---|---|---|---|---|
| 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 |
| Lane Grp Cap (vph) | 422 | 1869 | 1869 | 1212 | 1360 | 822 | |
| v/s Ratio Prot | | 0.08 | 0.14 | | 0.29 | | |
| v/s Ratio Perm | 0.20 | | | 0.35 | | 0.21 | |
| Critical LG? | | | | Yes | Yes | | |
| Act Effct Green (s) | 48.0 | 48.0 | 48.0 | 48.0 | 36.0 | 36.0 | |
| Actuated g/C Ratio | 0.53 | 0.53 | 0.53 | 0.53 | 0.40 | 0.40 | |
| v/c Ratio | 0.37 | 0.15 | 0.27 | 0.67 | 0.72 | 0.53 | |
| Uniform Delay, d1 | 12.2 | 10.7 | 11.4 | 0.0 | 22.8 | 4.6 | |
| Platoon Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Incr. Delay, d2 | 2.5 | 0.2 | 0.3 | 2.9 | 3.4 | 2.5 | |
| Webster Delay | 14.7 | 10.8 | 11.8 | 2.9 | 26.1 | 7.1 | |
| Webster LOS | B | B | B | A | C | A | |
| Queue Length 50th (ft) | 49 | 41 | 76 | 0 | 237 | 39 | |
| Queue Length 95th (ft) | 95 | 62 | 106 | 52 | 310 | 113 | |
| Link Length (ft) | | 4272 | 5936 | | 3959 | | |
| 50th Up Block Time (%) | | | | | | | |
| 95th Up Block Time (%) | | | | | | | |
| Turn Bay Length (ft) | | | | | | | |
| 50th Bay Block Time % | | | | | | | |
| 95th Bay Block Time % | | | | | | | |
| Queuing Penalty (veh) | | | | | | | |

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2: and 6:SBL, Start of Green
Natural Cycle: 40
Control Type: Pretimed
Total Lost Time: 6
Sum of Critical v/s Ratios: 0.66
Intersection v/c Ratio: 0.70
Intersection Webster Signal Delay: 13.4
Intersection LOS: B

**Splits and Phases: 3: Imperial Highway & Pershing**



## Lanes, Volumes, Timings

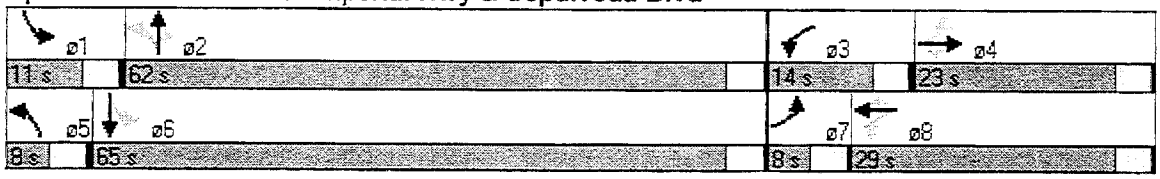
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 2 | | 1 | 2 | | 1 | 2 | | 1 | 2 | | 0 |
| Total Lost Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Leading Detector (ft) | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | |
| Trailing Detector (ft) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Lane Util. Factor | 0.97 | 0.91 | 1.00 | 0.97 | 0.91 | 1.00 | 0.97 | 0.91 | 1.00 | 0.97 | 0.86 | 0.86 |
| Frt Protected | | | 0.850 | | | 0.850 | | | 0.850 | | 0.998 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 3400 | 5036 | 1568 | 3400 | 5036 | 1568 | 3400 | 5036 | 1568 | 3400 | 6333 | 0 |
| Frt Perm. | | | 0.850 | | | 0.850 | | | 0.850 | | 0.998 | |
| Flt Perm. | 0.378 | | | 0.274 | | | 0.068 | | | 0.065 | | |
| Satd. Flow (perm) | 1353 | 5036 | 1568 | 981 | 5036 | 1568 | 243 | 5036 | 1568 | 233 | 6333 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 71 | | | 67 | | | 256 | | 3 | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Volume (vph) | 328 | 385 | 123 | 290 | 519 | 428 | 101 | 2717 | 776 | 397 | 2535 | 26 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Adj. Flow (vph) | 364 | 428 | 137 | 322 | 577 | 476 | 112 | 3019 | 862 | 441 | 2817 | 29 |
| Lane Group Flow (vph) | 364 | 428 | 137 | 322 | 577 | 476 | 112 | 3019 | 862 | 441 | 2846 | 0 |
| Turn Type | Pm+Pt | | Perm | Pm+Pt | | Perm | Pm+Pt | | Perm | Pm+Pt | | |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | 4 | 8 | | 8 | 2 | | 2 | 6 | | |
| Detector Phases | 7 | 4 | 4 | 3 | 8 | 8 | 5 | 2 | 2 | 1 | 6 | |
| Minimum Initial (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | |
| Minimum Split (s) | 8.0 | 20.0 | 20.0 | 8.0 | 20.0 | 20.0 | 8.0 | 20.0 | 20.0 | 8.0 | 20.0 | |
| Total Split (s) | 8.0 | 23.0 | 23.0 | 14.0 | 29.0 | 29.0 | 8.0 | 62.0 | 62.0 | 11.0 | 65.0 | 0.0 |
| Total Split (%) | 7% | 21% | 21% | 13% | 26% | 26% | 7% | 56% | 56% | 10% | 59% | 0% |
| Maximum Green (s) | 4.0 | 19.0 | 19.0 | 10.0 | 25.0 | 25.0 | 4.0 | 58.0 | 58.0 | 7.0 | 61.0 | |
| Yellow Time (s) | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | |
| All-Red Time (s) | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | Lag | Lead | Lag | Lag | Lead | Lag | |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | |
| Minimum Gap (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | |
| Time Before Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Time To Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Recall Mode | Max | Max | Max | Max | Max | Max | Max | Max | Max | Max | Max | |

## Lanes, Volumes, Timings

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Walk Time (s) | | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | |
| Flash Dont Walk (s) | | 11.0 | 11.0 | | 11.0 | 11.0 | | 11.0 | 11.0 | | 11.0 | |
| Pedestrian Calls (#/hr) | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | |
| Lane Grp Cap (vph) | 401 | 916 | 343 | 545 | 1190 | 422 | 285 | 2701 | 960 | 379 | 3571 | |
| v/s Ratio Prot | 0.04 | 0.08 | | 0.06 | 0.11 | | 0.02 | 0.60 | | 0.08 | 0.45 | |
| v/s Ratio Perm | 0.17 | | 0.07 | 0.12 | | 0.27 | 0.21 | | 0.48 | 0.66 | | |
| Critical LG? | Yes | | | | | Yes | | | | Yes | | |
| Act Effct Green (s) | 25.0 | 20.0 | 20.0 | 34.0 | 26.0 | 26.0 | 64.0 | 59.0 | 59.0 | 70.0 | 62.0 | |
| Actuated g/C Ratio | 0.23 | 0.18 | 0.18 | 0.31 | 0.24 | 0.24 | 0.58 | 0.54 | 0.54 | 0.64 | 0.56 | |
| v/c Ratio | 0.91 | 0.47 | 0.40 | 0.59 | 0.48 | 1.13 | 0.39 | 1.12 | 0.90 | 1.16 | 0.80 | |
| Uniform Delay, d1 | 35.1 | 40.2 | 18.5 | 29.0 | 36.2 | 35.3 | 7.8 | 25.5 | 15.4 | 25.0 | 19.0 | |
| Platoon Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Incr. Delay, d2 | 26.8 | 1.7 | 3.4 | 4.7 | 1.4 | 83.5 | 4.0 | 58.7 | 12.9 | 98.8 | 1.9 | |
| Webster Delay | 61.9 | 41.9 | 22.0 | 33.6 | 37.6 | 118.8 | 11.8 | 84.2 | 28.3 | 123.8 | 20.9 | |
| Webster LOS | E | D | C | C | D | F | B | F | C | F | C | |
| Queue Length 50th (ft) | 102 | 100 | 40 | 89 | 129 | ~353 | 13 | ~900 | 336 | ~140 | 401 | |
| Queue Length 95th (ft) | #181 | 134 | 99 | 127 | 167 | #558 | 24 | #988 | #724 | #243 | 446 | |
| Link Length (ft) | | 4272 | | | 5936 | | | 3513 | | | 3959 | |
| 50th Up Block Time (%) | | | | | | | | | | | | |
| 95th Up Block Time (%) | | | | | | | | | | | | |
| Turn Bay Length (ft) | | | | | | | | | | | | |
| 50th Bay Block Time % | | | | | | | | | | | | |
| 95th Bay Block Time % | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 4 (4%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 130
Control Type: Pretimed
Total Lost Time: 9
Sum of Critical v/s Ratios: 1.05
Intersection v/c Ratio: 1.14
Intersection Webster Signal Delay: 54.9
Intersection LOS: D
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

**Splits and Phases: 3: Imperial Hwy & Sepulveda Blvd**



## Lanes, Volumes, Timings

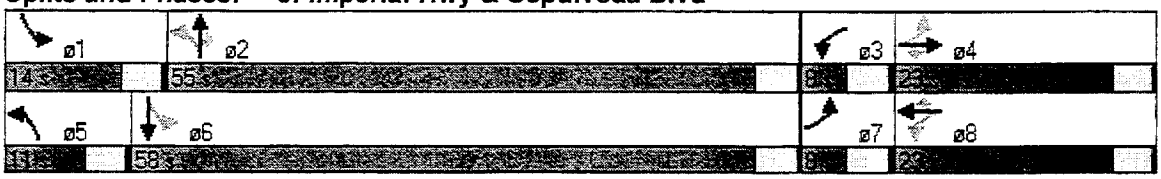
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 2 | | 1 | 2 | | 1 | 2 | | 1 | 2 | | 0 |
| Total Lost Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Leading Detector (ft) | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | |
| Trailing Detector (ft) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Lane Util. Factor | 0.97 | 0.91 | 1.00 | 0.97 | 0.91 | 1.00 | 0.97 | 0.91 | 1.00 | 0.97 | 0.86 | 0.86 |
| Frt Protected | | | 0.850 | | | 0.850 | | | 0.850 | | 0.998 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 3400 | 5036 | 1568 | 3400 | 5036 | 1568 | 3400 | 5036 | 1568 | 3400 | 6333 | 0 |
| Frt Perm. | | | 0.850 | | | 0.850 | | | 0.850 | | 0.998 | |
| Flt Perm. | 0.327 | | | 0.200 | | | 0.077 | | | 0.073 | | |
| Satd. Flow (perm) | 1170 | 5036 | 1568 | 716 | 5036 | 1568 | 276 | 5036 | 1568 | 261 | 6333 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 124 | | | 124 | | | 146 | | 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 |
| Volume (vph) | 385 | 936 | 194 | 247 | 442 | 473 | 269 | 2955 | 1200 | 731 | 2733 | 38 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Adj. Flow (vph) | 428 | 1040 | 216 | 274 | 491 | 526 | 299 | 3283 | 1333 | 812 | 3037 | 42 |
| Lane Group Flow (vph) | 428 | 1040 | 216 | 274 | 491 | 526 | 299 | 3283 | 1333 | 812 | 3079 | 0 |
| Turn Type | Pm+Pt | | Perm | Pm+Pt | | Perm | Pm+Pt | | Perm | Pm+Pt | | |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | 4 | 8 | | 8 | 2 | | 2 | 6 | | |
| Detector Phases | 7 | 4 | 4 | 3 | 8 | 8 | 5 | 2 | 2 | 1 | 6 | |
| Minimum Initial (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | |
| Minimum Split (s) | 8.0 | 20.0 | 20.0 | 8.0 | 20.0 | 20.0 | 8.0 | 20.0 | 20.0 | 8.0 | 20.0 | |
| Total Split (s) | 8.0 | 23.0 | 23.0 | 8.0 | 23.0 | 23.0 | 11.0 | 55.0 | 55.0 | 14.0 | 58.0 | 0.0 |
| Total Split (%) | 8% | 23% | 23% | 8% | 23% | 23% | 11% | 55% | 55% | 14% | 58% | 0% |
| Maximum Green (s) | 4.0 | 19.0 | 19.0 | 4.0 | 19.0 | 19.0 | 7.0 | 51.0 | 51.0 | 10.0 | 54.0 | |
| Yellow Time (s) | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | |
| All-Red Time (s) | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | Lag | Lead | Lag | Lag | Lead | Lag | |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | |
| Minimum Gap (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | |
| Time Before Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Time To Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Recall Mode | Max | Max | Max | Max | Max | Max | Max | Max | Max | Max | Max | |

## Lanes, Volumes, Timings

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Walk Time (s) | | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | |
| Flash Dont Walk (s) | | 11.0 | 11.0 | | 11.0 | 11.0 | | 11.0 | 11.0 | | 11.0 | |
| Pedestrian Calls (#/hr) | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | |
| Lane Grp Cap (vph) | 404 | 1007 | 413 | 313 | 1007 | 413 | 416 | 2619 | 885 | 518 | 3485 | |
| v/s Ratio Prot | 0.05 | 0.21 | | 0.04 | 0.10 | | 0.06 | 0.65 | | 0.17 | 0.49 | |
| v/s Ratio Perm | 0.21 | | 0.10 | 0.17 | | 0.25 | 0.37 | | 0.78 | 0.86 | | |
| Critical LG? | Yes | | | | | Yes | | | | Yes | | |
| Act Effct Green (s) | 25.0 | 20.0 | 20.0 | 25.0 | 20.0 | 20.0 | 60.0 | 52.0 | 52.0 | 66.0 | 55.0 | |
| Actuated g/C Ratio | 0.25 | 0.20 | 0.20 | 0.25 | 0.20 | 0.20 | 0.60 | 0.52 | 0.52 | 0.66 | 0.55 | |
| v/c Ratio | 1.06 | 1.03 | 0.52 | 0.88 | 0.49 | 1.27 | 0.72 | 1.25 | 1.51 | 1.57 | 0.88 | |
| Uniform Delay, d1 | 33.5 | 40.0 | 14.6 | 29.6 | 35.4 | 28.0 | 14.4 | 24.0 | 20.0 | 25.9 | 19.7 | |
| Platoon Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Incr. Delay, d2 | 61.4 | 37.1 | 4.7 | 27.2 | 1.7 | 140.9 | 10.2 | 117.4 | 233.7 | 264.7 | 3.7 | |
| Webster Delay | 94.8 | 77.1 | 19.2 | 56.8 | 37.1 | 168.9 | 24.7 | 141.4 | 253.7 | 290.6 | 23.3 | |
| Webster LOS | F | E | B | E | D | F | C | F | F | F | C | |
| Queue Length 50th (ft) | ~124 | ~262 | 50 | 70 | 102 | ~361 | 44 | ~964 | ~1154 | ~332 | 471 | |
| Queue Length 95th (ft) | #226 | #350 | 124 | #111 | 137 | #566 | #93 | #1052 | #1414 | #454 | 530 | |
| Link Length (ft) | | 4272 | | | 5936 | | | 3513 | | | 3959 | |
| 50th Up Block Time (%) | | | | | | | | | | | | |
| 95th Up Block Time (%) | | | | | | | | | | | | |
| Turn Bay Length (ft) | | | | | | | | | | | | |
| 50th Bay Block Time % | | | | | | | | | | | | |
| 95th Bay Block Time % | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 100
Control Type: Pretimed
Total Lost Time: 9
Sum of Critical v/s Ratios: 1.34
Intersection v/c Ratio: 1.47
Intersection Webster Signal Delay: 115.9
Intersection LOS: F
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

**Splits and Phases: 3: Imperial Hwy & Sepulveda Blvd**



## Lanes, Volumes, Timings

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 0 | | 0 | 0 | | 0 |
| Total Lost Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Leading Detector (ft) | 50 | | 50 | 50 | 50 | 50 | 50 | 50 | | 50 | 50 | |
| Trailing Detector (ft) | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 | 0.95 |
| Frt Protected | | | 0.850 | | | 0.850 | | | | | 0.984 | |
| Flt Protected | 0.950 | | | 0.950 | | | | 0.998 | | | | |
| Satd. Flow (prot) | 1752 | 0 | 1568 | 1752 | 1845 | 1568 | 0 | 3498 | 0 | 0 | 3449 | 0 |
| Frt Perm. | | | 0.850 | | | 0.850 | | | | | 0.984 | |
| Flt Perm. | 0.755 | | | 0.950 | | | | 0.895 | | | 0.949 | |
| Satd. Flow (perm) | 1393 | 0 | 1568 | 1752 | 1845 | 1568 | 0 | 3137 | 0 | 0 | 3273 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 13 | | | 17 | | | | | 38 | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Volume (vph) | 132 | 0 | 12 | 6 | 4 | 20 | 80 | 2055 | 0 | 2 | 465 | 54 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Adj. Flow (vph) | 147 | 0 | 13 | 7 | 4 | 22 | 89 | 2283 | 0 | 2 | 517 | 60 |
| Lane Group Flow (vph) | 147 | 0 | 13 | 7 | 4 | 22 | 0 | 2372 | 0 | 0 | 579 | 0 |
| Turn Type | Custom | | Custom | Perm | | Perm | Perm | | | Perm | | |
| Protected Phases | | | | | 8 | | | 2 | | | 6 | |
| Permitted Phases | 4 | | 4 | 8 | | 8 | 2 | | | 6 | | |
| Detector Phases | 4 | | 4 | 8 | 8 | 8 | 2 | 2 | | 6 | 6 | |
| Minimum Initial (s) | 4.0 | | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | 4.0 | 4.0 | |
| Minimum Split (s) | 20.0 | | 20.0 | 20.0 | 20.0 | 20.0 | 20.0 | 20.0 | | 20.0 | 20.0 | |
| Total Split (s) | 20.0 | 0.0 | 20.0 | 20.0 | 20.0 | 20.0 | 70.0 | 70.0 | 0.0 | 70.0 | 70.0 | 0.0 |
| Total Split (%) | 22% | 0% | 22% | 22% | 22% | 22% | 78% | 78% | 0% | 78% | 78% | 0% |
| Maximum Green (s) | 16.0 | | 16.0 | 16.0 | 16.0 | 16.0 | 66.0 | 66.0 | | 66.0 | 66.0 | |
| Yellow Time (s) | 3.5 | | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | | 3.5 | 3.5 | |
| All-Red Time (s) | 0.5 | | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | | 0.5 | 0.5 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Minimum Gap (s) | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Time Before Reduce (s) | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Time To Reduce (s) | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Recall Mode | Max | | Max | Max | Max | Max | Max | Max | | Max | Max | |

**Lanes, Volumes, Timings**

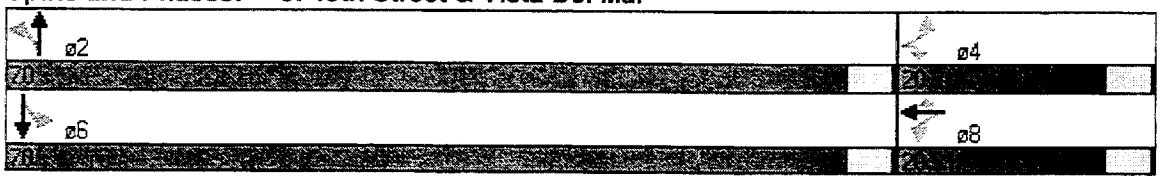
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Walk Time (s) | 5.0 | | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Flash Dont Walk (s) | 11.0 | | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 | | 11.0 | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Lane Grp Cap (vph) | 263 | | 307 | 331 | 349 | 310 | | 2335 | | | 2446 | |
| v/s Ratio Prot | | | | | 0.00 | | | | | | | |
| v/s Ratio Perm | 0.11 | | 0.01 | 0.00 | | 0.01 | | 0.76 | | | 0.18 | |
| Critical LG? | Yes | | | | | | | Yes | | | | |
| Act Effct Green (s) | 17.0 | | 17.0 | 17.0 | 17.0 | 17.0 | | 67.0 | | | 67.0 | |
| Actuated g/C Ratio | 0.19 | | 0.19 | 0.19 | 0.19 | 0.19 | | 0.74 | | | 0.74 | |
| v/c Ratio | 0.56 | | 0.04 | 0.02 | 0.01 | 0.07 | | 1.02 | | | 0.24 | |
| Uniform Delay, d1 | 33.1 | | 0.0 | 29.7 | 29.8 | 6.7 | | 11.5 | | | 3.3 | |
| Platoon Factor | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | | | 1.00 | |
| Incr. Delay, d2 | 8.3 | | 0.3 | 0.1 | 0.1 | 0.4 | | 22.7 | | | 0.2 | |
| Webster Delay | 41.4 | | 0.3 | 29.8 | 29.8 | 7.2 | | 34.2 | | | 3.5 | |
| Webster LOS | D | | A | C | C | A | | C | | | A | |
| Queue Length 50th (ft) | 77 | | 0 | 3 | 2 | 2 | | ~646 | | | 34 | |
| Queue Length 95th (ft) | 139 | | 16 | 15 | 11 | 23 | | #895 | | | 47 | |
| Link Length (ft) | | 4272 | | | 5936 | | | 3513 | | | 3959 | |
| 50th Up Block Time (%) | | | | | | | | | | | | |
| 95th Up Block Time (%) | | | | | | | | | | | | |
| Turn Bay Length (ft) | | | | | | | | | | | | |
| 50th Bay Block Time % | | | | | | | | | | | | |
| 95th Bay Block Time % | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 90
Control Type: Pretimed
Total Lost Time: 6
Sum of Critical v/s Ratios: 0.86
Intersection v/c Ratio: 0.92
Intersection Webster Signal Delay: 28.5
Intersection LOS: C

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

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

**Splits and Phases: 3: 45th Street & Vista Del Mar**



## Lanes, Volumes, Timings

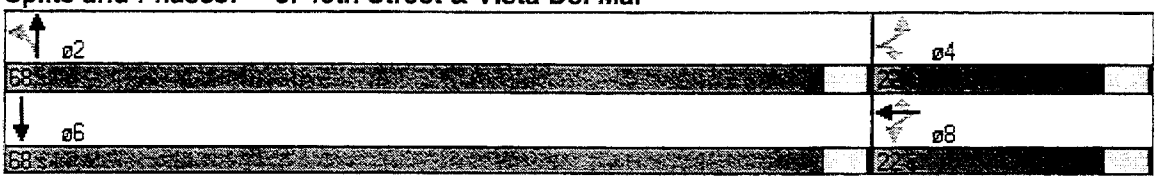
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 0 | | 0 | 0 | | 0 |
| Total Lost Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Leading Detector (ft) | 50 | | 50 | 50 | 50 | 50 | 50 | 50 | | | 50 | |
| Trailing Detector (ft) | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 0.95 | 0.95 |
| Frt Protected | | | 0.850 | | | 0.850 | | | | | 0.994 | |
| Flt Protected | 0.950 | | | 0.950 | | | | 0.998 | | | | |
| Satd. Flow (prot) | 1752 | 0 | 1568 | 1752 | 1845 | 1568 | 0 | 3498 | 0 | 0 | 3484 | 0 |
| Frt Perm. | | | 0.850 | | | 0.850 | | | | | 0.994 | |
| Flt Perm. | 0.753 | | | 0.950 | | | | 0.816 | | | | |
| Satd. Flow (perm) | 1389 | 0 | 1568 | 1752 | 1845 | 1568 | 0 | 2860 | 0 | 0 | 3484 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 30 | | | 11 | | | | | 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 |
| Volume (vph) | 58 | 0 | 30 | 4 | 6 | 10 | 24 | 702 | 0 | 0 | 1736 | 78 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Adj. Flow (vph) | 64 | 0 | 33 | 4 | 7 | 11 | 27 | 780 | 0 | 0 | 1929 | 87 |
| Lane Group Flow (vph) | 64 | 0 | 33 | 4 | 7 | 11 | 0 | 807 | 0 | 0 | 2016 | 0 |
| Turn Type | Custom | | Custom | Perm | | Perm | Perm | | | | | |
| Protected Phases | | | | | 8 | | | 2 | | | 6 | |
| Permitted Phases | 4 | | 4 | 8 | | 8 | 2 | | | | | |
| Detector Phases | 4 | | 4 | 8 | 8 | 8 | 2 | 2 | | | 6 | |
| Minimum Initial (s) | 4.0 | | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | | 4.0 | |
| Minimum Split (s) | 20.0 | | 20.0 | 20.0 | 20.0 | 20.0 | 20.0 | 20.0 | | | 20.0 | |
| Total Split (s) | 22.0 | 0.0 | 22.0 | 22.0 | 22.0 | 22.0 | 68.0 | 68.0 | 0.0 | 0.0 | 68.0 | 0.0 |
| Total Split (%) | 24% | 0% | 24% | 24% | 24% | 24% | 76% | 76% | 0% | 0% | 76% | 0% |
| Maximum Green (s) | 18.0 | | 18.0 | 18.0 | 18.0 | 18.0 | 64.0 | 64.0 | | | 64.0 | |
| Yellow Time (s) | 3.5 | | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | | | 3.5 | |
| All-Red Time (s) | 0.5 | | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | | | 0.5 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | | 3.0 | |
| Minimum Gap (s) | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | | 3.0 | |
| Time Before Reduce (s) | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | 0.0 | |
| Time To Reduce (s) | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | 0.0 | |
| Recall Mode | Max | | Max | Max | Max | Max | Max | Max | | | Max | |

**Lanes, Volumes, Timings**

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | |
| Lane Grp Cap (vph) | 293 | | 355 | 370 | 390 | 340 | | 2066 | | | 2520 | |
| v/s Ratio Prot | | | | | 0.00 | | | | | | 0.58 | |
| v/s Ratio Perm | 0.05 | | 0.02 | 0.00 | | 0.01 | | 0.28 | | | | |
| Critical LG? | Yes | | | | | | | | | | Yes | |
| Act Effct Green (s) | 19.0 | | 19.0 | 19.0 | 19.0 | 19.0 | | 65.0 | | | 65.0 | |
| Actuated g/C Ratio | 0.21 | | 0.21 | 0.21 | 0.21 | 0.21 | | 0.72 | | | 0.72 | |
| v/c Ratio | 0.22 | | 0.09 | 0.01 | 0.02 | 0.03 | | 0.39 | | | 0.80 | |
| Uniform Delay, d1 | 29.3 | | 2.5 | 28.0 | 28.1 | 0.0 | | 4.8 | | | 8.2 | |
| Platoon Factor | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | | | 1.00 | |
| Incr. Delay, d2 | 1.7 | | 0.5 | 0.1 | 0.1 | 0.2 | | 0.6 | | | 2.8 | |
| Webster Delay | 31.1 | | 3.1 | 28.1 | 28.2 | 0.2 | | 5.4 | | | 10.9 | |
| Webster LOS | C | | A | C | C | A | | A | | | B | |
| Queue Length 50th (ft) | 30 | | 1 | 2 | 3 | 0 | | 78 | | | 286 | |
| Queue Length 95th (ft) | 66 | | 25 | 11 | 15 | 14 | | 105 | | | 374 | |
| Link Length (ft) | | 4272 | | | 5936 | | | 3513 | | | 3959 | |
| 50th Up Block Time (%) | | | | | | | | | | | | |
| 95th Up Block Time (%) | | | | | | | | | | | | |
| Turn Bay Length (ft) | | | | | | | | | | | | |
| 50th Bay Block Time % | | | | | | | | | | | | |
| 95th Bay Block Time % | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle: 60
Control Type: Pretimed
Total Lost Time: 6
Sum of Critical v/s Ratios: 0.62
Intersection v/c Ratio: 0.67
Intersection Webster Signal Delay: 9.8
Intersection LOS: A

**Splits and Phases: 3: 45th Street & Vista Del Mar**



## Lanes, Volumes, Timings

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 0 | | 0 | 0 | | 1 | 1 | | 0 | 0 | | 0 |
| Total Lost Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Leading Detector (ft) | 50 | 50 | | 50 | 50 | 50 | 50 | 50 | | 50 | 50 | |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 0.91 | 0.91 | 0.91 |
| Frt Protected | | 0.849 | | | | 0.850 | | 0.987 | | | 0.999 | |
| Flt Protected | | 0.982 | | | 0.954 | | 0.950 | | | | 0.993 | |
| Satd. Flow (prot) | 0 | 1538 | 0 | 0 | 1760 | 1568 | 1752 | 3459 | 0 | 0 | 4996 | 0 |
| Frt Perm. | | 0.849 | | | | 0.850 | | 0.987 | | | 0.999 | |
| Flt Perm. | | 0.934 | | | 0.728 | | 0.428 | | | | 0.666 | |
| Satd. Flow (perm) | 0 | 1463 | 0 | 0 | 1343 | 1568 | 790 | 3459 | 0 | 0 | 3351 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 3 | | | | 13 | | 31 | | | 2 | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Volume (vph) | 3 | 2 | 3 | 104 | 4 | 112 | 2 | 2162 | 203 | 75 | 434 | 2 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Adj. Flow (vph) | 3 | 2 | 3 | 116 | 4 | 124 | 2 | 2402 | 226 | 83 | 482 | 2 |
| Lane Group Flow (vph) | 0 | 8 | 0 | 0 | 120 | 124 | 2 | 2628 | 0 | 0 | 567 | 0 |
| Turn Type | Perm | | | Perm | | Perm | Perm | | | Perm | | |
| Protected Phases | | 4 | | | 8 | | | 2 | | | 6 | |
| Permitted Phases | 4 | | | 8 | | 8 | 2 | | | 6 | | |
| Detector Phases | 4 | 4 | | 8 | 8 | 8 | 2 | 2 | | 6 | 6 | |
| Minimum Initial (s) | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | 4.0 | 4.0 | |
| Minimum Split (s) | 20.0 | 20.0 | | 20.0 | 20.0 | 20.0 | 20.0 | 20.0 | | 20.0 | 20.0 | |
| Total Split (s) | 20.0 | 20.0 | 0.0 | 20.0 | 20.0 | 20.0 | 70.0 | 70.0 | 0.0 | 70.0 | 70.0 | 0.0 |
| Total Split (%) | 22% | 22% | 0% | 22% | 22% | 22% | 78% | 78% | 0% | 78% | 78% | 0% |
| Maximum Green (s) | 16.0 | 16.0 | | 16.0 | 16.0 | 16.0 | 66.0 | 66.0 | | 66.0 | 66.0 | |
| Yellow Time (s) | 3.5 | 3.5 | | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | | 3.5 | 3.5 | |
| All-Red Time (s) | 0.5 | 0.5 | | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | | 0.5 | 0.5 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Minimum Gap (s) | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Time Before Reduce (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Time To Reduce (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Recall Mode | Max | Max | | Max | Max | Max | Max | Max | | Max | Max | |

## Lanes, Volumes, Timings

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | |
| Lane Grp Cap (vph) | | 279 | | | 254 | 307 | 588 | 2583 | | | 2495 | |
| v/s Ratio Prot | | | | | | | | 0.76 | | | | |
| v/s Ratio Perm | | 0.01 | | | 0.09 | 0.08 | 0.00 | | | | 0.17 | |
| Critical LG? | | | | | Yes | | | Yes | | | | |
| Act Effct Green (s) | | 17.0 | | | 17.0 | 17.0 | 67.0 | 67.0 | | | 67.0 | |
| Actuated g/C Ratio | | 0.19 | | | 0.19 | 0.19 | 0.74 | 0.74 | | | 0.74 | |
| v/c Ratio | | 0.03 | | | 0.47 | 0.40 | 0.00 | 1.02 | | | 1.00dl | |
| Uniform Delay, d1 | | 18.5 | | | 32.5 | 28.5 | 3.0 | 11.4 | | | 3.5 | |
| Platoon Factor | | 1.00 | | | 1.00 | 1.00 | 1.00 | 1.00 | | | 1.00 | |
| Incr. Delay, d2 | | 0.2 | | | 6.2 | 3.9 | 0.0 | 22.2 | | | 0.2 | |
| Webster Delay | | 18.7 | | | 38.7 | 32.4 | 3.0 | 33.6 | | | 3.7 | |
| Webster LOS | | B | | | D | C | A | C | | | A | |
| Queue Length 50th (ft) | | 2 | | | 61 | 56 | 0 | ~634 | | | 25 | |
| Queue Length 95th (ft) | | 14 | | | 117 | 109 | 2 | #978 | | | 34 | |
| Link Length (ft) | | 4272 | | | 5936 | | | 3513 | | | 3959 | |
| 50th Up Block Time (%) | | | | | | | | | | | | |
| 95th Up Block Time (%) | | | | | | | | | | | | |
| Turn Bay Length (ft) | | | | | | | | | | | | |
| 50th Bay Block Time % | | | | | | | | | | | | |
| 95th Bay Block Time % | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |

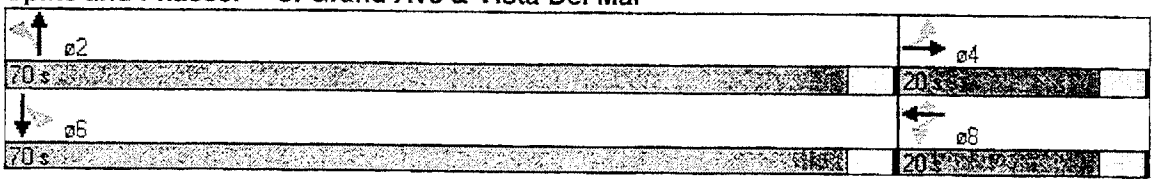
Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 90
Control Type: Pretimed
Total Lost Time: 6
Sum of Critical v/s Ratios: 0.85
Intersection v/c Ratio: 0.91
Intersection Webster Signal Delay: 28.7
Intersection LOS: C

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

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

dl Defacto Left Lane. Recode with 1 though lane as a left lane.

**Splits and Phases: 3: Grand Ave & Vista Del Mar**



## Lanes, Volumes, Timings

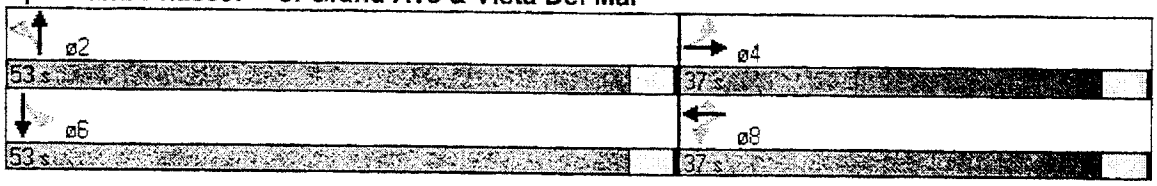
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 0 | | 0 | 0 | | 1 | 1 | | 0 | 0 | | 0 |
| Total Lost Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Leading Detector (ft) | 50 | 50 | | 50 | 50 | 50 | 50 | 50 | | 50 | 50 | |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 0.91 | 0.91 | 0.91 |
| Frt Protected | | 0.875 | | | | 0.850 | | 0.976 | | | 0.999 | |
| Flt Protected | | 0.982 | | | 0.953 | | | | | | 0.997 | |
| Satd. Flow (prot) | 0 | 1585 | 0 | 0 | 1758 | 1568 | 1845 | 3421 | 0 | 0 | 5016 | 0 |
| Frt Perm. | | 0.875 | | | | 0.850 | | 0.976 | | | 0.999 | |
| Flt Perm. | | 0.916 | | | 0.718 | | | | | | 0.818 | |
| Satd. Flow (perm) | 0 | 1478 | 0 | 0 | 1324 | 1568 | 1845 | 3421 | 0 | 0 | 4115 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 3 | | | | 121 | | 40 | | | 1 | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Volume (vph) | 5 | 6 | 3 | 263 | 4 | 109 | 0 | 616 | 119 | 84 | 1518 | 6 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Adj. Flow (vph) | 6 | 7 | 3 | 292 | 4 | 121 | 0 | 684 | 132 | 93 | 1687 | 7 |
| Lane Group Flow (vph) | 0 | 16 | 0 | 0 | 296 | 121 | 0 | 816 | 0 | 0 | 1787 | 0 |
| Turn Type | Perm | | | Perm | | Perm | Perm | | | Perm | | |
| Protected Phases | | 4 | | | 8 | | | 2 | | | 6 | |
| Permitted Phases | 4 | | | 8 | | 8 | 2 | | | 6 | | |
| Detector Phases | 4 | 4 | | 8 | 8 | 8 | 2 | 2 | | 6 | 6 | |
| Minimum Initial (s) | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | 4.0 | 4.0 | |
| Minimum Split (s) | 20.0 | 20.0 | | 20.0 | 20.0 | 20.0 | 20.0 | 20.0 | | 20.0 | 20.0 | |
| Total Split (s) | 37.0 | 37.0 | 0.0 | 37.0 | 37.0 | 37.0 | 53.0 | 53.0 | 0.0 | 53.0 | 53.0 | 0.0 |
| Total Split (%) | 41% | 41% | 0% | 41% | 41% | 41% | 59% | 59% | 0% | 59% | 59% | 0% |
| Maximum Green (s) | 33.0 | 33.0 | | 33.0 | 33.0 | 33.0 | 49.0 | 49.0 | | 49.0 | 49.0 | |
| Yellow Time (s) | 3.5 | 3.5 | | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | | 3.5 | 3.5 | |
| All-Red Time (s) | 0.5 | 0.5 | | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | | 0.5 | 0.5 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Minimum Gap (s) | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Time Before Reduce (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Time To Reduce (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Recall Mode | Max | Max | | Max | Max | Max | Max | Max | | Max | Max | |

## Lanes, Volumes, Timings

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | |
| Lane Grp Cap (vph) | | 560 | | | 500 | 668 | | 1918 | | | 2287 | |
| v/s Ratio Prot | | | | | | | | 0.24 | | | | |
| v/s Ratio Perm | | 0.01 | | | 0.22 | 0.07 | | | | | 0.43 | |
| Critical LG? | | | | | Yes | | | | | | Yes | |
| Act Effct Green (s) | | 34.0 | | | 34.0 | 34.0 | | 50.0 | | | 50.0 | |
| Actuated g/C Ratio | | 0.38 | | | 0.38 | 0.38 | | 0.56 | | | 0.56 | |
| v/c Ratio | | 0.03 | | | 0.59 | 0.18 | | 0.43 | | | 0.78 | |
| Uniform Delay, d1 | | 14.2 | | | 22.4 | 0.0 | | 11.0 | | | 15.7 | |
| Platoon Factor | | 1.00 | | | 1.00 | 1.00 | | 1.00 | | | 1.00 | |
| Incr. Delay, d2 | | 0.1 | | | 5.1 | 0.6 | | 0.7 | | | 2.7 | |
| Webster Delay | | 14.3 | | | 27.5 | 0.6 | | 11.7 | | | 18.4 | |
| Webster LOS | | B | | | C | A | | B | | | B | |
| Queue Length 50th (ft) | | 5 | | | 133 | 0 | | 116 | | | 252 | |
| Queue Length 95th (ft) | | 18 | | | 220 | 34 | | 155 | | | 313 | |
| Link Length (ft) | | 4272 | | | 5936 | | | 3513 | | | 3959 | |
| 50th Up Block Time (%) | | | | | | | | | | | | |
| 95th Up Block Time (%) | | | | | | | | | | | | |
| Turn Bay Length (ft) | | | | | | | | | | | | |
| 50th Bay Block Time % | | | | | | | | | | | | |
| 95th Bay Block Time % | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 50
Control Type: Pretimed
Total Lost Time: 6
Sum of Critical v/s Ratios: 0.66
Intersection v/c Ratio: 0.70
Intersection Webster Signal Delay: 16.8
Intersection LOS: B

**Splits and Phases: 3: Grand Ave & Vista Del Mar**



## Lanes, Volumes, Timings

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 1 | 2 | | 0 | 1 | | 0 | 1 | | 0 |
| Total Lost Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Leading Detector (ft) | 50 | 50 | 50 | 50 | 50 | | 50 | 50 | | 50 | 50 | |
| Trailing Detector (ft) | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 0.97 | 0.95 | 0.95 | 1.00 | 0.91 | 0.91 | 1.00 | 0.91 | 0.91 |
| Frt Protected | | | 0.850 | | 0.946 | | | 0.991 | | | 0.982 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1752 | 3505 | 1568 | 3400 | 3316 | 0 | 1752 | 4991 | 0 | 1752 | 4945 | 0 |
| Frt Perm. | | | 0.850 | | 0.946 | | | 0.991 | | | 0.982 | |
| Flt Perm. | 0.308 | | | 0.266 | | | 0.075 | | | 0.098 | | |
| Satd. Flow (perm) | 568 | 3505 | 1568 | 952 | 3316 | 0 | 138 | 4991 | 0 | 181 | 4945 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 287 | | 110 | | | 15 | | | 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 |
| Volume (vph) | 135 | 344 | 258 | 91 | 373 | 209 | 292 | 2727 | 179 | 234 | 1186 | 158 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Adj. Flow (vph) | 150 | 382 | 287 | 101 | 414 | 232 | 324 | 3030 | 199 | 260 | 1318 | 176 |
| Lane Group Flow (vph) | 150 | 382 | 287 | 101 | 646 | 0 | 324 | 3229 | 0 | 260 | 1494 | 0 |
| Turn Type | Perm | | Perm | Pm+Pt | | | Pm+Pt | | | Pm+Pt | | |
| Protected Phases | | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | 4 | 8 | | | 2 | | | 6 | | |
| Detector Phases | 4 | 4 | 4 | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Minimum Initial (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | |
| Minimum Split (s) | 20.0 | 20.0 | 20.0 | 8.0 | 20.0 | | 8.0 | 20.0 | | 8.0 | 20.0 | |
| Total Split (s) | 25.0 | 25.0 | 25.0 | 8.0 | 33.0 | 0.0 | 23.0 | 56.0 | 0.0 | 11.0 | 44.0 | 0.0 |
| Total Split (%) | 25% | 25% | 25% | 8% | 33% | 0% | 23% | 56% | 0% | 11% | 44% | 0% |
| Maximum Green (s) | 21.0 | 21.0 | 21.0 | 4.0 | 29.0 | | 19.0 | 52.0 | | 7.0 | 40.0 | |
| Yellow Time (s) | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | |
| All-Red Time (s) | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | | 0.5 | 0.5 | | 0.5 | 0.5 | |
| Lead/Lag | Lag | Lag | Lag | Lead | | | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | | | Yes | Yes | | Yes | Yes | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Minimum Gap (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Time Before Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Time To Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Recall Mode | Max | Max | Max | Max | Max | | Max | Max | | Max | Max | |

## Lanes, Volumes, Timings

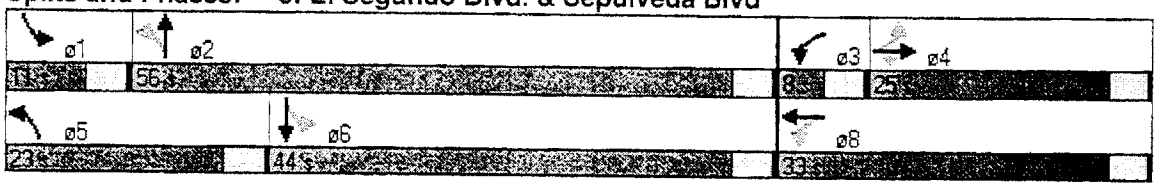
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Walk Time (s) | 5.0 | 5.0 | 5.0 | | 5.0 | | | 5.0 | | | 5.0 | |
| Flash Dont Walk (s) | 11.0 | 11.0 | 11.0 | | 11.0 | | | 11.0 | | | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | 0 | | 0 | | | 0 | | | 0 | |
| Lane Grp Cap (vph) | 125 | 771 | 569 | 408 | 1072 | | 411 | 2652 | | 214 | 2045 | |
| v/s Ratio Prot | | 0.11 | | 0.01 | 0.18 | | 0.16 | 0.65 | | 0.10 | 0.30 | |
| v/s Ratio Perm | 0.26 | | 0.11 | 0.06 | | | 0.35 | | | 0.50 | | |
| Critical LG? | Yes | | | | Yes | | | Yes | | Yes | | |
| Act Effct Green (s) | 22.0 | 22.0 | 22.0 | 30.0 | 30.0 | | 64.0 | 53.0 | | 49.0 | 41.0 | |
| Actuated g/C Ratio | 0.22 | 0.22 | 0.22 | 0.30 | 0.30 | | 0.64 | 0.53 | | 0.49 | 0.41 | |
| v/c Ratio | 1.20 | 0.50 | 0.50 | 0.25 | 0.60 | | 0.79 | 1.22 | | 1.21 | 0.73 | |
| Uniform Delay, d1 | 39.0 | 34.1 | 0.0 | 25.2 | 24.4 | | 25.4 | 23.3 | | 25.0 | 24.3 | |
| Platoon Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incr. Delay, d2 | 144.0 | 2.3 | 3.2 | 1.4 | 2.5 | | 14.2 | 101.6 | | 131.7 | 2.3 | |
| Webster Delay | 183.0 | 36.4 | 3.2 | 26.7 | 26.9 | | 39.6 | 124.9 | | 156.6 | 26.6 | |
| Webster LOS | F | D | A | C | C | | D | F | | F | C | |
| Queue Length 50th (ft) | ~117 | 112 | 0 | 23 | 152 | | 153 | ~934 | | ~154 | 282 | |
| Queue Length 95th (ft) | #242 | 160 | 67 | 43 | 212 | | #288 | #1025 | | #313 | 338 | |
| Link Length (ft) | | 4272 | | | 5936 | | | 3513 | | | 3959 | |
| 50th Up Block Time (%) | | | | | | | | | | | | |
| 95th Up Block Time (%) | | | | | | | | | | | | |
| Turn Bay Length (ft) | | | | | | | | | | | | |
| 50th Bay Block Time % | | | | | | | | | | | | |
| 95th Bay Block Time % | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 24 (24%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 100
Control Type: Pretimed
Total Lost Time: 12
Sum of Critical v/s Ratios: 1.04
Intersection v/c Ratio: 1.18
Intersection Webster Signal Delay: 81.3
Intersection LOS: F

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

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

**Splits and Phases: 3: El Segundo Blvd. & Sepulveda Blvd**



## Lanes, Volumes, Timings

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 1 | 2 | | 0 | 1 | | 0 | 1 | | 0 |
| Total Lost Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Leading Detector (ft) | 50 | 50 | 50 | 50 | 50 | | 50 | 50 | | 50 | 50 | |
| Trailing Detector (ft) | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 0.97 | 0.95 | 0.95 | 1.00 | 0.91 | 0.91 | 1.00 | 0.91 | 0.91 |
| Frt Protected | | | 0.850 | | 0.924 | | | 0.985 | | | 0.998 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1752 | 3505 | 1568 | 3400 | 3238 | 0 | 1752 | 4960 | 0 | 1752 | 5026 | 0 |
| Frt Perm. | | | 0.850 | | 0.924 | | | 0.985 | | | 0.998 | |
| Flt Perm. | 0.442 | | | 0.131 | | | 0.095 | | | 0.080 | | |
| Satd. Flow (perm) | 815 | 3505 | 1568 | 469 | 3238 | 0 | 175 | 4960 | 0 | 148 | 5026 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 129 | | 237 | | | 22 | | | 3 | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Volume (vph) | 202 | 502 | 409 | 495 | 248 | 255 | 251 | 1239 | 133 | 244 | 3335 | 56 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Adj. Flow (vph) | 224 | 558 | 454 | 550 | 276 | 283 | 279 | 1377 | 148 | 271 | 3706 | 62 |
| Lane Group Flow (vph) | 224 | 558 | 454 | 550 | 559 | 0 | 279 | 1525 | 0 | 271 | 3768 | 0 |
| Turn Type | Perm | | Perm | Pm+Pt | | | Pm+Pt | | | Pm+Pt | | |
| Protected Phases | | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | 4 | 8 | | | 2 | | | 6 | | |
| Detector Phases | 4 | 4 | 4 | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Minimum Initial (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | |
| Minimum Split (s) | 20.0 | 20.0 | 20.0 | 8.0 | 20.0 | | 8.0 | 20.0 | | 8.0 | 20.0 | |
| Total Split (s) | 25.0 | 25.0 | 25.0 | 11.0 | 36.0 | 0.0 | 11.0 | 45.0 | 0.0 | 19.0 | 53.0 | 0.0 |
| Total Split (%) | 25% | 25% | 25% | 11% | 36% | 0% | 11% | 45% | 0% | 19% | 53% | 0% |
| Maximum Green (s) | 21.0 | 21.0 | 21.0 | 7.0 | 32.0 | | 7.0 | 41.0 | | 15.0 | 49.0 | |
| Yellow Time (s) | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | |
| All-Red Time (s) | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | | 0.5 | 0.5 | | 0.5 | 0.5 | |
| Lead/Lag | Lag | Lag | Lag | Lead | | | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | | | Yes | Yes | | Yes | Yes | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Minimum Gap (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Time Before Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Time To Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Recall Mode | Max | Max | Max | Max | Max | | Max | Max | | Max | Max | |

## Lanes, Volumes, Timings

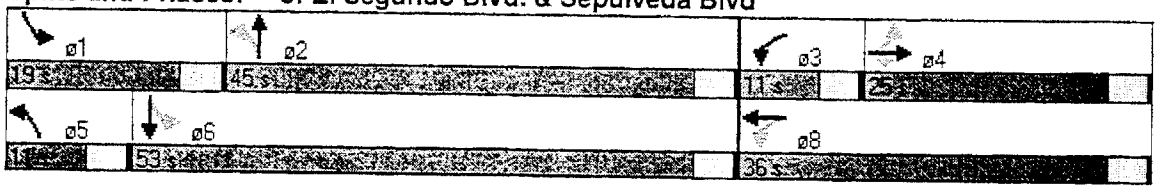
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Walk Time (s) | 5.0 | 5.0 | 5.0 | | 5.0 | | | 5.0 | | | 5.0 | |
| Flash Dont Walk (s) | 11.0 | 11.0 | 11.0 | | 11.0 | | | 11.0 | | | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | 0 | | 0 | | | 0 | | | 0 | |
| Lane Grp Cap (vph) | 179 | 771 | 446 | 389 | 1227 | | 214 | 2096 | | 347 | 2515 | |
| v/s Ratio Prot | | 0.16 | | 0.11 | 0.15 | | 0.10 | 0.31 | | 0.12 | 0.75 | |
| v/s Ratio Perm | 0.27 | | 0.22 | 0.35 | | | 0.55 | | | 0.35 | | |
| Critical LG? | | | | Yes | | | Yes | | | | Yes | |
| Act Effct Green (s) | 22.0 | 22.0 | 22.0 | 33.0 | 33.0 | | 50.0 | 42.0 | | 61.0 | 50.0 | |
| Actuated g/C Ratio | 0.22 | 0.22 | 0.22 | 0.33 | 0.33 | | 0.50 | 0.42 | | 0.61 | 0.50 | |
| v/c Ratio | 1.25 | 0.72 | 1.02 | 1.41 | 0.46 | | 1.30 | 0.73 | | 0.78 | 1.50 | |
| Uniform Delay, d1 | 39.0 | 36.2 | 27.7 | 26.0 | 14.5 | | 24.0 | 23.8 | | 23.4 | 25.0 | |
| Platoon Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incr. Delay, d2 | 150.7 | 5.8 | 47.2 | 200.9 | 1.2 | | 166.3 | 2.3 | | 15.9 | 226.3 | |
| Webster Delay | 189.7 | 42.0 | 75.0 | 226.9 | 15.7 | | 190.4 | 26.1 | | 39.3 | 251.3 | |
| Webster LOS | F | D | E | F | B | | F | C | | D | F | |
| Queue Length 50th (ft) | ~179 | 174 | ~230 | ~204 | 80 | | ~180 | 272 | | 119 | ~1239 | |
| Queue Length 95th (ft) | #327 | 235 | #435 | #311 | 129 | | #345 | 326 | | #244 | #1323 | |
| Link Length (ft) | | 4272 | | | 5936 | | | 3513 | | | 3959 | |
| 50th Up Block Time (%) | | | | | | | | | | | | |
| 95th Up Block Time (%) | | | | | | | | | | | | |
| Turn Bay Length (ft) | | | | | | | | | | | | |
| 50th Bay Block Time % | | | | | | | | | | | | |
| 95th Bay Block Time % | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 100
Control Type: Pretimed
Total Lost Time: 9
Sum of Critical v/s Ratios: 1.31
Intersection v/c Ratio: 1.44
Intersection Webster Signal Delay: 156.8
Intersection LOS: F

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

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

**Splits and Phases: 3: El Segundo Blvd. & Sepulveda Blvd**



## Lanes, Volumes, Timings

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 1 | 2 | | 0 | 1 | | 0 | 1 | | 1 |
| Total Lost Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Leading Detector (ft) | 50 | 50 | 50 | 50 | 50 | | 50 | 50 | | 50 | 50 | 50 |
| Trailing Detector (ft) | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Lane Util. Factor | 1.00 | 0.91 | 1.00 | 0.97 | 0.91 | 0.91 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 1.00 |
| Frt Protected | | | 0.850 | | 0.988 | | | 0.983 | | | | 0.850 |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1752 | 5036 | 1568 | 3400 | 4975 | 0 | 1752 | 3445 | 0 | 1752 | 3505 | 1568 |
| Frt Perm. | | | 0.850 | | 0.988 | | | 0.983 | | | | 0.850 |
| Flt Perm. | 0.103 | | | 0.437 | | | 0.148 | | | 0.200 | | |
| Satd. Flow (perm) | 190 | 5036 | 1568 | 1564 | 4975 | 0 | 273 | 3445 | 0 | 369 | 3505 | 1568 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 123 | | 20 | | | 16 | | | | 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 |
| Volume (vph) | 93 | 400 | 111 | 406 | 1902 | 160 | 261 | 835 | 107 | 63 | 586 | 276 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Adj. Flow (vph) | 103 | 444 | 123 | 451 | 2113 | 178 | 290 | 928 | 119 | 70 | 651 | 307 |
| Lane Group Flow (vph) | 103 | 444 | 123 | 451 | 2291 | 0 | 290 | 1047 | 0 | 70 | 651 | 307 |
| Turn Type | Pm+Pt | | Perm | Pm+Pt | | | Pm+Pt | | | Pm+Pt | | Perm |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | 4 | 8 | | | 2 | | | 6 | | 6 |
| Detector Phases | 7 | 4 | 4 | 3 | 8 | | 5 | 2 | | 1 | 6 | 6 |
| Minimum Initial (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 |
| Minimum Split (s) | 8.0 | 20.0 | 20.0 | 8.0 | 20.0 | | 8.0 | 20.0 | | 8.0 | 20.0 | 20.0 |
| Total Split (s) | 8.0 | 42.0 | 42.0 | 10.0 | 44.0 | 0.0 | 15.0 | 30.0 | 0.0 | 8.0 | 23.0 | 23.0 |
| Total Split (%) | 9% | 47% | 47% | 11% | 49% | 0% | 17% | 33% | 0% | 9% | 26% | 26% |
| Maximum Green (s) | 4.0 | 38.0 | 38.0 | 6.0 | 40.0 | | 11.0 | 26.0 | | 4.0 | 19.0 | 19.0 |
| Yellow Time (s) | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | 3.5 |
| All-Red Time (s) | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | | 0.5 | 0.5 | | 0.5 | 0.5 | 0.5 |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | | Lead | Lag | | Lead | Lag | Lag |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | | Yes | Yes | | Yes | Yes | Yes |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 |
| Minimum Gap (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 |
| Time Before Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Time To Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Recall Mode | Max | Max | Max | Max | Max | | Max | Max | | Max | Max | Max |

## Lanes, Volumes, Timings

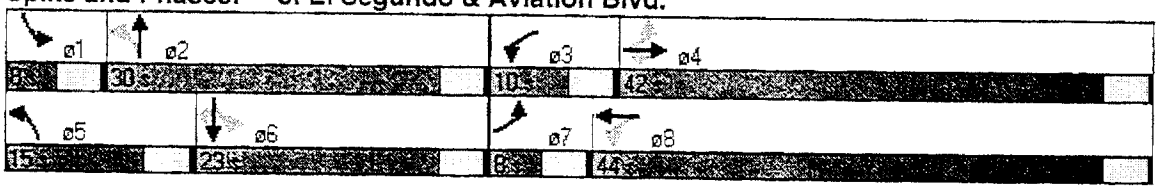
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Walk Time (s) | | 5.0 | 5.0 | | 5.0 | | | 5.0 | | | 5.0 | 5.0 |
| Flash Dont Walk (s) | | 11.0 | 11.0 | | 11.0 | | | 11.0 | | | 11.0 | 11.0 |
| Pedestrian Calls (#/hr) | | 0 | 0 | | 0 | | | 0 | | | 0 | 0 |
| Lane Grp Cap (vph) | 180 | 2182 | 749 | 977 | 2277 | | 303 | 1045 | | 179 | 779 | 429 |
| v/s Ratio Prot | 0.03 | 0.09 | | 0.04 | 0.46 | | 0.13 | 0.30 | | 0.02 | 0.19 | |
| v/s Ratio Perm | 0.25 | | 0.07 | 0.21 | | | 0.24 | | | 0.09 | | 0.16 |
| Critical LG? | Yes | | | Yes | Yes | | Yes | Yes | | | | |
| Act Effct Green (s) | 44.0 | 39.0 | 39.0 | 48.0 | 41.0 | | 35.0 | 27.0 | | 25.0 | 20.0 | 20.0 |
| Actuated g/C Ratio | 0.49 | 0.43 | 0.43 | 0.53 | 0.46 | | 0.39 | 0.30 | | 0.28 | 0.22 | 0.22 |
| v/c Ratio | 0.57 | 0.20 | 0.16 | 0.46 | 1.01 | | 0.96 | 1.00 | | 0.39 | 0.84 | 0.72 |
| Uniform Delay, d1 | 10.2 | 15.8 | 0.0 | 10.8 | 24.3 | | 21.3 | 31.0 | | 18.2 | 33.4 | 20.9 |
| Platoon Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 |
| Incr. Delay, d2 | 12.6 | 0.2 | 0.5 | 1.6 | 20.4 | | 41.8 | 28.3 | | 6.3 | 10.3 | 9.8 |
| Webster Delay | 22.8 | 16.0 | 0.5 | 12.3 | 44.6 | | 63.1 | 59.3 | | 24.5 | 43.7 | 30.7 |
| Webster LOS | C | B | A | B | D | | E | E | | C | D | C |
| Queue Length 50th (ft) | 27 | 55 | 0 | 64 | ~465 | | 121 | ~309 | | 25 | 186 | 103 |
| Queue Length 95th (ft) | #65 | 77 | 29 | 92 | #600 | | #280 | #454 | | 52 | #273 | #203 |
| Link Length (ft) | | 4272 | | | 5936 | | | 3513 | | | 3959 | |
| 50th Up Block Time (%) | | | | | | | | | | | | |
| 95th Up Block Time (%) | | | | | | | | | | | | |
| Turn Bay Length (ft) | | | | | | | | | | | | |
| 50th Bay Block Time % | | | | | | | | | | | | |
| 95th Bay Block Time % | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 90
Control Type: Pretimed
Total Lost Time: 9
Sum of Critical v/s Ratios: 0.88
Intersection v/c Ratio: 0.97
Intersection Webster Signal Delay: 41.1
Intersection LOS: D

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

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

**Splits and Phases: 3: El Segundo & Aviation Blvd.**



## Lanes, Volumes, Timings

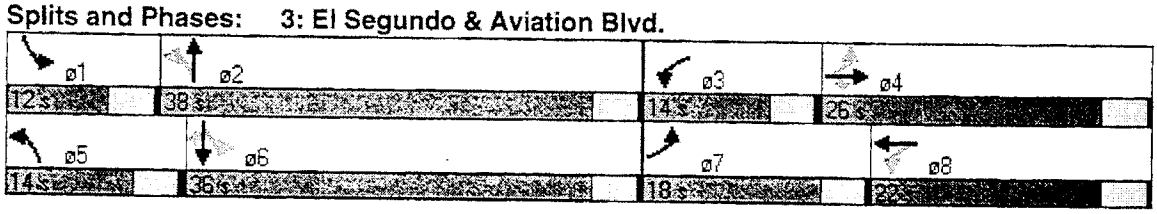
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 1 | 2 | | 0 | 1 | | 0 | 1 | | 1 |
| Total Lost Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Leading Detector (ft) | 50 | 50 | 50 | 50 | 50 | | 50 | 50 | | 50 | 50 | 50 |
| Trailing Detector (ft) | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Lane Util. Factor | 1.00 | 0.91 | 1.00 | 0.97 | 0.91 | 0.91 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 1.00 |
| Frt Protected | | | 0.850 | | 0.980 | | | 0.979 | | | | 0.850 |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1752 | 5036 | 1568 | 3400 | 4935 | 0 | 1752 | 3431 | 0 | 1752 | 3505 | 1568 |
| Frt Perm. | | | 0.850 | | 0.980 | | | 0.979 | | | | 0.850 |
| Flt Perm. | 0.174 | | | 0.211 | | | 0.114 | | | 0.121 | | |
| Satd. Flow (perm) | 321 | 5036 | 1568 | 755 | 4935 | 0 | 210 | 3431 | 0 | 223 | 3505 | 1568 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 143 | | 29 | | | 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 |
| Volume (vph) | 185 | 1018 | 129 | 409 | 579 | 88 | 200 | 872 | 143 | 159 | 911 | 129 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Adj. Flow (vph) | 206 | 1131 | 143 | 454 | 643 | 98 | 222 | 969 | 159 | 177 | 1012 | 143 |
| Lane Group Flow (vph) | 206 | 1131 | 143 | 454 | 741 | 0 | 222 | 1128 | 0 | 177 | 1012 | 143 |
| Turn Type | Pm+Pt | | Perm | Pm+Pt | | | Pm+Pt | | | Pm+Pt | | Perm |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | 4 | 8 | | | 2 | | | 6 | | 6 |
| Detector Phases | 7 | 4 | 4 | 3 | 8 | | 5 | 2 | | 1 | 6 | 6 |
| Minimum Initial (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 |
| Minimum Split (s) | 8.0 | 20.0 | 20.0 | 8.0 | 20.0 | | 8.0 | 20.0 | | 8.0 | 20.0 | 20.0 |
| Total Split (s) | 18.0 | 26.0 | 26.0 | 14.0 | 22.0 | 0.0 | 14.0 | 38.0 | 0.0 | 12.0 | 36.0 | 36.0 |
| Total Split (%) | 20% | 29% | 29% | 16% | 24% | 0% | 16% | 42% | 0% | 13% | 40% | 40% |
| Maximum Green (s) | 14.0 | 22.0 | 22.0 | 10.0 | 18.0 | | 10.0 | 34.0 | | 8.0 | 32.0 | 32.0 |
| Yellow Time (s) | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | 3.5 |
| All-Red Time (s) | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | | 0.5 | 0.5 | | 0.5 | 0.5 | 0.5 |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | | Lead | Lag | | Lead | Lag | Lag |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | | Yes | Yes | | Yes | Yes | Yes |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 |
| Minimum Gap (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 |
| Time Before Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Time To Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Recall Mode | Max | Max | Max | Max | Max | | Max | Max | | Max | Max | Max |

## Lanes, Volumes, Timings

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Walk Time (s) | | 5.0 | 5.0 | | 5.0 | | | 5.0 | | | 5.0 | 5.0 |
| Flash Dont Walk (s) | | 11.0 | 11.0 | | 11.0 | | | 11.0 | | | 11.0 | 11.0 |
| Pedestrian Calls (#/hr) | | 0 | 0 | | 0 | | | 0 | | | 0 | 0 |
| Lane Grp Cap (vph) | 370 | 1287 | 507 | 575 | 1065 | | 296 | 1349 | | 257 | 1285 | 666 |
| v/s Ratio Prot | 0.09 | 0.22 | | 0.10 | 0.15 | | 0.09 | 0.33 | | 0.07 | 0.29 | |
| v/s Ratio Perm | 0.14 | | 0.07 | 0.17 | | | 0.29 | | | 0.25 | | 0.08 |
| Critical LG? | Yes | Yes | | Yes | | | Yes | Yes | | | | |
| Act Effct Green (s) | 37.0 | 23.0 | 23.0 | 30.0 | 19.0 | | 46.0 | 35.0 | | 42.0 | 33.0 | 33.0 |
| Actuated g/C Ratio | 0.41 | 0.26 | 0.26 | 0.33 | 0.21 | | 0.51 | 0.39 | | 0.47 | 0.37 | 0.37 |
| v/c Ratio | 0.56 | 0.88 | 0.28 | 0.79 | 0.70 | | 0.75 | 0.84 | | 0.69 | 0.79 | 0.21 |
| Uniform Delay, d1 | 17.7 | 32.2 | 0.0 | 18.7 | 31.5 | | 14.1 | 24.3 | | 12.1 | 25.4 | 0.0 |
| Platoon Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 |
| Incr. Delay, d2 | 5.9 | 8.7 | 1.4 | 10.6 | 3.8 | | 16.0 | 6.3 | | 14.1 | 4.9 | 0.7 |
| Webster Delay | 23.6 | 40.9 | 1.4 | 29.2 | 35.2 | | 30.1 | 30.6 | | 26.2 | 30.3 | 0.7 |
| Webster LOS | C | D | A | C | D | | C | C | | C | C | A |
| Queue Length 50th (ft) | 76 | 226 | 0 | 88 | 138 | | 71 | 291 | | 51 | 265 | 0 |
| Queue Length 95th (ft) | 128 | #301 | 43 | #145 | 180 | | #179 | 377 | | #136 | 344 | 35 |
| Link Length (ft) | | 4272 | | | 5936 | | | 3513 | | | 3959 | |
| 50th Up Block Time (%) | | | | | | | | | | | | |
| 95th Up Block Time (%) | | | | | | | | | | | | |
| Turn Bay Length (ft) | | | | | | | | | | | | |
| 50th Bay Block Time % | | | | | | | | | | | | |
| 95th Bay Block Time % | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 65
Control Type: Pretimed
Total Lost Time: 9
Sum of Critical v/s Ratios: 0.75
Intersection v/c Ratio: 0.83
Intersection Webster Signal Delay: 31.2
Intersection LOS: C
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

**Splits and Phases: 3: El Segundo & Aviation Blvd.**



## Lanes, Volumes, Timings

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 0 | | 0 | 1 | | 1 | 1 | | 1 | 1 | | 1 |
| Total Lost Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Leading Detector (ft) | 50 | 50 | | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt Protected | | 0.895 | | | | 0.850 | | | 0.850 | | | 0.850 |
| Flt Protected | | 0.965 | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1593 | 0 | 1752 | 1845 | 1568 | 1752 | 1845 | 1568 | 1752 | 1845 | 1568 |
| Frt Perm. | | 0.895 | | | | 0.850 | | | 0.850 | | | 0.850 |
| Flt Perm. | | 0.624 | | 0.587 | | | 0.388 | | | 0.147 | | |
| Satd. Flow (perm) | 0 | 1030 | 0 | 1083 | 1845 | 1568 | 716 | 1845 | 1568 | 271 | 1845 | 1568 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 2 | | | | 158 | | | 54 | | | 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 |
| Volume (vph) | 294 | 95 | 16 | 54 | 26 | 912 | 11 | 789 | 53 | 245 | 336 | 25 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Adj. Flow (vph) | 327 | 106 | 18 | 60 | 29 | 1013 | 12 | 877 | 59 | 272 | 373 | 28 |
| Lane Group Flow (vph) | 0 | 451 | 0 | 60 | 29 | 1013 | 12 | 877 | 59 | 272 | 373 | 28 |
| Turn Type | Pm+Pt | | | Perm | | Perm | Pm+Pt | | Perm | Perm | | Perm |
| Protected Phases | 7 | 4 | | | 8 | | 5 | 2 | | | 6 | |
| Permitted Phases | 4 | | | 8 | | 8 | 2 | | 2 | 6 | | 6 |
| Detector Phases | 7 | 4 | | 8 | 8 | 8 | 5 | 2 | 2 | 6 | 6 | 6 |
| Minimum Initial (s) | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Minimum Split (s) | 8.0 | 20.0 | | 20.0 | 20.0 | 20.0 | 8.0 | 20.0 | 20.0 | 20.0 | 20.0 | 20.0 |
| Total Split (s) | 8.0 | 46.0 | 0.0 | 38.0 | 38.0 | 38.0 | 8.0 | 74.0 | 74.0 | 66.0 | 66.0 | 66.0 |
| Total Split (%) | 7% | 38% | 0% | 32% | 32% | 32% | 7% | 62% | 62% | 55% | 55% | 55% |
| Maximum Green (s) | 4.0 | 42.0 | | 34.0 | 34.0 | 34.0 | 4.0 | 70.0 | 70.0 | 62.0 | 62.0 | 62.0 |
| Yellow Time (s) | 3.5 | 3.5 | | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 |
| All-Red Time (s) | 0.5 | 0.5 | | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 |
| Lead/Lag | Lead | | | Lag | Lag | Lag | Lead | | | Lag | Lag | Lag |
| Lead-Lag Optimize? | Yes | | | Yes | Yes | Yes | Yes | | | Yes | Yes | Yes |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Minimum Gap (s) | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Time Before Reduce (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Time To Reduce (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Recall Mode | Max | Max | | Max | Max | Max | Max | Max | Max | Max | Max | Max |

## Lanes, Volumes, Timings

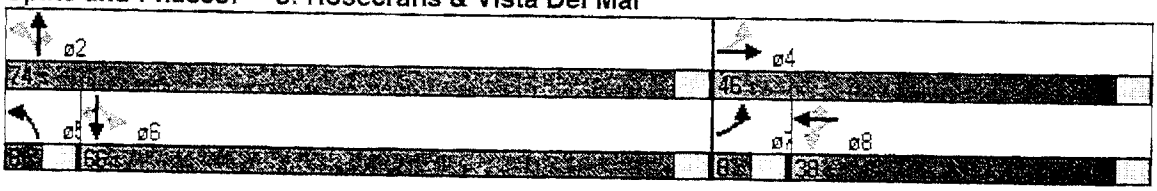
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Walk Time (s) | | 5.0 | | 5.0 | 5.0 | 5.0 | | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Flash Dont Walk (s) | | 11.0 | | 11.0 | 11.0 | 11.0 | | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 |
| Pedestrian Calls (#/hr) | | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 |
| Lane Grp Cap (vph) | | 394 | | 316 | 538 | 569 | 467 | 1092 | 950 | 142 | 969 | 837 |
| v/s Ratio Prot | | 0.05 | | | 0.02 | | 0.00 | 0.48 | | | 0.20 | |
| v/s Ratio Perm | | 0.36 | | 0.06 | | 0.52 | 0.01 | | 0.04 | 1.00 | | 0.02 |
| Critical LG? | | Yes | | | | Yes | | Yes | | Yes | | |
| Act Effct Green (s) | | 43.0 | | 35.0 | 35.0 | 35.0 | 71.0 | 71.0 | 71.0 | 63.0 | 63.0 | 63.0 |
| Actuated g/C Ratio | | 0.36 | | 0.29 | 0.29 | 0.29 | 0.59 | 0.59 | 0.59 | 0.53 | 0.53 | 0.53 |
| v/c Ratio | | 1.14 | | 0.19 | 0.05 | 1.78 | 0.03 | 0.80 | 0.06 | 1.92 | 0.38 | 0.03 |
| Uniform Delay, d1 | | 37.2 | | 31.8 | 30.6 | 30.7 | 10.1 | 19.0 | 0.8 | 28.4 | 17.0 | 0.0 |
| Platoon Factor | | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incr. Delay, d2 | | 91.0 | | 1.3 | 0.2 | 358.2 | 0.1 | 6.3 | 0.1 | 437.0 | 1.2 | 0.1 |
| Webster Delay | | 128.2 | | 33.2 | 30.7 | 388.9 | 10.2 | 25.3 | 1.0 | 465.4 | 18.1 | 0.1 |
| Webster LOS | | F | | C | C | F | B | C | A | F | B | A |
| Queue Length 50th (ft) | | ~375 | | 35 | 16 | ~935 | 4 | 499 | 0 | ~324 | 166 | 0 |
| Queue Length 95th (ft) | | #618 | | 72 | 40 | #1443 | 12 | 697 | 0 | #496 | 238 | 8 |
| Link Length (ft) | | 4272 | | | 5936 | | | 3513 | | | 3959 | |
| 50th Up Block Time (%) | | | | | | | | | | | | |
| 95th Up Block Time (%) | | | | | | | | | | | | |
| Turn Bay Length (ft) | | | | | | | | | | | | |
| 50th Bay Block Time % | | | | | | | | | | | | |
| 95th Bay Block Time % | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 8 (7%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 130
Control Type: Pretimed
Total Lost Time: 12
Sum of Critical v/s Ratios: 1.61
Intersection v/c Ratio: 1.79
Intersection Webster Signal Delay: 192.3
Intersection LOS: F

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

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

**Splits and Phases: 3: Rosecrans & Vista Del Mar**



## Lanes, Volumes, Timings

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 0 | | 0 | 1 | | 1 | 1 | | 1 | 1 | | 1 |
| Total Lost Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Leading Detector (ft) | 50 | 50 | | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt Protected | | 0.862 | | | | 0.850 | | | 0.850 | | | 0.850 |
| Flt Protected | | 0.985 | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1566 | 0 | 1752 | 1845 | 1568 | 1752 | 1845 | 1568 | 1752 | 1845 | 1568 |
| Frt Perm. | | 0.862 | | | | 0.850 | | | 0.850 | | | 0.850 |
| Flt Perm. | | 0.596 | | 0.522 | | | 0.111 | | | 0.259 | | |
| Satd. Flow (perm) | 0 | 948 | 0 | 963 | 1845 | 1568 | 205 | 1845 | 1568 | 478 | 1845 | 1568 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 19 | | | | 241 | | | 97 | | | 96 |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Volume (vph) | 80 | 107 | 73 | 143 | 96 | 232 | 90 | 754 | 87 | 542 | 825 | 86 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Adj. Flow (vph) | 89 | 119 | 81 | 159 | 107 | 258 | 100 | 838 | 97 | 602 | 917 | 96 |
| Lane Group Flow (vph) | 0 | 289 | 0 | 159 | 107 | 258 | 100 | 838 | 97 | 602 | 917 | 96 |
| Turn Type | Pm+Pt | | | Perm | | Perm | Pm+Pt | | Perm | Perm | | Perm |
| Protected Phases | 7 | 4 | | | 8 | | 5 | 2 | | | 6 | |
| Permitted Phases | 4 | | | 8 | | 8 | 2 | | 2 | 6 | | 6 |
| Detector Phases | 7 | 4 | | 8 | 8 | 8 | 5 | 2 | 2 | 6 | 6 | 6 |
| Minimum Initial (s) | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Minimum Split (s) | 8.0 | 20.0 | | 20.0 | 20.0 | 20.0 | 8.0 | 20.0 | 20.0 | 20.0 | 20.0 | 20.0 |
| Total Split (s) | 8.0 | 28.0 | 0.0 | 20.0 | 20.0 | 20.0 | 8.0 | 72.0 | 72.0 | 64.0 | 64.0 | 64.0 |
| Total Split (%) | 8% | 28% | 0% | 20% | 20% | 20% | 8% | 72% | 72% | 64% | 64% | 64% |
| Maximum Green (s) | 4.0 | 24.0 | | 16.0 | 16.0 | 16.0 | 4.0 | 68.0 | 68.0 | 60.0 | 60.0 | 60.0 |
| Yellow Time (s) | 3.5 | 3.5 | | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 |
| All-Red Time (s) | 0.5 | 0.5 | | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 |
| Lead/Lag | Lead | | | Lag | Lag | Lag | Lead | | | Lag | Lag | Lag |
| Lead-Lag Optimize? | Yes | | | Yes | Yes | Yes | Yes | | | Yes | Yes | Yes |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Minimum Gap (s) | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Time Before Reduce (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Time To Reduce (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Recall Mode | Max | Max | | Max | Max | Max | Max | Max | Max | Max | Max | Max |

## Lanes, Volumes, Timings

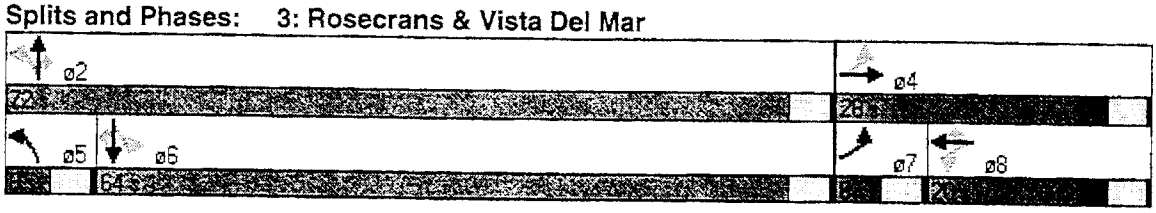
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Walk Time (s) | | 5.0 | | 5.0 | 5.0 | 5.0 | | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Flash Dont Walk (s) | | 11.0 | | 11.0 | 11.0 | 11.0 | | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 |
| Pedestrian Calls (#/hr) | | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 |
| Lane Grp Cap (vph) | | 282 | | 164 | 314 | 467 | 219 | 1273 | 1112 | 292 | 1125 | 994 |
| v/s Ratio Prot | | 0.05 | | | 0.06 | | 0.02 | 0.45 | | | 0.50 | |
| v/s Ratio Perm | | 0.20 | | 0.17 | | 0.09 | 0.29 | | 0.06 | 1.26 | | 0.06 |
| Critical LG? | | Yes | | | | | | Yes | | Yes | | |
| Act Effct Green (s) | | 25.0 | | 17.0 | 17.0 | 17.0 | 69.0 | 69.0 | 69.0 | 61.0 | 61.0 | 61.0 |
| Actuated g/C Ratio | | 0.25 | | 0.17 | 0.17 | 0.17 | 0.69 | 0.69 | 0.69 | 0.61 | 0.61 | 0.61 |
| v/c Ratio | | 1.02 | | 0.97 | 0.34 | 0.55 | 0.46 | 0.66 | 0.09 | 2.06 | 0.82 | 0.10 |
| Uniform Delay, d1 | | 33.9 | | 41.3 | 36.6 | 2.3 | 5.1 | 8.8 | 0.0 | 19.5 | 15.1 | 0.0 |
| Platoon Factor | | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incr. Delay, d2 | | 60.1 | | 62.7 | 2.9 | 4.7 | 6.7 | 2.7 | 0.2 | 489.4 | 6.5 | 0.2 |
| Webster Delay | | 94.0 | | 103.9 | 39.5 | 6.9 | 11.8 | 11.5 | 0.2 | 509.0 | 21.7 | 0.2 |
| Webster LOS | | F | | F | D | A | B | B | A | F | C | A |
| Queue Length 50th (ft) | | ~164 | | 102 | 61 | 9 | 18 | 267 | 0 | ~609 | 418 | 0 |
| Queue Length 95th (ft) | | #354 | | #231 | 112 | 81 | 35 | 389 | 0 | #819 | 617 | 11 |
| Link Length (ft) | | 4272 | | | 5936 | | | 3513 | | | 3959 | |
| 50th Up Block Time (%) | | | | | | | | | | | | |
| 95th Up Block Time (%) | | | | | | | | | | | | |
| Turn Bay Length (ft) | | | | | | | | | | | | |
| 50th Bay Block Time % | | | | | | | | | | | | |
| 95th Bay Block Time % | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 8 (8%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 100
Control Type: Pretimed
Total Lost Time: 9
Sum of Critical v/s Ratios: 1.55
Intersection v/c Ratio: 1.70
Intersection Webster Signal Delay: 111.7
Intersection LOS: F

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

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

**Splits and Phases: 3: Rosecrans & Vista Del Mar**



## Lanes, Volumes, Timings

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 1 | | 1 | 1 | | 0 |
| Total Lost Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Leading Detector (ft) | 50 | 50 | | 50 | 50 | | 50 | 50 | 50 | 50 | 50 | |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Lane Util. Factor | 1.00 | 0.91 | 0.91 | 1.00 | 0.91 | 0.91 | 1.00 | 0.91 | 1.00 | 1.00 | 0.91 | 0.91 |
| Frt Protected | | 0.979 | | | 0.924 | | | | 0.850 | | 0.986 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1752 | 4930 | 0 | 1752 | 4653 | 0 | 1752 | 5036 | 1568 | 1752 | 4965 | 0 |
| Frt Perm. | | 0.979 | | | 0.924 | | | | 0.850 | | 0.986 | |
| Flt Perm. | 0.200 | | | 0.235 | | | 0.129 | | | 0.062 | | |
| Satd. Flow (perm) | 369 | 4930 | 0 | 433 | 4653 | 0 | 238 | 5036 | 1568 | 114 | 4965 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 23 | | | 71 | | | | 180 | | 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 |
| Volume (vph) | 190 | 648 | 107 | 121 | 370 | 382 | 218 | 3388 | 480 | 170 | 1031 | 106 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Adj. Flow (vph) | 211 | 720 | 119 | 134 | 411 | 424 | 242 | 3764 | 533 | 189 | 1146 | 118 |
| Lane Group Flow (vph) | 211 | 839 | 0 | 134 | 835 | 0 | 242 | 3764 | 533 | 189 | 1264 | 0 |
| Turn Type | Pm+Pt | | | Pm+Pt | | | Pm+Pt | | Perm | Pm+Pt | | |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | 2 | 6 | | |
| Detector Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | 2 | 1 | 6 | |
| Minimum Initial (s) | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | |
| Minimum Split (s) | 8.0 | 20.0 | | 8.0 | 20.0 | | 8.0 | 20.0 | 20.0 | 8.0 | 20.0 | |
| Total Split (s) | 11.0 | 23.0 | 0.0 | 8.0 | 20.0 | 0.0 | 22.0 | 80.0 | 80.0 | 9.0 | 67.0 | 0.0 |
| Total Split (%) | 9% | 19% | 0% | 7% | 17% | 0% | 18% | 67% | 67% | 8% | 56% | 0% |
| Maximum Green (s) | 7.0 | 19.0 | | 4.0 | 16.0 | | 18.0 | 76.0 | 76.0 | 5.0 | 63.0 | |
| Yellow Time (s) | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | |
| All-Red Time (s) | 0.5 | 0.5 | | 0.5 | 0.5 | | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | |
| Lead/Lag | Lead | Lag | | Lead | Lag | | Lead | Lag | Lag | Lead | Lag | |
| Lead-Lag Optimize? | Yes | Yes | | Yes | Yes | | Yes | Yes | Yes | Yes | Yes | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | |
| Minimum Gap (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | |
| Time Before Reduce (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Time To Reduce (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Recall Mode | Max | Max | | Max | Max | | Max | Max | Max | Max | Max | |

## Lanes, Volumes, Timings

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | |
| Lane Grp Cap (vph) | 178 | 841 | | 134 | 720 | | 410 | 3231 | 1071 | 148 | 2658 | |
| v/s Ratio Prot | 0.08 | 0.17 | | 0.04 | 0.16 | | 0.09 | 0.75 | | 0.06 | 0.25 | |
| v/s Ratio Perm | 0.20 | | | 0.14 | | | 0.33 | | 0.32 | 0.68 | | |
| Critical LG? | Yes | | | | | | | Yes | | Yes | | |
| Act Effct Green (s) | 28.0 | 20.0 | | 22.0 | 17.0 | | 86.0 | 77.0 | 77.0 | 70.0 | 64.0 | |
| Actuated g/C Ratio | 0.23 | 0.17 | | 0.18 | 0.14 | | 0.72 | 0.64 | 0.64 | 0.58 | 0.53 | |
| v/c Ratio | 1.19 | 1.00 | | 1.00 | 1.50dr | | 0.59 | 1.16 | 0.50 | 1.28 | 0.48 | |
| Uniform Delay, d1 | 40.8 | 48.6 | | 42.2 | 46.4 | | 6.3 | 21.5 | 6.8 | 28.6 | 17.1 | |
| Platoon Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Incr. Delay, d2 | 126.2 | 30.5 | | 77.7 | 86.9 | | 6.1 | 78.0 | 1.7 | 166.6 | 0.6 | |
| Webster Delay | 167.0 | 79.1 | | 120.0 | 133.3 | | 12.4 | 99.5 | 8.5 | 195.2 | 17.7 | |
| Webster LOS | F | E | | F | F | | B | F | A | F | B | |
| Queue Length 50th (ft) | ~146 | 220 | | 87 | ~251 | | 57 | ~1268 | 126 | ~136 | 211 | |
| Queue Length 95th (ft) | #301 | #332 | | #186 | #355 | | 145 | #1339 | 205 | #288 | 250 | |
| Link Length (ft) | | 4272 | | | 5936 | | | 3513 | | | 3959 | |
| 50th Up Block Time (%) | | | | | | | | | | | | |
| 95th Up Block Time (%) | | | | | | | | | | | | |
| Turn Bay Length (ft) | | | | | | | | | | | | |
| 50th Bay Block Time % | | | | | | | | | | | | |
| 95th Bay Block Time % | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |

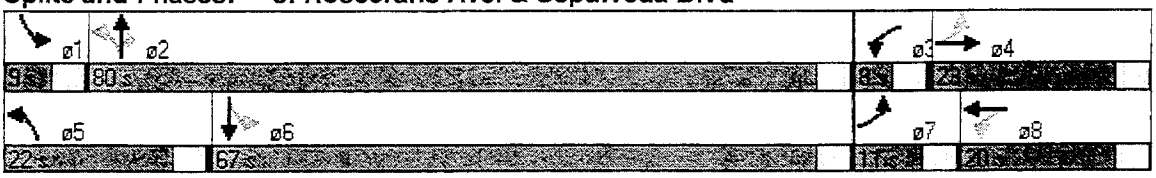
Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 48 (40%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 130
Control Type: Pretimed
Total Lost Time: 12
Sum of Critical v/s Ratios: 1.12
Intersection v/c Ratio: 1.24
Intersection Webster Signal Delay: 83.7
Intersection LOS: F

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

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

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

**Splits and Phases: 3: Rosecrans Ave. & Sepulveda Blvd**



## Lanes, Volumes, Timings

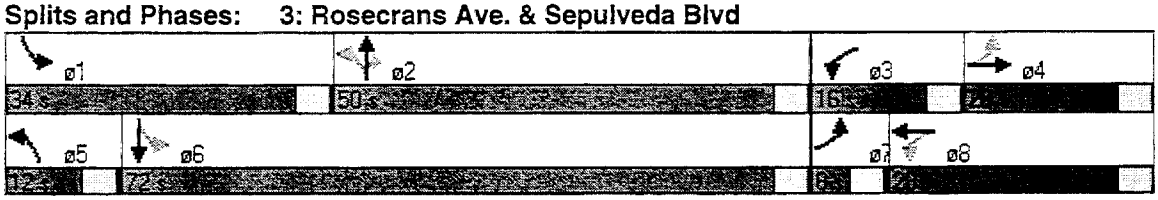
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 1 | | 1 | 1 | | 0 |
| Total Lost Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Leading Detector (ft) | 50 | 50 | | 50 | 50 | | 50 | 50 | 50 | 50 | 50 | |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Lane Util. Factor | 1.00 | 0.91 | 0.91 | 1.00 | 0.91 | 0.91 | 1.00 | 0.91 | 1.00 | 1.00 | 0.91 | 0.91 |
| Frt Protected | | 0.957 | | | 0.931 | | | | 0.850 | | 0.994 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1752 | 4819 | 0 | 1752 | 4688 | 0 | 1752 | 5036 | 1568 | 1752 | 5006 | 0 |
| Frt Perm. | | 0.957 | | | 0.931 | | | | 0.850 | | 0.994 | |
| Flt Perm. | 0.235 | | | 0.160 | | | 0.085 | | | 0.058 | | |
| Satd. Flow (perm) | 433 | 4819 | 0 | 295 | 4688 | 0 | 157 | 5036 | 1568 | 107 | 5006 | 0 |
| Right Turn on Red | | | No | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | | | 163 | | | | 256 | | 8 | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Volume (vph) | 114 | 470 | 189 | 246 | 632 | 543 | 202 | 1381 | 316 | 376 | 3262 | 128 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Adj. Flow (vph) | 127 | 522 | 210 | 273 | 702 | 603 | 224 | 1534 | 351 | 418 | 3624 | 142 |
| Lane Group Flow (vph) | 127 | 732 | 0 | 273 | 1305 | 0 | 224 | 1534 | 351 | 418 | 3766 | 0 |
| Turn Type | Pm+Pt | | | Pm+Pt | | | Pm+Pt | | Perm | Pm+Pt | | |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | 2 | 6 | | |
| Detector Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | 2 | 1 | 6 | |
| Minimum Initial (s) | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | |
| Minimum Split (s) | 8.0 | 20.0 | | 8.0 | 20.0 | | 8.0 | 20.0 | 20.0 | 8.0 | 20.0 | |
| Total Split (s) | 8.0 | 20.0 | 0.0 | 16.0 | 28.0 | 0.0 | 12.0 | 50.0 | 50.0 | 34.0 | 72.0 | 0.0 |
| Total Split (%) | 7% | 17% | 0% | 13% | 23% | 0% | 10% | 42% | 42% | 28% | 60% | 0% |
| Maximum Green (s) | 4.0 | 16.0 | | 12.0 | 24.0 | | 8.0 | 46.0 | 46.0 | 30.0 | 68.0 | |
| Yellow Time (s) | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | |
| All-Red Time (s) | 0.5 | 0.5 | | 0.5 | 0.5 | | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | |
| Lead/Lag | Lead | Lag | | Lead | Lag | | Lead | Lag | Lag | Lead | Lag | |
| Lead-Lag Optimize? | Yes | Yes | | Yes | Yes | | Yes | Yes | Yes | Yes | Yes | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | |
| Minimum Gap (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | |
| Time Before Reduce (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Time To Reduce (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Recall Mode | Max | Max | | Max | Max | | Max | Max | Max | Max | Max | |

**Lanes, Volumes, Timings**

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | |
| Lane Grp Cap (vph) | 134 | 683 | | 239 | 1106 | | 193 | 1972 | 770 | 497 | 2882 | |
| v/s Ratio Prot | 0.04 | 0.15 | | 0.12 | 0.25 | | 0.09 | 0.30 | | 0.22 | 0.75 | |
| v/s Ratio Perm | 0.13 | | | 0.19 | | | 0.45 | | 0.18 | 0.35 | | |
| Critical LG? | | | | Yes | Yes | | Yes | | | | Yes | |
| Act Effct Green (s) | 22.0 | 17.0 | | 33.0 | 25.0 | | 56.0 | 47.0 | 47.0 | 81.0 | 69.0 | |
| Actuated g/C Ratio | 0.18 | 0.14 | | 0.28 | 0.21 | | 0.47 | 0.39 | 0.39 | 0.68 | 0.58 | |
| v/c Ratio | 0.95 | 1.07 | | 1.14 | 1.18 | | 1.16 | 0.78 | 0.46 | 0.84 | 1.31 | |
| Uniform Delay, d1 | 38.4 | 51.5 | | 36.9 | 40.5 | | 34.2 | 31.9 | 6.5 | 33.7 | 25.4 | |
| Platoon Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Incr. Delay, d2 | 64.8 | 55.3 | | 102.0 | 90.5 | | 114.7 | 3.1 | 1.9 | 15.7 | 140.6 | |
| Webster Delay | 103.3 | 106.8 | | 138.9 | 131.0 | | 148.9 | 35.0 | 8.4 | 49.4 | 166.1 | |
| Webster LOS | F | F | | F | F | | F | D | A | D | F | |
| Queue Length 50th (ft) | 77 | ~230 | | ~206 | ~406 | | ~155 | 375 | 45 | 268 | ~1380 | |
| Queue Length 95th (ft) | #173 | #316 | | #383 | #504 | | #318 | 436 | 120 | #437 | #1453 | |
| Link Length (ft) | | 4272 | | | 5936 | | | 3513 | | | 3959 | |
| 50th Up Block Time (%) | | | | | | | | | | | | |
| 95th Up Block Time (%) | | | | | | | | | | | | |
| Turn Bay Length (ft) | | | | | | | | | | | | |
| 50th Bay Block Time % | | | | | | | | | | | | |
| 95th Bay Block Time % | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 100
Control Type: Pretimed
Total Lost Time: 9
Sum of Critical v/s Ratios: 1.16
Intersection v/c Ratio: 1.25
Intersection Webster Signal Delay: 118.7
Intersection LOS: F
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

**Splits and Phases: 3: Rosecrans Ave. & Sepulveda Blvd**



## Lanes, Volumes, Timings

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 0 | 2 | | 0 | 1 | | 1 | 1 | | 0 |
| Total Lost Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Leading Detector (ft) | 50 | 50 | | 50 | 50 | | 50 | 50 | 50 | 50 | 50 | |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Lane Util. Factor | 1.00 | 0.91 | 0.91 | 0.97 | 0.91 | 0.91 | 1.00 | 0.95 | 1.00 | 1.00 | 0.91 | 0.91 |
| Frt Protected | | 0.990 | | | 0.961 | | | | 0.850 | | 0.933 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1752 | 4986 | 0 | 3400 | 4840 | 0 | 1752 | 3505 | 1568 | 1752 | 4699 | 0 |
| Frt Perm. | | 0.990 | | | 0.961 | | | | 0.850 | | 0.933 | |
| Flt Perm. | 0.077 | | | 0.271 | | | 0.167 | | | 0.211 | | |
| Satd. Flow (perm) | 142 | 4986 | 0 | 970 | 4840 | 0 | 308 | 3505 | 1568 | 389 | 4699 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 22 | | | 166 | | | | 177 | | 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 |
| Volume (vph) | 232 | 757 | 56 | 496 | 1571 | 552 | 245 | 1198 | 349 | 62 | 521 | 419 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Adj. Flow (vph) | 258 | 841 | 62 | 551 | 1746 | 613 | 272 | 1331 | 388 | 69 | 579 | 466 |
| Lane Group Flow (vph) | 258 | 903 | 0 | 551 | 2359 | 0 | 272 | 1331 | 388 | 69 | 1045 | 0 |
| Turn Type | Perm | | | Perm | | | Pm+Pt | | Perm | Pm+Pt | | |
| Protected Phases | | 4 | | | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | 2 | 6 | | |
| Detector Phases | 4 | 4 | | 8 | 8 | | 5 | 2 | 2 | 1 | 6 | |
| Minimum Initial (s) | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | |
| Minimum Split (s) | 20.0 | 20.0 | | 20.0 | 20.0 | | 8.0 | 20.0 | 20.0 | 8.0 | 20.0 | |
| Total Split (s) | 55.0 | 55.0 | 0.0 | 55.0 | 55.0 | 0.0 | 13.0 | 27.0 | 27.0 | 8.0 | 22.0 | 0.0 |
| Total Split (%) | 61% | 61% | 0% | 61% | 61% | 0% | 14% | 30% | 30% | 9% | 24% | 0% |
| Maximum Green (s) | 51.0 | 51.0 | | 51.0 | 51.0 | | 9.0 | 23.0 | 23.0 | 4.0 | 18.0 | |
| Yellow Time (s) | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | |
| All-Red Time (s) | 0.5 | 0.5 | | 0.5 | 0.5 | | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | |
| Lead/Lag | | | | | | | Lead | Lag | Lag | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | 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 | |
| Minimum Gap (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | |
| Time Before Reduce (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Time To Reduce (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Recall Mode | Max | Max | | Max | Max | | Max | Max | Max | Max | Max | |

**Lanes, Volumes, Timings**

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Walk Time (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | | 5.0 | 5.0 | | 5.0 | |
| Flash Dont Walk (s) | 11.0 | 11.0 | | 11.0 | 11.0 | | | 11.0 | 11.0 | | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | | 0 | 0 | | | 0 | 0 | | 0 | |
| Lane Grp Cap (vph) | 82 | 2890 | | 560 | 2867 | | 270 | 935 | 548 | 179 | 1013 | |
| v/s Ratio Prot | | 0.18 | | | 0.48 | | 0.11 | 0.38 | | 0.02 | 0.22 | |
| v/s Ratio Perm | 1.82 | | | 0.57 | | | 0.25 | | 0.19 | 0.08 | | |
| Critical LG? | Yes | | | | | | Yes | Yes | | | | |
| Act Effct Green (s) | 52.0 | 52.0 | | 52.0 | 52.0 | | 32.0 | 24.0 | 24.0 | 24.0 | 19.0 | |
| Actuated g/C Ratio | 0.58 | 0.58 | | 0.58 | 0.58 | | 0.36 | 0.27 | 0.27 | 0.27 | 0.21 | |
| v/c Ratio | 3.15 | 0.31 | | 0.98 | 0.82 | | 1.01 | 1.42 | 0.71 | 0.39 | 1.32dr | |
| Uniform Delay, d1 | 19.0 | 9.5 | | 18.6 | 14.0 | | 22.5 | 33.0 | 15.5 | 19.9 | 34.6 | |
| Platoon Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Incr. Delay, d2 | 997.0 | 0.3 | | 34.3 | 2.8 | | 56.7 | 196.9 | 7.5 | 6.2 | 36.7 | |
| Webster Delay | 1016.0 | 9.8 | | 52.8 | 16.8 | | 79.1 | 229.9 | 23.0 | 26.0 | 71.3 | |
| Webster LOS | F | A | | D | B | | E | F | C | C | E | |
| Queue Length 50th (ft) | ~259 | 87 | | 146 | 343 | | ~118 | ~543 | 107 | 26 | ~217 | |
| Queue Length 95th (ft) | #409 | 111 | | #268 | 415 | | #273 | #674 | 214 | 55 | #320 | |
| Link Length (ft) | | 4272 | | | 5936 | | | 3513 | | | 3959 | |
| 50th Up Block Time (%) | | | | | | | | | | | | |
| 95th Up Block Time (%) | | | | | | | | | | | | |
| Turn Bay Length (ft) | | | | | | | | | | | | |
| 50th Bay Block Time % | | | | | | | | | | | | |
| 95th Bay Block Time % | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |

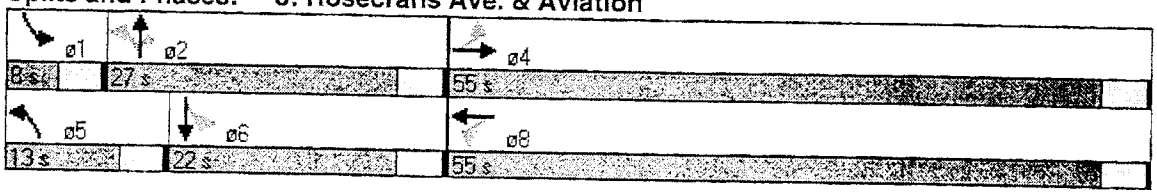
Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 65
Control Type: Pretimed
Total Lost Time: 6
Sum of Critical v/s Ratios: 2.27
Intersection v/c Ratio: 2.43
Intersection Webster Signal Delay: 104.9
Intersection LOS: F

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

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

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

**Splits and Phases: 3: Rosecrans Ave. & Aviation**



## Lanes, Volumes, Timings

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 0 | 2 | | 0 | 1 | | 1 | 1 | | 0 |
| Total Lost Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Leading Detector (ft) | 50 | 50 | | 50 | 50 | | 50 | 50 | 50 | 50 | 50 | |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Lane Util. Factor | 1.00 | 0.91 | 0.91 | 0.97 | 0.91 | 0.91 | 1.00 | 0.95 | 1.00 | 1.00 | 0.91 | 0.91 |
| Frt Protected | | 0.981 | | | 0.987 | | | | 0.850 | | 0.959 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1752 | 4940 | 0 | 3400 | 4970 | 0 | 1752 | 3505 | 1568 | 1752 | 4829 | 0 |
| Frt Perm. | | 0.981 | | | 0.987 | | | | 0.850 | | 0.959 | |
| Flt Perm. | 0.122 | | | 0.078 | | | 0.200 | | | 0.167 | | |
| Satd. Flow (perm) | 225 | 4940 | 0 | 279 | 4970 | 0 | 369 | 3505 | 1568 | 308 | 4829 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 48 | | | 29 | | | | 30 | | 44 | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Volume (vph) | 358 | 1397 | 200 | 394 | 1210 | 115 | 274 | 673 | 255 | 267 | 1109 | 418 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Adj. Flow (vph) | 398 | 1552 | 222 | 438 | 1344 | 128 | 304 | 748 | 283 | 297 | 1232 | 464 |
| Lane Group Flow (vph) | 398 | 1774 | 0 | 438 | 1472 | 0 | 304 | 748 | 283 | 297 | 1696 | 0 |
| Turn Type | Perm | | | Perm | | | Pm+Pt | | Perm | Pm+Pt | | |
| Protected Phases | | 4 | | | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | 2 | 6 | | |
| Detector Phases | 4 | 4 | | 8 | 8 | | 5 | 2 | 2 | 1 | 6 | |
| Minimum Initial (s) | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | |
| Minimum Split (s) | 20.0 | 20.0 | | 20.0 | 20.0 | | 8.0 | 20.0 | 20.0 | 8.0 | 20.0 | |
| Total Split (s) | 54.0 | 54.0 | 0.0 | 54.0 | 54.0 | 0.0 | 9.0 | 23.0 | 23.0 | 13.0 | 27.0 | 0.0 |
| Total Split (%) | 60% | 60% | 0% | 60% | 60% | 0% | 10% | 26% | 26% | 14% | 30% | 0% |
| Maximum Green (s) | 50.0 | 50.0 | | 50.0 | 50.0 | | 5.0 | 19.0 | 19.0 | 9.0 | 23.0 | |
| Yellow Time (s) | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | |
| All-Red Time (s) | 0.5 | 0.5 | | 0.5 | 0.5 | | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | |
| Lead/Lag | | | | | | | Lead | Lag | Lag | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | 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 | |
| Minimum Gap (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | |
| Time Before Reduce (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Time To Reduce (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Recall Mode | Max | Max | | Max | Max | | Max | Max | Max | Max | Max | |

## Lanes, Volumes, Timings

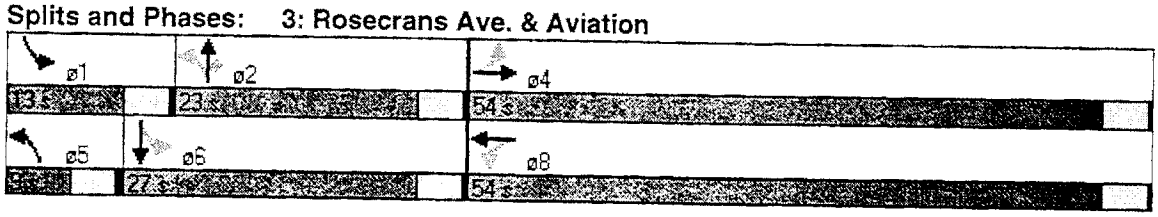
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Walk Time (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | | 5.0 | 5.0 | | 5.0 | |
| Flash Dont Walk (s) | 11.0 | 11.0 | | 11.0 | 11.0 | | | 11.0 | 11.0 | | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | | 0 | 0 | | | 0 | 0 | | 0 | |
| Lane Grp Cap (vph) | 128 | 2820 | | 158 | 2829 | | 199 | 779 | 372 | 273 | 1320 | |
| v/s Ratio Prot | | 0.36 | | | 0.29 | | 0.10 | 0.21 | | 0.12 | 0.34 | |
| v/s Ratio Perm | 1.77 | | | 1.57 | | | 0.34 | | 0.17 | 0.28 | | |
| Critical LG? | Yes | | | | | | Yes | | | Yes | | |
| Act Effct Green (s) | 51.0 | 51.0 | | 51.0 | 51.0 | | 26.0 | 20.0 | 20.0 | 33.0 | 24.0 | |
| Actuated g/C Ratio | 0.57 | 0.57 | | 0.57 | 0.57 | | 0.29 | 0.22 | 0.22 | 0.37 | 0.27 | |
| v/c Ratio | 3.11 | 0.63 | | 2.77 | 0.52 | | 1.53 | 0.96 | 0.76 | 1.09 | 1.28 | |
| Uniform Delay, d1 | 19.6 | 12.7 | | 19.5 | 11.7 | | 23.3 | 34.6 | 29.1 | 21.7 | 31.9 | |
| Platoon Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Incr. Delay, d2 | 969.5 | 1.1 | | 814.9 | 0.7 | | 261.2 | 23.9 | 13.7 | 79.9 | 134.1 | |
| Webster Delay | 989.1 | 13.8 | | 834.4 | 12.4 | | 284.5 | 58.5 | 42.8 | 101.7 | 166.0 | |
| Webster LOS | F | B | | F | B | | F | E | D | F | F | |
| Queue Length 50th (ft) | ~399 | 225 | | ~221 | 171 | | ~192 | 222 | 130 | ~142 | ~449 | |
| Queue Length 95th (ft) | #575 | 272 | | #314 | 209 | | #359 | #340 | #257 | #303 | #546 | |
| Link Length (ft) | | 4272 | | | 5936 | | | 3513 | | | 3959 | |
| 50th Up Block Time (%) | | | | | | | | | | | | |
| 95th Up Block Time (%) | | | | | | | | | | | | |
| Turn Bay Length (ft) | | | | | | | | | | | | |
| 50th Bay Block Time % | | | | | | | | | | | | |
| 95th Bay Block Time % | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 50
Control Type: Pretimed
Total Lost Time: 9
Sum of Critical v/s Ratios: 2.25
Intersection v/c Ratio: 2.50
Intersection Webster Signal Delay: 169.5
Intersection LOS: F

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

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

**Splits and Phases: 3: Rosecrans Ave. & Aviation**



# APPENDIX P.5
# BEACH SITES

## Lanes, Volumes, Timings

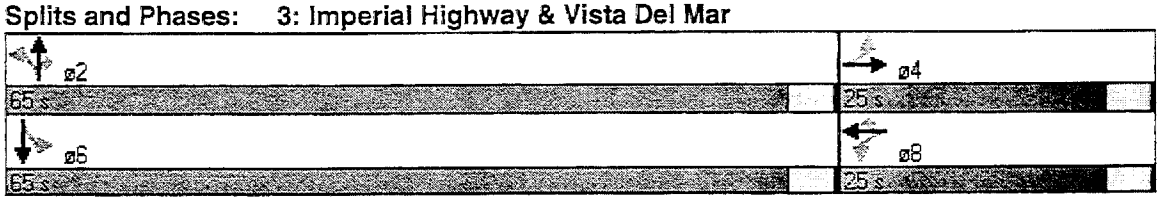
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 1 | 1 | | 1 | 1 | | 0 |
| Total Lost Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Leading Detector (ft) | 50 | 50 | | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 0.95 |
| Frt Protected | | 0.947 | | | | 0.850 | | | 0.850 | | 0.999 | |
| Flt Protected | 0.950 | | | 0.950 | 0.955 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1752 | 1747 | 0 | 1665 | 1674 | 1568 | 1752 | 3505 | 1568 | 1752 | 3501 | 0 |
| Frt Perm. | | 0.947 | | | | 0.850 | | | 0.850 | | 0.999 | |
| Flt Perm. | 0.467 | | | 0.737 | 0.718 | | 0.477 | | | 0.113 | | |
| Satd. Flow (perm) | 861 | 1747 | 0 | 1292 | 1258 | 1568 | 880 | 3505 | 1568 | 208 | 3501 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 11 | | | | 55 | | | 887 | | 2 | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Volume (vph) | 4 | 18 | 10 | 343 | 12 | 80 | 2 | 1384 | 798 | 68 | 410 | 4 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Adj. Flow (vph) | 4 | 20 | 11 | 381 | 13 | 89 | 2 | 1538 | 887 | 76 | 456 | 4 |
| Lane Group Flow (vph) | 4 | 31 | 0 | 200 | 194 | 89 | 2 | 1538 | 887 | 76 | 460 | 0 |
| Turn Type | Perm | | | Perm | | Perm | Perm | | Perm | Perm | | |
| Protected Phases | | 4 | | | 8 | | | 2 | | | 6 | |
| Permitted Phases | 4 | | | 8 | | 8 | 2 | | 2 | 6 | | |
| Detector Phases | 4 | 4 | | 8 | 8 | 8 | 2 | 2 | 2 | 6 | 6 | |
| Minimum Initial (s) | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | |
| Minimum Split (s) | 20.0 | 20.0 | | 20.0 | 20.0 | 20.0 | 20.0 | 20.0 | 20.0 | 20.0 | 20.0 | |
| Total Split (s) | 25.0 | 25.0 | 0.0 | 25.0 | 25.0 | 25.0 | 65.0 | 65.0 | 65.0 | 65.0 | 65.0 | 0.0 |
| Total Split (%) | 28% | 28% | 0% | 28% | 28% | 28% | 72% | 72% | 72% | 72% | 72% | 0% |
| Maximum Green (s) | 21.0 | 21.0 | | 21.0 | 21.0 | 21.0 | 61.0 | 61.0 | 61.0 | 61.0 | 61.0 | |
| Yellow Time (s) | 3.5 | 3.5 | | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | |
| All-Red Time (s) | 0.5 | 0.5 | | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | |
| Minimum Gap (s) | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | |
| Time Before Reduce (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Time To Reduce (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Recall Mode | Max | Max | | Max | Max | Max | Max | Max | Max | Max | Max | |

## Lanes, Volumes, Timings

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | |
| Lane Grp Cap (vph) | 210 | 435 | | 316 | 308 | 425 | 606 | 2415 | 1356 | 143 | 2412 | |
| v/s Ratio Prot | | 0.02 | | | | | | 0.44 | | | 0.13 | |
| v/s Ratio Perm | 0.00 | | | 0.15 | 0.15 | 0.05 | 0.00 | | 0.45 | 0.37 | | |
| Critical LG? | | | | Yes | | | | | Yes | | | |
| Act Effct Green (s) | 22.0 | 22.0 | | 22.0 | 22.0 | 22.0 | 62.0 | 62.0 | 62.0 | 62.0 | 62.0 | |
| Actuated g/C Ratio | 0.24 | 0.24 | | 0.24 | 0.24 | 0.24 | 0.69 | 0.69 | 0.69 | 0.69 | 0.69 | |
| v/c Ratio | 0.02 | 0.07 | | 0.63 | 0.63 | 0.21 | 0.00 | 0.64 | 0.65 | 0.53 | 0.19 | |
| Uniform Delay, d1 | 25.8 | 16.7 | | 30.4 | 30.3 | 10.0 | 4.5 | 7.7 | 0.0 | 6.9 | 5.0 | |
| Platoon Factor | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Incr. Delay, d2 | 0.2 | 0.3 | | 9.3 | 9.4 | 1.1 | 0.0 | 1.3 | 2.5 | 13.4 | 0.2 | |
| Webster Delay | 25.9 | 17.1 | | 39.7 | 39.7 | 11.2 | 4.5 | 9.0 | 2.5 | 20.3 | 5.2 | |
| Webster LOS | C | B | | D | D | B | A | A | A | C | A | |
| Queue Length 50th (ft) | 2 | 9 | | 107 | 104 | 15 | 0 | 220 | 0 | 18 | 37 | |
| Queue Length 95th (ft) | 10 | 31 | | 186 | 182 | 52 | 2 | 282 | 29 | #94 | 53 | |
| Link Length (ft) | | 4272 | | | 5936 | | | 3289 | | | 3959 | |
| 50th Up Block Time (%) | | | | | | | | | | | | |
| 95th Up Block Time (%) | | | | | | | | | | | | |
| Turn Bay Length (ft) | | | | | | | | | | | | |
| 50th Bay Block Time % | | | | | | | | | | | | |
| 95th Bay Block Time % | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Pretimed
Total Lost Time: 6
Sum of Critical v/s Ratios: 0.62
Intersection v/c Ratio: 0.66
Intersection Webster Signal Delay: 10.7
Intersection LOS: B
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

**Splits and Phases: 3: Imperial Highway & Vista Del Mar**



## Lanes, Volumes, Timings

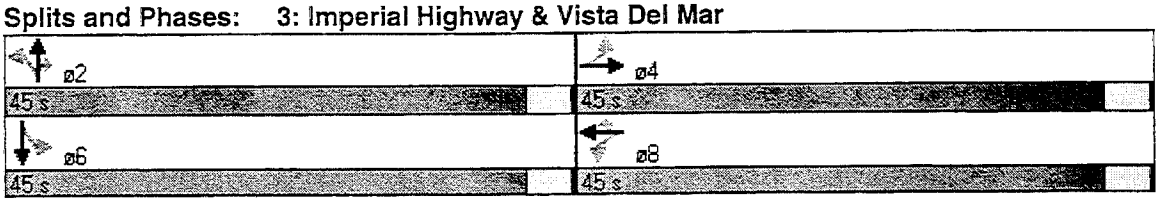
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 1 | 1 | | 1 | 1 | | 0 |
| Total Lost Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Leading Detector (ft) | 50 | 50 | | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 0.95 |
| Frt Protected | | 0.962 | | | | 0.850 | | | 0.850 | | 0.999 | |
| Flt Protected | 0.950 | | | 0.950 | 0.954 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1752 | 1775 | 0 | 1665 | 1672 | 1568 | 1752 | 3505 | 1568 | 1752 | 3501 | 0 |
| Frt Perm. | | 0.962 | | | | 0.850 | | | 0.850 | | 0.999 | |
| Flt Perm. | 0.450 | | | 0.747 | 0.723 | | 0.145 | | | 0.347 | | |
| Satd. Flow (perm) | 830 | 1775 | 0 | 1309 | 1267 | 1568 | 267 | 3505 | 1568 | 640 | 3501 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 4 | | | | 100 | | | 493 | | 1 | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Volume (vph) | 6 | 11 | 4 | 575 | 12 | 90 | 3 | 549 | 444 | 77 | 963 | 6 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Adj. Flow (vph) | 7 | 12 | 4 | 639 | 13 | 100 | 3 | 610 | 493 | 86 | 1070 | 7 |
| Lane Group Flow (vph) | 7 | 16 | 0 | 331 | 321 | 100 | 3 | 610 | 493 | 86 | 1077 | 0 |
| Turn Type | Perm | | | Perm | | Perm | Perm | | Perm | Perm | | |
| Protected Phases | | 4 | | | 8 | | | 2 | | | 6 | |
| Permitted Phases | 4 | | | 8 | | 8 | 2 | | 2 | 6 | | |
| Detector Phases | 4 | 4 | | 8 | 8 | 8 | 2 | 2 | 2 | 6 | 6 | |
| Minimum Initial (s) | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | |
| Minimum Split (s) | 20.0 | 20.0 | | 20.0 | 20.0 | 20.0 | 20.0 | 20.0 | 20.0 | 20.0 | 20.0 | |
| Total Split (s) | 45.0 | 45.0 | 0.0 | 45.0 | 45.0 | 45.0 | 45.0 | 45.0 | 45.0 | 45.0 | 45.0 | 0.0 |
| Total Split (%) | 50% | 50% | 0% | 50% | 50% | 50% | 50% | 50% | 50% | 50% | 50% | 0% |
| Maximum Green (s) | 41.0 | 41.0 | | 41.0 | 41.0 | 41.0 | 41.0 | 41.0 | 41.0 | 41.0 | 41.0 | |
| Yellow Time (s) | 3.5 | 3.5 | | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | |
| All-Red Time (s) | 0.5 | 0.5 | | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | |
| Minimum Gap (s) | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | |
| Time Before Reduce (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Time To Reduce (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Recall Mode | Max | Max | | Max | Max | Max | Max | Max | Max | Max | Max | |

## Lanes, Volumes, Timings

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | |
| Lane Grp Cap (vph) | 387 | 830 | | 611 | 591 | 785 | 125 | 1636 | 995 | 299 | 1634 | |
| v/s Ratio Prot | | 0.01 | | | | | | 0.17 | | | 0.31 | |
| v/s Ratio Perm | 0.01 | | | 0.25 | 0.25 | 0.06 | 0.01 | | 0.23 | 0.13 | | |
| Critical LG? | | | | | Yes | | | | | | Yes | |
| Act Effct Green (s) | 42.0 | 42.0 | | 42.0 | 42.0 | 42.0 | 42.0 | 42.0 | 42.0 | 42.0 | 42.0 | |
| Actuated g/C Ratio | 0.47 | 0.47 | | 0.47 | 0.47 | 0.47 | 0.47 | 0.47 | 0.47 | 0.47 | 0.47 | |
| v/c Ratio | 0.02 | 0.02 | | 0.54 | 0.54 | 0.13 | 0.02 | 0.37 | 0.50 | 0.29 | 0.66 | |
| Uniform Delay, d1 | 12.9 | 9.7 | | 17.1 | 17.1 | 0.0 | 13.0 | 15.5 | 0.0 | 14.8 | 18.5 | |
| Platoon Factor | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Incr. Delay, d2 | 0.1 | 0.0 | | 3.4 | 3.6 | 0.3 | 0.4 | 0.7 | 1.8 | 2.4 | 2.1 | |
| Webster Delay | 12.9 | 9.7 | | 20.5 | 20.7 | 0.3 | 13.4 | 16.1 | 1.8 | 17.2 | 20.6 | |
| Webster LOS | B | A | | C | C | A | B | B | A | B | C | |
| Queue Length 50th (ft) | 2 | 4 | | 135 | 131 | 0 | 1 | 113 | 0 | 29 | 224 | |
| Queue Length 95th (ft) | 10 | 14 | | 224 | 218 | 26 | 6 | 154 | 49 | 64 | 289 | |
| Link Length (ft) | | 4272 | | | 5936 | | | 3289 | | | 3959 | |
| 50th Up Block Time (%) | | | | | | | | | | | | |
| 95th Up Block Time (%) | | | | | | | | | | | | |
| Turn Bay Length (ft) | | | | | | | | | | | | |
| 50th Bay Block Time % | | | | | | | | | | | | |
| 95th Bay Block Time % | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 40
Control Type: Pretimed
Total Lost Time: 6
Sum of Critical v/s Ratios: 0.56
Intersection v/c Ratio: 0.60
Intersection Webster Signal Delay: 15.8
Intersection LOS: B

**Splits and Phases: 3: Imperial Highway & Vista Del Mar**



## Lanes, Volumes, Timings

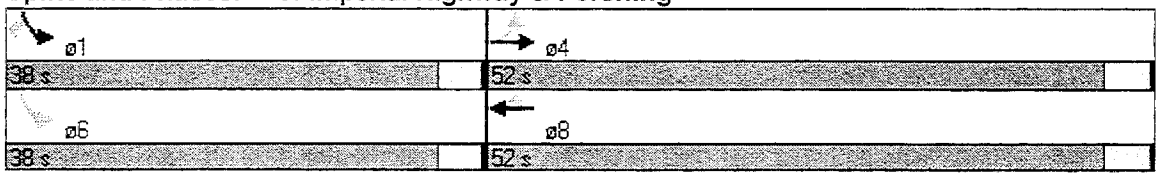
| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR | ø6 |
|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | |
| Grade (%) | | 0% | 0% | | 0% | | |
| Storage Length (ft) | 0 | | | 0 | 0 | 0 | |
| Storage Lanes | 1 | | | 1 | 2 | 1 | |
| Total Lost Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | |
| Leading Detector (ft) | 50 | 50 | 50 | 50 | 50 | 50 | |
| Trailing Detector (ft) | 0 | 0 | 0 | 0 | 0 | 0 | |
| Turning Speed (mph) | 15 | | | 9 | 15 | 9 | |
| Lane Util. Factor | 1.00 | 0.95 | 0.95 | 1.00 | 0.97 | 1.00 | |
| Frt Protected | | | | 0.850 | | 0.850 | |
| Flt Protected | 0.950 | | | | 0.950 | | |
| Satd. Flow (prot) | 1752 | 3505 | 3505 | 1568 | 3400 | 1568 | |
| Frt Perm. | | | | 0.850 | | 0.850 | |
| Flt Perm. | 0.462 | | | | 0.950 | | |
| Satd. Flow (perm) | 852 | 3505 | 3505 | 1568 | 3400 | 1568 | |
| Right Turn on Red | | | | Yes | | Yes | |
| Satd. Flow (RTOR) | | | | 1079 | | 87 | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Volume (vph) | 258 | 560 | 401 | 971 | 962 | 78 | |
| Confl. Peds. (#/hr) | | | | | | | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% | |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | |
| Parking (#/hr) | | | | | | | |
| Mid-Block Traffic (%) | | 0% | 0% | | 0% | | |
| Adj. Flow (vph) | 287 | 622 | 446 | 1079 | 1069 | 87 | |
| Lane Group Flow (vph) | 287 | 622 | 446 | 1079 | 1069 | 87 | |
| Turn Type | Perm | | | Perm | | Perm | |
| Protected Phases | | 4 | 8 | | 1 | | 6 |
| Permitted Phases | 4 | | | 8 | 6 | 1 | |
| Detector Phases | 4 | 4 | 8 | 8 | 1 | 1 | |
| Minimum Initial (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Minimum Split (s) | 20.0 | 20.0 | 20.0 | 20.0 | 8.0 | 8.0 | 20.0 |
| Total Split (s) | 52.0 | 52.0 | 52.0 | 52.0 | 38.0 | 38.0 | 38.0 |
| Total Split (%) | 58% | 58% | 58% | 58% | 42% | 42% | 42% |
| Maximum Green (s) | 48.0 | 48.0 | 48.0 | 48.0 | 34.0 | 34.0 | 34.0 |
| Yellow Time (s) | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 |
| All-Red Time (s) | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 |
| Lead/Lag | | | | | | | |
| Lead-Lag Optimize? | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Minimum Gap (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Time Before Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Time To Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Recall Mode | Max | Max | Max | Max | Max | Max | Max |

**Lanes, Volumes, Timings**

| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR | ø6 |
|---|---|---|---|---|---|---|---|
| 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 |
| Lane Grp Cap (vph) | 464 | 1908 | 1908 | 1345 | 1322 | 663 | |
| v/s Ratio Prot | | 0.18 | 0.13 | | 0.31 | | |
| v/s Ratio Perm | 0.34 | | | 0.44 | | 0.05 | |
| Critical LG? | | | | Yes | Yes | | |
| Act Effct Green (s) | 49.0 | 49.0 | 49.0 | 49.0 | 35.0 | 35.0 | |
| Actuated g/C Ratio | 0.54 | 0.54 | 0.54 | 0.54 | 0.39 | 0.39 | |
| v/c Ratio | 0.62 | 0.33 | 0.23 | 0.80 | 0.81 | 0.13 | |
| Uniform Delay, d1 | 14.1 | 11.3 | 10.7 | 0.0 | 24.5 | 0.0 | |
| Platoon Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Incr. Delay, d2 | 6.1 | 0.5 | 0.3 | 5.1 | 5.4 | 0.4 | |
| Webster Delay | 20.2 | 11.8 | 11.0 | 5.1 | 29.9 | 0.4 | |
| Webster LOS | C | B | B | A | C | A | |
| Queue Length 50th (ft) | 105 | 96 | 65 | 0 | 273 | 0 | |
| Queue Length 95th (ft) | 199 | 131 | 92 | 56 | 355 | 27 | |
| Link Length (ft) | | 4272 | 5936 | | 3959 | | |
| 50th Up Block Time (%) | | | | | | | |
| 95th Up Block Time (%) | | | | | | | |
| Turn Bay Length (ft) | | | | | | | |
| 50th Bay Block Time % | | | | | | | |
| 95th Bay Block Time % | | | | | | | |
| Queuing Penalty (veh) | | | | | | | |

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2: and 6:SBL, Start of Green
Natural Cycle: 40
Control Type: Pretimed
Total Lost Time: 6
Sum of Critical v/s Ratios: 0.77
Intersection v/c Ratio: 0.82
Intersection Webster Signal Delay: 15.5
Intersection LOS: B

**Splits and Phases: 3: Imperial Highway & Pershing**



## Lanes, Volumes, Timings

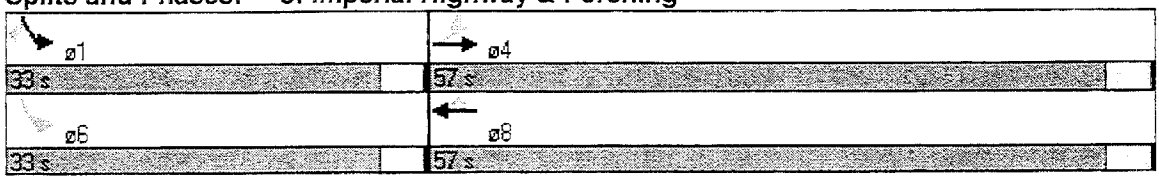
| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR | ø6 |
|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | |
| Grade (%) | | 0% | 0% | | 0% | | |
| Storage Length (ft) | 0 | | | 0 | 0 | 0 | |
| Storage Lanes | 1 | | | 1 | 2 | 1 | |
| Total Lost Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | |
| Leading Detector (ft) | 50 | 50 | 50 | 50 | 50 | 50 | |
| Trailing Detector (ft) | 0 | 0 | 0 | 0 | 0 | 0 | |
| Turning Speed (mph) | 15 | | | 9 | 15 | 9 | |
| Lane Util. Factor | 1.00 | 0.95 | 0.95 | 1.00 | 0.97 | 1.00 | |
| Frt Protected | | | | 0.850 | | 0.850 | |
| Flt Protected | 0.950 | | | | 0.950 | | |
| Satd. Flow (prot) | 1752 | 3505 | 3505 | 1568 | 3400 | 1568 | |
| Frt Perm. | | | | 0.850 | | 0.850 | |
| Flt Perm. | 0.442 | | | | 0.950 | | |
| Satd. Flow (perm) | 815 | 3505 | 3505 | 1568 | 3400 | 1568 | |
| Right Turn on Red | | | | Yes | | Yes | |
| Satd. Flow (RTOR) | | | | 806 | | 252 | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Volume (vph) | 132 | 403 | 448 | 725 | 631 | 227 | |
| Confl. Peds. (#/hr) | | | | | | | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% | |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | |
| Parking (#/hr) | | | | | | | |
| Mid-Block Traffic (%) | | 0% | 0% | | 0% | | |
| Adj. Flow (vph) | 147 | 448 | 498 | 806 | 701 | 252 | |
| Lane Group Flow (vph) | 147 | 448 | 498 | 806 | 701 | 252 | |
| Turn Type | Perm | | | Perm | | Perm | |
| Protected Phases | | 4 | 8 | | 1 | | 6 |
| Permitted Phases | 4 | | | 8 | 6 | 1 | |
| Detector Phases | 4 | 4 | 8 | 8 | 1 | 1 | |
| Minimum Initial (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Minimum Split (s) | 20.0 | 20.0 | 20.0 | 20.0 | 8.0 | 8.0 | 20.0 |
| Total Split (s) | 57.0 | 57.0 | 57.0 | 57.0 | 33.0 | 33.0 | 33.0 |
| Total Split (%) | 63% | 63% | 63% | 63% | 37% | 37% | 37% |
| Maximum Green (s) | 53.0 | 53.0 | 53.0 | 53.0 | 29.0 | 29.0 | 29.0 |
| Yellow Time (s) | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 |
| All-Red Time (s) | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 |
| Lead/Lag | | | | | | | |
| Lead-Lag Optimize? | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Minimum Gap (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Time Before Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Time To Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Recall Mode | Max | Max | Max | Max | Max | Max | Max |

## Lanes, Volumes, Timings

| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR | ø6 |
|---|---|---|---|---|---|---|---|
| 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 |
| Lane Grp Cap (vph) | 489 | 2103 | 2103 | 1263 | 1133 | 691 | |
| v/s Ratio Prot | | 0.13 | 0.14 | | 0.21 | | |
| v/s Ratio Perm | 0.18 | | | 0.38 | | 0.12 | |
| Critical LG? | | | | Yes | Yes | | |
| Act Effct Green (s) | 54.0 | 54.0 | 54.0 | 54.0 | 30.0 | 30.0 | |
| Actuated g/C Ratio | 0.60 | 0.60 | 0.60 | 0.60 | 0.33 | 0.33 | |
| v/c Ratio | 0.30 | 0.21 | 0.24 | 0.64 | 0.62 | 0.36 | |
| Uniform Delay, d1 | 8.8 | 8.2 | 8.4 | 0.0 | 25.2 | 0.0 | |
| Platoon Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Incr. Delay, d2 | 1.6 | 0.2 | 0.3 | 2.5 | 2.5 | 1.5 | |
| Webster Delay | 10.4 | 8.5 | 8.6 | 2.5 | 27.7 | 1.5 | |
| Webster LOS | B | A | A | A | C | A | |
| Queue Length 50th (ft) | 37 | 56 | 63 | 0 | 170 | 0 | |
| Queue Length 95th (ft) | 73 | 79 | 88 | 44 | 228 | 48 | |
| Link Length (ft) | | 4272 | 5936 | | 3959 | | |
| 50th Up Block Time (%) | | | | | | | |
| 95th Up Block Time (%) | | | | | | | |
| Turn Bay Length (ft) | | | | | | | |
| 50th Bay Block Time % | | | | | | | |
| 95th Bay Block Time % | | | | | | | |
| Queuing Penalty (veh) | | | | | | | |

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2: and 6:SBL, Start of Green
Natural Cycle: 45
Control Type: Pretimed
Total Lost Time: 6
Sum of Critical v/s Ratios: 0.60
Intersection v/c Ratio: 0.64
Intersection Webster Signal Delay: 11.0
Intersection LOS: B

**Splits and Phases: 3: Imperial Highway & Pershing**



## Lanes, Volumes, Timings

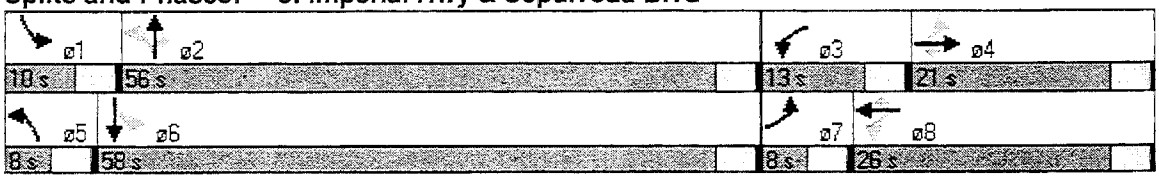
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 2 | | 1 | 2 | | 1 | 2 | | 1 | 2 | | 0 |
| Total Lost Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Leading Detector (ft) | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | |
| Trailing Detector (ft) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Lane Util. Factor | 0.97 | 0.91 | 1.00 | 0.97 | 0.91 | 1.00 | 0.97 | 0.91 | 1.00 | 0.97 | 0.86 | 0.86 |
| Frt Protected | | | 0.850 | | | 0.850 | | | 0.850 | | 0.998 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 3400 | 5036 | 1568 | 3400 | 5036 | 1568 | 3400 | 5036 | 1568 | 3400 | 6333 | 0 |
| Frt Perm. | | | 0.850 | | | 0.850 | | | 0.850 | | 0.998 | |
| Flt Perm. | 0.424 | | | 0.283 | | | 0.075 | | | 0.073 | | |
| Satd. Flow (perm) | 1517 | 5036 | 1568 | 1013 | 5036 | 1568 | 268 | 5036 | 1568 | 261 | 6333 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 77 | | | 74 | | | 239 | | 3 | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Volume (vph) | 328 | 385 | 123 | 290 | 466 | 428 | 66 | 2717 | 776 | 397 | 2535 | 26 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Adj. Flow (vph) | 364 | 428 | 137 | 322 | 518 | 476 | 73 | 3019 | 862 | 441 | 2817 | 29 |
| Lane Group Flow (vph) | 364 | 428 | 137 | 322 | 518 | 476 | 73 | 3019 | 862 | 441 | 2846 | 0 |
| Turn Type | Pm+Pt | | Perm | Pm+Pt | | Perm | Pm+Pt | | Perm | Pm+Pt | | |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | 4 | 8 | | 8 | 2 | | 2 | 6 | | |
| Detector Phases | 7 | 4 | 4 | 3 | 8 | 8 | 5 | 2 | 2 | 1 | 6 | |
| Minimum Initial (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | |
| Minimum Split (s) | 8.0 | 20.0 | 20.0 | 8.0 | 20.0 | 20.0 | 8.0 | 20.0 | 20.0 | 8.0 | 20.0 | |
| Total Split (s) | 8.0 | 21.0 | 21.0 | 13.0 | 26.0 | 26.0 | 8.0 | 56.0 | 56.0 | 10.0 | 58.0 | 0.0 |
| Total Split (%) | 8% | 21% | 21% | 13% | 26% | 26% | 8% | 56% | 56% | 10% | 58% | 0% |
| Maximum Green (s) | 4.0 | 17.0 | 17.0 | 9.0 | 22.0 | 22.0 | 4.0 | 52.0 | 52.0 | 6.0 | 54.0 | |
| Yellow Time (s) | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | |
| All-Red Time (s) | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | Lag | Lead | Lag | Lag | Lead | Lag | |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | |
| Minimum Gap (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | |
| Time Before Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Time To Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Recall Mode | Max | Max | Max | Max | Max | Max | Max | Max | Max | Max | Max | |

## Lanes, Volumes, Timings

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Walk Time (s) | | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | |
| Flash Dont Walk (s) | | 11.0 | 11.0 | | 11.0 | 11.0 | | 11.0 | 11.0 | | 11.0 | |
| Pedestrian Calls (#/hr) | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | |
| Lane Grp Cap (vph) | 443 | 906 | 345 | 553 | 1158 | 418 | 312 | 2669 | 943 | 382 | 3485 | |
| v/s Ratio Prot | 0.04 | 0.08 | | 0.06 | 0.10 | | 0.01 | 0.60 | | 0.08 | 0.45 | |
| v/s Ratio Perm | 0.15 | | 0.07 | 0.12 | | 0.26 | 0.12 | | 0.48 | 0.64 | | |
| Critical LG? | Yes | | | | | Yes | | | | Yes | | |
| Act Effct Green (s) | 23.0 | 18.0 | 18.0 | 31.0 | 23.0 | 23.0 | 58.0 | 53.0 | 53.0 | 62.0 | 55.0 | |
| Actuated g/C Ratio | 0.23 | 0.18 | 0.18 | 0.31 | 0.23 | 0.23 | 0.58 | 0.53 | 0.53 | 0.62 | 0.55 | |
| v/c Ratio | 0.82 | 0.47 | 0.40 | 0.58 | 0.45 | 1.14 | 0.23 | 1.13 | 0.91 | 1.15 | 0.82 | |
| Uniform Delay, d1 | 30.7 | 36.7 | 15.3 | 26.3 | 33.0 | 31.7 | 7.2 | 23.5 | 15.0 | 21.0 | 18.3 | |
| Platoon Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Incr. Delay, d2 | 15.7 | 1.8 | 3.4 | 4.4 | 1.3 | 87.6 | 1.8 | 64.3 | 14.7 | 95.2 | 2.2 | |
| Webster Delay | 46.3 | 38.5 | 18.7 | 30.7 | 34.3 | 119.3 | 8.9 | 87.8 | 29.7 | 116.2 | 20.6 | |
| Webster LOS | D | D | B | C | C | F | A | F | C | F | C | |
| Queue Length 50th (ft) | 91 | 90 | 33 | 80 | 104 | ~318 | 8 | ~823 | 348 | ~121 | 401 | |
| Queue Length 95th (ft) | #152 | 123 | 90 | 117 | 139 | #517 | 16 | #913 | #683 | #221 | 452 | |
| Link Length (ft) | | 4272 | | | 5936 | | | 3513 | | | 3959 | |
| 50th Up Block Time (%) | | | | | | | | | | | | |
| 95th Up Block Time (%) | | | | | | | | | | | | |
| Turn Bay Length (ft) | | | | | | | | | | | | |
| 50th Bay Block Time % | | | | | | | | | | | | |
| 95th Bay Block Time % | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 130
Control Type: Pretimed
Total Lost Time: 12
Sum of Critical v/s Ratios: 1.02
Intersection v/c Ratio: 1.16
Intersection Webster Signal Delay: 55.0
Intersection LOS: D
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

**Splits and Phases: 3: Imperial Hwy & Sepulveda Blvd**



## Lanes, Volumes, Timings

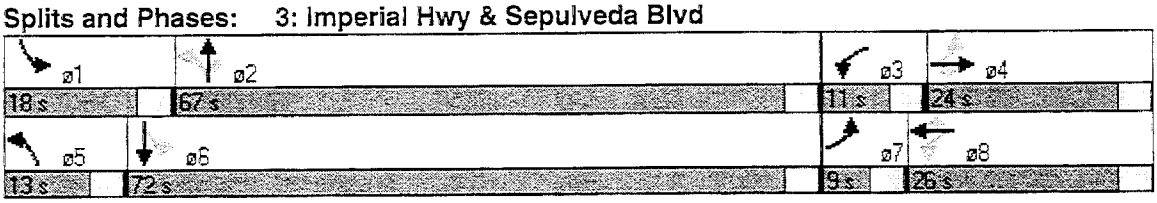
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 2 | | 1 | 2 | | 1 | 2 | | 1 | 2 | | 0 |
| Total Lost Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Leading Detector (ft) | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | |
| Trailing Detector (ft) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Lane Util. Factor | 0.97 | 0.91 | 1.00 | 0.97 | 0.91 | 1.00 | 0.97 | 0.91 | 1.00 | 0.97 | 0.86 | 0.86 |
| Frt Protected | | | 0.850 | | | 0.850 | | | 0.850 | | 0.998 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 3400 | 5036 | 1568 | 3400 | 5036 | 1568 | 3400 | 5036 | 1568 | 3400 | 6333 | 0 |
| Frt Perm. | | | 0.850 | | | 0.850 | | | 0.850 | | 0.998 | |
| Flt Perm. | 0.336 | | | 0.174 | | | 0.062 | | | 0.058 | | |
| Satd. Flow (perm) | 1202 | 5036 | 1568 | 623 | 5036 | 1568 | 222 | 5036 | 1568 | 208 | 6333 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 127 | | | 140 | | | 158 | | 3 | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Volume (vph) | 385 | 626 | 159 | 247 | 442 | 473 | 269 | 2955 | 1200 | 731 | 2733 | 38 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Adj. Flow (vph) | 428 | 696 | 177 | 274 | 491 | 526 | 299 | 3283 | 1333 | 812 | 3037 | 42 |
| Lane Group Flow (vph) | 428 | 696 | 177 | 274 | 491 | 526 | 299 | 3283 | 1333 | 812 | 3079 | 0 |
| Turn Type | Pm+Pt | | Perm | Pm+Pt | | Perm | Pm+Pt | | Perm | Pm+Pt | | |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | 4 | 8 | | 8 | 2 | | 2 | 6 | | |
| Detector Phases | 7 | 4 | 4 | 3 | 8 | 8 | 5 | 2 | 2 | 1 | 6 | |
| Minimum Initial (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | |
| Minimum Split (s) | 8.0 | 20.0 | 20.0 | 8.0 | 20.0 | 20.0 | 8.0 | 20.0 | 20.0 | 8.0 | 20.0 | |
| Total Split (s) | 9.0 | 24.0 | 24.0 | 11.0 | 26.0 | 26.0 | 13.0 | 67.0 | 67.0 | 18.0 | 72.0 | 0.0 |
| Total Split (%) | 8% | 20% | 20% | 9% | 22% | 22% | 11% | 56% | 56% | 15% | 60% | 0% |
| Maximum Green (s) | 5.0 | 20.0 | 20.0 | 7.0 | 22.0 | 22.0 | 9.0 | 63.0 | 63.0 | 14.0 | 68.0 | |
| Yellow Time (s) | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | |
| All-Red Time (s) | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | Lag | Lead | Lag | Lag | Lead | Lag | |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | |
| Minimum Gap (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | |
| Time Before Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Time To Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Recall Mode | Max | Max | Max | Max | Max | Max | Max | Max | Max | Max | Max | |

## Lanes, Volumes, Timings

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Walk Time (s) | | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | |
| Flash Dont Walk (s) | | 11.0 | 11.0 | | 11.0 | 11.0 | | 11.0 | 11.0 | | 11.0 | |
| Pedestrian Calls (#/hr) | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | |
| Lane Grp Cap (vph) | 380 | 881 | 379 | 346 | 965 | 414 | 402 | 2686 | 910 | 541 | 3643 | |
| v/s Ratio Prot | 0.06 | 0.14 | | 0.05 | 0.10 | | 0.06 | 0.65 | | 0.19 | 0.49 | |
| v/s Ratio Perm | 0.20 | | 0.08 | 0.15 | | 0.24 | 0.40 | | 0.78 | 0.84 | | |
| Critical LG? | Yes | | | Yes | | Yes | | | | Yes | | |
| Act Effct Green (s) | 27.0 | 21.0 | 21.0 | 31.0 | 23.0 | 23.0 | 74.0 | 64.0 | 64.0 | 82.0 | 69.0 | |
| Actuated g/C Ratio | 0.23 | 0.18 | 0.18 | 0.26 | 0.19 | 0.19 | 0.62 | 0.53 | 0.53 | 0.68 | 0.58 | |
| v/c Ratio | 1.13 | 0.79 | 0.47 | 0.79 | 0.51 | 1.27 | 0.74 | 1.22 | 1.46 | 1.50 | 0.85 | |
| Uniform Delay, d1 | 41.2 | 47.4 | 11.9 | 35.1 | 43.4 | 32.1 | 24.3 | 28.0 | 23.1 | 35.5 | 21.1 | |
| Platoon Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Incr. Delay, d2 | 85.1 | 7.1 | 4.1 | 16.8 | 1.9 | 139.6 | 11.8 | 103.6 | 215.2 | 235.0 | 2.6 | |
| Webster Delay | 126.3 | 54.5 | 16.0 | 51.9 | 45.3 | 171.7 | 36.1 | 131.6 | 238.4 | 270.5 | 23.7 | |
| Webster LOS | F | D | B | D | D | F | D | F | F | F | C | |
| Queue Length 50th (ft) | ~165 | 191 | 33 | 87 | 126 | ~423 | 66 | ~1145 | ~1386 | ~403 | 381 | |
| Queue Length 95th (ft) | #276 | 238 | 103 | #141 | 164 | #643 | #123 | #1225 | #1653 | #530 | 416 | |
| Link Length (ft) | | 4272 | | | 5936 | | | 3513 | | | 3959 | |
| 50th Up Block Time (%) | | | | | | | | | | | | |
| 95th Up Block Time (%) | | | | | | | | | | | | |
| Turn Bay Length (ft) | | | | | | | | | | | | |
| 50th Bay Block Time % | | | | | | | | | | | | |
| 95th Bay Block Time % | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 16 (13%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 130
Control Type: Pretimed
Total Lost Time: 9
Sum of Critical v/s Ratios: 1.33
Intersection v/c Ratio: 1.44
Intersection Webster Signal Delay: 111.8
Intersection LOS: F
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

**Splits and Phases: 3: Imperial Hwy & Sepulveda Blvd**



## Lanes, Volumes, Timings

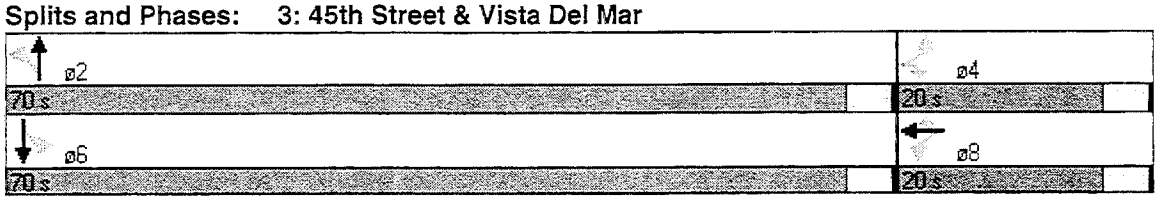
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 0 | | 0 | 0 | | 0 |
| Total Lost Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Leading Detector (ft) | 50 | | 50 | 50 | 50 | 50 | 50 | 50 | | 50 | 50 | |
| Trailing Detector (ft) | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 | 0.95 |
| Frt Protected | | | 0.850 | | | 0.850 | | | | | 0.989 | |
| Flt Protected | 0.950 | | | 0.950 | | | | 0.998 | | | | |
| Satd. Flow (prot) | 1752 | 0 | 1568 | 1752 | 1845 | 1568 | 0 | 3498 | 0 | 0 | 3466 | 0 |
| Frt Perm. | | | 0.850 | | | 0.850 | | | | | 0.989 | |
| Flt Perm. | 0.755 | | | 0.950 | | | | 0.864 | | | 0.951 | |
| Satd. Flow (perm) | 1393 | 0 | 1568 | 1752 | 1845 | 1568 | 0 | 3028 | 0 | 0 | 3296 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 13 | | | 20 | | | | | 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 |
| Volume (vph) | 132 | 0 | 12 | 26 | 4 | 20 | 80 | 1963 | 0 | 2 | 687 | 54 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Adj. Flow (vph) | 147 | 0 | 13 | 29 | 4 | 22 | 89 | 2181 | 0 | 2 | 763 | 60 |
| Lane Group Flow (vph) | 147 | 0 | 13 | 29 | 4 | 22 | 0 | 2270 | 0 | 0 | 825 | 0 |
| Turn Type | Custom | | Custom | Perm | | Perm | Perm | | | Perm | | |
| Protected Phases | | | | | 8 | | | 2 | | | 6 | |
| Permitted Phases | 4 | | 4 | 8 | | 8 | 2 | | | 6 | | |
| Detector Phases | 4 | | 4 | 8 | 8 | 8 | 2 | 2 | | 6 | 6 | |
| Minimum Initial (s) | 4.0 | | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | 4.0 | 4.0 | |
| Minimum Split (s) | 20.0 | | 20.0 | 20.0 | 20.0 | 20.0 | 20.0 | 20.0 | | 20.0 | 20.0 | |
| Total Split (s) | 20.0 | 0.0 | 20.0 | 20.0 | 20.0 | 20.0 | 70.0 | 70.0 | 0.0 | 70.0 | 70.0 | 0.0 |
| Total Split (%) | 22% | 0% | 22% | 22% | 22% | 22% | 78% | 78% | 0% | 78% | 78% | 0% |
| Maximum Green (s) | 16.0 | | 16.0 | 16.0 | 16.0 | 16.0 | 66.0 | 66.0 | | 66.0 | 66.0 | |
| Yellow Time (s) | 3.5 | | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | | 3.5 | 3.5 | |
| All-Red Time (s) | 0.5 | | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | | 0.5 | 0.5 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Minimum Gap (s) | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Time Before Reduce (s) | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Time To Reduce (s) | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Recall Mode | Max | | Max | Max | Max | Max | Max | Max | | Max | Max | |

## Lanes, Volumes, Timings

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | |
| Lane Grp Cap (vph) | 263 | | 307 | 331 | 349 | 312 | | 2254 | | | 2460 | |
| v/s Ratio Prot | | | | | 0.00 | | | | | | | |
| v/s Ratio Perm | 0.11 | | 0.01 | 0.02 | | 0.01 | | 0.75 | | | 0.25 | |
| Critical LG? | Yes | | | | | | | Yes | | | | |
| Act Effct Green (s) | 17.0 | | 17.0 | 17.0 | 17.0 | 17.0 | | 67.0 | | | 67.0 | |
| Actuated g/C Ratio | 0.19 | | 0.19 | 0.19 | 0.19 | 0.19 | | 0.74 | | | 0.74 | |
| v/c Ratio | 0.56 | | 0.04 | 0.09 | 0.01 | 0.07 | | 1.01 | | | 0.34 | |
| Uniform Delay, d1 | 33.1 | | 0.0 | 30.1 | 29.8 | 2.7 | | 11.5 | | | 3.8 | |
| Platoon Factor | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | | | 1.00 | |
| Incr. Delay, d2 | 8.3 | | 0.3 | 0.5 | 0.1 | 0.4 | | 20.7 | | | 0.4 | |
| Webster Delay | 41.4 | | 0.3 | 30.6 | 29.8 | 3.1 | | 32.2 | | | 4.1 | |
| Webster LOS | D | | A | C | C | A | | C | | | A | |
| Queue Length 50th (ft) | 77 | | 0 | 14 | 2 | 1 | | ~582 | | | 56 | |
| Queue Length 95th (ft) | 139 | | 16 | 37 | 11 | 21 | | #856 | | | 74 | |
| Link Length (ft) | | 4272 | | | 5936 | | | 3513 | | | 3959 | |
| 50th Up Block Time (%) | | | | | | | | | | | | |
| 95th Up Block Time (%) | | | | | | | | | | | | |
| Turn Bay Length (ft) | | | | | | | | | | | | |
| 50th Bay Block Time % | | | | | | | | | | | | |
| 95th Bay Block Time % | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 90
Control Type: Pretimed
Total Lost Time: 6
Sum of Critical v/s Ratios: 0.86
Intersection v/c Ratio: 0.92
Intersection Webster Signal Delay: 25.3
Intersection LOS: C
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

**Splits and Phases: 3: 45th Street & Vista Del Mar**



## Lanes, Volumes, Timings

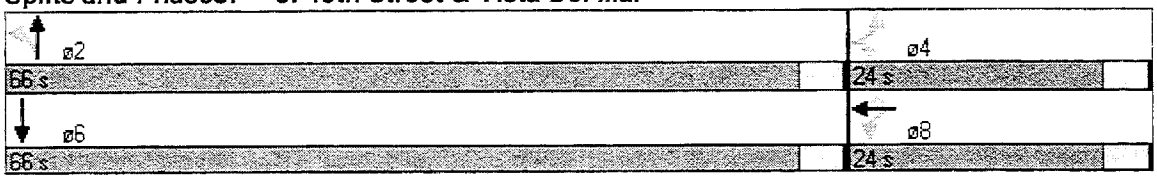
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 0 | | 0 | 0 | | 0 |
| Total Lost Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Leading Detector (ft) | 50 | | 50 | 50 | 50 | 50 | 50 | 50 | | | 50 | |
| Trailing Detector (ft) | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 0.95 | 0.95 |
| Frt Protected | | | 0.850 | | | 0.850 | | | | | 0.993 | |
| Flt Protected | 0.950 | | | 0.950 | | | | 0.999 | | | | |
| Satd. Flow (prot) | 1752 | 0 | 1568 | 1752 | 1845 | 1568 | 0 | 3501 | 0 | 0 | 3480 | 0 |
| Frt Perm. | | | 0.850 | | | 0.850 | | | | | 0.993 | |
| Flt Perm. | 0.753 | | | 0.950 | | | | 0.850 | | | | |
| Satd. Flow (perm) | 1389 | 0 | 1568 | 1752 | 1845 | 1568 | 0 | 2979 | 0 | 0 | 3480 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 33 | | | 11 | | | | | 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 |
| Volume (vph) | 58 | 0 | 30 | 4 | 6 | 10 | 24 | 932 | 0 | 0 | 1616 | 78 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Adj. Flow (vph) | 64 | 0 | 33 | 4 | 7 | 11 | 27 | 1036 | 0 | 0 | 1796 | 87 |
| Lane Group Flow (vph) | 64 | 0 | 33 | 4 | 7 | 11 | 0 | 1063 | 0 | 0 | 1883 | 0 |
| Turn Type | Custom | | Custom | Perm | | Perm | Perm | | | | | |
| Protected Phases | | | | | 8 | | | 2 | | | 6 | |
| Permitted Phases | 4 | | 4 | 8 | | 8 | 2 | | | | | |
| Detector Phases | 4 | | 4 | 8 | 8 | 8 | 2 | 2 | | | 6 | |
| Minimum Initial (s) | 4.0 | | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | | 4.0 | |
| Minimum Split (s) | 20.0 | | 20.0 | 20.0 | 20.0 | 20.0 | 20.0 | 20.0 | | | 20.0 | |
| Total Split (s) | 24.0 | 0.0 | 24.0 | 24.0 | 24.0 | 24.0 | 66.0 | 66.0 | 0.0 | 0.0 | 66.0 | 0.0 |
| Total Split (%) | 27% | 0% | 27% | 27% | 27% | 27% | 73% | 73% | 0% | 0% | 73% | 0% |
| Maximum Green (s) | 20.0 | | 20.0 | 20.0 | 20.0 | 20.0 | 62.0 | 62.0 | | | 62.0 | |
| Yellow Time (s) | 3.5 | | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | | | 3.5 | |
| All-Red Time (s) | 0.5 | | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | | | 0.5 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | | 3.0 | |
| Minimum Gap (s) | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | | 3.0 | |
| Time Before Reduce (s) | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | 0.0 | |
| Time To Reduce (s) | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | 0.0 | |
| Recall Mode | Max | | Max | Max | Max | Max | Max | Max | | | Max | |

## Lanes, Volumes, Timings

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | |
| Lane Grp Cap (vph) | 324 | | 391 | 409 | 431 | 374 | | 2085 | | | 2440 | |
| v/s Ratio Prot | | | | | 0.00 | | | | | | 0.54 | |
| v/s Ratio Perm | 0.05 | | 0.02 | 0.00 | | 0.01 | | 0.36 | | | | |
| Critical LG? | Yes | | | | | | | | | | Yes | |
| Act Effct Green (s) | 21.0 | | 21.0 | 21.0 | 21.0 | 21.0 | | 63.0 | | | 63.0 | |
| Actuated g/C Ratio | 0.23 | | 0.23 | 0.23 | 0.23 | 0.23 | | 0.70 | | | 0.70 | |
| v/c Ratio | 0.20 | | 0.08 | 0.01 | 0.02 | 0.03 | | 0.51 | | | 0.77 | |
| Uniform Delay, d1 | 27.7 | | 0.0 | 26.5 | 26.6 | 0.0 | | 6.3 | | | 8.7 | |
| Platoon Factor | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | | | 1.00 | |
| Incr. Delay, d2 | 1.4 | | 0.4 | 0.0 | 0.1 | 0.1 | | 0.9 | | | 2.4 | |
| Webster Delay | 29.1 | | 0.4 | 26.5 | 26.6 | 0.1 | | 7.2 | | | 11.2 | |
| Webster LOS | C | | A | C | C | A | | A | | | B | |
| Queue Length 50th (ft) | 29 | | 0 | 2 | 3 | 0 | | 126 | | | 275 | |
| Queue Length 95th (ft) | 64 | | 23 | 10 | 14 | 13 | | 167 | | | 355 | |
| Link Length (ft) | | 4272 | | | 5936 | | | 3513 | | | 3959 | |
| 50th Up Block Time (%) | | | | | | | | | | | | |
| 95th Up Block Time (%) | | | | | | | | | | | | |
| Turn Bay Length (ft) | | | | | | | | | | | | |
| 50th Bay Block Time % | | | | | | | | | | | | |
| 95th Bay Block Time % | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle: 60
Control Type: Pretimed
Total Lost Time: 6
Sum of Critical v/s Ratios: 0.59
Intersection v/c Ratio: 0.63
Intersection Webster Signal Delay: 10.1
Intersection LOS: B

**Splits and Phases: 3: 45th Street & Vista Del Mar**



## Lanes, Volumes, Timings

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 0 | | 0 | 0 | | 1 | 1 | | 0 | 0 | | 0 |
| Total Lost Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Leading Detector (ft) | 50 | 50 | | 50 | 50 | 50 | 50 | 50 | | 50 | 50 | |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 0.91 | 0.91 | 0.91 |
| Frt Protected | | 0.779 | | | | 0.850 | | 0.987 | | | 0.999 | |
| Flt Protected | | 0.997 | | | 0.954 | | 0.950 | | | | 0.993 | |
| Satd. Flow (prot) | 0 | 1433 | 0 | 0 | 1760 | 1568 | 1752 | 3459 | 0 | 0 | 4996 | 0 |
| Frt Perm. | | 0.779 | | | | 0.850 | | 0.987 | | | 0.999 | |
| Flt Perm. | | 0.986 | | | 0.735 | | 0.428 | | | | 0.660 | |
| Satd. Flow (perm) | 0 | 1417 | 0 | 0 | 1356 | 1568 | 790 | 3459 | 0 | 0 | 3320 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 42 | | | | 14 | | 30 | | | 2 | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Volume (vph) | 3 | 2 | 38 | 104 | 4 | 112 | 2 | 2209 | 203 | 75 | 434 | 2 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Adj. Flow (vph) | 3 | 2 | 42 | 116 | 4 | 124 | 2 | 2454 | 226 | 83 | 482 | 2 |
| Lane Group Flow (vph) | 0 | 47 | 0 | 0 | 120 | 124 | 2 | 2680 | 0 | 0 | 567 | 0 |
| Turn Type | Perm | | | Perm | | Perm | Perm | | | Perm | | |
| Protected Phases | | 4 | | | 8 | | | 2 | | | 6 | |
| Permitted Phases | 4 | | | 8 | | 8 | 2 | | | 6 | | |
| Detector Phases | 4 | 4 | | 8 | 8 | 8 | 2 | 2 | | 6 | 6 | |
| Minimum Initial (s) | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | 4.0 | 4.0 | |
| Minimum Split (s) | 20.0 | 20.0 | | 20.0 | 20.0 | 20.0 | 20.0 | 20.0 | | 20.0 | 20.0 | |
| Total Split (s) | 20.0 | 20.0 | 0.0 | 20.0 | 20.0 | 20.0 | 80.0 | 80.0 | 0.0 | 80.0 | 80.0 | 0.0 |
| Total Split (%) | 20% | 20% | 0% | 20% | 20% | 20% | 80% | 80% | 0% | 80% | 80% | 0% |
| Maximum Green (s) | 16.0 | 16.0 | | 16.0 | 16.0 | 16.0 | 76.0 | 76.0 | | 76.0 | 76.0 | |
| Yellow Time (s) | 3.5 | 3.5 | | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | | 3.5 | 3.5 | |
| All-Red Time (s) | 0.5 | 0.5 | | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | | 0.5 | 0.5 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Minimum Gap (s) | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Time Before Reduce (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Time To Reduce (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Recall Mode | Max | Max | | Max | Max | Max | Max | Max | | Max | Max | |

## Lanes, Volumes, Timings

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | |
| Lane Grp Cap (vph) | | 276 | | | 231 | 278 | 608 | 2670 | | | 2557 | |
| v/s Ratio Prot | | | | | | | | 0.77 | | | | |
| v/s Ratio Perm | | 0.03 | | | 0.09 | 0.08 | 0.00 | | | | 0.17 | |
| Critical LG? | | | | | Yes | | | Yes | | | | |
| Act Effct Green (s) | | 17.0 | | | 17.0 | 17.0 | 77.0 | 77.0 | | | 77.0 | |
| Actuated g/C Ratio | | 0.17 | | | 0.17 | 0.17 | 0.77 | 0.77 | | | 0.77 | |
| v/c Ratio | | 0.17 | | | 0.52 | 0.45 | 0.00 | 1.00 | | | 1.12dl | |
| Uniform Delay, d1 | | 3.7 | | | 37.8 | 32.9 | 2.5 | 11.4 | | | 3.2 | |
| Platoon Factor | | 1.00 | | | 1.00 | 1.00 | 1.00 | 1.00 | | | 1.00 | |
| Incr. Delay, d2 | | 1.3 | | | 8.1 | 5.1 | 0.0 | 18.3 | | | 0.2 | |
| Webster Delay | | 5.0 | | | 45.9 | 38.0 | 2.5 | 29.7 | | | 3.4 | |
| Webster LOS | | A | | | D | D | A | C | | | A | |
| Queue Length 50th (ft) | | 3 | | | 70 | 63 | 0 | ~639 | | | 25 | |
| Queue Length 95th (ft) | | 35 | | | 129 | 121 | 2 | #1079 | | | 34 | |
| Link Length (ft) | | 4272 | | | 5936 | | | 3513 | | | 3959 | |
| 50th Up Block Time (%) | | | | | | | | | | | | |
| 95th Up Block Time (%) | | | | | | | | | | | | |
| Turn Bay Length (ft) | | | | | | | | | | | | |
| 50th Bay Block Time % | | | | | | | | | | | | |
| 95th Bay Block Time % | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |

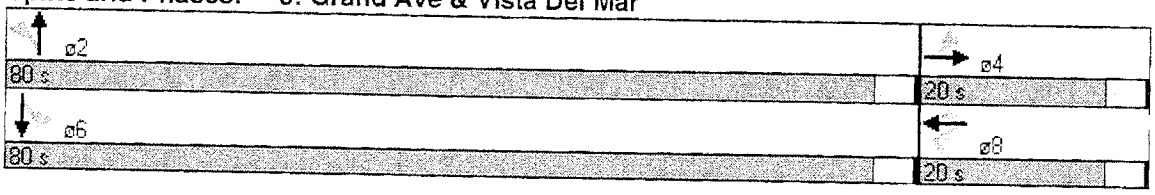
Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 100
Control Type: Pretimed
Total Lost Time: 6
Sum of Critical v/s Ratios: 0.86
Intersection v/c Ratio: 0.92
Intersection Webster Signal Delay: 26.0
Intersection LOS: C

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

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

dl Defacto Left Lane. Recode with 1 though lane as a left lane.

**Splits and Phases: 3: Grand Ave & Vista Del Mar**



## Lanes, Volumes, Timings

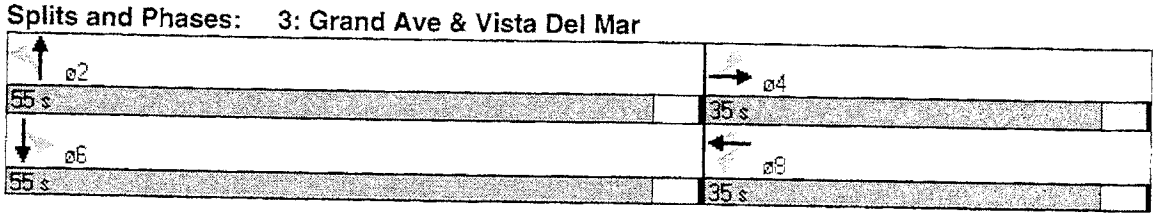
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 0 | | 0 | 0 | | 1 | 1 | | 0 | 0 | | 0 |
| Total Lost Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Leading Detector (ft) | 50 | 50 | | 50 | 50 | 50 | 50 | 50 | | 50 | 50 | |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 0.91 | 0.91 | 0.91 |
| Frt Protected | | 0.875 | | | | 0.850 | | 0.972 | | | 0.999 | |
| Flt Protected | | 0.982 | | | 0.953 | | | | | | 0.996 | |
| Satd. Flow (prot) | 0 | 1585 | 0 | 0 | 1758 | 1568 | 1845 | 3407 | 0 | 0 | 5011 | 0 |
| Frt Perm. | | 0.875 | | | | 0.850 | | 0.972 | | | 0.999 | |
| Flt Perm. | | 0.914 | | | 0.718 | | | | | | 0.761 | |
| Satd. Flow (perm) | 0 | 1475 | 0 | 0 | 1324 | 1568 | 1845 | 3407 | 0 | 0 | 3829 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 3 | | | | 121 | | 51 | | | 1 | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Volume (vph) | 5 | 6 | 3 | 263 | 4 | 109 | 0 | 616 | 139 | 119 | 1462 | 6 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Adj. Flow (vph) | 6 | 7 | 3 | 292 | 4 | 121 | 0 | 684 | 154 | 132 | 1624 | 7 |
| Lane Group Flow (vph) | 0 | 16 | 0 | 0 | 296 | 121 | 0 | 838 | 0 | 0 | 1763 | 0 |
| Turn Type | Perm | | | Perm | | Perm | Perm | | | Perm | | |
| Protected Phases | | 4 | | | 8 | | | 2 | | | 6 | |
| Permitted Phases | 4 | | | 8 | | 8 | 2 | | | 6 | | |
| Detector Phases | 4 | 4 | | 8 | 8 | 8 | 2 | 2 | | 6 | 6 | |
| Minimum Initial (s) | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | 4.0 | 4.0 | |
| Minimum Split (s) | 20.0 | 20.0 | | 20.0 | 20.0 | 20.0 | 20.0 | 20.0 | | 20.0 | 20.0 | |
| Total Split (s) | 35.0 | 35.0 | 0.0 | 35.0 | 35.0 | 35.0 | 55.0 | 55.0 | 0.0 | 55.0 | 55.0 | 0.0 |
| Total Split (%) | 39% | 39% | 0% | 39% | 39% | 39% | 61% | 61% | 0% | 61% | 61% | 0% |
| Maximum Green (s) | 31.0 | 31.0 | | 31.0 | 31.0 | 31.0 | 51.0 | 51.0 | | 51.0 | 51.0 | |
| Yellow Time (s) | 3.5 | 3.5 | | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | | 3.5 | 3.5 | |
| All-Red Time (s) | 0.5 | 0.5 | | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | | 0.5 | 0.5 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Minimum Gap (s) | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Time Before Reduce (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Time To Reduce (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Recall Mode | Max | Max | | Max | Max | Max | Max | Max | | Max | Max | |

## Lanes, Volumes, Timings

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | |
| Lane Grp Cap (vph) | | 526 | | | 471 | 635 | | 1990 | | | 2213 | |
| v/s Ratio Prot | | | | | | | | 0.24 | | | | |
| v/s Ratio Perm | | 0.01 | | | 0.22 | 0.07 | | | | | 0.46 | |
| Critical LG? | | | | | Yes | | | | | | Yes | |
| Act Effct Green (s) | | 32.0 | | | 32.0 | 32.0 | | 52.0 | | | 52.0 | |
| Actuated g/C Ratio | | 0.36 | | | 0.36 | 0.36 | | 0.58 | | | 0.58 | |
| v/c Ratio | | 0.03 | | | 0.63 | 0.19 | | 0.42 | | | 0.80 | |
| Uniform Delay, d1 | | 15.3 | | | 24.1 | 0.0 | | 9.8 | | | 14.9 | |
| Platoon Factor | | 1.00 | | | 1.00 | 1.00 | | 1.00 | | | 1.00 | |
| Incr. Delay, d2 | | 0.1 | | | 6.2 | 0.7 | | 0.7 | | | 3.1 | |
| Webster Delay | | 15.4 | | | 30.3 | 0.7 | | 10.5 | | | 17.9 | |
| Webster LOS | | B | | | C | A | | B | | | B | |
| Queue Length 50th (ft) | | 5 | | | 138 | 0 | | 111 | | | 245 | |
| Queue Length 95th (ft) | | 18 | | | 229 | 35 | | 148 | | | 307 | |
| Link Length (ft) | | 4272 | | | 5936 | | | 3513 | | | 3959 | |
| 50th Up Block Time (%) | | | | | | | | | | | | |
| 95th Up Block Time (%) | | | | | | | | | | | | |
| Turn Bay Length (ft) | | | | | | | | | | | | |
| 50th Bay Block Time % | | | | | | | | | | | | |
| 95th Bay Block Time % | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 50
Control Type: Pretimed
Total Lost Time: 6
Sum of Critical v/s Ratios: 0.68
Intersection v/c Ratio: 0.73
Intersection Webster Signal Delay: 16.4
Intersection LOS: B

**Splits and Phases: 3: Grand Ave & Vista Del Mar**



## Lanes, Volumes, Timings

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 1 | 2 | | 0 | 1 | | 0 | 1 | | 0 |
| Total Lost Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Leading Detector (ft) | 50 | 50 | 50 | 50 | 50 | | 50 | 50 | | 50 | 50 | |
| Trailing Detector (ft) | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 0.97 | 0.95 | 0.95 | 1.00 | 0.91 | 0.91 | 1.00 | 0.91 | 0.91 |
| Frt Protected | | | 0.850 | | 0.946 | | | 0.991 | | | 0.982 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1752 | 3505 | 1568 | 3400 | 3316 | 0 | 1752 | 4991 | 0 | 1752 | 4945 | 0 |
| Frt Perm. | | | 0.850 | | 0.946 | | | 0.991 | | | 0.982 | |
| Flt Perm. | 0.308 | | | 0.266 | | | 0.075 | | | 0.098 | | |
| Satd. Flow (perm) | 568 | 3505 | 1568 | 952 | 3316 | 0 | 138 | 4991 | 0 | 181 | 4945 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 287 | | 110 | | | 15 | | | 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 |
| Volume (vph) | 135 | 344 | 258 | 91 | 373 | 209 | 292 | 2727 | 179 | 234 | 1186 | 158 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Adj. Flow (vph) | 150 | 382 | 287 | 101 | 414 | 232 | 324 | 3030 | 199 | 260 | 1318 | 176 |
| Lane Group Flow (vph) | 150 | 382 | 287 | 101 | 646 | 0 | 324 | 3229 | 0 | 260 | 1494 | 0 |
| Turn Type | Perm | | Perm | Pm+Pt | | | Pm+Pt | | | Pm+Pt | | |
| Protected Phases | | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | 4 | 8 | | | 2 | | | 6 | | |
| Detector Phases | 4 | 4 | 4 | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Minimum Initial (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | |
| Minimum Split (s) | 20.0 | 20.0 | 20.0 | 8.0 | 20.0 | | 8.0 | 20.0 | | 8.0 | 20.0 | |
| Total Split (s) | 25.0 | 25.0 | 25.0 | 8.0 | 33.0 | 0.0 | 23.0 | 56.0 | 0.0 | 11.0 | 44.0 | 0.0 |
| Total Split (%) | 25% | 25% | 25% | 8% | 33% | 0% | 23% | 56% | 0% | 11% | 44% | 0% |
| Maximum Green (s) | 21.0 | 21.0 | 21.0 | 4.0 | 29.0 | | 19.0 | 52.0 | | 7.0 | 40.0 | |
| Yellow Time (s) | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | |
| All-Red Time (s) | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | | 0.5 | 0.5 | | 0.5 | 0.5 | |
| Lead/Lag | Lag | Lag | Lag | Lead | | | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | | | Yes | Yes | | Yes | Yes | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Minimum Gap (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Time Before Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Time To Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Recall Mode | Max | Max | Max | Max | Max | | Max | Max | | Max | Max | |

## Lanes, Volumes, Timings

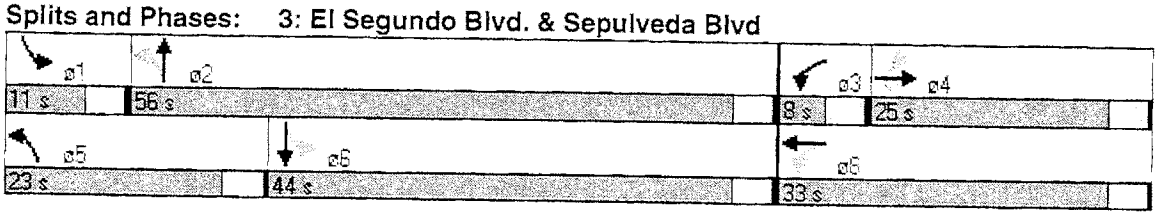
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Walk Time (s) | 5.0 | 5.0 | 5.0 | | 5.0 | | | 5.0 | | | 5.0 | |
| Flash Dont Walk (s) | 11.0 | 11.0 | 11.0 | | 11.0 | | | 11.0 | | | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | 0 | | 0 | | | 0 | | | 0 | |
| Lane Grp Cap (vph) | 125 | 771 | 569 | 408 | 1072 | | 411 | 2652 | | 214 | 2045 | |
| v/s Ratio Prot | | 0.11 | | 0.01 | 0.18 | | 0.16 | 0.65 | | 0.10 | 0.30 | |
| v/s Ratio Perm | 0.26 | | 0.11 | 0.06 | | | 0.35 | | | 0.50 | | |
| Critical LG? | Yes | | | | Yes | | | Yes | | Yes | | |
| Act Effct Green (s) | 22.0 | 22.0 | 22.0 | 30.0 | 30.0 | | 64.0 | 53.0 | | 49.0 | 41.0 | |
| Actuated g/C Ratio | 0.22 | 0.22 | 0.22 | 0.30 | 0.30 | | 0.64 | 0.53 | | 0.49 | 0.41 | |
| v/c Ratio | 1.20 | 0.50 | 0.50 | 0.25 | 0.60 | | 0.79 | 1.22 | | 1.21 | 0.73 | |
| Uniform Delay, d1 | 39.0 | 34.1 | 0.0 | 25.2 | 24.4 | | 25.4 | 23.3 | | 25.0 | 24.3 | |
| Platoon Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incr. Delay, d2 | 144.0 | 2.3 | 3.2 | 1.4 | 2.5 | | 14.2 | 101.6 | | 131.7 | 2.3 | |
| Webster Delay | 183.0 | 36.4 | 3.2 | 26.7 | 26.9 | | 39.6 | 124.9 | | 156.6 | 26.6 | |
| Webster LOS | F | D | A | C | C | | D | F | | F | C | |
| Queue Length 50th (ft) | ~117 | 112 | 0 | 23 | 152 | | 153 | ~934 | | ~154 | 282 | |
| Queue Length 95th (ft) | #242 | 160 | 67 | 43 | 212 | | #288 | #1025 | | #313 | 338 | |
| Link Length (ft) | | 4272 | | | 5936 | | | 3513 | | | 3959 | |
| 50th Up Block Time (%) | | | | | | | | | | | | |
| 95th Up Block Time (%) | | | | | | | | | | | | |
| Turn Bay Length (ft) | | | | | | | | | | | | |
| 50th Bay Block Time % | | | | | | | | | | | | |
| 95th Bay Block Time % | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 24 (24%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 100
Control Type: Pretimed
Total Lost Time: 12
Sum of Critical v/s Ratios: 1.04
Intersection v/c Ratio: 1.18
Intersection Webster Signal Delay: 81.3
Intersection LOS: F

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

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

**Splits and Phases: 3: El Segundo Blvd. & Sepulveda Blvd**



## Lanes, Volumes, Timings

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 1 | 2 | | 0 | 1 | | 0 | 1 | | 0 |
| Total Lost Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Leading Detector (ft) | 50 | 50 | 50 | 50 | 50 | | 50 | 50 | | 50 | 50 | |
| Trailing Detector (ft) | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 0.97 | 0.95 | 0.95 | 1.00 | 0.91 | 0.91 | 1.00 | 0.91 | 0.91 |
| Frt Protected | | | 0.850 | | 0.924 | | | 0.985 | | | 0.998 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1752 | 3505 | 1568 | 3400 | 3238 | 0 | 1752 | 4960 | 0 | 1752 | 5026 | 0 |
| Frt Perm. | | | 0.850 | | 0.924 | | | 0.985 | | | 0.998 | |
| Flt Perm. | 0.442 | | | 0.131 | | | 0.095 | | | 0.080 | | |
| Satd. Flow (perm) | 815 | 3505 | 1568 | 469 | 3238 | 0 | 175 | 4960 | 0 | 148 | 5026 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 129 | | 237 | | | 22 | | | 3 | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Volume (vph) | 202 | 502 | 409 | 495 | 248 | 255 | 251 | 1239 | 133 | 244 | 3335 | 56 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Adj. Flow (vph) | 224 | 558 | 454 | 550 | 276 | 283 | 279 | 1377 | 148 | 271 | 3706 | 62 |
| Lane Group Flow (vph) | 224 | 558 | 454 | 550 | 559 | 0 | 279 | 1525 | 0 | 271 | 3768 | 0 |
| Turn Type | Perm | | Perm | Pm+Pt | | | Pm+Pt | | | Pm+Pt | | |
| Protected Phases | | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | 4 | 8 | | | 2 | | | 6 | | |
| Detector Phases | 4 | 4 | 4 | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Minimum Initial (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | |
| Minimum Split (s) | 20.0 | 20.0 | 20.0 | 8.0 | 20.0 | | 8.0 | 20.0 | | 8.0 | 20.0 | |
| Total Split (s) | 25.0 | 25.0 | 25.0 | 11.0 | 36.0 | 0.0 | 11.0 | 45.0 | 0.0 | 19.0 | 53.0 | 0.0 |
| Total Split (%) | 25% | 25% | 25% | 11% | 36% | 0% | 11% | 45% | 0% | 19% | 53% | 0% |
| Maximum Green (s) | 21.0 | 21.0 | 21.0 | 7.0 | 32.0 | | 7.0 | 41.0 | | 15.0 | 49.0 | |
| Yellow Time (s) | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | |
| All-Red Time (s) | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | | 0.5 | 0.5 | | 0.5 | 0.5 | |
| Lead/Lag | Lag | Lag | Lag | Lead | | | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | | | Yes | Yes | | Yes | Yes | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Minimum Gap (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Time Before Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Time To Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Recall Mode | Max | Max | Max | Max | Max | | Max | Max | | Max | Max | |

## Lanes, Volumes, Timings

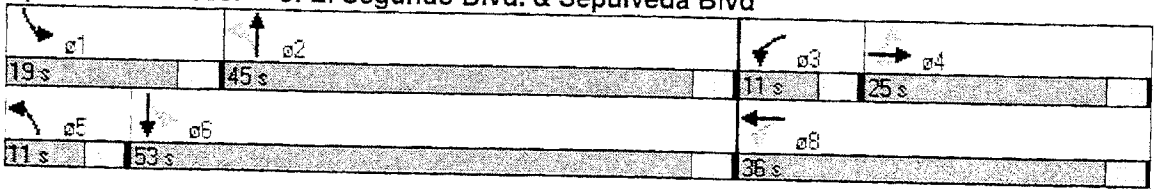
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Walk Time (s) | 5.0 | 5.0 | 5.0 | | 5.0 | | | 5.0 | | | 5.0 | |
| Flash Dont Walk (s) | 11.0 | 11.0 | 11.0 | | 11.0 | | | 11.0 | | | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | 0 | | 0 | | | 0 | | | 0 | |
| Lane Grp Cap (vph) | 179 | 771 | 446 | 389 | 1227 | | 214 | 2096 | | 347 | 2515 | |
| v/s Ratio Prot | | 0.16 | | 0.11 | 0.15 | | 0.10 | 0.31 | | 0.12 | 0.75 | |
| v/s Ratio Perm | 0.27 | | 0.22 | 0.35 | | | 0.55 | | | 0.35 | | |
| Critical LG? | | | | Yes | | | Yes | | | | Yes | |
| Act Effct Green (s) | 22.0 | 22.0 | 22.0 | 33.0 | 33.0 | | 50.0 | 42.0 | | 61.0 | 50.0 | |
| Actuated g/C Ratio | 0.22 | 0.22 | 0.22 | 0.33 | 0.33 | | 0.50 | 0.42 | | 0.61 | 0.50 | |
| v/c Ratio | 1.25 | 0.72 | 1.02 | 1.41 | 0.46 | | 1.30 | 0.73 | | 0.78 | 1.50 | |
| Uniform Delay, d1 | 39.0 | 36.2 | 27.7 | 26.0 | 14.5 | | 24.0 | 23.8 | | 23.4 | 25.0 | |
| Platoon Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incr. Delay, d2 | 150.7 | 5.8 | 47.2 | 200.9 | 1.2 | | 166.3 | 2.3 | | 15.9 | 226.3 | |
| Webster Delay | 189.7 | 42.0 | 75.0 | 226.9 | 15.7 | | 190.4 | 26.1 | | 39.3 | 251.3 | |
| Webster LOS | F | D | E | F | B | | F | C | | D | F | |
| Queue Length 50th (ft) | ~179 | 174 | ~230 | ~204 | 80 | | ~180 | 272 | | 119 | ~1239 | |
| Queue Length 95th (ft) | #327 | 235 | #435 | #311 | 129 | | #345 | 326 | | #244 | #1323 | |
| Link Length (ft) | | 4272 | | | 5936 | | | 3513 | | | 3959 | |
| 50th Up Block Time (%) | | | | | | | | | | | | |
| 95th Up Block Time (%) | | | | | | | | | | | | |
| Turn Bay Length (ft) | | | | | | | | | | | | |
| 50th Bay Block Time % | | | | | | | | | | | | |
| 95th Bay Block Time % | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 100
Control Type: Pretimed
Total Lost Time: 9
Sum of Critical v/s Ratios: 1.31
Intersection v/c Ratio: 1.44
Intersection Webster Signal Delay: 156.8
Intersection LOS: F

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

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

**Splits and Phases: 3: El Segundo Blvd. & Sepulveda Blvd**



## Lanes, Volumes, Timings

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 1 | 2 | | 0 | 1 | | 0 | 1 | | 1 |
| Total Lost Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Leading Detector (ft) | 50 | 50 | 50 | 50 | 50 | | 50 | 50 | | 50 | 50 | 50 |
| Trailing Detector (ft) | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Lane Util. Factor | 1.00 | 0.91 | 1.00 | 0.97 | 0.91 | 0.91 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 1.00 |
| Frt Protected | | | 0.850 | | 0.988 | | | 0.983 | | | | 0.850 |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1752 | 5036 | 1568 | 3400 | 4975 | 0 | 1752 | 3445 | 0 | 1752 | 3505 | 1568 |
| Frt Perm. | | | 0.850 | | 0.988 | | | 0.983 | | | | 0.850 |
| Flt Perm. | 0.103 | | | 0.437 | | | 0.148 | | | 0.200 | | |
| Satd. Flow (perm) | 190 | 5036 | 1568 | 1564 | 4975 | 0 | 273 | 3445 | 0 | 369 | 3505 | 1568 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 123 | | 20 | | | 16 | | | | 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 |
| Volume (vph) | 93 | 400 | 111 | 406 | 1902 | 160 | 261 | 835 | 107 | 63 | 586 | 276 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Adj. Flow (vph) | 103 | 444 | 123 | 451 | 2113 | 178 | 290 | 928 | 119 | 70 | 651 | 307 |
| Lane Group Flow (vph) | 103 | 444 | 123 | 451 | 2291 | 0 | 290 | 1047 | 0 | 70 | 651 | 307 |
| Turn Type | Pm+Pt | | Perm | Pm+Pt | | | Pm+Pt | | | Pm+Pt | | Perm |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | 4 | 8 | | | 2 | | | 6 | | 6 |
| Detector Phases | 7 | 4 | 4 | 3 | 8 | | 5 | 2 | | 1 | 6 | 6 |
| Minimum Initial (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 |
| Minimum Split (s) | 8.0 | 20.0 | 20.0 | 8.0 | 20.0 | | 8.0 | 20.0 | | 8.0 | 20.0 | 20.0 |
| Total Split (s) | 8.0 | 42.0 | 42.0 | 10.0 | 44.0 | 0.0 | 15.0 | 30.0 | 0.0 | 8.0 | 23.0 | 23.0 |
| Total Split (%) | 9% | 47% | 47% | 11% | 49% | 0% | 17% | 33% | 0% | 9% | 26% | 26% |
| Maximum Green (s) | 4.0 | 38.0 | 38.0 | 6.0 | 40.0 | | 11.0 | 26.0 | | 4.0 | 19.0 | 19.0 |
| Yellow Time (s) | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | 3.5 |
| All-Red Time (s) | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | | 0.5 | 0.5 | | 0.5 | 0.5 | 0.5 |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | | Lead | Lag | | Lead | Lag | Lag |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | | Yes | Yes | | Yes | Yes | Yes |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 |
| Minimum Gap (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 |
| Time Before Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Time To Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Recall Mode | Max | Max | Max | Max | Max | | Max | Max | | Max | Max | Max |

## Lanes, Volumes, Timings

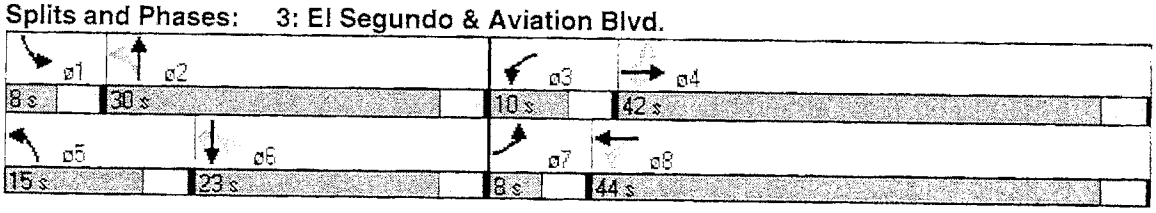
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Walk Time (s) | | 5.0 | 5.0 | | 5.0 | | | 5.0 | | | 5.0 | 5.0 |
| Flash Dont Walk (s) | | 11.0 | 11.0 | | 11.0 | | | 11.0 | | | 11.0 | 11.0 |
| Pedestrian Calls (#/hr) | | 0 | 0 | | 0 | | | 0 | | | 0 | 0 |
| Lane Grp Cap (vph) | 180 | 2182 | 749 | 977 | 2277 | | 303 | 1045 | | 179 | 779 | 429 |
| v/s Ratio Prot | 0.03 | 0.09 | | 0.04 | 0.46 | | 0.13 | 0.30 | | 0.02 | 0.19 | |
| v/s Ratio Perm | 0.25 | | 0.07 | 0.21 | | | 0.24 | | | 0.09 | | 0.16 |
| Critical LG? | Yes | | | Yes | Yes | | Yes | Yes | | | | |
| Act Effct Green (s) | 44.0 | 39.0 | 39.0 | 48.0 | 41.0 | | 35.0 | 27.0 | | 25.0 | 20.0 | 20.0 |
| Actuated g/C Ratio | 0.49 | 0.43 | 0.43 | 0.53 | 0.46 | | 0.39 | 0.30 | | 0.28 | 0.22 | 0.22 |
| v/c Ratio | 0.57 | 0.20 | 0.16 | 0.46 | 1.01 | | 0.96 | 1.00 | | 0.39 | 0.84 | 0.72 |
| Uniform Delay, d1 | 10.2 | 15.8 | 0.0 | 10.8 | 24.3 | | 21.3 | 31.0 | | 18.2 | 33.4 | 20.9 |
| Platoon Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 |
| Incr. Delay, d2 | 12.6 | 0.2 | 0.5 | 1.6 | 20.4 | | 41.8 | 28.3 | | 6.3 | 10.3 | 9.8 |
| Webster Delay | 22.8 | 16.0 | 0.5 | 12.3 | 44.6 | | 63.1 | 59.3 | | 24.5 | 43.7 | 30.7 |
| Webster LOS | C | B | A | B | D | | E | E | | C | D | C |
| Queue Length 50th (ft) | 27 | 55 | 0 | 64 | ~465 | | 121 | ~309 | | 25 | 186 | 103 |
| Queue Length 95th (ft) | #65 | 77 | 29 | 92 | #600 | | #280 | #454 | | 52 | #273 | #203 |
| Link Length (ft) | | 4272 | | | 5936 | | | 3513 | | | 3959 | |
| 50th Up Block Time (%) | | | | | | | | | | | | |
| 95th Up Block Time (%) | | | | | | | | | | | | |
| Turn Bay Length (ft) | | | | | | | | | | | | |
| 50th Bay Block Time % | | | | | | | | | | | | |
| 95th Bay Block Time % | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 90
Control Type: Pretimed
Total Lost Time: 9
Sum of Critical v/s Ratios: 0.88
Intersection v/c Ratio: 0.97
Intersection Webster Signal Delay: 41.1
Intersection LOS: D

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

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

**Splits and Phases: 3: El Segundo & Aviation Blvd.**



## Lanes, Volumes, Timings

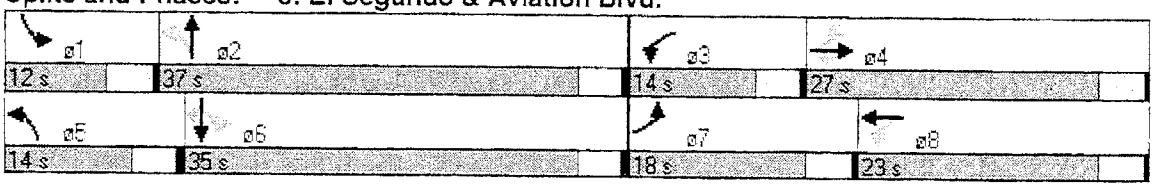
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 1 | 2 | | 0 | 1 | | 0 | 1 | | 1 |
| Total Lost Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Leading Detector (ft) | 50 | 50 | 50 | 50 | 50 | | 50 | 50 | | 50 | 50 | 50 |
| Trailing Detector (ft) | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Lane Util. Factor | 1.00 | 0.91 | 1.00 | 0.97 | 0.91 | 0.91 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 1.00 |
| Frt Protected | | | 0.850 | | 0.979 | | | 0.979 | | | | 0.850 |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1752 | 5036 | 1568 | 3400 | 4930 | 0 | 1752 | 3431 | 0 | 1752 | 3505 | 1568 |
| Frt Perm. | | | 0.850 | | 0.979 | | | 0.979 | | | | 0.850 |
| Flt Perm. | 0.176 | | | 0.200 | | | 0.118 | | | 0.125 | | |
| Satd. Flow (perm) | 325 | 5036 | 1568 | 716 | 4930 | 0 | 218 | 3431 | 0 | 231 | 3505 | 1568 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 143 | | 32 | | | 23 | | | | 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 |
| Volume (vph) | 185 | 1053 | 129 | 409 | 544 | 88 | 200 | 872 | 143 | 159 | 911 | 129 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Adj. Flow (vph) | 206 | 1170 | 143 | 454 | 604 | 98 | 222 | 969 | 159 | 177 | 1012 | 143 |
| Lane Group Flow (vph) | 206 | 1170 | 143 | 454 | 702 | 0 | 222 | 1128 | 0 | 177 | 1012 | 143 |
| Turn Type | Pm+Pt | | Perm | Pm+Pt | | | Pm+Pt | | | Pm+Pt | | Perm |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | 4 | 8 | | | 2 | | | 6 | | 6 |
| Detector Phases | 7 | 4 | 4 | 3 | 8 | | 5 | 2 | | 1 | 6 | 6 |
| Minimum Initial (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 |
| Minimum Split (s) | 8.0 | 20.0 | 20.0 | 8.0 | 20.0 | | 8.0 | 20.0 | | 8.0 | 20.0 | 20.0 |
| Total Split (s) | 18.0 | 27.0 | 27.0 | 14.0 | 23.0 | 0.0 | 14.0 | 37.0 | 0.0 | 12.0 | 35.0 | 35.0 |
| Total Split (%) | 20% | 30% | 30% | 16% | 26% | 0% | 16% | 41% | 0% | 13% | 39% | 39% |
| Maximum Green (s) | 14.0 | 23.0 | 23.0 | 10.0 | 19.0 | | 10.0 | 33.0 | | 8.0 | 31.0 | 31.0 |
| Yellow Time (s) | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | 3.5 |
| All-Red Time (s) | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | | 0.5 | 0.5 | | 0.5 | 0.5 | 0.5 |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | | Lead | Lag | | Lead | Lag | Lag |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | | Yes | Yes | | Yes | Yes | Yes |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 |
| Minimum Gap (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 |
| Time Before Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Time To Reduce (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Recall Mode | Max | Max | Max | Max | Max | | Max | Max | | Max | Max | Max |

## Lanes, Volumes, Timings

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Walk Time (s) | | 5.0 | 5.0 | | 5.0 | | | 5.0 | | | 5.0 | 5.0 |
| Flash Dont Walk (s) | | 11.0 | 11.0 | | 11.0 | | | 11.0 | | | 11.0 | 11.0 |
| Pedestrian Calls (#/hr) | | 0 | 0 | | 0 | | | 0 | | | 0 | 0 |
| Lane Grp Cap (vph) | 375 | 1343 | 523 | 575 | 1120 | | 296 | 1310 | | 257 | 1246 | 650 |
| v/s Ratio Prot | 0.09 | 0.23 | | 0.10 | 0.14 | | 0.09 | 0.33 | | 0.07 | 0.29 | |
| v/s Ratio Perm | 0.14 | | 0.07 | 0.18 | | | 0.28 | | | 0.24 | | 0.08 |
| Critical LG? | Yes | Yes | | Yes | | | Yes | Yes | | | | |
| Act Effct Green (s) | 38.0 | 24.0 | 24.0 | 31.0 | 20.0 | | 45.0 | 34.0 | | 41.0 | 32.0 | 32.0 |
| Actuated g/C Ratio | 0.42 | 0.27 | 0.27 | 0.34 | 0.22 | | 0.50 | 0.38 | | 0.46 | 0.36 | 0.36 |
| v/c Ratio | 0.55 | 0.87 | 0.27 | 0.79 | 0.63 | | 0.75 | 0.86 | | 0.69 | 0.81 | 0.22 |
| Uniform Delay, d1 | 17.0 | 31.5 | 0.0 | 18.1 | 30.1 | | 13.7 | 25.2 | | 12.5 | 26.3 | 0.0 |
| Platoon Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 |
| Incr. Delay, d2 | 5.7 | 8.0 | 1.3 | 10.6 | 2.7 | | 16.0 | 7.6 | | 14.1 | 5.8 | 0.8 |
| Webster Delay | 22.7 | 39.5 | 1.3 | 28.6 | 32.7 | | 29.7 | 32.8 | | 26.6 | 32.1 | 0.8 |
| Webster LOS | C | D | A | C | C | | C | C | | C | C | A |
| Queue Length 50th (ft) | 75 | 232 | 0 | 86 | 126 | | 70 | 297 | | 52 | 270 | 0 |
| Queue Length 95th (ft) | 125 | #297 | 43 | #145 | 167 | | #178 | #395 | | #135 | 351 | 36 |
| Link Length (ft) | | 4272 | | | 5936 | | | 3513 | | | 3959 | |
| 50th Up Block Time (%) | | | | | | | | | | | | |
| 95th Up Block Time (%) | | | | | | | | | | | | |
| Turn Bay Length (ft) | | | | | | | | | | | | |
| 50th Bay Block Time % | | | | | | | | | | | | |
| 95th Bay Block Time % | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 65
Control Type: Pretimed
Total Lost Time: 9
Sum of Critical v/s Ratios: 0.75
Intersection v/c Ratio: 0.84
Intersection Webster Signal Delay: 31.4
Intersection LOS: C
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

**Splits and Phases: 3: El Segundo & Aviation Blvd.**



## Lanes, Volumes, Timings

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 0 | | 0 | 1 | | 1 | 1 | | 1 | 1 | | 1 |
| Total Lost Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Leading Detector (ft) | 50 | 50 | | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt Protected | | 0.895 | | | | 0.850 | | | 0.850 | | | 0.850 |
| Flt Protected | | 0.965 | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1593 | 0 | 1752 | 1845 | 1568 | 1752 | 1845 | 1568 | 1752 | 1845 | 1568 |
| Frt Perm. | | 0.895 | | | | 0.850 | | | 0.850 | | | 0.850 |
| Flt Perm. | | 0.628 | | 0.583 | | | 0.384 | | | 0.111 | | |
| Satd. Flow (perm) | 0 | 1037 | 0 | 1075 | 1845 | 1568 | 708 | 1845 | 1568 | 205 | 1845 | 1568 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 2 | | | | 142 | | | 51 | | | 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 |
| Volume (vph) | 294 | 95 | 16 | 54 | 26 | 940 | 11 | 824 | 53 | 245 | 336 | 25 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Adj. Flow (vph) | 327 | 106 | 18 | 60 | 29 | 1044 | 12 | 916 | 59 | 272 | 373 | 28 |
| Lane Group Flow (vph) | 0 | 451 | 0 | 60 | 29 | 1044 | 12 | 916 | 59 | 272 | 373 | 28 |
| Turn Type | Pm+Pt | | | Perm | | Perm | Pm+Pt | | Perm | Perm | | Perm |
| Protected Phases | 7 | 4 | | | 8 | | 5 | 2 | | | 6 | |
| Permitted Phases | 4 | | | 8 | | 8 | 2 | | 2 | 6 | | 6 |
| Detector Phases | 7 | 4 | | 8 | 8 | 8 | 5 | 2 | 2 | 6 | 6 | 6 |
| Minimum Initial (s) | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Minimum Split (s) | 8.0 | 20.0 | | 20.0 | 20.0 | 20.0 | 8.0 | 20.0 | 20.0 | 20.0 | 20.0 | 20.0 |
| Total Split (s) | 8.0 | 47.0 | 0.0 | 39.0 | 39.0 | 39.0 | 8.0 | 73.0 | 73.0 | 65.0 | 65.0 | 65.0 |
| Total Split (%) | 7% | 39% | 0% | 33% | 33% | 33% | 7% | 61% | 61% | 54% | 54% | 54% |
| Maximum Green (s) | 4.0 | 43.0 | | 35.0 | 35.0 | 35.0 | 4.0 | 69.0 | 69.0 | 61.0 | 61.0 | 61.0 |
| Yellow Time (s) | 3.5 | 3.5 | | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 |
| All-Red Time (s) | 0.5 | 0.5 | | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 |
| Lead/Lag | Lead | | | Lag | Lag | Lag | Lead | | | Lag | Lag | Lag |
| Lead-Lag Optimize? | Yes | | | Yes | Yes | Yes | Yes | | | Yes | Yes | Yes |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Minimum Gap (s) | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Time Before Reduce (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Time To Reduce (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Recall Mode | Max | Max | | Max | Max | Max | Max | Max | Max | Max | Max | Max |

## Lanes, Volumes, Timings

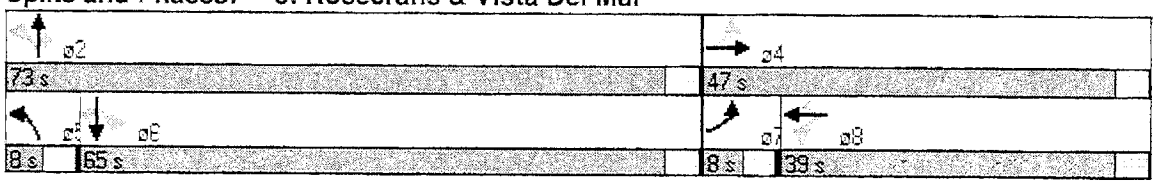
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Walk Time (s) | | 5.0 | | 5.0 | 5.0 | 5.0 | | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Flash Dont Walk (s) | | 11.0 | | 11.0 | 11.0 | 11.0 | | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 |
| Pedestrian Calls (#/hr) | | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 |
| Lane Grp Cap (vph) | | 405 | | 323 | 554 | 570 | 457 | 1076 | 936 | 106 | 953 | 824 |
| v/s Ratio Prot | | 0.05 | | | 0.02 | | 0.00 | 0.50 | | | 0.20 | |
| v/s Ratio Perm | | 0.36 | | 0.06 | | 0.55 | 0.01 | | 0.04 | 1.33 | | 0.02 |
| Critical LG? | | Yes | | | | Yes | | Yes | | Yes | | |
| Act Effct Green (s) | | 44.0 | | 36.0 | 36.0 | 36.0 | 70.0 | 70.0 | 70.0 | 62.0 | 62.0 | 62.0 |
| Actuated g/C Ratio | | 0.37 | | 0.30 | 0.30 | 0.30 | 0.58 | 0.58 | 0.58 | 0.52 | 0.52 | 0.52 |
| v/c Ratio | | 1.11 | | 0.19 | 0.05 | 1.83 | 0.03 | 0.85 | 0.06 | 2.57 | 0.39 | 0.03 |
| Uniform Delay, d1 | | 36.7 | | 31.1 | 29.9 | 31.5 | 10.5 | 20.7 | 1.4 | 29.0 | 17.5 | 0.0 |
| Platoon Factor | | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incr. Delay, d2 | | 79.2 | | 1.3 | 0.2 | 381.0 | 0.1 | 8.5 | 0.1 | 731.5 | 1.2 | 0.1 |
| Webster Delay | | 115.9 | | 32.4 | 30.0 | 412.6 | 10.6 | 29.2 | 1.6 | 760.6 | 18.8 | 0.1 |
| Webster LOS | | F | | C | C | F | B | C | A | F | B | A |
| Queue Length 50th (ft) | | ~358 | | 34 | 16 | ~1062 | 4 | 556 | 0 | ~353 | 169 | 0 |
| Queue Length 95th (ft) | | #609 | | 71 | 39 | #1495 | 12 | 779 | 0 | #526 | 242 | 8 |
| Link Length (ft) | | 4272 | | | 5936 | | | 3513 | | | 3959 | |
| 50th Up Block Time (%) | | | | | | | | | | | | |
| 95th Up Block Time (%) | | | | | | | | | | | | |
| Turn Bay Length (ft) | | | | | | | | | | | | |
| 50th Bay Block Time % | | | | | | | | | | | | |
| 95th Bay Block Time % | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 8 (7%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 130
Control Type: Pretimed
Total Lost Time: 12
Sum of Critical v/s Ratios: 1.97
Intersection v/c Ratio: 2.19
Intersection Webster Signal Delay: 224.0
Intersection LOS: F

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

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

**Splits and Phases: 3: Rosecrans & Vista Del Mar**



## Lanes, Volumes, Timings

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 0 | | 0 | 1 | | 1 | 1 | | 1 | 1 | | 1 |
| Total Lost Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Leading Detector (ft) | 50 | 50 | | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt Protected | | 0.862 | | | | 0.850 | | | 0.850 | | | 0.850 |
| Flt Protected | | 0.985 | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1566 | 0 | 1752 | 1845 | 1568 | 1752 | 1845 | 1568 | 1752 | 1845 | 1568 |
| Frt Perm. | | 0.862 | | | | 0.850 | | | 0.850 | | | 0.850 |
| Flt Perm. | | 0.596 | | 0.522 | | | 0.090 | | | 0.259 | | |
| Satd. Flow (perm) | 0 | 948 | 0 | 963 | 1845 | 1568 | 166 | 1845 | 1568 | 478 | 1845 | 1568 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 19 | | | | 241 | | | 97 | | | 96 |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Volume (vph) | 80 | 107 | 73 | 143 | 96 | 232 | 90 | 754 | 87 | 570 | 860 | 86 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Adj. Flow (vph) | 89 | 119 | 81 | 159 | 107 | 258 | 100 | 838 | 97 | 633 | 956 | 96 |
| Lane Group Flow (vph) | 0 | 289 | 0 | 159 | 107 | 258 | 100 | 838 | 97 | 633 | 956 | 96 |
| Turn Type | Pm+Pt | | | Perm | | Perm | Pm+Pt | | Perm | Perm | | Perm |
| Protected Phases | 7 | 4 | | | 8 | | 5 | 2 | | | 6 | |
| Permitted Phases | 4 | | | 8 | | 8 | 2 | | 2 | 6 | | 6 |
| Detector Phases | 7 | 4 | | 8 | 8 | 8 | 5 | 2 | 2 | 6 | 6 | 6 |
| Minimum Initial (s) | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Minimum Split (s) | 8.0 | 20.0 | | 20.0 | 20.0 | 20.0 | 8.0 | 20.0 | 20.0 | 20.0 | 20.0 | 20.0 |
| Total Split (s) | 8.0 | 28.0 | 0.0 | 20.0 | 20.0 | 20.0 | 8.0 | 72.0 | 72.0 | 64.0 | 64.0 | 64.0 |
| Total Split (%) | 8% | 28% | 0% | 20% | 20% | 20% | 8% | 72% | 72% | 64% | 64% | 64% |
| Maximum Green (s) | 4.0 | 24.0 | | 16.0 | 16.0 | 16.0 | 4.0 | 68.0 | 68.0 | 60.0 | 60.0 | 60.0 |
| Yellow Time (s) | 3.5 | 3.5 | | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 |
| All-Red Time (s) | 0.5 | 0.5 | | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 |
| Lead/Lag | Lead | | | Lag | Lag | Lag | Lead | | | Lag | Lag | Lag |
| Lead-Lag Optimize? | Yes | | | Yes | Yes | Yes | Yes | | | Yes | Yes | Yes |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Minimum Gap (s) | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Time Before Reduce (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Time To Reduce (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Recall Mode | Max | Max | | Max | Max | Max | Max | Max | Max | Max | Max | Max |

## Lanes, Volumes, Timings

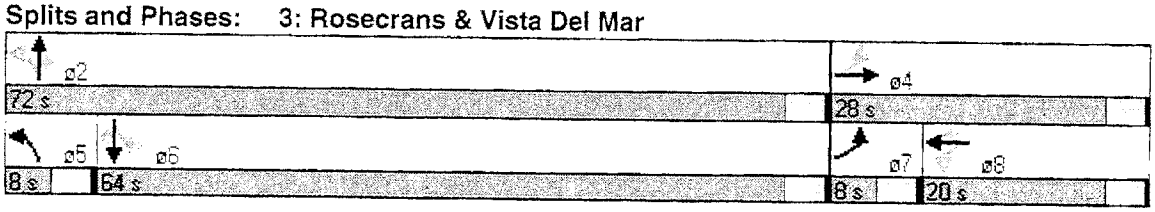
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Walk Time (s) | | 5.0 | | 5.0 | 5.0 | 5.0 | | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Flash Dont Walk (s) | | 11.0 | | 11.0 | 11.0 | 11.0 | | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 |
| Pedestrian Calls (#/hr) | | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 |
| Lane Grp Cap (vph) | | 282 | | 164 | 314 | 467 | 194 | 1273 | 1112 | 292 | 1125 | 994 |
| v/s Ratio Prot | | 0.05 | | | 0.06 | | 0.03 | 0.45 | | | 0.52 | |
| v/s Ratio Perm | | 0.20 | | 0.17 | | 0.09 | 0.33 | | 0.06 | 1.32 | | 0.06 |
| Critical LG? | | Yes | | | | | | Yes | | Yes | | |
| Act Effct Green (s) | | 25.0 | | 17.0 | 17.0 | 17.0 | 69.0 | 69.0 | 69.0 | 61.0 | 61.0 | 61.0 |
| Actuated g/C Ratio | | 0.25 | | 0.17 | 0.17 | 0.17 | 0.69 | 0.69 | 0.69 | 0.61 | 0.61 | 0.61 |
| v/c Ratio | | 1.02 | | 0.97 | 0.34 | 0.55 | 0.52 | 0.66 | 0.09 | 2.17 | 0.85 | 0.10 |
| Uniform Delay, d1 | | 33.9 | | 41.3 | 36.6 | 2.3 | 5.1 | 8.8 | 0.0 | 19.5 | 15.8 | 0.0 |
| Platoon Factor | | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incr. Delay, d2 | | 60.1 | | 62.7 | 2.9 | 4.7 | 9.5 | 2.7 | 0.2 | 536.7 | 8.1 | 0.2 |
| Webster Delay | | 94.0 | | 103.9 | 39.5 | 6.9 | 14.5 | 11.5 | 0.2 | 556.3 | 23.9 | 0.2 |
| Webster LOS | | F | | F | D | A | B | B | A | F | C | A |
| Queue Length 50th (ft) | | ~164 | | 102 | 61 | 9 | 18 | 267 | 0 | ~650 | 455 | 0 |
| Queue Length 95th (ft) | | #354 | | #231 | 112 | 81 | 41 | 389 | 0 | #863 | #692 | 11 |
| Link Length (ft) | | 4272 | | | 5936 | | | 3513 | | | 3959 | |
| 50th Up Block Time (%) | | | | | | | | | | | | |
| 95th Up Block Time (%) | | | | | | | | | | | | |
| Turn Bay Length (ft) | | | | | | | | | | | | |
| 50th Bay Block Time % | | | | | | | | | | | | |
| 95th Bay Block Time % | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 8 (8%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 100
Control Type: Pretimed
Total Lost Time: 9
Sum of Critical v/s Ratios: 1.61
Intersection v/c Ratio: 1.77
Intersection Webster Signal Delay: 123.3
Intersection LOS: F

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

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

**Splits and Phases: 3: Rosecrans & Vista Del Mar**



## Lanes, Volumes, Timings

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 1 | | 1 | 1 | | 0 |
| Total Lost Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Leading Detector (ft) | 50 | 50 | | 50 | 50 | | 50 | 50 | 50 | 50 | 50 | |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Lane Util. Factor | 1.00 | 0.91 | 0.91 | 1.00 | 0.91 | 0.91 | 1.00 | 0.91 | 1.00 | 1.00 | 0.91 | 0.91 |
| Frt Protected | | 0.979 | | | 0.926 | | | | 0.850 | | 0.986 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1752 | 4930 | 0 | 1752 | 4663 | 0 | 1752 | 5036 | 1568 | 1752 | 4965 | 0 |
| Frt Perm. | | 0.979 | | | 0.926 | | | | 0.850 | | 0.986 | |
| Flt Perm. | 0.190 | | | 0.222 | | | 0.119 | | | 0.066 | | |
| Satd. Flow (perm) | 350 | 4930 | 0 | 410 | 4663 | 0 | 220 | 5036 | 1568 | 122 | 4965 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 23 | | | 72 | | | | 174 | | 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 |
| Volume (vph) | 190 | 648 | 107 | 121 | 389 | 382 | 227 | 3388 | 480 | 170 | 1031 | 106 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Adj. Flow (vph) | 211 | 720 | 119 | 134 | 432 | 424 | 252 | 3764 | 533 | 189 | 1146 | 118 |
| Lane Group Flow (vph) | 211 | 839 | 0 | 134 | 856 | 0 | 252 | 3764 | 533 | 189 | 1264 | 0 |
| Turn Type | Pm+Pt | | | Pm+Pt | | | Pm+Pt | | Perm | Pm+Pt | | |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | 2 | 6 | | |
| Detector Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | 2 | 1 | 6 | |
| Minimum Initial (s) | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | |
| Minimum Split (s) | 8.0 | 20.0 | | 8.0 | 20.0 | | 8.0 | 20.0 | 20.0 | 8.0 | 20.0 | |
| Total Split (s) | 11.0 | 24.0 | 0.0 | 8.0 | 21.0 | 0.0 | 24.0 | 79.0 | 79.0 | 9.0 | 64.0 | 0.0 |
| Total Split (%) | 9% | 20% | 0% | 7% | 18% | 0% | 20% | 66% | 66% | 8% | 53% | 0% |
| Maximum Green (s) | 7.0 | 20.0 | | 4.0 | 17.0 | | 20.0 | 75.0 | 75.0 | 5.0 | 60.0 | |
| Yellow Time (s) | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | |
| All-Red Time (s) | 0.5 | 0.5 | | 0.5 | 0.5 | | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | |
| Lead/Lag | Lead | Lag | | Lead | Lag | | Lead | Lag | Lag | Lead | Lag | |
| Lead-Lag Optimize? | Yes | Yes | | Yes | Yes | | Yes | Yes | Yes | Yes | Yes | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | |
| Minimum Gap (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | |
| Time Before Reduce (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Time To Reduce (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Recall Mode | Max | Max | | Max | Max | | Max | Max | Max | Max | Max | |

## Lanes, Volumes, Timings

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | |
| Lane Grp Cap (vph) | 178 | 882 | | 135 | 761 | | 424 | 3189 | 1057 | 150 | 2534 | |
| v/s Ratio Prot | 0.08 | 0.17 | | 0.04 | 0.17 | | 0.10 | 0.75 | | 0.06 | 0.25 | |
| v/s Ratio Perm | 0.21 | | | 0.15 | | | 0.32 | | 0.32 | 0.64 | | |
| Critical LG? | Yes | | | | | | | Yes | | Yes | | |
| Act Effct Green (s) | 29.0 | 21.0 | | 23.0 | 18.0 | | 85.0 | 76.0 | 76.0 | 67.0 | 61.0 | |
| Actuated g/C Ratio | 0.24 | 0.18 | | 0.19 | 0.15 | | 0.71 | 0.63 | 0.63 | 0.56 | 0.51 | |
| v/c Ratio | 1.19 | 0.95 | | 0.99 | 1.43dr | | 0.59 | 1.18 | 0.50 | 1.26 | 0.50 | |
| Uniform Delay, d1 | 40.0 | 47.6 | | 41.4 | 46.2 | | 10.9 | 22.0 | 7.3 | 28.7 | 19.0 | |
| Platoon Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Incr. Delay, d2 | 126.2 | 20.6 | | 75.5 | 72.7 | | 6.0 | 84.7 | 1.7 | 159.6 | 0.7 | |
| Webster Delay | 166.2 | 68.2 | | 116.9 | 118.8 | | 17.0 | 106.7 | 9.0 | 188.3 | 19.8 | |
| Webster LOS | F | E | | F | F | | B | F | A | F | B | |
| Queue Length 50th (ft) | ~146 | 232 | | 86 | ~263 | | 76 | ~1280 | 132 | ~133 | 224 | |
| Queue Length 95th (ft) | #301 | #319 | | #185 | #354 | | 166 | #1352 | 146 | #286 | 265 | |
| Link Length (ft) | | 4272 | | | 5936 | | | 3513 | | | 3959 | |
| 50th Up Block Time (%) | | | | | | | | | | | | |
| 95th Up Block Time (%) | | | | | | | | | | | | |
| Turn Bay Length (ft) | | | | | | | | | | | | |
| 50th Bay Block Time % | | | | | | | | | | | | |
| 95th Bay Block Time % | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |

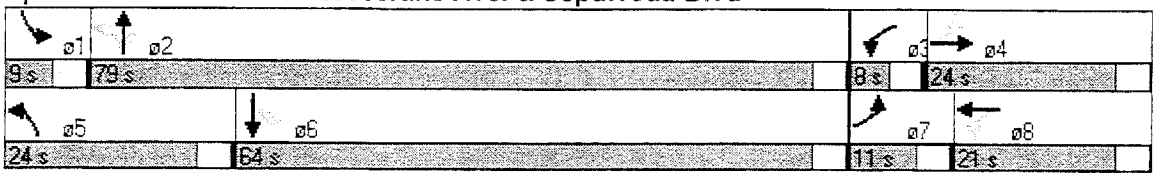
Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 24 (20%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 130
Control Type: Pretimed
Total Lost Time: 12
Sum of Critical v/s Ratios: 1.11
Intersection v/c Ratio: 1.23
Intersection Webster Signal Delay: 84.7
Intersection LOS: F

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

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

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

**Splits and Phases: 3: Rosecrans Ave. & Sepulveda Blvd**



## Lanes, Volumes, Timings

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 1 | | 1 | 1 | | 0 |
| Total Lost Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Leading Detector (ft) | 50 | 50 | | 50 | 50 | | 50 | 50 | 50 | 50 | 50 | |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Lane Util. Factor | 1.00 | 0.91 | 0.91 | 1.00 | 0.91 | 0.91 | 1.00 | 0.91 | 1.00 | 1.00 | 0.91 | 0.91 |
| Frt Protected | | 0.957 | | | 0.931 | | | | 0.850 | | 0.994 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1752 | 4819 | 0 | 1752 | 4688 | 0 | 1752 | 5036 | 1568 | 1752 | 5006 | 0 |
| Frt Perm. | | 0.957 | | | 0.931 | | | | 0.850 | | 0.994 | |
| Flt Perm. | 0.235 | | | 0.200 | | | 0.108 | | | 0.071 | | |
| Satd. Flow (perm) | 433 | 4819 | 0 | 369 | 4688 | 0 | 199 | 5036 | 1568 | 131 | 5006 | 0 |
| Right Turn on Red | | | No | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | | | 194 | | | | 191 | | 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 |
| Volume (vph) | 114 | 489 | 198 | 246 | 632 | 543 | 202 | 1381 | 316 | 376 | 3262 | 128 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Adj. Flow (vph) | 127 | 543 | 220 | 273 | 702 | 603 | 224 | 1534 | 351 | 418 | 3624 | 142 |
| Lane Group Flow (vph) | 127 | 763 | 0 | 273 | 1305 | 0 | 224 | 1534 | 351 | 418 | 3766 | 0 |
| Turn Type | Pm+Pt | | | Pm+Pt | | | Pm+Pt | | Perm | Pm+Pt | | |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | 2 | 6 | | |
| Detector Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | 2 | 1 | 6 | |
| Minimum Initial (s) | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | |
| Minimum Split (s) | 8.0 | 20.0 | | 8.0 | 20.0 | | 8.0 | 20.0 | 20.0 | 8.0 | 20.0 | |
| Total Split (s) | 8.0 | 20.0 | 0.0 | 11.0 | 23.0 | 0.0 | 10.0 | 40.0 | 40.0 | 29.0 | 59.0 | 0.0 |
| Total Split (%) | 8% | 20% | 0% | 11% | 23% | 0% | 10% | 40% | 40% | 29% | 59% | 0% |
| Maximum Green (s) | 4.0 | 16.0 | | 7.0 | 19.0 | | 6.0 | 36.0 | 36.0 | 25.0 | 55.0 | |
| Yellow Time (s) | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | |
| All-Red Time (s) | 0.5 | 0.5 | | 0.5 | 0.5 | | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | |
| Lead/Lag | Lead | Lag | | Lead | Lag | | Lead | Lag | Lag | Lead | Lag | |
| Lead-Lag Optimize? | Yes | Yes | | Yes | Yes | | Yes | Yes | Yes | Yes | Yes | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | |
| Minimum Gap (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | |
| Time Before Reduce (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Time To Reduce (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Recall Mode | Max | Max | | Max | Max | | Max | Max | Max | Max | Max | |

## Lanes, Volumes, Timings

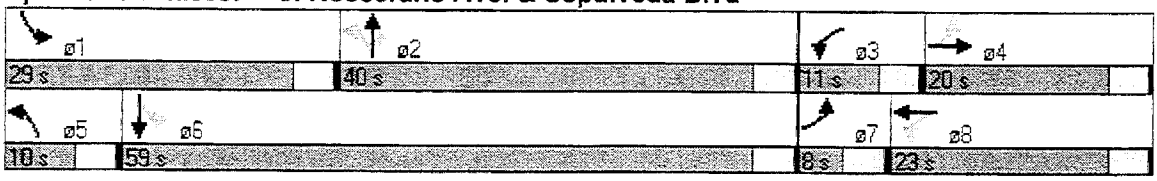
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Walk Time (s) | | 5.0 | | | 5.0 | | | 5.0 | 5.0 | | 5.0 | |
| Flash Dont Walk (s) | | 11.0 | | | 11.0 | | | 11.0 | 11.0 | | 11.0 | |
| Pedestrian Calls (#/hr) | | 0 | | | 0 | | | 0 | 0 | | 0 | |
| Lane Grp Cap (vph) | 161 | 819 | | 214 | 1093 | | 196 | 1863 | 700 | 508 | 2807 | |
| v/s Ratio Prot | 0.04 | 0.16 | | 0.10 | 0.24 | | 0.08 | 0.30 | | 0.21 | 0.75 | |
| v/s Ratio Perm | 0.13 | | | 0.26 | | | 0.42 | | 0.19 | 0.33 | | |
| Critical LG? | | | | Yes | | | Yes | | | | Yes | |
| Act Effct Green (s) | 22.0 | 17.0 | | 28.0 | 20.0 | | 44.0 | 37.0 | 37.0 | 66.0 | 56.0 | |
| Actuated g/C Ratio | 0.22 | 0.17 | | 0.28 | 0.20 | | 0.44 | 0.37 | 0.37 | 0.66 | 0.56 | |
| v/c Ratio | 0.79 | 0.93 | | 1.28 | 1.19 | | 1.14 | 0.82 | 0.50 | 0.82 | 1.34 | |
| Uniform Delay, d1 | 29.0 | 40.9 | | 30.8 | 32.9 | | 25.4 | 28.5 | 10.2 | 26.5 | 21.9 | |
| Platoon Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Incr. Delay, d2 | 31.4 | 18.6 | | 155.2 | 96.5 | | 108.0 | 4.3 | 2.6 | 14.0 | 156.2 | |
| Webster Delay | 60.4 | 59.6 | | 186.0 | 129.4 | | 133.4 | 32.8 | 12.8 | 40.5 | 178.1 | |
| Webster LOS | E | E | | F | F | | F | C | B | D | F | |
| Queue Length 50th (ft) | 63 | 177 | | ~171 | ~333 | | ~118 | 319 | 71 | 211 | ~1163 | |
| Queue Length 95th (ft) | #127 | #255 | | #334 | #428 | | #269 | 382 | 155 | #371 | #1247 | |
| Link Length (ft) | | 4272 | | | 5936 | | | 3513 | | | 3959 | |
| 50th Up Block Time (%) | | | | | | | | | | | | |
| 95th Up Block Time (%) | | | | | | | | | | | | |
| Turn Bay Length (ft) | | | | | | | | | | | | |
| 50th Bay Block Time % | | | | | | | | | | | | |
| 95th Bay Block Time % | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 48 (48%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 100
Control Type: Pretimed
Total Lost Time: 9
Sum of Critical v/s Ratios: 1.18
Intersection v/c Ratio: 1.30
Intersection Webster Signal Delay: 119.3
Intersection LOS: F

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

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

**Splits and Phases: 3: Rosecrans Ave. & Sepulveda Blvd**



## Lanes, Volumes, Timings

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 0 | 2 | | 0 | 1 | | 1 | 1 | | 0 |
| Total Lost Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Leading Detector (ft) | 50 | 50 | | 50 | 50 | | 50 | 50 | 50 | 50 | 50 | |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Lane Util. Factor | 1.00 | 0.91 | 0.91 | 0.97 | 0.91 | 0.91 | 1.00 | 0.95 | 1.00 | 1.00 | 0.91 | 0.91 |
| Frt Protected | | 0.990 | | | 0.961 | | | | 0.850 | | 0.933 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1752 | 4986 | 0 | 3400 | 4840 | 0 | 1752 | 3505 | 1568 | 1752 | 4699 | 0 |
| Frt Perm. | | 0.990 | | | 0.961 | | | | 0.850 | | 0.933 | |
| Flt Perm. | 0.077 | | | 0.271 | | | 0.167 | | | 0.211 | | |
| Satd. Flow (perm) | 142 | 4986 | 0 | 970 | 4840 | 0 | 308 | 3505 | 1568 | 389 | 4699 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 22 | | | 166 | | | | 177 | | 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 |
| Volume (vph) | 232 | 757 | 56 | 496 | 1576 | 552 | 259 | 1198 | 349 | 62 | 521 | 419 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Adj. Flow (vph) | 258 | 841 | 62 | 551 | 1751 | 613 | 288 | 1331 | 388 | 69 | 579 | 466 |
| Lane Group Flow (vph) | 258 | 903 | 0 | 551 | 2364 | 0 | 288 | 1331 | 388 | 69 | 1045 | 0 |
| Turn Type | Perm | | | Perm | | | Pm+Pt | | Perm | Pm+Pt | | |
| Protected Phases | | 4 | | | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | 2 | 6 | | |
| Detector Phases | 4 | 4 | | 8 | 8 | | 5 | 2 | 2 | 1 | 6 | |
| Minimum Initial (s) | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | |
| Minimum Split (s) | 20.0 | 20.0 | | 20.0 | 20.0 | | 8.0 | 20.0 | 20.0 | 8.0 | 20.0 | |
| Total Split (s) | 55.0 | 55.0 | 0.0 | 55.0 | 55.0 | 0.0 | 13.0 | 27.0 | 27.0 | 8.0 | 22.0 | 0.0 |
| Total Split (%) | 61% | 61% | 0% | 61% | 61% | 0% | 14% | 30% | 30% | 9% | 24% | 0% |
| Maximum Green (s) | 51.0 | 51.0 | | 51.0 | 51.0 | | 9.0 | 23.0 | 23.0 | 4.0 | 18.0 | |
| Yellow Time (s) | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | |
| All-Red Time (s) | 0.5 | 0.5 | | 0.5 | 0.5 | | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | |
| Lead/Lag | | | | | | | Lead | Lag | Lag | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | 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 | |
| Minimum Gap (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | |
| Time Before Reduce (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Time To Reduce (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Recall Mode | Max | Max | | Max | Max | | Max | Max | Max | Max | Max | |

**Lanes, Volumes, Timings**

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Walk Time (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | | 5.0 | 5.0 | | 5.0 | |
| Flash Dont Walk (s) | 11.0 | 11.0 | | 11.0 | 11.0 | | | 11.0 | 11.0 | | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | | 0 | 0 | | | 0 | 0 | | 0 | |
| Lane Grp Cap (vph) | 82 | 2890 | | 560 | 2867 | | 270 | 935 | 548 | 179 | 1012 | |
| v/s Ratio Prot | | 0.18 | | | 0.48 | | 0.12 | 0.38 | | 0.02 | 0.22 | |
| v/s Ratio Perm | 1.82 | | | 0.57 | | | 0.26 | | 0.19 | 0.08 | | |
| Critical LG? | Yes | | | | | | Yes | Yes | | | | |
| Act Effct Green (s) | 52.0 | 52.0 | | 52.0 | 52.0 | | 32.0 | 24.0 | 24.0 | 24.0 | 19.0 | |
| Actuated g/C Ratio | 0.58 | 0.58 | | 0.58 | 0.58 | | 0.36 | 0.27 | 0.27 | 0.27 | 0.21 | |
| v/c Ratio | 3.15 | 0.31 | | 0.98 | 0.82 | | 1.07 | 1.42 | 0.71 | 0.39 | 1.33dr | |
| Uniform Delay, d1 | 19.0 | 9.5 | | 18.6 | 14.1 | | 22.5 | 33.0 | 15.5 | 19.9 | 34.6 | |
| Platoon Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Incr. Delay, d2 | 997.0 | 0.3 | | 34.3 | 2.8 | | 73.5 | 196.9 | 7.5 | 6.2 | 37.0 | |
| Webster Delay | 1016.0 | 9.8 | | 52.8 | 16.9 | | 96.0 | 229.9 | 23.0 | 26.0 | 71.6 | |
| Webster LOS | F | A | | D | B | | F | F | C | C | E | |
| Queue Length 50th (ft) | ~259 | 87 | | 146 | 345 | | ~136 | ~543 | 107 | 26 | ~217 | |
| Queue Length 95th (ft) | #409 | 111 | | #268 | 416 | | #297 | #674 | 214 | 55 | #320 | |
| Link Length (ft) | | 4272 | | | 5936 | | | 3513 | | | 3959 | |
| 50th Up Block Time (%) | | | | | | | | | | | | |
| 95th Up Block Time (%) | | | | | | | | | | | | |
| Turn Bay Length (ft) | | | | | | | | | | | | |
| 50th Bay Block Time % | | | | | | | | | | | | |
| 95th Bay Block Time % | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |

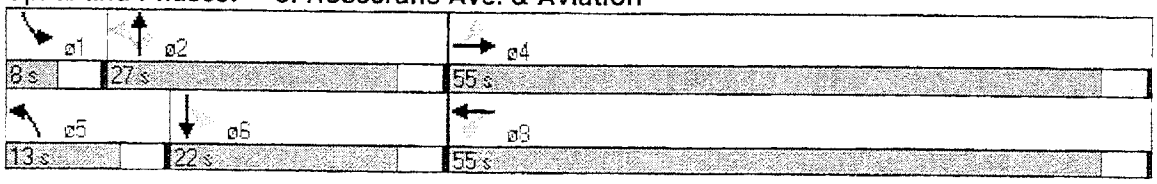
Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 65
Control Type: Pretimed
Total Lost Time: 6
Sum of Critical v/s Ratios: 2.28
Intersection v/c Ratio: 2.44
Intersection Webster Signal Delay: 105.5
Intersection LOS: F

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

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

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

**Splits and Phases: 3: Rosecrans Ave. & Aviation**



## Lanes, Volumes, Timings

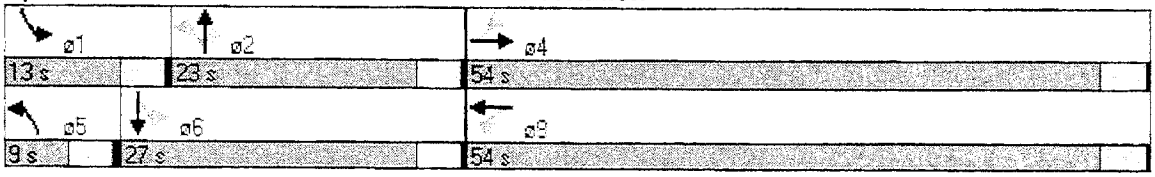
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 0 | 2 | | 0 | 1 | | 1 | 1 | | 0 |
| Total Lost Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Leading Detector (ft) | 50 | 50 | | 50 | 50 | | 50 | 50 | 50 | 50 | 50 | |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Lane Util. Factor | 1.00 | 0.91 | 0.91 | 0.97 | 0.91 | 0.91 | 1.00 | 0.95 | 1.00 | 1.00 | 0.91 | 0.91 |
| Frt Protected | | 0.980 | | | 0.987 | | | | 0.850 | | 0.959 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1752 | 4935 | 0 | 3400 | 4970 | 0 | 1752 | 3505 | 1568 | 1752 | 4829 | 0 |
| Frt Perm. | | 0.980 | | | 0.987 | | | | 0.850 | | 0.959 | |
| Flt Perm. | 0.122 | | | 0.078 | | | 0.200 | | | 0.167 | | |
| Satd. Flow (perm) | 225 | 4935 | 0 | 279 | 4970 | 0 | 369 | 3505 | 1568 | 308 | 4829 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 52 | | | 29 | | | | 30 | | 44 | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Volume (vph) | 358 | 1402 | 214 | 394 | 1210 | 115 | 274 | 673 | 255 | 267 | 1109 | 418 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Adj. Flow (vph) | 398 | 1558 | 238 | 438 | 1344 | 128 | 304 | 748 | 283 | 297 | 1232 | 464 |
| Lane Group Flow (vph) | 398 | 1796 | 0 | 438 | 1472 | 0 | 304 | 748 | 283 | 297 | 1696 | 0 |
| Turn Type | Perm | | | Perm | | | Pm+Pt | | Perm | Pm+Pt | | |
| Protected Phases | | 4 | | | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | 2 | 6 | | |
| Detector Phases | 4 | 4 | | 8 | 8 | | 5 | 2 | 2 | 1 | 6 | |
| Minimum Initial (s) | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | |
| Minimum Split (s) | 20.0 | 20.0 | | 20.0 | 20.0 | | 8.0 | 20.0 | 20.0 | 8.0 | 20.0 | |
| Total Split (s) | 54.0 | 54.0 | 0.0 | 54.0 | 54.0 | 0.0 | 9.0 | 23.0 | 23.0 | 13.0 | 27.0 | 0.0 |
| Total Split (%) | 60% | 60% | 0% | 60% | 60% | 0% | 10% | 26% | 26% | 14% | 30% | 0% |
| Maximum Green (s) | 50.0 | 50.0 | | 50.0 | 50.0 | | 5.0 | 19.0 | 19.0 | 9.0 | 23.0 | |
| Yellow Time (s) | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | |
| All-Red Time (s) | 0.5 | 0.5 | | 0.5 | 0.5 | | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | |
| Lead/Lag | | | | | | | Lead | Lag | Lag | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | 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 | |
| Minimum Gap (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | |
| Time Before Reduce (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Time To Reduce (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Recall Mode | Max | Max | | Max | Max | | Max | Max | Max | Max | Max | |

## Lanes, Volumes, Timings

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Walk Time (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | | 5.0 | 5.0 | | 5.0 | |
| Flash Dont Walk (s) | 11.0 | 11.0 | | 11.0 | 11.0 | | | 11.0 | 11.0 | | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | | 0 | 0 | | | 0 | 0 | | 0 | |
| Lane Grp Cap (vph) | 128 | 2819 | | 158 | 2829 | | 199 | 779 | 372 | 273 | 1320 | |
| v/s Ratio Prot | | 0.36 | | | 0.29 | | 0.10 | 0.21 | | 0.12 | 0.34 | |
| v/s Ratio Perm | 1.77 | | | 1.57 | | | 0.34 | | 0.17 | 0.28 | | |
| Critical LG? | Yes | | | | | | Yes | | | Yes | | |
| Act Effct Green (s) | 51.0 | 51.0 | | 51.0 | 51.0 | | 26.0 | 20.0 | 20.0 | 33.0 | 24.0 | |
| Actuated g/C Ratio | 0.57 | 0.57 | | 0.57 | 0.57 | | 0.29 | 0.22 | 0.22 | 0.37 | 0.27 | |
| v/c Ratio | 3.11 | 0.64 | | 2.77 | 0.52 | | 1.53 | 0.96 | 0.76 | 1.09 | 1.28 | |
| Uniform Delay, d1 | 19.6 | 12.8 | | 19.5 | 11.7 | | 23.3 | 34.6 | 29.1 | 21.7 | 31.9 | |
| Platoon Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Incr. Delay, d2 | 969.5 | 1.1 | | 814.9 | 0.7 | | 261.2 | 23.9 | 13.7 | 79.9 | 134.1 | |
| Webster Delay | 989.1 | 13.9 | | 834.4 | 12.4 | | 284.5 | 58.5 | 42.8 | 101.7 | 166.0 | |
| Webster LOS | F | B | | F | B | | F | E | D | F | F | |
| Queue Length 50th (ft) | ~399 | 228 | | ~221 | 171 | | ~192 | 222 | 130 | ~142 | ~449 | |
| Queue Length 95th (ft) | #575 | 276 | | #314 | 209 | | #359 | #340 | #257 | #303 | #546 | |
| Link Length (ft) | | 4272 | | | 5936 | | | 3513 | | | 3959 | |
| 50th Up Block Time (%) | | | | | | | | | | | | |
| 95th Up Block Time (%) | | | | | | | | | | | | |
| Turn Bay Length (ft) | | | | | | | | | | | | |
| 50th Bay Block Time % | | | | | | | | | | | | |
| 95th Bay Block Time % | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 50
Control Type: Pretimed
Total Lost Time: 9
Sum of Critical v/s Ratios: 2.25
Intersection v/c Ratio: 2.50
Intersection Webster Signal Delay: 169.0
Intersection LOS: F

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

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

**Splits and Phases: 3: Rosecrans Ave. & Aviation**