

Lanes, Volumes, Timings

5:

19/10/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕			↕↕↕				
Volume (vph)	109	303	0	0	158	91	49	491	25	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	1.00	1.00	0.95	0.95	0.91	0.91	0.91	1.00	1.00	1.00
Frt					0.945			0.993				
Flt Protected		0.987						0.996				
Satd. Flow (prot)	0	3486	0	0	3411	0	0	4155	0	0	0	0
Flt Permitted		0.806						0.996				
Satd. Flow (perm)	0	2847	0	0	3411	0	0	4155	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					99			20				
Link Speed (k/h)		50			50			50				50
Link Distance (m)		22.7			59.9			67.7				55.8
Travel Time (s)		1.6			4.3			4.9				4.0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	3%	2%	2%	0%	0%	0%	27%	0%	2%	2%	2%
Adj. Flow (vph)	118	329	0	0	172	99	53	534	27	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	447	0	0	271	0	0	614	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			0.0				0.0
Link Offset(m)		0.0			0.0			0.0				0.0
Crosswalk Width(m)		4.8			4.8			4.8				4.8
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Turn Type	Perm	NA			NA		Perm	NA				
Protected Phases		4			8			2				
Permitted Phases	4						2					
Minimum Split (s)	20.0	20.0			20.0		20.0	20.0				
Total Split (s)	20.0	20.0			20.0		20.0	20.0				
Total Split (%)	50.0%	50.0%			50.0%		50.0%	50.0%				
Maximum Green (s)	16.0	16.0			16.0		16.0	16.0				
Yellow Time (s)	3.5	3.5			3.5		3.5	3.5				
All-Red Time (s)	0.5	0.5			0.5		0.5	0.5				
Lost Time Adjust (s)		0.0			0.0			0.0				
Total Lost Time (s)		4.0			4.0			4.0				
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	5.0	5.0			5.0		5.0	5.0				
Flash Dont Walk (s)	11.0	11.0			11.0		11.0	11.0				
Pedestrian Calls (#/hr)	0	0			0		0	0				
Act Effct Green (s)		16.0			16.0			16.0				
Actuated g/C Ratio		0.40			0.40			0.40				
v/c Ratio		0.39			0.19			0.37				
Control Delay		9.9			5.4			8.9				
Queue Delay		0.0			0.0			0.0				
Total Delay		9.9			5.4			8.9				

Lanes, Volumes, Timings

5:

19/10/2018

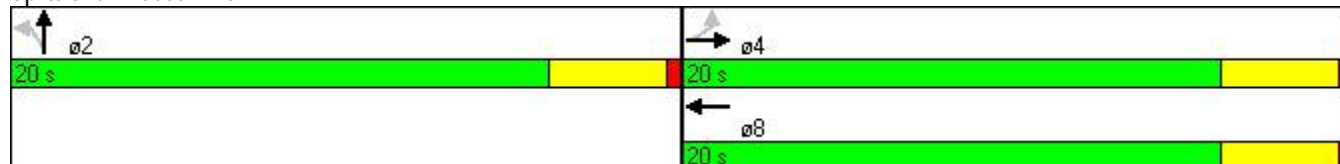


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS		A			A			A				
Approach Delay		9.9			5.4			8.9				
Approach LOS		A			A			A				

Intersection Summary

Area Type:	Other
Cycle Length:	40
Actuated Cycle Length:	40
Offset:	0 (0%), Referenced to phase 2:NBTL and 6:, Start of Green
Natural Cycle:	40
Control Type:	Pretimed
Maximum v/c Ratio:	0.39
Intersection Signal Delay:	8.5
Intersection LOS:	A
Intersection Capacity Utilization	39.9%
ICU Level of Service	A
Analysis Period (min)	15

Splits and Phases: 5:



Lanes, Volumes, Timings
6: SANTA ROSA & PEREZ SALMON

19/10/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑						↑↑↑	
Volume (vph)	0	219	71	21	186	0	0	0	0	193	515	83
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	0.91	0.91	0.91
Frt		0.963									0.984	
Flt Protected					0.995						0.988	
Satd. Flow (prot)	0	3383	0	0	3592	0	0	0	0	0	3583	0
Flt Permitted					0.912						0.988	
Satd. Flow (perm)	0	3383	0	0	3292	0	0	0	0	0	3583	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		77									60	
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		80.0			22.7			68.2			57.8	
Travel Time (s)		5.8			1.6			4.9			4.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	3%	2%	0%	0%	2%	2%	2%	2%	6%	60%	2%
Adj. Flow (vph)	0	238	77	23	202	0	0	0	0	210	560	90
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	315	0	0	225	0	0	0	0	0	860	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			0.0			0.0	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		4			8						6	
Permitted Phases				8						6		
Minimum Split (s)		20.0		20.0	20.0					20.0	20.0	
Total Split (s)		20.0		20.0	20.0					20.0	20.0	
Total Split (%)		50.0%		50.0%	50.0%					50.0%	50.0%	
Maximum Green (s)		16.0		16.0	16.0					16.0	16.0	
Yellow Time (s)		3.5		3.5	3.5					3.5	3.5	
All-Red Time (s)		0.5		0.5	0.5					0.5	0.5	
Lost Time Adjust (s)		0.0			0.0						0.0	
Total Lost Time (s)		4.0			4.0						4.0	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)		5.0		5.0	5.0					5.0	5.0	
Flash Dont Walk (s)		11.0		11.0	11.0					11.0	11.0	
Pedestrian Calls (#/hr)		0		0	0					0	0	
Act Effct Green (s)		16.0			16.0						16.0	
Actuated g/C Ratio		0.40			0.40						0.40	
v/c Ratio		0.23			0.17						0.59	
Control Delay		6.4			6.1						10.7	
Queue Delay		0.0			0.0						0.7	
Total Delay		6.4			6.1						11.3	

Lanes, Volumes, Timings
 6: SANTA ROSA & PEREZ SALMON

19/10/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS		A			A							B
Approach Delay		6.4			6.1							11.3
Approach LOS		A			A							B

Intersection Summary

Area Type:	Other
Cycle Length:	40
Actuated Cycle Length:	40
Offset:	0 (0%), Referenced to phase 2: and 6:SBTL, Start of Green
Natural Cycle:	40
Control Type:	Pretimed
Maximum v/c Ratio:	0.59
Intersection Signal Delay:	9.4
Intersection LOS:	A
Intersection Capacity Utilization	39.8%
ICU Level of Service	A
Analysis Period (min)	15

Splits and Phases: 6: SANTA ROSA & PEREZ SALMON

