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	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		0.922			0.979			0.937			0.950	
Flt Protected	0.950			0.950				0.979			0.987	
Satd. Flow (prot)	1652	3154	0	3090	3349	0	0	3138	0	0	3208	0
Flt Permitted	0.950			0.950				0.979			0.987	
Satd. Flow (perm)	1652	3154	0	3090	3349	0	0	3138	0	0	3208	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		202			13			117			46	
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)	98	366	388	368	552	91	262	86	310	86	125	103
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.93	0.90	0.96	0.95	0.95	0.76	0.77	0.93	0.93	0.84	0.86
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)	115	421	461	410	622	102	369	120	357	99	159	128
Lane Group Flow (vph)	115	882	0	410	724	0	0	846	0	0	386	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)	13.6	34.9		20.6	41.9			34.7			17.4	
Actuated g/C Ratio	0.11	0.28		0.16	0.33			0.27			0.14	

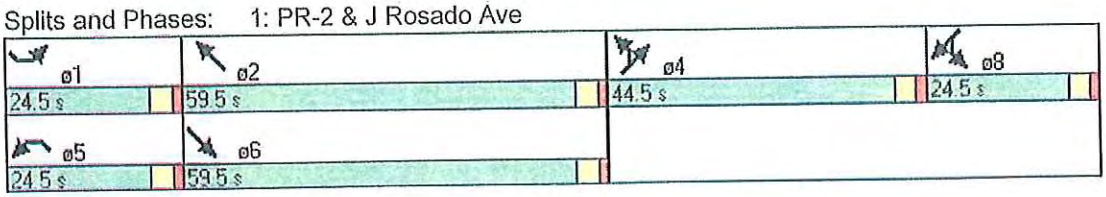
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
v/c Ratio	0.65	0.87		0.81	0.65			0.89			0.80	
Control Delay	63.2	35.9		67.1	38.5			45.3			55.8	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	63.2	35.9		67.1	38.5			45.3			55.8	
LOS	E	D		E	D			D			E	
Approach Delay		39.1			48.9			45.3			55.8	
Approach LOS		D			D			D			E	

Intersection Summary

Area Type: Other
Cycle Length: 153
Actuated Cycle Length: 126.2
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.89
Intersection Signal Delay: 45.9
Intersection Capacity Utilization 81.7%
Analysis Period (min) 15

Intersection LOS: D
ICU Level of Service D

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			0.935		0.942	
Flt Protected	0.950				0.970	
Satd. Flow (prot)	1770	3539	3309	0	3302	0
Flt Permitted	0.950				0.970	
Satd. Flow (perm)	1770	3539	3309	0	3302	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			166		155	
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)	233	543	777	527	368	234
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.93	0.92	0.81	0.84	0.85
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)	265	625	904	696	469	295
Lane Group Flow (vph)	265	625	1600	0	764	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)	18.0	57.4	35.4		23.2	
Actuated g/C Ratio	0.20	0.63	0.39		0.26	

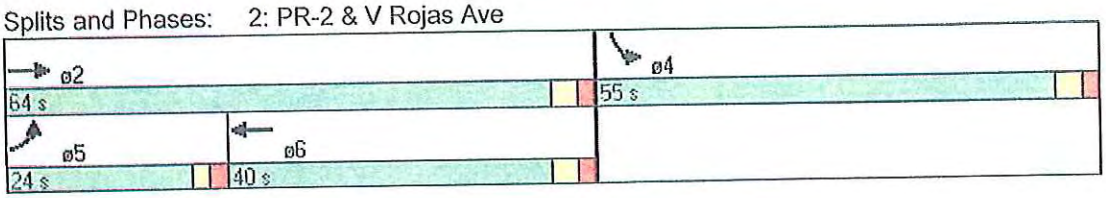
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
v/c Ratio	0.76	0.28	1.15		0.80	
Control Delay	46.0	8.6	101.9		26.0	
Queue Delay	0.0	0.0	0.0		0.0	
Total Delay	46.0	8.6	101.9		26.0	
LOS	D	A	F		C	
Approach Delay		19.7	101.9		26.0	
Approach LOS		B	F		C	

Intersection Summary

Area Type: Other
Cycle Length: 119
Actuated Cycle Length: 90.7
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.15
Intersection Signal Delay: 61.6
Intersection Capacity Utilization 85.7%
Analysis Period (min) 15

Intersection LOS: E
ICU Level of Service E

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

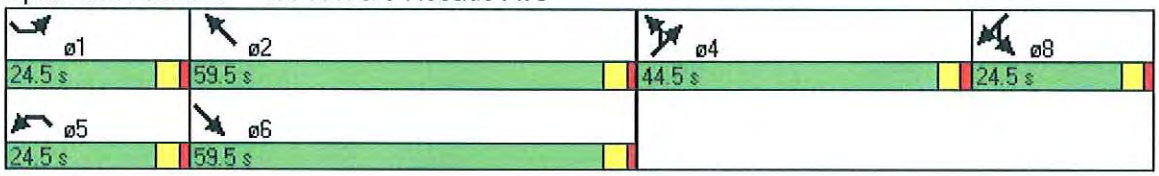


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	11	11	9	11	11	12	11	12	12	11	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	48		0	85		0	0		0	0		0
Storage 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		0.922			0.979			0.936			0.950	
Flt Protected	0.950			0.950				0.979			0.987	
Satd. Flow (prot)	1652	3154	0	3030	3349	0	0	3122	0	0	3208	0
Flt Permitted	0.950			0.950				0.979			0.987	
Satd. Flow (perm)	1652	3154	0	3030	3349	0	0	3122	0	0	3208	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		203			13			118			46	
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)	106	395	419	413	596	98	283	93	339	93	135	111
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.93	0.90	0.96	0.95	0.95	0.76	0.77	0.93	0.93	0.84	0.86
Growth Factor	107%	107%	107%	107%	107%	107%	107%	107%	107%	107%	107%	107%
Heavy Vehicles (%)	2%	2%	2%	4%	2%	2%	2%	2%	3%	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)	125	454	498	460	671	110	398	129	390	107	172	138
Lane Group Flow (vph)	125	952	0	460	781	0	0	917	0	0	417	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)	15.0	41.1		20.1	46.2			40.2			19.1	
Actuated g/C Ratio	0.11	0.30		0.14	0.33			0.29			0.14	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
v/c Ratio	0.70	0.88		1.05	0.69			0.93			0.87	
Control Delay	69.9	40.1		111.9	42.2			57.8			67.6	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	69.9	40.1		111.9	42.2			57.8			67.6	
LOS	E	D		F	D			E			E	
Approach Delay		43.5			68.1			57.8			67.6	
Approach LOS		D			E			E			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 153			
Actuated Cycle Length: 138.7			
Natural Cycle: 100			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.05			
Intersection Signal Delay: 58.2		Intersection LOS: E	
Intersection Capacity Utilization 87.6%		ICU Level of Service E	
Analysis Period (min) 15			

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

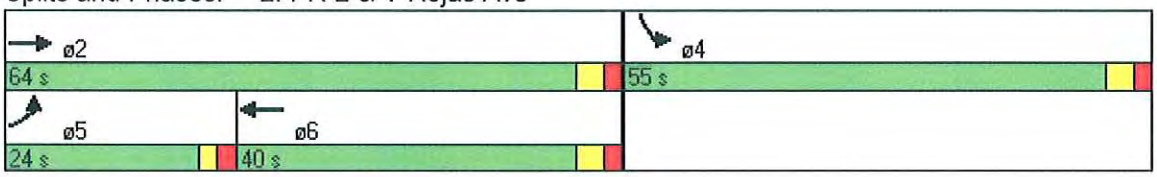


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	220			0	0	0
Storage Lanes	1			0	2	0
Total Lost Time (s)	4.0	5.0	5.0	5.0	5.0	5.0
Leading Detector (ft)	50	50	50		50	
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			0.935		0.942	
Flt Protected	0.950				0.970	
Satd. Flow (prot)	1770	3539	3291	0	3302	0
Flt Permitted	0.950				0.970	
Satd. Flow (perm)	1770	3539	3291	0	3302	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			163		155	
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)	252	590	855	569	397	253
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.93	0.92	0.81	0.84	0.85
Growth Factor	107%	107%	107%	107%	107%	107%
Heavy Vehicles (%)	2%	2%	3%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	287	679	994	752	506	318
Lane Group Flow (vph)	287	679	1746	0	824	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)	19.5	58.8	35.2		25.7	
Actuated g/C Ratio	0.21	0.62	0.37		0.27	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
v/c Ratio	0.79	0.31	1.31		0.82	
Control Delay	51.9	9.7	172.6		27.1	
Queue Delay	0.0	0.0	0.0		0.0	
Total Delay	51.9	9.7	172.6		27.1	
LOS	D	A	F		C	
Approach Delay		22.2	172.6		27.1	
Approach LOS		C	F		C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 119			
Actuated Cycle Length: 94.5			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.31			
Intersection Signal Delay: 97.6		Intersection LOS: F	
Intersection Capacity Utilization 92.1%		ICU Level of Service F	
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)	9	26	8	1487	991	2
Peak Hour Factor	1.00	1.00	1.00	0.87	0.91	1.00
Hourly flow rate (vph)	10	28	9	1829	1165	2
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	2097	583	1167			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2097	583	1167			
tC, single (s)	8.8	8.9	6.1			
tC, 2 stage (s)						
tF (s)	4.5	4.3	3.2			
p0 queue free %	26	90	97			
cM capacity (veh/h)	13	275	250			

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	37	9	914	914	583	583	2
Volume Left	10	9	0	0	0	0	0
Volume Right	28	0	0	0	0	0	2
cSH	44	250	1700	1700	1700	1700	1700
Volume to Capacity	0.84	0.03	0.54	0.54	0.34	0.34	0.00
Queue Length 95th (ft)	83	3	0	0	0	0	0
Control Delay (s)	229.6	19.9	0.0	0.0	0.0	0.0	0.0
Lane LOS	F	C					
Approach Delay (s)	229.6	0.1			0.0		
Approach LOS	F						

Intersection Summary			
Average Delay	2.9		
Intersection Capacity Utilization	54.0%	ICU Level of Service	A
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)	7	8	2	1488	1015	2
Peak Hour Factor	1.00	1.00	1.00	0.87	0.91	1.00
Hourly flow rate (vph)	7	9	2	1830	1193	2
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	2113	597	1196			
vC1, stage 1 conf vol	1193					
vC2, stage 2 conf vol	919					
vCu, unblocked vol	2113	597	1196			
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 %	93	98	100			
cM capacity (veh/h)	113	446	580			

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	16	2	915	915	597	597	2
Volume Left	7	2	0	0	0	0	0
Volume Right	9	0	0	0	0	0	2
cSH	188	580	1700	1700	1700	1700	1700
Volume to Capacity	0.09	0.00	0.54	0.54	0.35	0.35	0.00
Queue Length 95th (ft)	7	0	0	0	0	0	0
Control Delay (s)	25.9	11.2	0.0	0.0	0.0	0.0	0.0
Lane LOS	D	B					
Approach Delay (s)	25.9	0.0			0.0		
Approach LOS	D						

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	54.0%	ICU Level of Service	A
Analysis Period (min)	15		

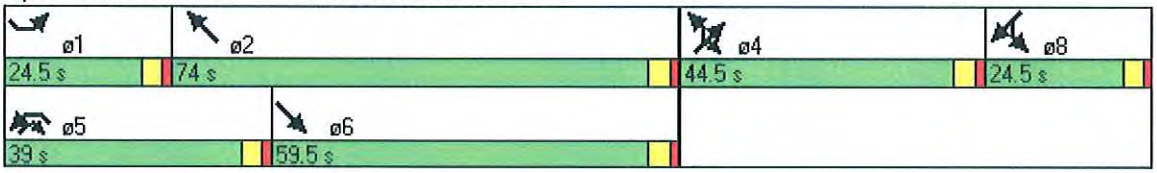
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	11	11	9	11	11	10	10	10	12	11	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	48		0	85		0	0		60	0		0
Storage 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		0.922			0.979				0.850		0.950	
Flt Protected	0.950			0.950				0.964			0.987	
Satd. Flow (prot)	1652	3154	0	3030	3349	0	0	3184	1463	0	3208	0
Flt Permitted	0.950			0.950				0.964			0.987	
Satd. Flow (perm)	1652	3154	0	3030	3349	0	0	3184	1463	0	3208	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		177			13				185		42	
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)	106	395	419	413	596	98	283	93	339	93	135	111
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.93	0.90	0.96	0.95	0.95	0.76	0.77	0.93	0.93	0.84	0.86
Growth Factor	107%	107%	107%	107%	107%	107%	107%	107%	107%	107%	107%	107%
Heavy Vehicles (%)	2%	2%	2%	4%	2%	2%	2%	2%	3%	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)	125	454	498	460	671	110	398	129	390	107	172	138
Lane Group Flow (vph)	125	952	0	460	781	0	0	527	390	0	417	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)	14.4	39.1		25.1	53.5			27.5	52.6		20.3	
Actuated g/C Ratio	0.11	0.30		0.19	0.41			0.21	0.40		0.15	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
v/c Ratio	0.70	0.90		0.79	0.57			1.15dl	0.56		0.79	
Control Delay	69.9	40.0		56.5	32.6			53.7	10.5		60.7	
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Delay	69.9	40.0		56.5	32.6			53.7	10.5		60.7	
LOS	E	D		E	C			D	B		E	
Approach Delay		43.5			41.4			35.3			60.7	
Approach LOS		D			D			D			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 167.5			
Actuated Cycle Length: 131.2			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.90			
Intersection Signal Delay: 42.7		Intersection LOS: D	
Intersection Capacity Utilization 81.2%		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			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	0.942	
Flt Protected	0.950				0.970	
Satd. Flow (prot)	1770	3539	3505	1583	3302	0
Flt Permitted	0.950				0.970	
Satd. Flow (perm)	1770	3539	3505	1583	3302	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				739	155	
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)	252	590	855	569	397	253
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.93	0.92	0.81	0.84	0.85
Growth Factor	107%	107%	107%	107%	107%	107%
Heavy Vehicles (%)	2%	2%	3%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	287	679	994	752	506	318
Lane Group Flow (vph)	287	679	994	752	824	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)	19.3	54.9	31.5	89.8	24.6	
Actuated g/C Ratio	0.21	0.61	0.35	1.00	0.27	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
v/c Ratio	0.76	0.31	0.81	0.48	0.81	
Control Delay	47.6	9.7	31.8	1.0	25.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	47.6	9.7	31.8	1.0	25.9	
LOS	D	A	C	A	C	
Approach Delay		21.0	18.5		25.9	
Approach LOS		C	B		C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 119			
Actuated Cycle Length: 89.8			
Natural Cycle: 65			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.81			
Intersection Signal Delay: 20.9		Intersection LOS: C	
Intersection Capacity Utilization 72.5%		ICU Level of Service C	
Analysis Period (min) 15			

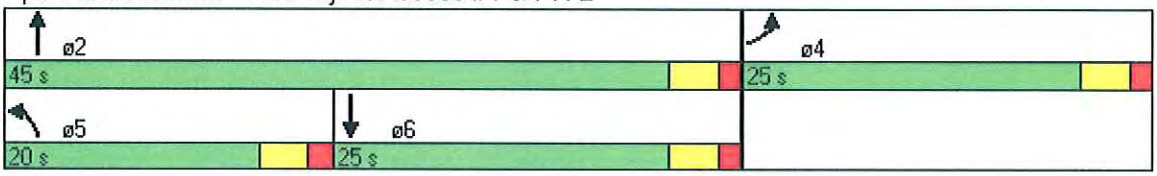
Splits and Phases: 2: PR-2 & V Rojas Ave

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	0.901					0.850
Flt Protected	0.987		0.950			
Satd. Flow (prot)	845	0	902	3539	3539	808
Flt Permitted	0.987		0.950			
Satd. Flow (perm)	845	0	902	3539	3539	808
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	28					2
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)	9	26	8	1487	991	2
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	1.00	1.00	1.00	0.87	0.91	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)	10	28	9	1829	1165	2
Lane Group Flow (vph)	38	0	9	1829	1165	2
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)	11.7		7.7	83.8	79.9	94.1
Actuated g/C Ratio	0.11		0.08	0.89	0.85	1.00

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
v/c Ratio	0.31		0.13	0.58	0.39	0.00
Control Delay	13.4		25.4	3.8	4.7	0.0
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	13.4		25.4	3.8	4.7	0.0
LOS	B		C	A	A	A
Approach Delay	13.4			3.9	4.7	
Approach LOS	B			A	A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 94.1			
Natural Cycle: 70			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.58			
Intersection Signal Delay: 4.3		Intersection LOS: A	
Intersection Capacity Utilization 59.0%		ICU Level of Service B	
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)	7	8	2	1488	1015	2
Peak Hour Factor	1.00	1.00	1.00	0.87	0.91	1.00
Hourly flow rate (vph)	7	9	2	1830	1193	2
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	2113	597	1196			
vC1, stage 1 conf vol	1193					
vC2, stage 2 conf vol	919					
vCu, unblocked vol	2113	597	1196			
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 %	93	98	100			
cM capacity (veh/h)	113	446	580			

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	16	2	915	915	597	597	2
Volume Left	7	2	0	0	0	0	0
Volume Right	9	0	0	0	0	0	2
cSH	188	580	1700	1700	1700	1700	1700
Volume to Capacity	0.09	0.00	0.54	0.54	0.35	0.35	0.00
Queue Length 95th (ft)	7	0	0	0	0	0	0
Control Delay (s)	25.9	11.2	0.0	0.0	0.0	0.0	0.0
Lane LOS	D	B					
Approach Delay (s)	25.9	0.0			0.0		
Approach LOS	D						

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	54.0%	ICU Level of Service	A
Analysis Period (min)	15		

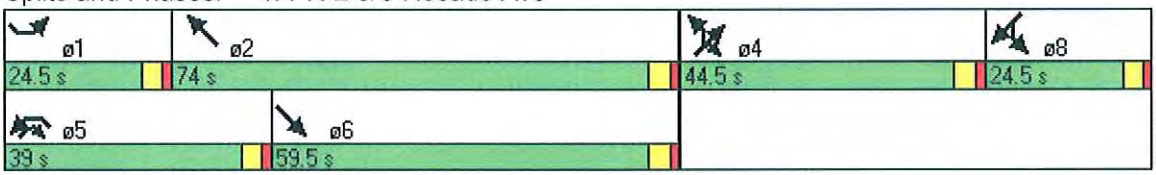
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	11	11	9	11	11	10	10	10	12	11	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	48		0	85		0	0		60	0		0
Storage 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		0.922			0.979				0.850		0.950	
Flt Protected	0.950			0.950				0.964			0.987	
Satd. Flow (prot)	1652	3154	0	3030	3349	0	0	3184	1463	0	3208	0
Flt Permitted	0.950			0.950				0.964			0.987	
Satd. Flow (perm)	1652	3154	0	3030	3349	0	0	3184	1463	0	3208	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		176			14				182		42	
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)	120	447	474	467	674	111	320	105	383	105	153	126
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.94	0.91	0.98	0.96	0.96	0.77	0.77	0.95	0.94	0.85	0.87
Growth Factor	107%	107%	107%	107%	107%	107%	107%	107%	107%	107%	107%	107%
Heavy Vehicles (%)	2%	2%	2%	4%	2%	2%	2%	2%	3%	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)	140	509	557	510	751	124	445	146	431	120	193	155
Lane Group Flow (vph)	140	1066	0	510	875	0	0	591	431	0	468	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)	16.4	48.1		29.6	61.3			33.0	62.6		20.6	
Actuated g/C Ratio	0.11	0.32		0.20	0.41			0.22	0.42		0.14	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
v/c Ratio	0.77	0.94		0.85	0.63			1.22dl	0.60		0.98	
Control Delay	81.5	49.9		66.7	37.2			62.4	13.4		95.3	
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Delay	81.5	49.9		66.7	37.2			62.4	13.4		95.3	
LOS	F	D		E	D			E	B		F	
Approach Delay		53.6			48.0			41.8			95.3	
Approach LOS		D			D			D			F	

Intersection Summary			
Area Type:	Other		
Cycle Length: 167.5			
Actuated Cycle Length: 149.8			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.98			
Intersection Signal Delay: 53.5		Intersection LOS: D	
Intersection Capacity Utilization 89.9%		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

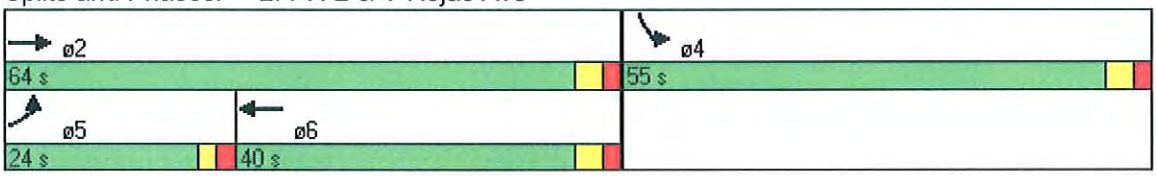


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	220			400	0	0
Storage Lanes	1			1	2	0
Total Lost Time (s)	4.0	5.0	5.0	5.0	5.0	5.0
Leading Detector (ft)	50	50	50	50	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	0.942	
Flt Protected	0.950				0.970	
Satd. Flow (prot)	1770	3539	3505	1583	3302	0
Flt Permitted	0.950				0.970	
Satd. Flow (perm)	1770	3539	3505	1583	3302	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				738	156	
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)	284	667	966	643	449	286
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.94	0.93	0.82	0.85	0.86
Growth Factor	107%	107%	107%	107%	107%	107%
Heavy Vehicles (%)	2%	2%	3%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	320	759	1111	839	565	356
Lane Group Flow (vph)	320	759	1111	839	921	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)	20.1	59.3	35.2	99.4	30.1	
Actuated g/C Ratio	0.20	0.60	0.35	1.00	0.30	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
v/c Ratio	0.89	0.36	0.90	0.53	0.83	
Control Delay	68.3	11.9	42.3	1.3	28.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	68.3	11.9	42.3	1.3	28.3	
LOS	E	B	D	A	C	
Approach Delay		28.6	24.7		28.3	
Approach LOS		C	C		C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 119			
Actuated Cycle Length: 99.4			
Natural Cycle: 75			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.90			
Intersection Signal Delay: 26.6		Intersection LOS: C	
Intersection Capacity Utilization 80.4%		ICU Level of Service D	
Analysis Period (min) 15			

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

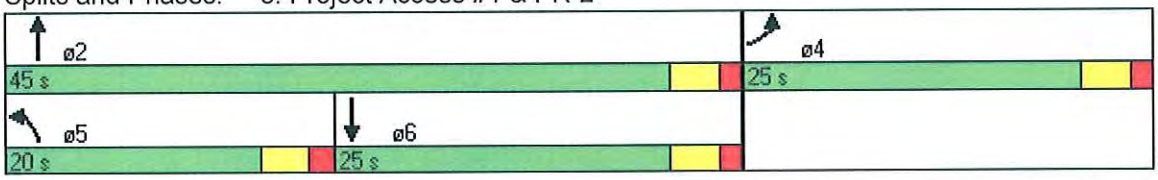


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	350			400
Storage Lanes	1	0	1			1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50		50	50	50	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	0.900					0.850
Flt Protected	0.987		0.950			
Satd. Flow (prot)	844	0	902	3539	3539	808
Flt Permitted	0.987		0.950			
Satd. Flow (perm)	844	0	902	3539	3539	808
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	31					2
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)	10	29	9	1680	1120	2
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	1.00	1.00	1.00	0.88	0.91	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)	11	31	10	2043	1317	2
Lane Group Flow (vph)	42	0	10	2043	1317	2
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)	11.8		7.8	82.4	78.5	92.7
Actuated g/C Ratio	0.12		0.08	0.89	0.85	1.00

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
v/c Ratio	0.34		0.14	0.65	0.44	0.00
Control Delay	13.4		25.7	5.0	5.2	0.0
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	13.4		25.7	5.0	5.2	0.0
LOS	B		C	A	A	A
Approach Delay	13.4			5.1	5.2	
Approach LOS	B			A	A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 92.7			
Natural Cycle: 75			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.65			
Intersection Signal Delay: 5.2		Intersection LOS: A	
Intersection Capacity Utilization 64.7%		ICU Level of Service C	
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)	8	9	2	1681	1147	2
Peak Hour Factor	1.00	1.00	1.00	0.88	0.91	1.00
Hourly flow rate (vph)	9	10	2	2044	1349	2
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	2375	674	1351			
vC1, stage 1 conf vol	1349					
vC2, stage 2 conf vol	1026					
vCu, unblocked vol	2375	674	1351			
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 %	91	98	100			
cM capacity (veh/h)	93	397	505			

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	18	2	1022	1022	674	674	2
Volume Left	9	2	0	0	0	0	0
Volume Right	10	0	0	0	0	0	2
cSH	157	505	1700	1700	1700	1700	1700
Volume to Capacity	0.12	0.00	0.60	0.60	0.40	0.40	0.00
Queue Length 95th (ft)	10	0	0	0	0	0	0
Control Delay (s)	31.0	12.2	0.0	0.0	0.0	0.0	0.0
Lane LOS	D	B					
Approach Delay (s)	31.0	0.0			0.0		
Approach LOS	D						

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	59.7%	ICU Level of Service	B
Analysis Period (min)	15		

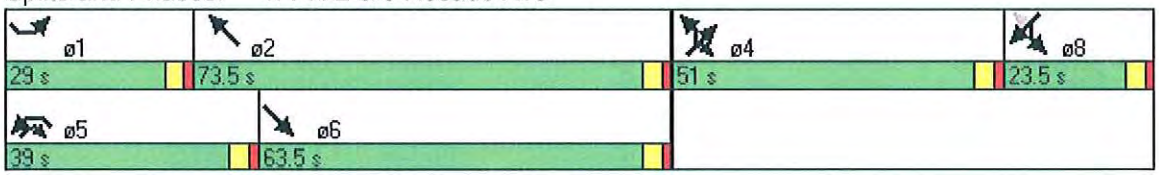
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	11	11	9	11	11	10	10	10	12	11	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	48		0	85		0	0		60	0		0
Storage 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		0.922			0.979				0.850			0.850
Flt Protected	0.950			0.950				0.964			0.981	
Satd. Flow (prot)	1503	3022	0	3030	3349	0	0	3184	1463	0	3356	1583
Flt Permitted	0.950			0.950				0.964			0.981	
Satd. Flow (perm)	1503	3022	0	3030	3349	0	0	3184	1463	0	3356	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		168			12				172			155
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)	120	447	474	467	674	111	320	105	383	105	153	126
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.94	0.91	0.98	0.96	0.96	0.77	0.77	0.95	0.94	0.85	0.87
Growth Factor	107%	107%	107%	107%	107%	107%	107%	107%	107%	107%	107%	107%
Heavy Vehicles (%)	2%	2%	2%	4%	2%	2%	2%	2%	3%	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)	140	509	557	510	751	124	445	146	431	120	193	155
Lane Group Flow (vph)	140	1066	0	510	875	0	0	591	431	0	313	155
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)	29.0	63.5	0.0	39.0	73.5	0.0	51.0	51.0	90.0	23.5	23.5	23.5
Total Split (%)	16.4%	35.9%	0.0%	22.0%	41.5%	0.0%	28.8%	28.8%	50.8%	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)	18.5	52.1		30.1	63.8			35.3	65.4		17.5	17.5
Actuated g/C Ratio	0.12	0.34		0.20	0.41			0.23	0.42		0.11	0.11

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
v/c Ratio	0.78	0.94		0.86	0.63			1.17dl	0.60		0.82	0.49
Control Delay	80.3	50.5		69.4	38.8			60.9	14.2		80.4	14.5
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Delay	80.3	50.5		69.4	38.8			60.9	14.2		80.4	14.5
LOS	F	D		E	D			E	B		F	B
Approach Delay		54.0			50.1			41.2			58.6	
Approach LOS		D			D			D			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 177			
Actuated Cycle Length: 153.9			
Natural Cycle: 80			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.94			
Intersection Signal Delay: 50.0		Intersection LOS: D	
Intersection Capacity Utilization 87.6%		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

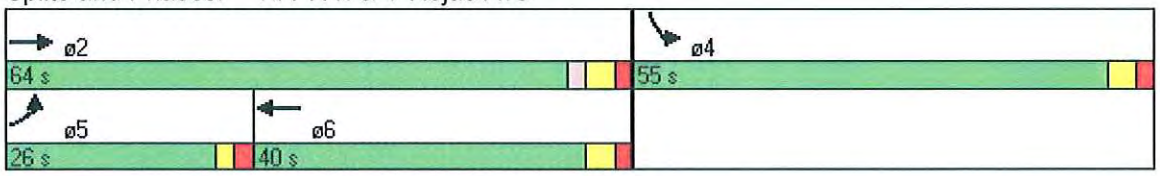


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	220			400	0	0
Storage Lanes	1			1	2	0
Total Lost Time (s)	4.0	5.0	5.0	5.0	5.0	5.0
Leading Detector (ft)	50	50	50	50	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	0.942	
Flt Protected	0.950				0.970	
Satd. Flow (prot)	1770	3539	3505	1583	3302	0
Flt Permitted	0.950				0.970	
Satd. Flow (perm)	1770	3539	3505	1583	3302	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				725	152	
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)	284	667	966	643	449	286
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.94	0.93	0.82	0.85	0.86
Growth Factor	107%	107%	107%	107%	107%	107%
Heavy Vehicles (%)	2%	2%	3%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	320	759	1111	839	565	356
Lane Group Flow (vph)	320	759	1111	839	921	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)	26.0	64.0	40.0	0.0	55.0	0.0
Total Split (%)	21.5%	52.9%	33.1%	0.0%	45.5%	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)	22.1	61.3	35.2	102.2	30.9	
Actuated g/C Ratio	0.22	0.60	0.34	1.00	0.30	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
v/c Ratio	0.84	0.36	0.92	0.53	0.83	
Control Delay	59.7	12.0	46.6	1.3	29.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	59.7	12.0	46.6	1.3	29.4	
LOS	E	B	D	A	C	
Approach Delay		26.1	27.1		29.4	
Approach LOS		C	C		C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 121			
Actuated Cycle Length: 102.2			
Natural Cycle: 75			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.92			
Intersection Signal Delay: 27.4		Intersection LOS: C	
Intersection Capacity Utilization 80.4%		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	0.900					0.850
Flt Protected	0.987		0.950			
Satd. Flow (prot)	844	0	902	3539	3539	808
Flt Permitted	0.987		0.950			
Satd. Flow (perm)	844	0	902	3539	3539	808
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	31					2
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)	10	29	9	1680	1120	2
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	1.00	1.00	1.00	0.88	0.91	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)	11	31	10	2043	1317	2
Lane Group Flow (vph)	42	0	10	2043	1317	2
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)	11.8		7.8	82.4	78.5	92.7
Actuated g/C Ratio	0.12		0.08	0.89	0.85	1.00

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
v/c Ratio	0.34		0.14	0.65	0.44	0.00
Control Delay	13.4		25.7	5.0	5.2	0.0
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	13.4		25.7	5.0	5.2	0.0
LOS	B		C	A	A	A
Approach Delay	13.4			5.1	5.2	
Approach LOS	B			A	A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 92.7			
Natural Cycle: 75			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.65			
Intersection Signal Delay: 5.2		Intersection LOS: A	
Intersection Capacity Utilization 64.7%		ICU Level of Service C	
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)	8	9	2	1681	1147	2
Peak Hour Factor	1.00	1.00	1.00	0.88	0.91	1.00
Hourly flow rate (vph)	9	10	2	2044	1349	2
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	2375	674	1351			
vC1, stage 1 conf vol	1349					
vC2, stage 2 conf vol	1026					
vCu, unblocked vol	2375	674	1351			
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 %	91	98	100			
cM capacity (veh/h)	93	397	505			

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	18	2	1022	1022	674	674	2
Volume Left	9	2	0	0	0	0	0
Volume Right	10	0	0	0	0	0	2
cSH	157	505	1700	1700	1700	1700	1700
Volume to Capacity	0.12	0.00	0.60	0.60	0.40	0.40	0.00
Queue Length 95th (ft)	10	0	0	0	0	0	0
Control Delay (s)	31.0	12.2	0.0	0.0	0.0	0.0	0.0
Lane LOS	D	B					
Approach Delay (s)	31.0	0.0			0.0		
Approach LOS	D						

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	59.7%	ICU Level of Service	B
Analysis Period (min)	15		