



Lane Group	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations		↗			↖	↗
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Turning Speed (k/h)	25	15	25			15
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr <sub>t</sub>		0.865				0.850
Flt Protected						
Satd. Flow (prot)	0	1611	0	0	1863	1583
Flt Permitted						
Satd. Flow (perm)	0	1611	0	0	1863	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		1				213
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (k/h)	50			50	60	
Link Distance (m)	184.9			87.3	173.9	
Travel Time (s)	13.3			6.3	10.4	
Volume (vph)	0	349	0	0	1772	229
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	379	0	0	1926	249
Lane Group Flow (vph)	0	379	0	0	1926	249
Turn Type						Perm
Protected Phases					8	
Permitted Phases		6				8
Minimum Split (s)		20.0			20.0	20.0
Total Split (s)	0.0	20.0	0.0	0.0	20.0	20.0
Total Split (%)	0.0%	50.0%	0.0%	0.0%	50.0%	50.0%
Maximum Green (s)		16.0			16.0	16.0
Yellow Time (s)		3.5			3.5	3.5
All-Red Time (s)		0.5			0.5	0.5
Lead/Lag						
Lead-Lag Optimize?						
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)		16.0			16.0	16.0
Actuated g/C Ratio		0.40			0.40	0.40
v/c Ratio		0.59			2.59	0.33
Control Delay		14.0			733.3	3.7
Queue Delay		0.0			0.0	0.0
Total Delay		14.0			733.3	3.7
LOS		B			F	A
Approach Delay					649.8	
Approach LOS					F	
Stops (vph)		260			2059	43
Fuel Used(l)		16			1093	5
CO Emissions (g/hr)		291			20222	102
NOx Emissions (g/hr)		57			3935	20
VOC Emissions (g/hr)		67			4689	24
Dilemma Vehicles (#)		0			86	0
Queue Length 50th (m)		19.8			~248.9	1.5
Queue Length 95th (m)		39.8			#316.8	11.0
Internal Link Dist (m)	160.9			63.3	149.9	
Turn Bay Length (m)						



Lane Group	SBL	SBR	NEL	NET	SWT	SWR
Base Capacity (vph)		645			745	761
Starvation Cap Reductn		0			0	0
Spillback Cap Reductn		0			0	0
Storage Cap Reductn		0			0	0
Reduced v/c Ratio		0,59			2,59	0,33

**Intersection Summary**

Area Type: Other  
 Cycle Length: 40  
 Actuated Cycle Length: 40  
 Offset: 0 (0%), Referenced to phase 2: and 6:SBR, Start of Green  
 Natural Cycle: 150  
 Control Type: Pretimed  
 Maximum v/c Ratio: 2,59  
 Intersection Signal Delay: 555,4                      Intersection LOS: F  
 Intersection Capacity Utilization 121,5%                      ICU Level of Service H  
 Analysis Period (min) 15  
 ~ 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: 2: BR 101/262 &

