



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	976	765	0	0	0	0	0	587	63	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.91	0.91	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Fr t								0.986				
Flt Protected	0.950	0.983										
Satd. Flow (prot)	1610	3333	0	0	0	0	0	3490	0	0	0	0
Flt Permitted	0.950	0.983										
Satd. Flow (perm)	1610	3333	0	0	0	0	0	3490	0	0	0	0
Right Turn on Red	Yes		Yes				Yes		Yes			Yes
Satd. Flow (RTOR)	32	32						24				
Link Speed (k/h)		50			50			50				50
Link Distance (m)		30.2			94.8			80.4				43.0
Travel Time (s)		2.2			6.8			5.8				3.1
Peak Hour Factor	0.92	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%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	1061	832	0	0	0	0	0	638	68	0	0	0
Shared Lane Traffic (%)	42%											
Lane Group Flow (vph)	615	1278	0	0	0	0	0	706	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)		3.5			3.5			0.0				0.0
Link Offset(m)		0.0			0.0			0.0				0.0
Crosswalk Width(m)		6.0			6.0			6.0				6.0
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)	30		15	25		30	25		15	25		15
Number of Detectors	1	2						2				
Detector Template	Left	Thru						Thru				
Leading Detector (m)	2.0	10.0						10.0				
Trailing Detector (m)	0.0	0.0						0.0				
Detector 1 Position(m)	0.0	0.0						0.0				
Detector 1 Size(m)	2.0	0.6						0.6				
Detector 1 Type	Cl+Ex	Cl+Ex						Cl+Ex				
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0						0.0				
Detector 1 Queue (s)	0.0	0.0						0.0				
Detector 1 Delay (s)	0.0	0.0						0.0				
Detector 2 Position(m)		9.4						9.4				
Detector 2 Size(m)		0.6						0.6				
Detector 2 Type		Cl+Ex						Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0				
Turn Type	Perm	NA						NA				
Protected Phases		6						4				
Permitted Phases	6											
Detector Phase	6	6						4				
Switch Phase												
Minimum Initial (s)	4.0	4.0						4.0				



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Minimum Split (s)	20.0	20.0						20.0				
Total Split (s)	30.0	30.0	0.0	0.0	0.0	0.0	0.0	15.0	0.0	0.0	0.0	0.0
Total Split (%)	66.7%	66.7%	0.0%	0.0%	0.0%	0.0%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%
Maximum Green (s)	26.0	26.0						11.0				
Yellow Time (s)	3.5	3.5						3.5				
All-Red Time (s)	0.5	0.5						0.5				
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0						3.0				
Recall Mode	Max	Max						None				
Walk Time (s)	5.0	5.0						5.0				
Flash Dont Walk (s)	11.0	11.0						11.0				
Pedestrian Calls (#/hr)	0	0						0				
Act Effct Green (s)	26.0	26.0						10.9				
Actuated g/C Ratio	0.58	0.58						0.24				
v/c Ratio	0.65	0.66						0.82				
Control Delay	10.1	8.3						25.8				
Queue Delay	0.0	0.0						0.0				
Total Delay	10.1	8.3						25.8				
LOS	B	A						C				
Approach Delay		8.9						25.8				
Approach LOS		A						C				
90th %ile Green (s)	26.0	26.0						11.0				
90th %ile Term Code	MaxR	MaxR						Max				
70th %ile Green (s)	26.0	26.0						11.0				
70th %ile Term Code	MaxR	MaxR						Max				
50th %ile Green (s)	26.0	26.0						11.0				
50th %ile Term Code	MaxR	MaxR						Max				
30th %ile Green (s)	26.0	26.0						11.0				
30th %ile Term Code	MaxR	MaxR						Max				
10th %ile Green (s)	26.0	26.0						10.4				
10th %ile Term Code	MaxR	MaxR						Gap				
Stops (vph)	343	696						531				
Fuel Used(l)	14	26						30				
CO Emissions (g/hr)	254	490						551				
NOx Emissions (g/hr)	49	95						107				
VOC Emissions (g/hr)	59	114						128				
Dilemma Vehicles (#)	0	0						0				
Queue Length 50th (m)	29.2	31.8						27.8				
Queue Length 95th (m)	58.6	48.9						#52.5				
Internal Link Dist (m)		6.2			70.8			56.4			19.0	
Turn Bay Length (m)												
Base Capacity (vph)	946	1944						873				
Starvation Cap Reductn	0	0						0				
Spillback Cap Reductn	0	0						0				
Storage Cap Reductn	0	0						0				
Reduced v/c Ratio	0.65	0.66						0.81				

Intersection Summary

Area Type:	Other		
Cycle Length:	45		
Actuated Cycle Length:	44.9		
Natural Cycle:	50		
Control Type:	Actuated-Uncoordinated		
Maximum v/c Ratio:	0.82		
Intersection Signal Delay:	13.5	Intersection LOS:	B
Intersection Capacity Utilization	103.0%	ICU Level of Service	G
Analysis Period (min)	15		
90th %ile Actuated Cycle:	45		
70th %ile Actuated Cycle:	45		
50th %ile Actuated Cycle:	45		
30th %ile Actuated Cycle:	45		
10th %ile Actuated Cycle:	44.4		
# 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.			

Splits and Phases: 1: CARRERA 60 SN & CALLE 53 WE





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations					↑↑↑						↑↑↑	
Volume (vph)	0	0	0	0	549	0	0	0	0	0	808	92
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	0.91	0.91
Frt											0.985	
Flt Protected												
Satd. Flow (prot)	0	0	0	0	5085	0	0	0	0	0	5009	0
Flt Permitted												
Satd. Flow (perm)	0	0	0	0	5085	0	0	0	0	0	5009	0
Right Turn on Red			Yes	Yes		Yes			Yes			Yes
Satd. Flow (RTOR)												48
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		85.6			32.9			32.8			78.0	
Travel Time (s)		6.2			2.4			2.4			5.6	
Peak Hour Factor	0.92	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%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	0	0	0	0	597	0	0	0	0	0	878	100
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	597	0	0	0	0	0	978	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)		6.0			6.0			6.0			6.0	
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
Number of Detectors					2							2
Detector Template					Thru							Thru
Leading Detector (m)					10.0							10.0
Trailing Detector (m)					0.0							0.0
Detector 1 Position(m)					0.0							0.0
Detector 1 Size(m)					0.6							0.6
Detector 1 Type					Cl+Ex							Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)					0.0							0.0
Detector 1 Queue (s)					0.0							0.0
Detector 1 Delay (s)					0.0							0.0
Detector 2 Position(m)					9.4							9.4
Detector 2 Size(m)					0.6							0.6
Detector 2 Type					Cl+Ex							Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)					0.0							0.0
Turn Type					NA							NA
Protected Phases					2							8
Permitted Phases												
Detector Phase					2							8
Switch Phase												
Minimum Initial (s)					4.0							4.0

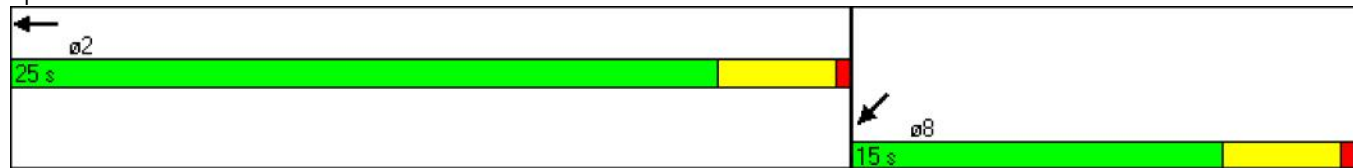


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Minimum Split (s)					20.0						20.0	
Total Split (s)	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	15.0	0.0
Total Split (%)	0.0%	0.0%	0.0%	0.0%	62.5%	0.0%	0.0%	0.0%	0.0%	0.0%	37.5%	0.0%
Maximum Green (s)					21.0						11.0	
Yellow Time (s)					3.5						3.5	
All-Red Time (s)					0.5						0.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)					3.0						3.0	
Recall Mode					Max						None	
Walk Time (s)					5.0						5.0	
Flash Dont Walk (s)					11.0						11.0	
Pedestrian Calls (#/hr)					0						0	
Act Effct Green (s)					21.0						10.7	
Actuated g/C Ratio					0.53						0.27	
v/c Ratio					0.22						0.71	
Control Delay					5.3						15.7	
Queue Delay					13.2						0.0	
Total Delay					18.6						15.7	
LOS					B						B	
Approach Delay					18.6						15.7	
Approach LOS					B						B	
90th %ile Green (s)					21.0						11.0	
90th %ile Term Code					MaxR						Max	
70th %ile Green (s)					21.0						11.0	
70th %ile Term Code					MaxR						Max	
50th %ile Green (s)					21.0						11.0	
50th %ile Term Code					MaxR						Max	
30th %ile Green (s)					21.0						11.0	
30th %ile Term Code					MaxR						Max	
10th %ile Green (s)					21.0						9.4	
10th %ile Term Code					MaxR						Gap	
Stops (vph)					252						711	
Fuel Used(l)					10						33	
CO Emissions (g/hr)					178						619	
NOx Emissions (g/hr)					35						121	
VOC Emissions (g/hr)					41						144	
Dilemma Vehicles (#)					0						0	
Queue Length 50th (m)					7.1						21.3	
Queue Length 95th (m)					11.2						31.9	
Internal Link Dist (m)		61.6			8.9			8.8			54.0	
Turn Bay Length (m)												
Base Capacity (vph)					2692						1423	
Starvation Cap Reductn					2074						0	
Spillback Cap Reductn					0						0	
Storage Cap Reductn					0						0	
Reduced v/c Ratio					0.97						0.69	

Intersection Summary

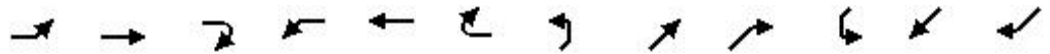
Area Type:	Other		
Cycle Length:	40		
Actuated Cycle Length:	39.7		
Natural Cycle:	40		
Control Type:	Actuated-Uncoordinated		
Maximum v/c Ratio:	0.71		
Intersection Signal Delay:	16.8	Intersection LOS:	B
Intersection Capacity Utilization	58.7%	ICU Level of Service	B
Analysis Period (min)	15		
90th %ile Actuated Cycle:	40		
70th %ile Actuated Cycle:	40		
50th %ile Actuated Cycle:	40		
30th %ile Actuated Cycle:	40		
10th %ile Actuated Cycle:	38.4		

Splits and Phases: 3: CALLE 53 EW & CARRERA 60 NS





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations					↑↑			↑↑↑				
Volume (vph)	0	0	0	0	538	218	11	1552	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	0.91	0.91	1.00	1.00	1.00	1.00
Frt					0.957							
Flt Protected												
Satd. Flow (prot)	0	0	0	0	3387	0	0	5085	0	0	0	0
Flt Permitted												
Satd. Flow (perm)	0	0	0	0	3387	0	0	5085	0	0	0	0
Right Turn on Red			Yes			Yes	Yes		Yes			Yes
Satd. Flow (RTOR)								2				
Link Speed (k/h)		50			50			50				50
Link Distance (m)		32.9			106.8			43.0				104.9
Travel Time (s)		2.4			7.7			3.1				7.6
Peak Hour Factor	0.92	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%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	0	0	0	0	585	237	12	1687	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	822	0	0	1699	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)		6.0			6.0			6.0				6.0
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		30	30		15	25		15	25		15
Number of Detectors					2		1	2				
Detector Template					Thru		Left	Thru				
Leading Detector (m)					10.0		2.0	10.0				
Trailing Detector (m)					0.0		0.0	0.0				
Detector 1 Position(m)					0.0		0.0	0.0				
Detector 1 Size(m)					0.6		2.0	0.6				
Detector 1 Type					Cl+Ex		Cl+Ex	Cl+Ex				
Detector 1 Channel												
Detector 1 Extend (s)					0.0		0.0	0.0				
Detector 1 Queue (s)					0.0		0.0	0.0				
Detector 1 Delay (s)					0.0		0.0	0.0				
Detector 2 Position(m)					9.4			9.4				
Detector 2 Size(m)					0.6			0.6				
Detector 2 Type					Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0				
Turn Type					NA		Perm	NA				
Protected Phases					2			4				
Permitted Phases							4					
Detector Phase					2		4	4				
Switch Phase												
Minimum Initial (s)					4.0		4.0	4.0				

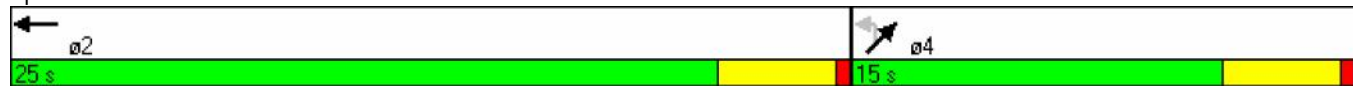


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Minimum Split (s)					20.0		20.0	20.0				
Total Split (s)	0.0	0.0	0.0	0.0	25.0	0.0	15.0	15.0	0.0	0.0	0.0	0.0
Total Split (%)	0.0%	0.0%	0.0%	0.0%	62.5%	0.0%	37.5%	37.5%	0.0%	0.0%	0.0%	0.0%
Maximum Green (s)					21.0		11.0	11.0				
Yellow Time (s)					3.5		3.5	3.5				
All-Red Time (s)					0.5		0.5	0.5				
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)					3.0		3.0	3.0				
Recall Mode					Max		None	None				
Walk Time (s)					5.0		5.0	5.0				
Flash Dont Walk (s)					11.0		11.0	11.0				
Pedestrian Calls (#/hr)					0		0	0				
Act Effct Green (s)					21.0			11.0				
Actuated g/C Ratio					0.52			0.28				
v/c Ratio					0.46			1.21				
Control Delay					7.0			122.3				
Queue Delay					0.0			349.3				
Total Delay					7.0			471.6				
LOS					A			F				
Approach Delay					7.0			471.6				
Approach LOS					A			F				
90th %ile Green (s)					21.0		11.0	11.0				
90th %ile Term Code					MaxR		Max	Max				
70th %ile Green (s)					21.0		11.0	11.0				
70th %ile Term Code					MaxR		Max	Max				
50th %ile Green (s)					21.0		11.0	11.0				
50th %ile Term Code					MaxR		Max	Max				
30th %ile Green (s)					21.0		11.0	11.0				
30th %ile Term Code					MaxR		Max	Max				
10th %ile Green (s)					21.0		11.0	11.0				
10th %ile Term Code					MaxR		Max	Max				
Stops (vph)					416			1303				
Fuel Used(l)					21			183				
CO Emissions (g/hr)					390			3379				
NOx Emissions (g/hr)					76			658				
VOC Emissions (g/hr)					90			784				
Dilemma Vehicles (#)					0			0				
Queue Length 50th (m)					16.4			-59.5				
Queue Length 95th (m)					26.2			#84.8				
Internal Link Dist (m)		8.9			82.8			19.0			80.9	
Turn Bay Length (m)												
Base Capacity (vph)					1778			1400				
Starvation Cap Reductn					0			547				
Spillback Cap Reductn					0			0				
Storage Cap Reductn					0			0				
Reduced v/c Ratio					0.46			1.99				

Intersection Summary

Area Type:	Other		
Cycle Length:	40		
Actuated Cycle Length:	40		
Natural Cycle:	40		
Control Type:	Actuated-Uncoordinated		
Maximum v/c Ratio:	1.21		
Intersection Signal Delay:	320.1	Intersection LOS:	F
Intersection Capacity Utilization	58.7%	ICU Level of Service	B
Analysis Period (min)	15		
90th %ile Actuated Cycle:	40		
70th %ile Actuated Cycle:	40		
50th %ile Actuated Cycle:	40		
30th %ile Actuated Cycle:	40		
10th %ile Actuated Cycle:	40		
~	Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.		
#	95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.		

Splits and Phases: 5: CALLE 53 EW & CARRERA 60 SN





Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↑↑↑								↘	↙↑	
Volume (vph)	0	1208	216	0	0	0	0	0	0	533	275	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00
Fr t		0.977										
Flt Protected										0.950	0.976	
Satd. Flow (prot)	0	4968	0	0	0	0	0	0	0	1610	3309	0
Flt Permitted										0.950	0.976	
Satd. Flow (perm)	0	4968	0	0	0	0	0	0	0	1610	3309	0
Right Turn on Red			Yes			Yes			Yes	Yes		Yes
Satd. Flow (RTOR)		134								37	37	
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		49.2			30.2			99.0			32.8	
Travel Time (s)		3.5			2.2			7.1			2.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	0	1313	235	0	0	0	0	0	0	579	299	0
Shared Lane Traffic (%)										50%		
Lane Group Flow (vph)	0	1548	0	0	0	0	0	0	0	289	589	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	R NA	Right
Median Width(m)		0.0			0.0			3.5			3.5	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		6.0			6.0			6.0			6.0	
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)	30		30	30		30	25		15	25		15
Number of Detectors		2								1	2	
Detector Template		Thru								Left	Thru	
Leading Detector (m)		10.0								2.0	10.0	
Trailing Detector (m)		0.0								0.0	0.0	
Detector 1 Position(m)		0.0								0.0	0.0	
Detector 1 Size(m)		0.6								2.0	0.6	
Detector 1 Type		Cl+Ex								Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0								0.0	0.0	
Detector 1 Queue (s)		0.0								0.0	0.0	
Detector 1 Delay (s)		0.0								0.0	0.0	
Detector 2 Position(m)		9.4									9.4	
Detector 2 Size(m)		0.6									0.6	
Detector 2 Type		Cl+Ex									Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0									0.0	
Turn Type		NA								Perm	NA	
Protected Phases		6									8	
Permitted Phases										8		
Detector Phase		6								8	8	
Switch Phase												
Minimum Initial (s)		4.0								4.0	4.0	



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Minimum Split (s)		20.0								20.0	20.0	
Total Split (s)	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15.0	15.0	0.0
Total Split (%)	0.0%	62.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	37.5%	37.5%	0.0%
Maximum Green (s)		21.0								11.0	11.0	
Yellow Time (s)		3.5								3.0	3.0	
All-Red Time (s)		0.5								1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0								3.0	3.0	
Recall Mode		Max								None	None	
Walk Time (s)		5.0								5.0	5.0	
Flash Dont Walk (s)		11.0								11.0	11.0	
Pedestrian Calls (#/hr)		0								0	0	
Act Effct Green (s)		21.0								10.4	10.4	
Actuated g/C Ratio		0.53								0.26	0.26	
v/c Ratio		0.57								0.64	0.65	
Control Delay		6.7								19.2	16.0	
Queue Delay		0.0								200.6	261.7	
Total Delay		6.7								219.8	277.7	
LOS		A								F	F	
Approach Delay		6.7									258.6	
Approach LOS		A									F	
90th %ile Green (s)		21.0								11.0	11.0	
90th %ile Term Code		MaxR								Max	Max	
70th %ile Green (s)		21.0								11.0	11.0	
70th %ile Term Code		MaxR								Max	Max	
50th %ile Green (s)		21.0								11.0	11.0	
50th %ile Term Code		MaxR								Max	Max	
30th %ile Green (s)		21.0								11.0	11.0	
30th %ile Term Code		MaxR								Max	Max	
10th %ile Green (s)		21.0								8.1	8.1	
10th %ile Term Code		MaxR								Gap	Gap	
Stops (vph)		764								193	418	
Fuel Used(l)		37								9	18	
CO Emissions (g/hr)		688								168	328	
NOx Emissions (g/hr)		134								33	64	
VOC Emissions (g/hr)		160								39	76	
Dilemma Vehicles (#)		0								0	0	
Queue Length 50th (m)		21.0								16.8	18.5	
Queue Length 95th (m)		30.4								#44.1	31.4	
Internal Link Dist (m)		25.2			6.2			75.0			8.8	
Turn Bay Length (m)												
Base Capacity (vph)		2712								477	951	
Starvation Cap Reductn		0								275	577	
Spillback Cap Reductn		0								0	0	
Storage Cap Reductn		0								0	0	
Reduced v/c Ratio		0.57								1.43	1.57	

Intersection Summary

Area Type:	Other		
Cycle Length:	40		
Actuated Cycle Length:	39.4		
Natural Cycle:	40		
Control Type:	Actuated-Uncoordinated		
Maximum v/c Ratio:	0.65		
Intersection Signal Delay:	97.9	Intersection LOS:	F
Intersection Capacity Utilization	50.2%	ICU Level of Service	A
Analysis Period (min)	15		
90th %ile Actuated Cycle:	40		
70th %ile Actuated Cycle:	40		
50th %ile Actuated Cycle:	40		
30th %ile Actuated Cycle:	40		
10th %ile Actuated Cycle:	37.1		
Description:			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 11: CARRERA 60 NS

