APPENDIX – H

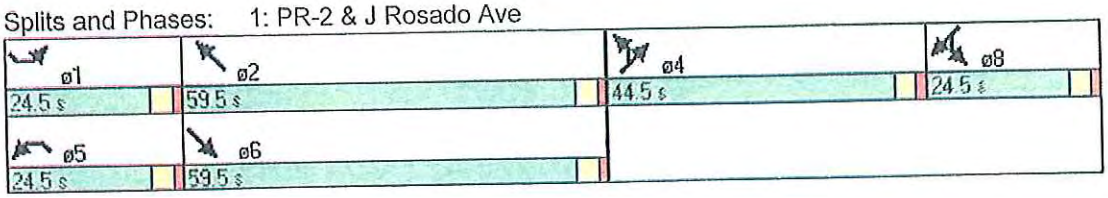
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	11	11	9	11	11	12	11	12	12	11	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	48		0	85		0	0		0	0		0
Storage Lanes	1		0	2		0	0		0	0		0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Leading Detector (ft)	48	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	0.95	0.97	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor												
Frt		0.925			0.978			0.967			0.944	
Flt Protected	0.950			0.950				0.972			0.991	
Satd. Flow (prot)	1652	3165	0	3090	3346	0	0	3216	0	0	3201	0
Flt Permitted	0.950			0.950				0.972			0.991	
Satd. Flow (perm)	1652	3165	0	3090	3346	0	0	3216	0	0	3201	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		187			14			23			65	
Headway Factor	1.09	1.04	1.04	1.14	1.04	1.04	1.00	1.04	1.00	1.00	1.04	1.00
Link Speed (mph)		35			45			35			25	
Link Distance (ft)		1093			4064			1070			1297	
Travel Time (s)		21.3			61.6			20.8			35.4	
Volume (vph)	51	185	203	528	789	131	417	138	158	44	94	78
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.84	0.91	0.85	0.85	0.84	0.84	0.84	0.84	0.85	0.76	0.75
Growth Factor	107%	107%	107%	107%	107%	107%	107%	107%	107%	107%	107%	107%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
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)	60	236	239	665	993	167	531	176	201	55	132	111
Lane Group Flow (vph)	60	475	0	665	1160	0	0	908	0	0	298	0
Turn Type	Prot			Prot			Split			Split		
Protected Phases	1	6		5	2		4	4		8	8	
Permitted Phases												
Detector Phases	1	6		5	2		4	4		8	8	
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	8.5	20.5		8.5	20.5		20.5	20.5		20.0	20.0	
Total Split (s)	24.5	59.5	0.0	24.5	59.5	0.0	44.5	44.5	0.0	24.5	24.5	0.0
Total Split (%)	16.0%	38.9%	0.0%	16.0%	38.9%	0.0%	29.1%	29.1%	0.0%	16.0%	16.0%	0.0%
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	Min		None	Min		None	None		None	None	
Act Effct Green (s)	10.1	36.5		20.5	49.7			41.0			14.7	
Actuated g/C Ratio	0.08	0.28		0.16	0.38			0.31			0.11	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
v/c Ratio	0.48	0.47		1.38	0.91			0.96dl			0.72	
Control Delay	64.9	22.7		223.2	45.7			55.9			49.5	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	64.9	22.7		223.2	45.7			55.9			49.5	
LOS	E	C		F	D			E			D	
Approach Delay		27.5			110.4			55.9			49.5	
Approach LOS		C			F			E			D	

Intersection Summary

Area Type: Other
Cycle Length: 153
Actuated Cycle Length: 131.2
Natural Cycle: 100
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.38
Intersection Signal Delay: 79.0 Intersection LOS: E
Intersection Capacity Utilization 77.7% ICU Level of Service D
Analysis Period (min) 15
dl Defacto Left Lane. Recode with 1 though lane as a left lane.

Splits and Phases: 1: PR-2 & J Rosado Ave



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
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)	220			0	0	0
Storage Lanes	1			0	2	0
Total Lost Time (s)	4.0	5.0	5.0	5.0	5.0	5.0
Leading Detector (ft)	50	50	50		50	
Trailing Detector (ft)	0	0	0		0	
Turning Speed (mph)	15			9	15	9
Lane Util. Factor	1.00	0.95	0.95	0.95	0.97	0.95
Ped Bike Factor						
Frt			0.932		0.906	
Flt Protected	0.950				0.982	
Satd. Flow (prot)	1770	3539	3299	0	3215	0
Flt Permitted	0.950				0.982	
Satd. Flow (perm)	1770	3539	3299	0	3215	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			180		360	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45	45		35	
Link Distance (ft)		4064	4074		1144	
Travel Time (s)		61.6	61.7		22.3	
Volume (vph)	118	276	1132	857	187	316
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.84	0.84	0.82	0.74	0.94	0.94
Growth Factor	107%	107%	107%	107%	107%	107%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	150	352	1477	1239	213	360
Lane Group Flow (vph)	150	352	2716	0	573	0
Turn Type	Prot					
Protected Phases	5	2	6		4	
Permitted Phases						
Detector Phases	5	2	6		4	
Minimum Initial (s)	4.0	4.0	4.0		4.0	
Minimum Split (s)	8.0	21.0	21.0		21.0	
Total Split (s)	24.0	64.0	40.0	0.0	55.0	0.0
Total Split (%)	20.2%	53.8%	33.6%	0.0%	46.2%	0.0%
Yellow Time (s)	2.0	3.0	3.0		3.0	
All-Red Time (s)	2.0	2.0	2.0		2.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	None	Min	Min		None	
Act Effct Green (s)	11.1	48.5	36.0		10.8	
Actuated g/C Ratio	0.16	0.70	0.52		0.16	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
v/c Ratio	0.55	0.14	1.51		0.71	
Control Delay	30.9	4.1	253.7		11.3	
Queue Delay	0.0	0.0	0.0		0.0	
Total Delay	30.9	4.1	253.7		11.3	
LOS	C	A	F		B	
Approach Delay		12.1	253.7		11.3	
Approach LOS		B	F		B	

Intersection Summary

Area Type: Other
Cycle Length: 119
Actuated Cycle Length: 69.6
Natural Cycle: 150
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.51
Intersection Signal Delay: 185.1 — Intersection LOS: F
Intersection Capacity Utilization 98.0% — ICU Level of Service F
Analysis Period (min) 15

Splits and Phases: 2: PR-2 & V Rojas Ave

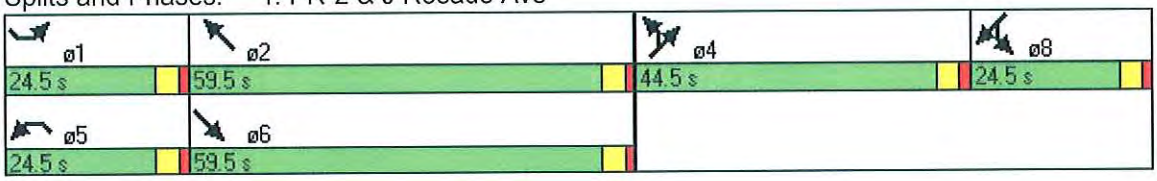
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	11	11	9	11	11	12	11	12	12	11	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	48		0	85		0	0		0	0		0
Storage Lanes	1		0	2		0	0		0	0		0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Leading Detector (ft)	48	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	0.95	0.97	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor												
Frt		0.925			0.978			0.964			0.944	
Flt Protected	0.950			0.950				0.972			0.991	
Satd. Flow (prot)	1652	3165	0	3090	3346	0	0	3169	0	0	3201	0
Flt Permitted	0.950			0.950				0.972			0.991	
Satd. Flow (perm)	1652	3165	0	3090	3346	0	0	3169	0	0	3201	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		186			14			26			64	
Headway Factor	1.09	1.04	1.04	1.14	1.04	1.04	1.00	1.04	1.00	1.00	1.04	1.00
Link Speed (mph)		35			45			35			25	
Link Distance (ft)		1093			4064			1070			1297	
Travel Time (s)		21.3			61.6			20.8			35.4	
Volume (vph)	55	200	219	573	852	141	450	149	189	48	102	84
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.84	0.91	0.85	0.85	0.84	0.84	0.84	0.85	0.85	0.76	0.75
Growth Factor	107%	107%	107%	107%	107%	107%	107%	107%	107%	107%	107%	107%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	7%	2%	2%	2%
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)	65	255	258	721	1073	180	573	190	238	60	144	120
Lane Group Flow (vph)	65	513	0	721	1253	0	0	1001	0	0	324	0
Turn Type	Prot			Prot			Split			Split		
Protected Phases	1	6		5	2		4	4		8	8	
Permitted Phases												
Detector Phases	1	6		5	2		4	4		8	8	
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	8.5	20.5		8.5	20.5		20.5	20.5		20.0	20.0	
Total Split (s)	24.5	59.5	0.0	24.5	59.5	0.0	44.5	44.5	0.0	24.5	24.5	0.0
Total Split (%)	16.0%	38.9%	0.0%	16.0%	38.9%	0.0%	29.1%	29.1%	0.0%	16.0%	16.0%	0.0%
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	Min		None	Min		None	None		None	None	
Act Effct Green (s)	10.7	43.5		20.1	55.3			40.2			16.0	
Actuated g/C Ratio	0.08	0.32		0.15	0.40			0.29			0.12	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
v/c Ratio	0.51	0.46		1.60	0.93			1.11dl			0.76	
Control Delay	66.4	24.2		317.2	52.6			92.8			53.9	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	66.4	24.2		317.2	52.6			92.8			53.9	
LOS	E	C		F	D			F			D	
Approach Delay		28.9			149.3			92.8			53.9	
Approach LOS		C			F			F			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 153			
Actuated Cycle Length: 138			
Natural Cycle: 120			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.60			
Intersection Signal Delay: 108.8		Intersection LOS: F	
Intersection Capacity Utilization 82.4%		ICU Level of Service E	
Analysis Period (min) 15			

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

Splits and Phases: 1: PR-2 & J Rosado Ave

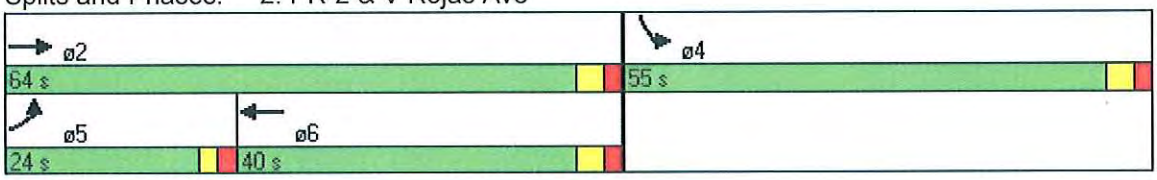


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	220			0	0	0
Storage Lanes	1			0	2	0
Total Lost Time (s)	4.0	5.0	5.0	5.0	5.0	5.0
Leading Detector (ft)	50	50	50		50	
Trailing Detector (ft)	0	0	0		0	
Turning Speed (mph)	15			9	15	9
Lane Util. Factor	1.00	0.95	0.95	0.95	0.97	0.95
Ped Bike Factor						
Frt			0.932		0.906	
Flt Protected	0.950				0.982	
Satd. Flow (prot)	1770	3438	3299	0	3215	0
Flt Permitted	0.950				0.982	
Satd. Flow (perm)	1770	3438	3299	0	3215	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			179		388	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45	45		35	
Link Distance (ft)		4064	3282		1144	
Travel Time (s)		61.6	49.7		22.3	
Volume (vph)	127	316	1226	926	202	341
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.84	0.85	0.82	0.74	0.94	0.94
Growth Factor	107%	107%	107%	107%	107%	107%
Heavy Vehicles (%)	2%	5%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	162	398	1600	1339	230	388
Lane Group Flow (vph)	162	398	2939	0	618	0
Turn Type	Prot					
Protected Phases	5	2	6		4	
Permitted Phases						
Detector Phases	5	2	6		4	
Minimum Initial (s)	4.0	4.0	4.0		4.0	
Minimum Split (s)	8.0	21.0	21.0		21.0	
Total Split (s)	24.0	64.0	40.0	0.0	55.0	0.0
Total Split (%)	20.2%	53.8%	33.6%	0.0%	46.2%	0.0%
Yellow Time (s)	2.0	3.0	3.0		3.0	
All-Red Time (s)	2.0	2.0	2.0		2.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	None	Min	Min		None	
Act Effct Green (s)	11.6	49.1	36.2		11.4	
Actuated g/C Ratio	0.16	0.69	0.51		0.16	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
v/c Ratio	0.57	0.17	1.66		0.73	
Control Delay	31.7	4.4	318.1		11.4	
Queue Delay	0.0	0.0	0.0		0.0	
Total Delay	31.7	4.4	318.1		11.4	
LOS	C	A	F		B	
Approach Delay		12.3	318.1		11.4	
Approach LOS		B	F		B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 119			
Actuated Cycle Length: 70.8			
Natural Cycle: 150			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.66			
Intersection Signal Delay: 230.5		Intersection LOS: F	
Intersection Capacity Utilization 105.0%		ICU Level of Service G	
Analysis Period (min) 15			

Splits and Phases: 2: PR-2 & V Rojas Ave



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	2	6	29	2257	508	10
Peak Hour Factor	1.00	1.00	1.00	0.78	0.92	1.00
Hourly flow rate (vph)	2	6	31	3096	591	11
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	2201	295	602			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2201	295	602			
tC, single (s)	8.8	8.9	6.1			
tC, 2 stage (s)						
tF (s)	4.5	4.3	3.2			
p0 queue free %	79	99	94			
cM capacity (veh/h)	10	479	524			

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	9	31	1548	1548	295	295	11
Volume Left	2	31	0	0	0	0	0
Volume Right	6	0	0	0	0	0	11
cSH	38	524	1700	1700	1700	1700	1700
Volume to Capacity	0.22	0.06	0.91	0.91	0.17	0.17	0.01
Queue Length 95th (ft)	18	5	0	0	0	0	0
Control Delay (s)	124.2	12.3	0.0	0.0	0.0	0.0	0.0
Lane LOS	F	B					
Approach Delay (s)	124.2	0.1			0.0		
Approach LOS	F						

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	76.8%	ICU Level of Service	D
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	1	2	9	2285	506	8
Peak Hour Factor	1.00	1.00	1.00	0.79	0.92	1.00
Hourly flow rate (vph)	1	2	10	3095	588	9
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	Raised					
Median storage veh)	0					
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	2155	294	597			
vC1, stage 1 conf vol	588					
vC2, stage 2 conf vol	1567					
vCu, unblocked vol	2155	294	597			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)	5.8					
tF (s)	3.5	3.3	2.2			
p0 queue free %	99	100	99			
cM capacity (veh/h)	91	702	976			

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	3	10	1547	1547	294	294	9
Volume Left	1	10	0	0	0	0	0
Volume Right	2	0	0	0	0	0	9
cSH	216	976	1700	1700	1700	1700	1700
Volume to Capacity	0.01	0.01	0.91	0.91	0.17	0.17	0.01
Queue Length 95th (ft)	1	1	0	0	0	0	0
Control Delay (s)	21.9	8.7	0.0	0.0	0.0	0.0	0.0
Lane LOS	C	A					
Approach Delay (s)	21.9	0.0			0.0		
Approach LOS	C						

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	77.6%	ICU Level of Service	D
Analysis Period (min)	15		

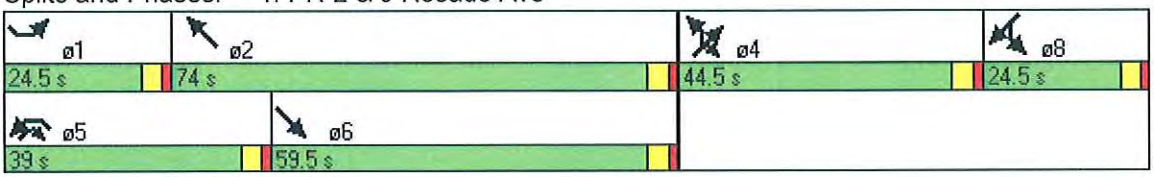
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	11	11	9	11	11	10	10	10	12	11	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	48		0	85		0	0		60	0		0
Storage Lanes	1		0	2		0	0		1	0		0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Leading Detector (ft)	48	50		50	50		50	50	50	50	50	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	0.95	0.97	0.95	0.95	0.95	0.95	1.00	0.95	0.95	0.95
Ped Bike Factor												
Frt		0.925			0.978				0.850		0.944	
Flt Protected	0.950			0.950				0.964			0.991	
Satd. Flow (prot)	1652	3165	0	3090	3346	0	0	3184	1409	0	3201	0
Flt Permitted	0.950			0.950				0.964			0.991	
Satd. Flow (perm)	1652	3165	0	3090	3346	0	0	3184	1409	0	3201	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		162			14				78		57	
Headway Factor	1.09	1.04	1.04	1.14	1.04	1.04	1.09	1.09	1.09	1.00	1.04	1.00
Link Speed (mph)		45			45			35			25	
Link Distance (ft)		1093			4064			1070			1297	
Travel Time (s)		16.6			61.6			20.8			35.4	
Volume (vph)	55	200	219	573	852	141	450	149	189	48	102	84
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.84	0.91	0.85	0.85	0.84	0.84	0.84	0.85	0.85	0.76	0.75
Growth Factor	107%	107%	107%	107%	107%	107%	107%	107%	107%	107%	107%	107%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	7%	2%	2%	2%
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)	65	255	258	721	1073	180	573	190	238	60	144	120
Lane Group Flow (vph)	65	513	0	721	1253	0	0	763	238	0	324	0
Turn Type	Prot			Prot			Split		pt+ov	Split		
Protected Phases	1	6		5	2		4	4	4 5	8	8	
Permitted Phases												
Detector Phases	1	6		5	2		4	4	4 5	8	8	
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	8.5	20.5		8.5	20.5		20.5	20.5		20.0	20.0	
Total Split (s)	24.5	59.5	0.0	39.0	74.0	0.0	44.5	44.5	83.5	24.5	24.5	0.0
Total Split (%)	14.6%	35.5%	0.0%	23.3%	44.2%	0.0%	26.6%	26.6%	49.9%	14.6%	14.6%	0.0%
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	Min		None	Min		None	None		None	None	
Act Effct Green (s)	10.9	34.5		35.3	61.6			39.4	74.6		16.3	
Actuated g/C Ratio	0.07	0.24		0.25	0.43			0.27	0.52		0.11	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
v/c Ratio	0.52	0.58		0.95	0.87			1.27dl	0.31		0.78	
Control Delay	72.0	32.5		77.1	43.4			61.9	9.8		59.8	
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Delay	72.0	32.5		77.1	43.4			61.9	9.8		59.8	
LOS	E	C		E	D			E	A		E	
Approach Delay		36.9			55.7			49.5			59.8	
Approach LOS		D			E			D			E	

Intersection Summary

Area Type: Other
Cycle Length: 167.5
Actuated Cycle Length: 143.8
Natural Cycle: 100
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.95
Intersection Signal Delay: 51.6 Intersection LOS: D
Intersection Capacity Utilization 82.4% ICU Level of Service E
Analysis Period (min) 15
dl Defacto Left Lane. Recode with 1 though lane as a left lane.

Splits and Phases: 1: PR-2 & J Rosado Ave

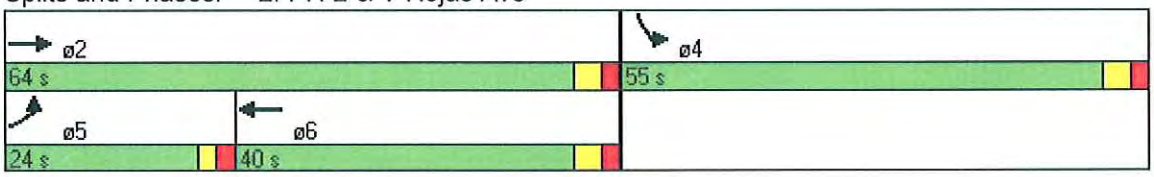


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	220			400	0	0
Storage Lanes	1			1	2	0
Total Lost Time (s)	4.0	5.0	5.0	5.0	5.0	5.0
Leading Detector (ft)	50	50	50	50	50	
Trailing Detector (ft)	0	0	0	0	0	
Turning Speed (mph)	15			9	15	9
Lane Util. Factor	1.00	0.95	0.95	1.00	0.97	0.95
Ped Bike Factor						
Frt				0.850	0.906	
Flt Protected	0.950				0.982	
Satd. Flow (prot)	1770	3438	3539	1583	3215	0
Flt Permitted	0.950				0.982	
Satd. Flow (perm)	1770	3438	3539	1583	3215	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				818	388	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45	45		35	
Link Distance (ft)		4064	3282		1144	
Travel Time (s)		61.6	49.7		22.3	
Volume (vph)	127	316	1226	926	202	341
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.84	0.85	0.82	0.74	0.94	0.94
Growth Factor	107%	107%	107%	107%	107%	107%
Heavy Vehicles (%)	2%	5%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	162	398	1600	1339	230	388
Lane Group Flow (vph)	162	398	1600	1339	618	0
Turn Type	Prot			Free		
Protected Phases	5	2	6		4	
Permitted Phases				Free		
Detector Phases	5	2	6		4	
Minimum Initial (s)	4.0	4.0	4.0		4.0	
Minimum Split (s)	8.0	21.0	21.0		21.0	
Total Split (s)	24.0	64.0	40.0	0.0	55.0	0.0
Total Split (%)	20.2%	53.8%	33.6%	0.0%	46.2%	0.0%
Yellow Time (s)	2.0	3.0	3.0		3.0	
All-Red Time (s)	2.0	2.0	2.0		2.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	None	Min	Min		None	
Act Effct Green (s)	11.6	49.1	36.2	70.8	11.4	
Actuated g/C Ratio	0.16	0.69	0.51	1.00	0.16	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
v/c Ratio	0.57	0.17	0.88	0.85	0.73	
Control Delay	31.7	4.4	27.1	6.3	11.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	31.7	4.4	27.1	6.3	11.4	
LOS	C	A	C	A	B	
Approach Delay		12.3	17.6		11.4	
Approach LOS		B	B		B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 119			
Actuated Cycle Length: 70.8			
Natural Cycle: 75			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.88			
Intersection Signal Delay: 16.0		Intersection LOS: B	
Intersection Capacity Utilization 73.2%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 2: PR-2 & V Rojas Ave

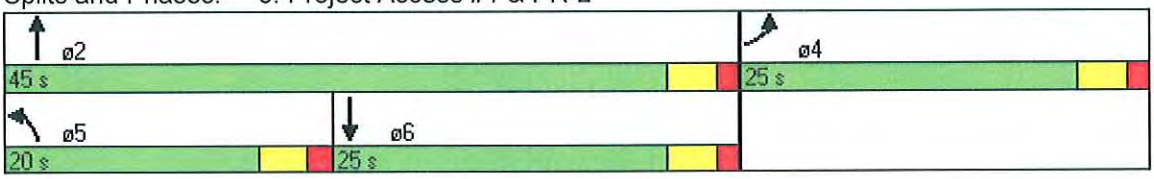


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	350			400
Storage Lanes	1	0	1			1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50		50	50	50	50
Trailing Detector (ft)	0		0	0	0	0
Turning Speed (mph)	15	9	15			9
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor						
Frt	0.899					0.850
Flt Protected	0.988		0.950			
Satd. Flow (prot)	844	0	902	3539	3539	808
Flt Permitted	0.988		0.950			
Satd. Flow (perm)	844	0	902	3539	3539	808
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	6					11
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	15			45	45	
Link Distance (ft)	773			848	3282	
Travel Time (s)	35.1			12.8	49.7	
Volume (vph)	2	6	29	2257	508	10
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	1.00	1.00	1.00	0.78	0.92	1.00
Growth Factor	107%	107%	107%	107%	107%	107%
Heavy Vehicles (%)	100%	100%	100%	2%	2%	100%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	2	6	31	3096	591	11
Lane Group Flow (vph)	8	0	31	3096	591	11
Turn Type			Prot			Free
Protected Phases	4		5	2	6	
Permitted Phases						Free
Detector Phases	4		5	2	6	
Minimum Initial (s)	10.0		4.0	4.0	4.0	
Minimum Split (s)	25.0		15.0	40.0	25.0	
Total Split (s)	25.0	0.0	20.0	45.0	25.0	0.0
Total Split (%)	35.7%	0.0%	28.6%	64.3%	35.7%	0.0%
Yellow Time (s)	3.0		3.0	3.0	3.0	
All-Red Time (s)	1.5		1.5	1.5	1.5	
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		None	Max	Max	
Act Effct Green (s)	11.4		10.0	89.4	79.8	94.8
Actuated g/C Ratio	0.11		0.10	0.94	0.84	1.00

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
v/c Ratio	0.08		0.35	0.93	0.20	0.01
Control Delay	15.1		22.7	11.9	4.0	0.0
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	15.1		22.7	11.9	4.0	0.0
LOS	B		C	B	A	A
Approach Delay	15.1			12.0	3.9	
Approach LOS	B			B	A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 94.8			
Natural Cycle: 150			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.93			
Intersection Signal Delay: 10.7		Intersection LOS: B	
Intersection Capacity Utilization 81.8%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 3: Project Access #1 & PR-2



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	1	2	9	2285	506	8
Peak Hour Factor	1.00	1.00	1.00	0.79	0.92	1.00
Hourly flow rate (vph)	1	2	10	3095	588	9
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	Raised					
Median storage veh)	0					
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	2155	294	597			
vC1, stage 1 conf vol	588					
vC2, stage 2 conf vol	1567					
vCu, unblocked vol	2155	294	597			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)	5.8					
tF (s)	3.5	3.3	2.2			
p0 queue free %	99	100	99			
cM capacity (veh/h)	91	702	976			

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	3	10	1547	1547	294	294	9
Volume Left	1	10	0	0	0	0	0
Volume Right	2	0	0	0	0	0	9
cSH	216	976	1700	1700	1700	1700	1700
Volume to Capacity	0.01	0.01	0.91	0.91	0.17	0.17	0.01
Queue Length 95th (ft)	1	1	0	0	0	0	0
Control Delay (s)	21.9	8.7	0.0	0.0	0.0	0.0	0.0
Lane LOS	C	A					
Approach Delay (s)	21.9	0.0			0.0		
Approach LOS	C						

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	77.6%	ICU Level of Service	D
Analysis Period (min)	15		

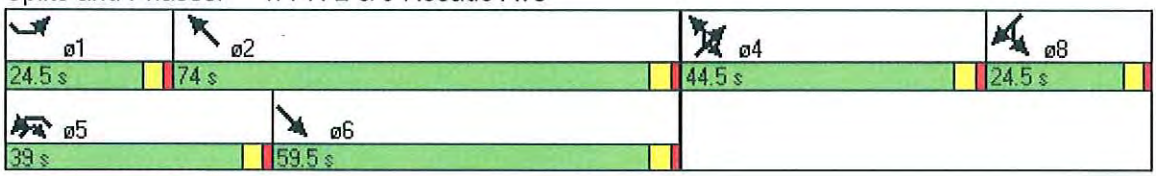
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	11	11	9	11	11	10	10	10	12	11	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	48		0	85		0	0		60	0		0
Storage Lanes	1		0	2		0	0		1	0		0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Leading Detector (ft)	48	50		50	50		50	50	50	50	50	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	0.95	0.97	0.95	0.95	0.95	0.95	1.00	0.95	0.95	0.95
Ped Bike Factor												
Frt		0.924			0.979				0.850		0.945	
Flt Protected	0.950			0.950				0.964			0.991	
Satd. Flow (prot)	1652	3161	0	3090	3349	0	0	3184	1409	0	3204	0
Flt Permitted	0.950			0.950				0.964			0.991	
Satd. Flow (perm)	1652	3161	0	3090	3349	0	0	3184	1409	0	3204	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		167			14				75		56	
Headway Factor	1.09	1.04	1.04	1.14	1.04	1.04	1.09	1.09	1.09	1.00	1.04	1.00
Link Speed (mph)		45			45			35			25	
Link Distance (ft)		1093			4064			1070			1297	
Travel Time (s)		16.6			61.6			20.8			35.4	
Volume (vph)	62	226	248	648	963	160	509	168	213	54	115	95
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.85	0.91	0.86	0.85	0.85	0.85	0.85	0.89	0.85	0.76	0.76
Growth Factor	107%	107%	107%	107%	107%	107%	107%	107%	107%	107%	107%	107%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	7%	2%	2%	2%
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)	72	284	292	806	1212	201	641	211	256	68	162	134
Lane Group Flow (vph)	72	576	0	806	1413	0	0	852	256	0	364	0
Turn Type	Prot			Prot			Split		pt+ov	Split		
Protected Phases	1	6		5	2		4	4	4 5	8	8	
Permitted Phases												
Detector Phases	1	6		5	2		4	4	4 5	8	8	
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	8.5	20.5		8.5	20.5		20.5	20.5		20.0	20.0	
Total Split (s)	24.5	59.5	0.0	39.0	74.0	0.0	44.5	44.5	83.5	24.5	24.5	0.0
Total Split (%)	14.6%	35.5%	0.0%	23.3%	44.2%	0.0%	26.6%	26.6%	49.9%	14.6%	14.6%	0.0%
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	Min		None	Min		None	None		None	None	
Act Effct Green (s)	12.2	47.2		34.5	69.6			40.0	74.6		18.7	
Actuated g/C Ratio	0.08	0.30		0.22	0.44			0.25	0.47		0.12	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
v/c Ratio	0.57	0.54		1.20	0.96			1.54dl	0.36		0.85	
Control Delay	76.0	33.9		153.9	57.8			104.0	12.3		72.4	
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Delay	76.0	33.9		153.9	57.8			104.0	12.3		72.4	
LOS	E	C		F	E			F	B		E	
Approach Delay		38.6			92.7			82.8			72.4	
Approach LOS		D			F			F			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 167.5			
Actuated Cycle Length: 158.5			
Natural Cycle: 130			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.20			
Intersection Signal Delay: 80.4		Intersection LOS: F	
Intersection Capacity Utilization 91.1%		ICU Level of Service F	
Analysis Period (min) 15			

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

Splits and Phases: 1: PR-2 & J Rosado Ave

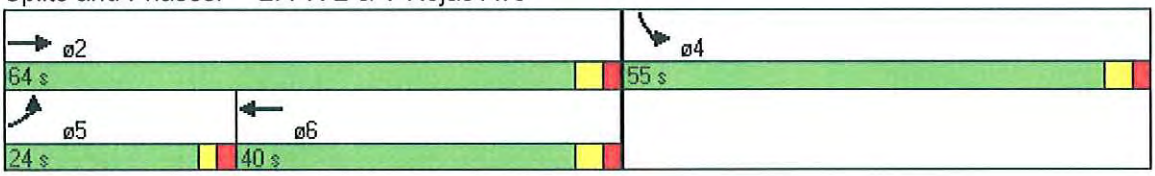


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	220			400	0	0
Storage Lanes	1			1	2	0
Total Lost Time (s)	4.0	5.0	5.0	5.0	5.0	5.0
Leading Detector (ft)	50	50	50	50	50	
Trailing Detector (ft)	0	0	0	0	0	
Turning Speed (mph)	15			9	15	9
Lane Util. Factor	1.00	0.95	0.95	1.00	0.97	0.95
Ped Bike Factor						
Frt				0.850	0.906	
Flt Protected	0.950				0.982	
Satd. Flow (prot)	1770	3438	3539	1583	3215	0
Flt Permitted	0.950				0.982	
Satd. Flow (perm)	1770	3438	3539	1583	3215	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				817	397	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45	45		35	
Link Distance (ft)		4064	3282		1144	
Travel Time (s)		61.6	49.7		22.3	
Volume (vph)	144	357	1385	1046	228	386
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.85	0.88	0.83	0.75	0.94	0.95
Growth Factor	107%	107%	107%	107%	107%	107%
Heavy Vehicles (%)	2%	5%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	181	434	1785	1492	260	435
Lane Group Flow (vph)	181	434	1785	1492	695	0
Turn Type	Prot			Free		
Protected Phases	5	2	6		4	
Permitted Phases				Free		
Detector Phases	5	2	6		4	
Minimum Initial (s)	4.0	4.0	4.0		4.0	
Minimum Split (s)	8.0	21.0	21.0		21.0	
Total Split (s)	24.0	64.0	40.0	0.0	55.0	0.0
Total Split (%)	20.2%	53.8%	33.6%	0.0%	46.2%	0.0%
Yellow Time (s)	2.0	3.0	3.0		3.0	
All-Red Time (s)	2.0	2.0	2.0		2.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	None	Min	Min		None	
Act Effct Green (s)	12.9	52.6	35.6	76.5	13.7	
Actuated g/C Ratio	0.17	0.69	0.47	1.00	0.18	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
v/c Ratio	0.61	0.18	1.08	0.94	0.77	
Control Delay	33.6	5.1	72.0	14.7	13.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	33.6	5.1	72.0	14.7	13.2	
LOS	C	A	E	B	B	
Approach Delay		13.5	45.9		13.2	
Approach LOS		B	D		B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 119			
Actuated Cycle Length: 76.5			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.08			
Intersection Signal Delay: 36.6		Intersection LOS: D	
Intersection Capacity Utilization 81.2%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 2: PR-2 & V Rojas Ave

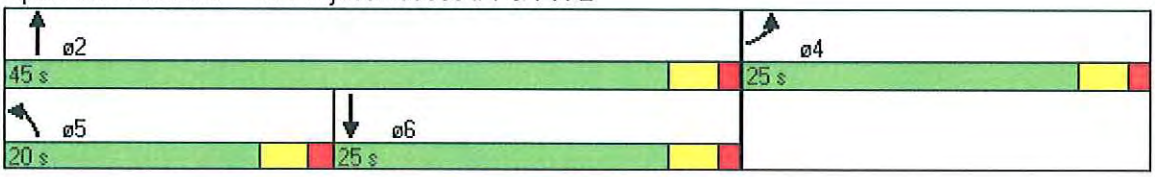


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	350			400
Storage Lanes	1	0	1			1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50		50	50	50	50
Trailing Detector (ft)	0		0	0	0	0
Turning Speed (mph)	15	9	15			9
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor						
Frt	0.895					0.850
Flt Protected	0.989		0.950			
Satd. Flow (prot)	841	0	902	3539	3539	808
Flt Permitted	0.989		0.950			
Satd. Flow (perm)	841	0	902	3539	3539	808
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	7					12
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	15			45	45	
Link Distance (ft)	773			848	3282	
Travel Time (s)	35.1			12.8	49.7	
Volume (vph)	2	7	33	2551	574	11
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	1.00	1.00	1.00	0.79	0.94	1.00
Growth Factor	107%	107%	107%	107%	107%	107%
Heavy Vehicles (%)	100%	100%	100%	2%	2%	100%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	2	7	35	3455	653	12
Lane Group Flow (vph)	9	0	35	3455	653	12
Turn Type			Prot			Free
Protected Phases	4		5	2	6	
Permitted Phases						Free
Detector Phases	4		5	2	6	
Minimum Initial (s)	10.0		4.0	4.0	4.0	
Minimum Split (s)	25.0		15.0	40.0	25.0	
Total Split (s)	25.0	0.0	20.0	45.0	25.0	0.0
Total Split (%)	35.7%	0.0%	28.6%	64.3%	35.7%	0.0%
Yellow Time (s)	3.0		3.0	3.0	3.0	
All-Red Time (s)	1.5		1.5	1.5	1.5	
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		None	Max	Max	
Act Effct Green (s)	11.5		10.4	86.9	76.9	92.3
Actuated g/C Ratio	0.11		0.11	0.94	0.83	1.00

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
v/c Ratio	0.09		0.37	1.04	0.22	0.01
Control Delay	14.6		23.0	33.3	4.3	0.0
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	14.6		23.0	33.3	4.3	0.0
LOS	B		C	C	A	A
Approach Delay	14.6			33.2	4.2	
Approach LOS	B			C	A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 92.3			
Natural Cycle: 150			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 1.04			
Intersection Signal Delay: 28.5		Intersection LOS: C	
Intersection Capacity Utilization 90.5%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 3: Project Access #1 & PR-2



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	1	2	10	2582	572	9
Peak Hour Factor	1.00	1.00	1.00	0.79	0.93	1.00
Hourly flow rate (vph)	1	2	11	3497	658	10
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	Raised					
Median storage veh)	0					
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	2428	329	668			
vC1, stage 1 conf vol	658					
vC2, stage 2 conf vol	1770					
vCu, unblocked vol	2428	329	668			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)	5.8					
tF (s)	3.5	3.3	2.2			
p0 queue free %	98	100	99			
cM capacity (veh/h)	71	667	918			

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	3	11	1749	1749	329	329	10
Volume Left	1	11	0	0	0	0	0
Volume Right	2	0	0	0	0	0	10
cSH	175	918	1700	1700	1700	1700	1700
Volume to Capacity	0.02	0.01	1.03	1.03	0.19	0.19	0.01
Queue Length 95th (ft)	1	1	0	0	0	0	0
Control Delay (s)	25.9	9.0	0.0	0.0	0.0	0.0	0.0
Lane LOS	D	A					
Approach Delay (s)	25.9	0.0			0.0		
Approach LOS	D						

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	86.4%	ICU Level of Service	E
Analysis Period (min)	15		

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	11	11	9	11	11	10	10	10	12	11	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	48		0	85		0	0		60	0		0
Storage Lanes	1		0	2		0	0		1	0		1
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Leading Detector (ft)	48	50		50	50		50	50	50	50	50	50
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	0.91	0.91	0.95	0.97	0.95	0.95	0.95	0.95	1.00	0.95	0.95	1.00
Ped Bike Factor												
Frt		0.924			0.979				0.850			0.850
Flt Protected	0.950			0.950				0.964			0.985	
Satd. Flow (prot)	1503	3028	0	3090	3349	0	0	3184	1409	0	3370	1583
Flt Permitted	0.950			0.950				0.964			0.985	
Satd. Flow (perm)	1503	3028	0	3090	3349	0	0	3184	1409	0	3370	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		201			19				125			134
Headway Factor	1.09	1.04	1.04	1.14	1.04	1.04	1.09	1.09	1.09	1.00	1.04	1.00
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		1093			4064			1070			1297	
Travel Time (s)		16.6			61.6			29.2			35.4	
Volume (vph)	62	226	248	648	963	160	509	168	213	54	115	95
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.85	0.91	0.86	0.85	0.85	0.85	0.85	0.89	0.85	0.76	0.76
Growth Factor	107%	107%	107%	107%	107%	107%	107%	107%	107%	107%	107%	107%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	7%	2%	2%	2%
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)	72	284	292	806	1212	201	641	211	256	68	162	134
Lane Group Flow (vph)	72	576	0	806	1413	0	0	852	256	0	230	134
Turn Type	Prot			Prot			Split		pt+ov	Split		Perm
Protected Phases	1	6		5	2		4	4	4 5	8	8	
Permitted Phases												8
Detector Phases	1	6		5	2		4	4	4 5	8	8	8
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	8.5	8.5		8.5	8.5		8.5	8.5		8.5	8.5	8.5
Total Split (s)	14.0	31.0	0.0	36.0	53.0	0.0	37.0	37.0	73.0	16.0	16.0	16.0
Total Split (%)	11.7%	25.8%	0.0%	30.0%	44.2%	0.0%	30.8%	30.8%	60.8%	13.3%	13.3%	13.3%
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	1.5
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	Min		None	Min		None	None		None	None	None
Act Effct Green (s)	8.8	23.4		31.6	48.7			32.6	64.2		11.0	11.0
Actuated g/C Ratio	0.07	0.20		0.27	0.42			0.28	0.55		0.09	0.09

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
v/c Ratio	0.65	0.75		0.96	1.00			1.39dl	0.31		0.73	0.50
Control Delay	74.8	32.8		66.3	59.3			63.9	5.1		63.8	14.8
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Delay	74.8	32.8		66.3	59.3			63.9	5.1		63.8	14.8
LOS	E	C		E	E			E	A		E	B
Approach Delay		37.4			61.8			50.3			45.7	
Approach LOS		D			E			D			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 116.7			
Natural Cycle: 100			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.00			
Intersection Signal Delay: 53.9		Intersection LOS: D	
Intersection Capacity Utilization 95.6%		ICU Level of Service F	
Analysis Period (min) 15			

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

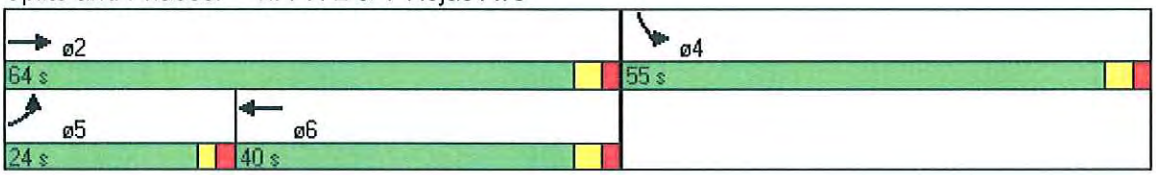
Splits and Phases: 1: PR-2 & J Rosado Ave

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
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)	220			400	0	0
Storage Lanes	1			1	2	0
Total Lost Time (s)	4.0	5.0	5.0	5.0	5.0	5.0
Leading Detector (ft)	50	50	50	50	50	
Trailing Detector (ft)	0	0	0	0	0	
Turning Speed (mph)	15			9	15	9
Lane Util. Factor	1.00	0.95	0.95	1.00	0.97	0.95
Ped Bike Factor						
Frt				0.850	0.906	
Flt Protected	0.950				0.982	
Satd. Flow (prot)	1770	3438	3539	1583	3215	0
Flt Permitted	0.950				0.982	
Satd. Flow (perm)	1770	3438	3539	1583	3215	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				817	397	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45	45		35	
Link Distance (ft)		4064	3282		1144	
Travel Time (s)		61.6	49.7		22.3	
Volume (vph)	144	357	1385	1046	228	386
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.85	0.88	0.83	0.75	0.94	0.95
Growth Factor	107%	107%	107%	107%	107%	107%
Heavy Vehicles (%)	2%	5%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	181	434	1785	1492	260	435
Lane Group Flow (vph)	181	434	1785	1492	695	0
Turn Type	Prot			Free		
Protected Phases	5	2	6		4	
Permitted Phases				Free		
Detector Phases	5	2	6		4	
Minimum Initial (s)	4.0	4.0	4.0		4.0	
Minimum Split (s)	8.0	21.0	21.0		21.0	
Total Split (s)	24.0	64.0	40.0	0.0	55.0	0.0
Total Split (%)	20.2%	53.8%	33.6%	0.0%	46.2%	0.0%
Yellow Time (s)	2.0	3.0	3.0		3.0	
All-Red Time (s)	2.0	2.0	2.0		2.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	None	Min	Min		None	
Act Effct Green (s)	12.9	52.6	35.6	76.5	13.7	
Actuated g/C Ratio	0.17	0.69	0.47	1.00	0.18	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
v/c Ratio	0.61	0.18	1.08	0.94	0.77	
Control Delay	33.6	5.1	72.0	14.7	13.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	33.6	5.1	72.0	14.7	13.2	
LOS	C	A	E	B	B	
Approach Delay		13.5	45.9		13.2	
Approach LOS		B	D		B	

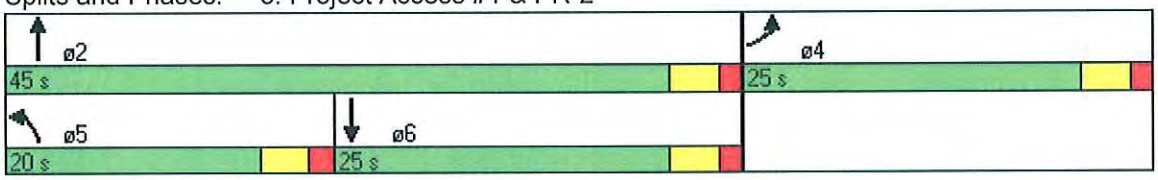
Intersection Summary			
Area Type:	Other		
Cycle Length: 119			
Actuated Cycle Length: 76.5			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.08			
Intersection Signal Delay: 36.6		Intersection LOS: D	
Intersection Capacity Utilization 81.2%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 2: PR-2 & V Rojas Ave



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
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	350			400
Storage Lanes	1	0	1			1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50		50	50	50	50
Trailing Detector (ft)	0		0	0	0	0
Turning Speed (mph)	15	9	15			9
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor						
Frt	0.895					0.850
Flt Protected	0.989		0.950			
Satd. Flow (prot)	841	0	902	3539	3539	808
Flt Permitted	0.989		0.950			
Satd. Flow (perm)	841	0	902	3539	3539	808
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	7					12
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	15			45	45	
Link Distance (ft)	773			848	3282	
Travel Time (s)	35.1			12.8	49.7	
Volume (vph)	2	7	33	2551	574	11
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	1.00	1.00	1.00	0.79	0.94	1.00
Growth Factor	107%	107%	107%	107%	107%	107%
Heavy Vehicles (%)	100%	100%	100%	2%	2%	100%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	2	7	35	3455	653	12
Lane Group Flow (vph)	9	0	35	3455	653	12
Turn Type			Prot			Free
Protected Phases	4		5	2	6	
Permitted Phases						Free
Detector Phases	4		5	2	6	
Minimum Initial (s)	10.0		4.0	4.0	4.0	
Minimum Split (s)	25.0		15.0	40.0	25.0	
Total Split (s)	25.0	0.0	20.0	45.0	25.0	0.0
Total Split (%)	35.7%	0.0%	28.6%	64.3%	35.7%	0.0%
Yellow Time (s)	3.0		3.0	3.0	3.0	
All-Red Time (s)	1.5		1.5	1.5	1.5	
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		None	Max	Max	
Act Effct Green (s)	11.5		10.4	86.9	76.9	92.3
Actuated g/C Ratio	0.11		0.11	0.94	0.83	1.00

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
v/c Ratio	0.09		0.37	1.04	0.22	0.01
Control Delay	14.6		23.0	33.3	4.3	0.0
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	14.6		23.0	33.3	4.3	0.0
LOS	B		C	C	A	A
Approach Delay	14.6			33.2	4.2	
Approach LOS	B			C	A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 92.3			
Natural Cycle: 150			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 1.04			
Intersection Signal Delay: 28.5		Intersection LOS: C	
Intersection Capacity Utilization 90.5%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 3: Project Access #1 & PR-2