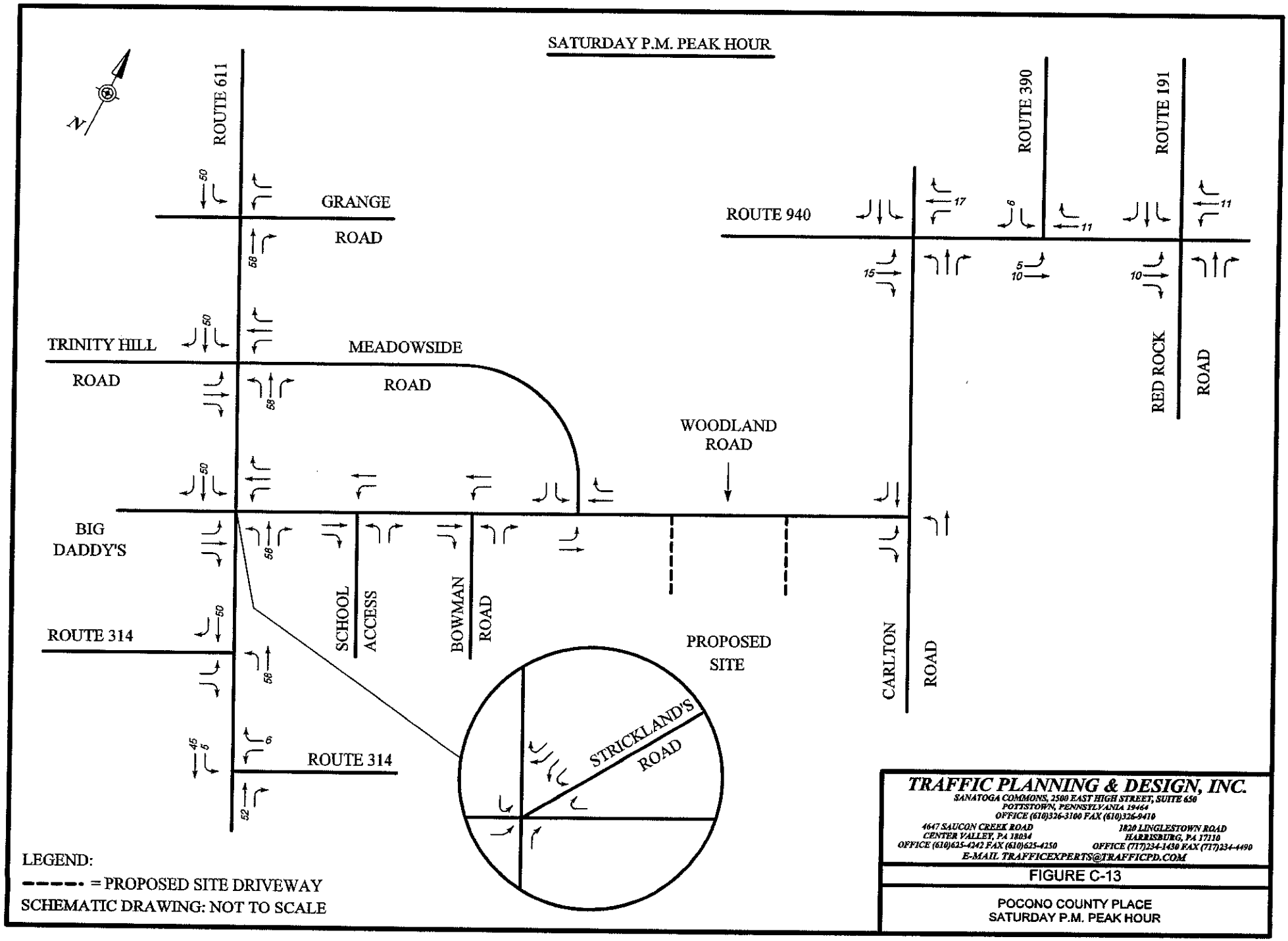

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FIGURE C-13

POCONO COUNTY PLACE
SATURDAY P.M. PEAK HOUR

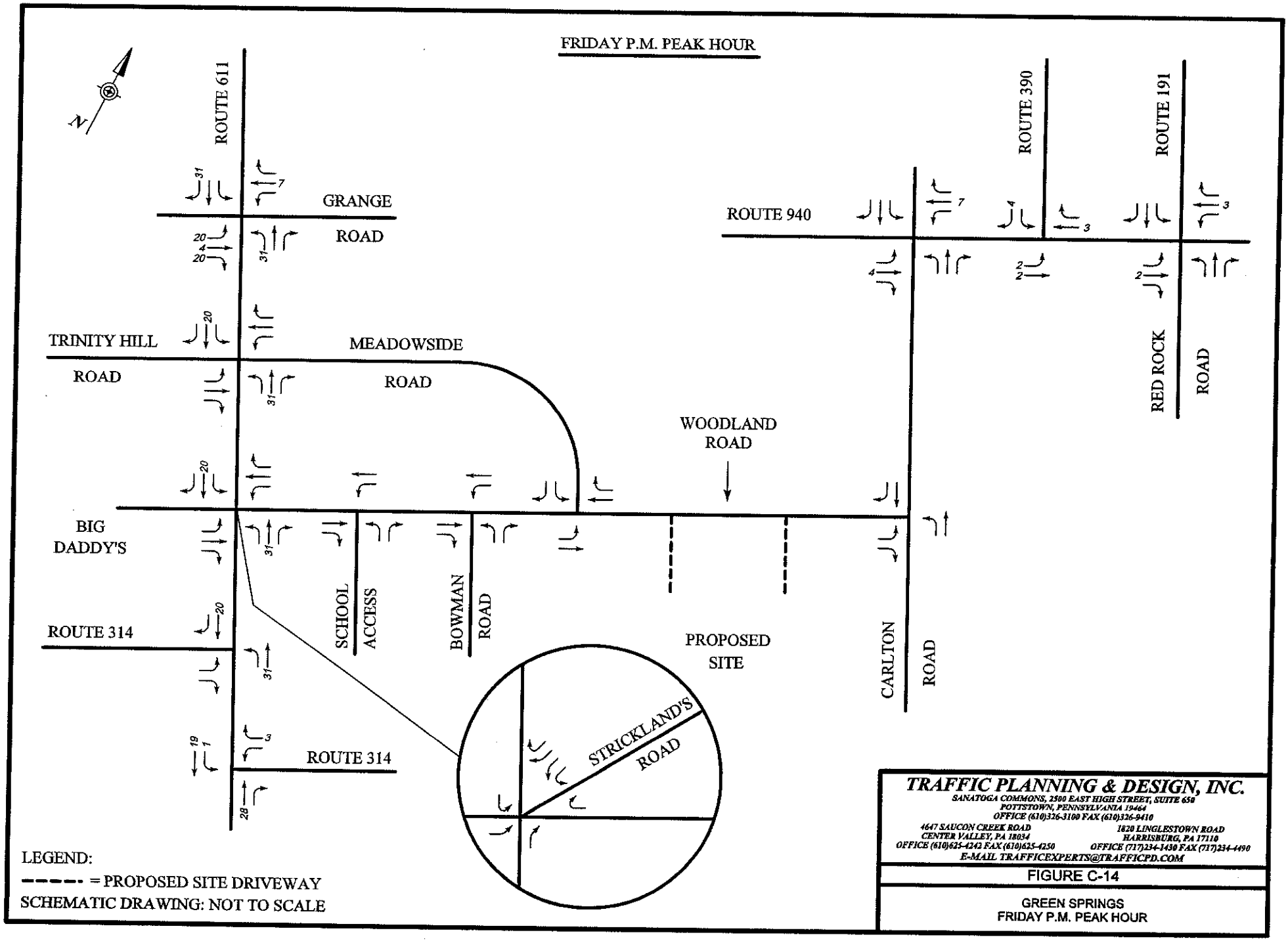

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FIGURE C-14

GREEN SPRINGS
FRIDAY P.M. PEAK HOUR

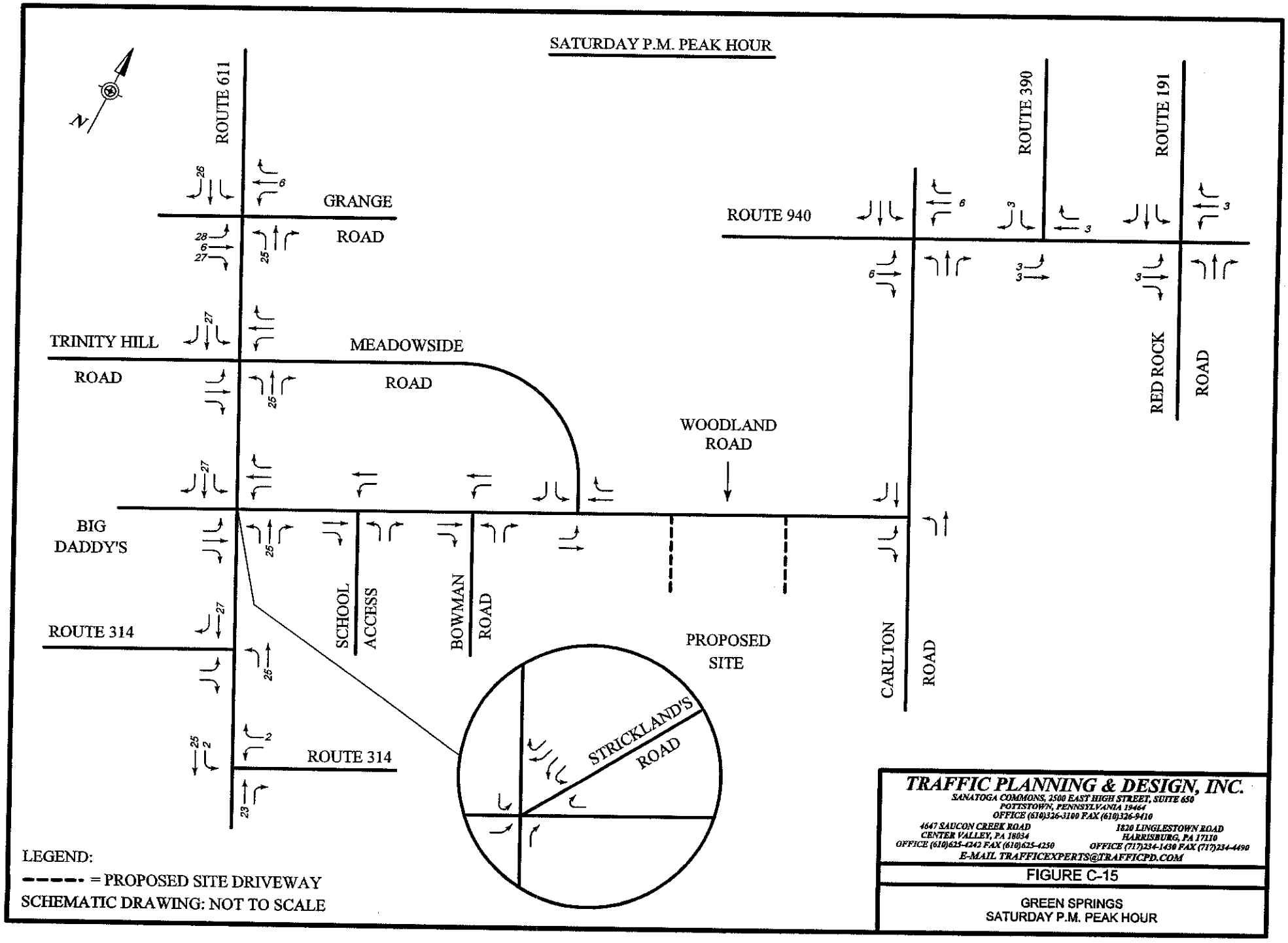

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FIGURE C-15

GREEN SPRINGS
SATURDAY P.M. PEAK HOUR

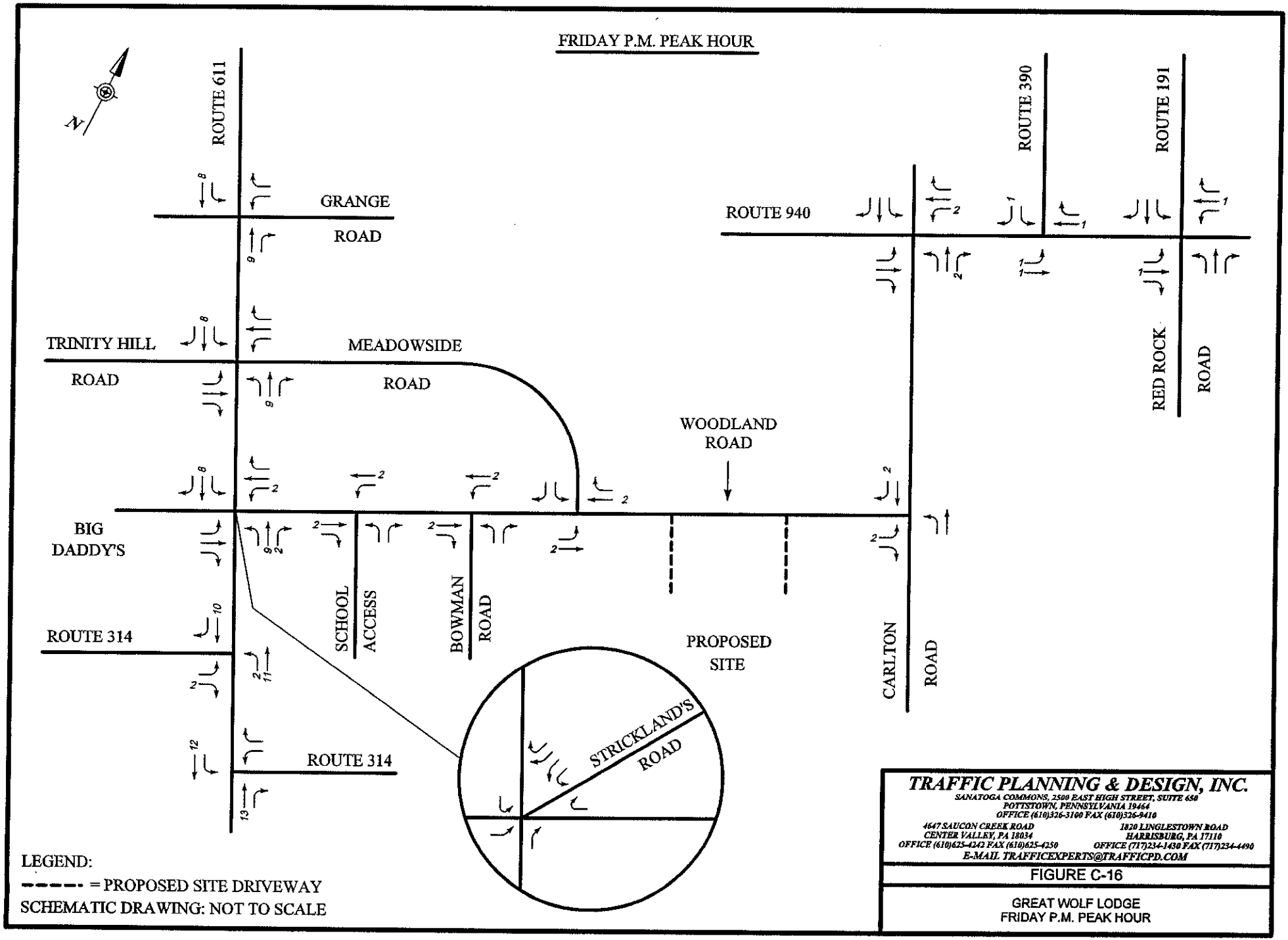

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FIGURE C-16

GREAT WOLF LODGE
FRIDAY P.M. PEAK HOUR

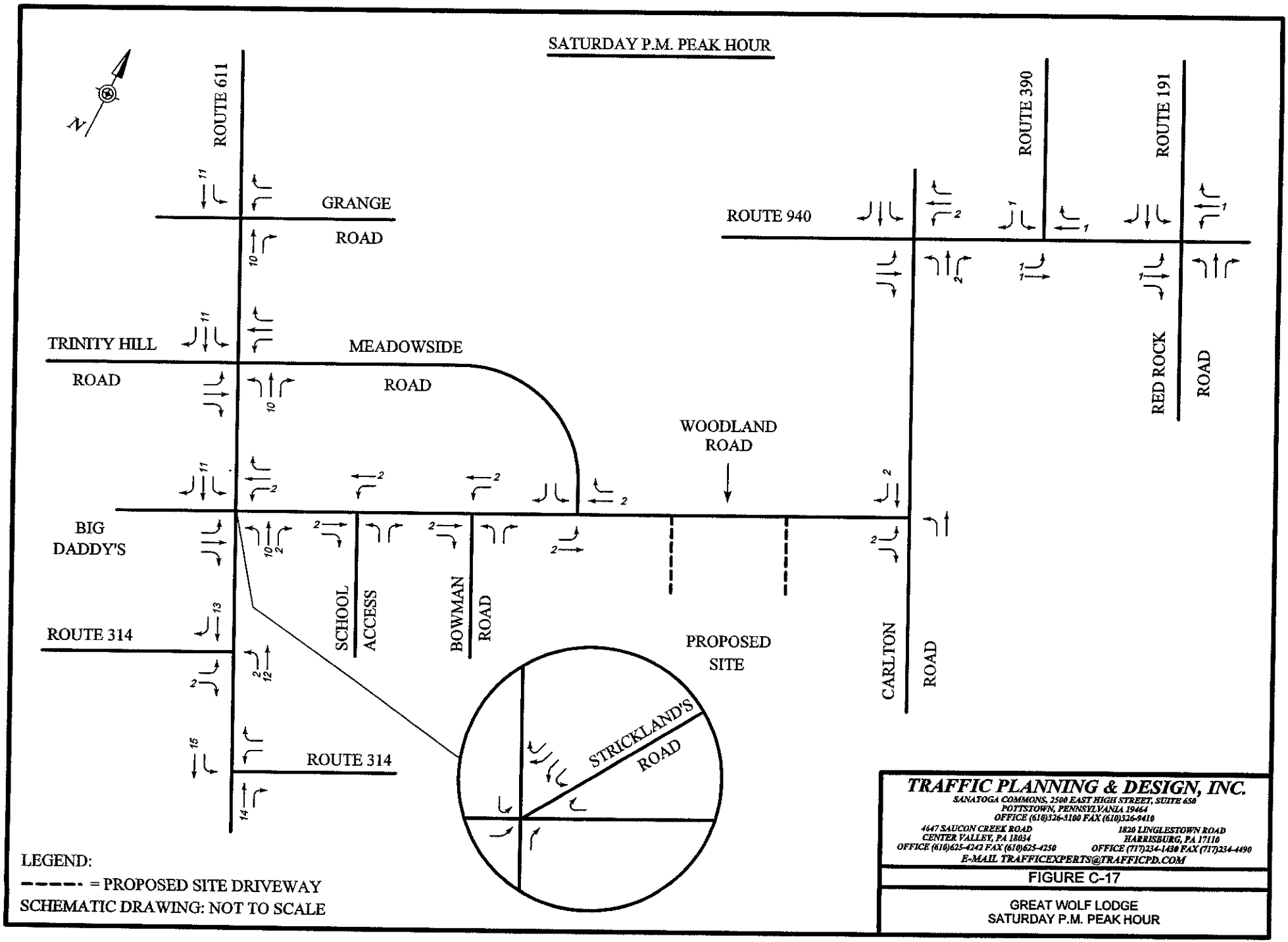

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FIGURE C-17

GREAT WOLF LODGE
SATURDAY P.M. PEAK HOUR

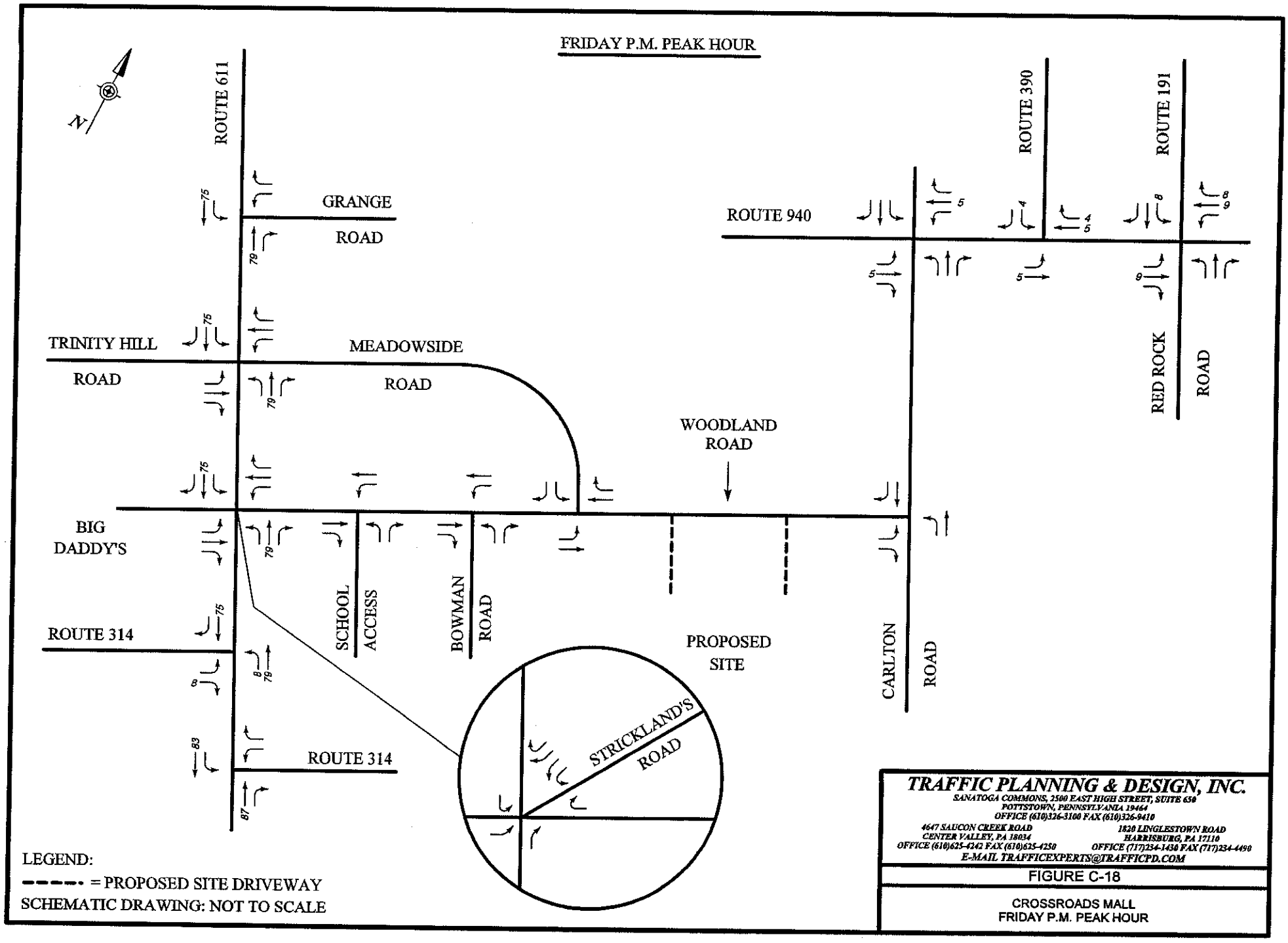

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FIGURE C-18

CROSSROADS MALL
FRIDAY P.M. PEAK HOUR

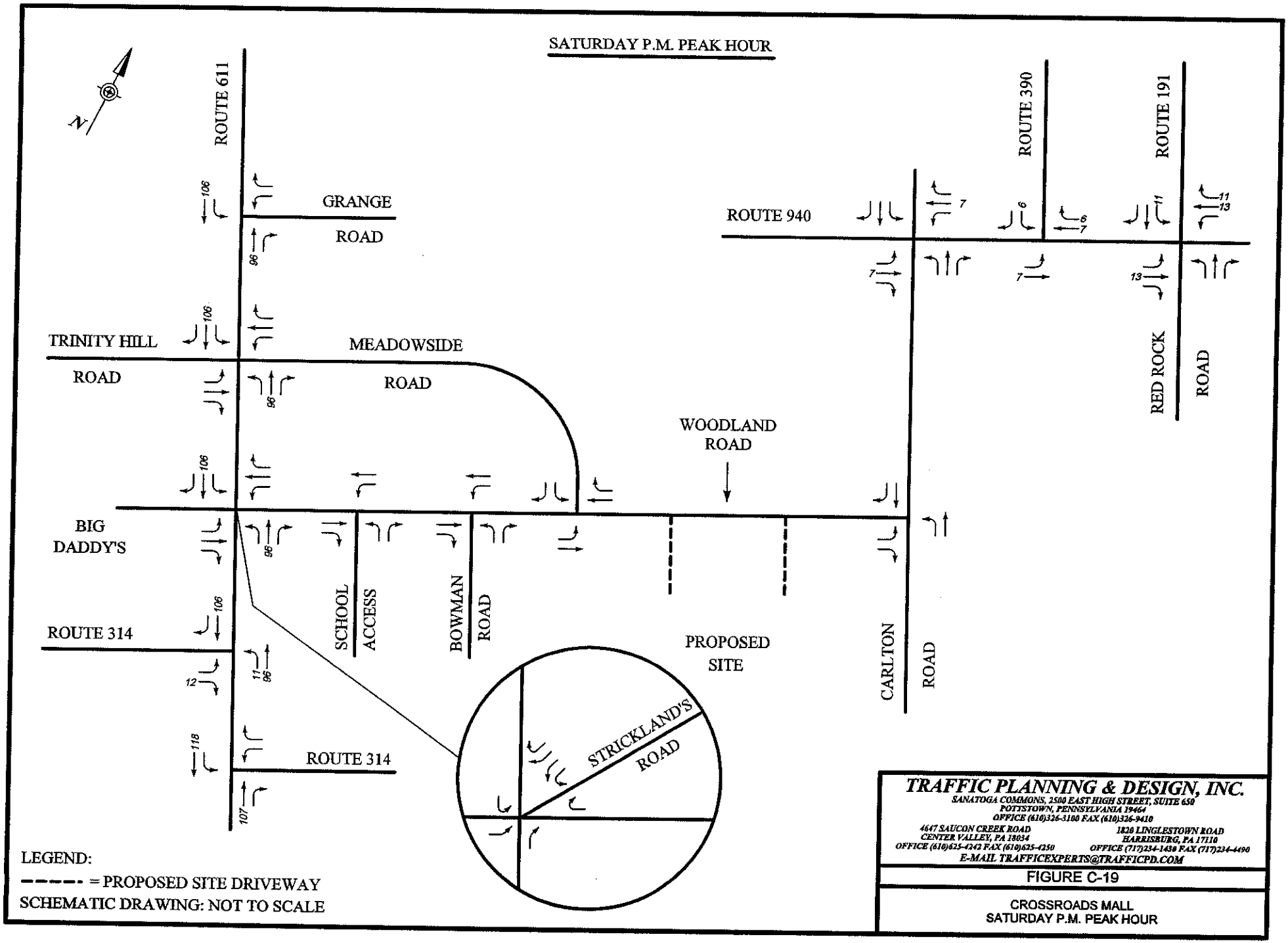

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FIGURE C-19

CROSSROADS MALL
SATURDAY P.M. PEAK HOUR

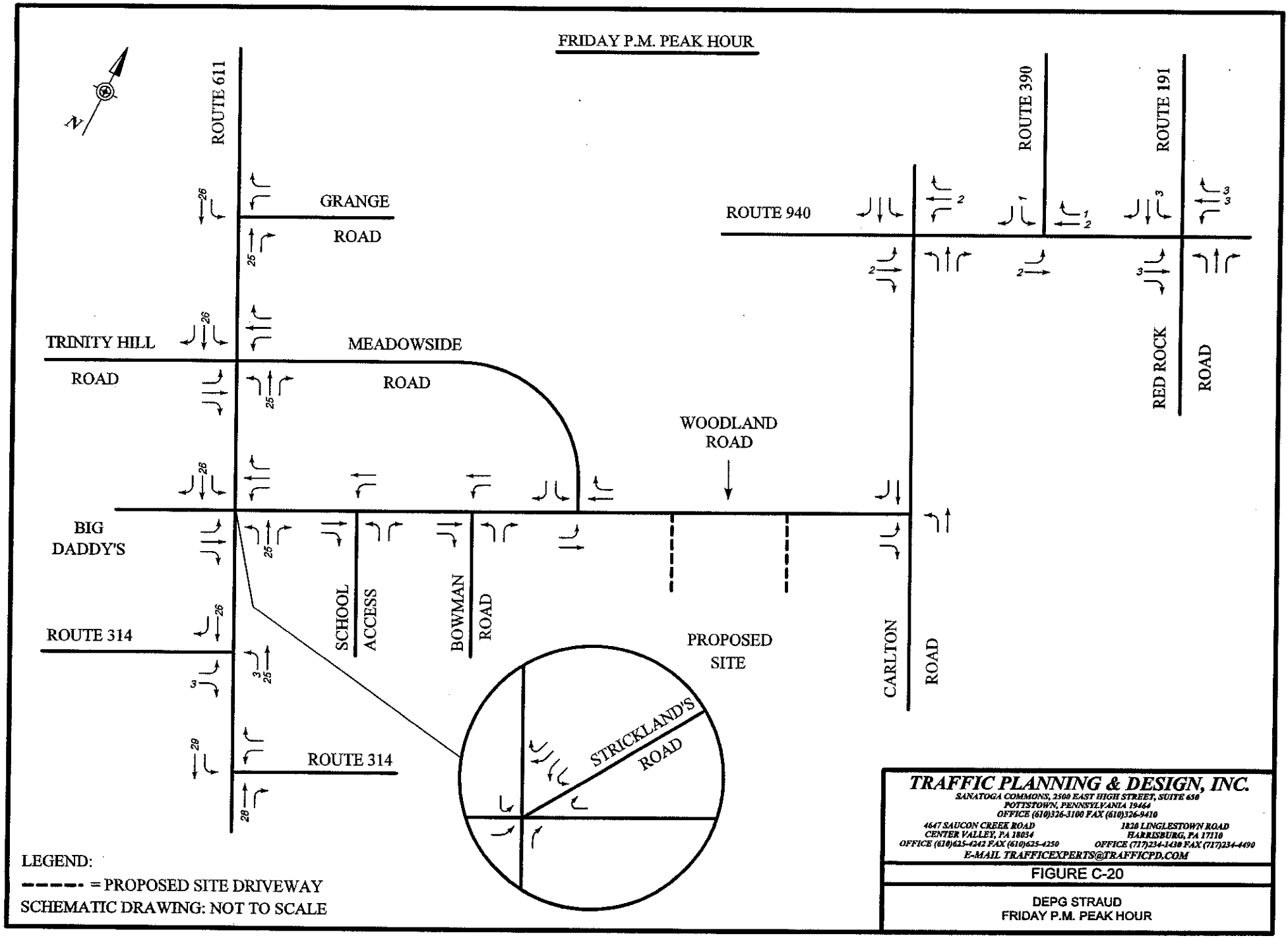

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FIGURE C-20

DEPG STRAUD
FRIDAY P.M. PEAK HOUR

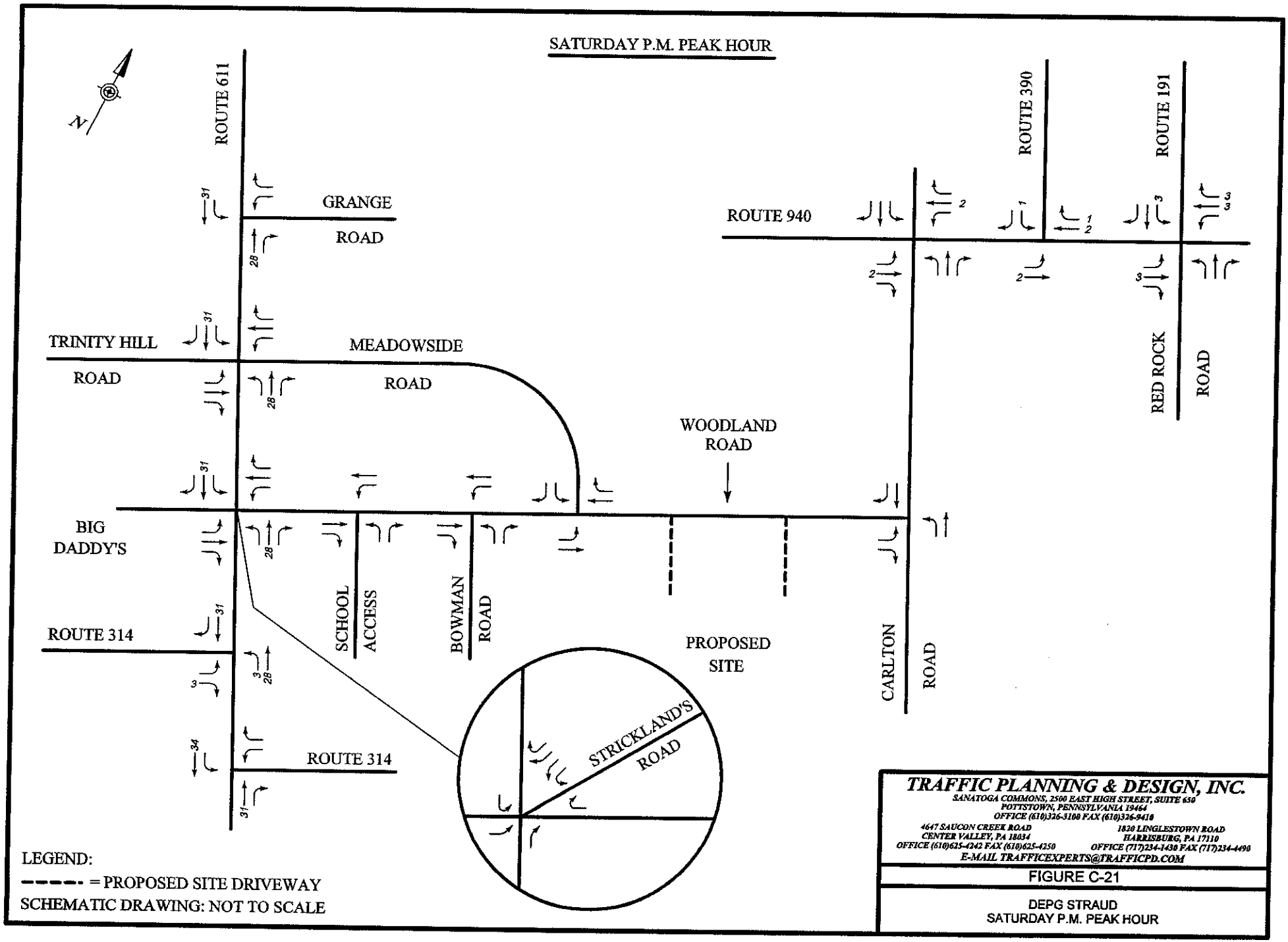
SATURDAY P.M. PEAK HOUR
ROUTE 611
ROUTE 390
ROUTE 191
GRANGE
ROAD
ROUTE 940
TRINITY HILL
ROAD
MEADOWSIDE
ROAD
RED ROCK
ROAD
WOODLAND
ROAD
BIG
DADDY'S
SCHOOL
ACCESS
BOWMAN
ROAD
ROUTE 314
PROPOSED
SITE
CARLTON
ROAD
STRICKLAND'S
ROAD
ROUTE 314
LEGEND:
= PROPOSED SITE DRIVEWAY
SCHEMATIC DRAWING: NOT TO SCALE
TRAFFIC PLANNING & DESIGN, INC.
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FIGURE C-21
DEPG STRAUD
SATURDAY P.M. PEAK HOUR

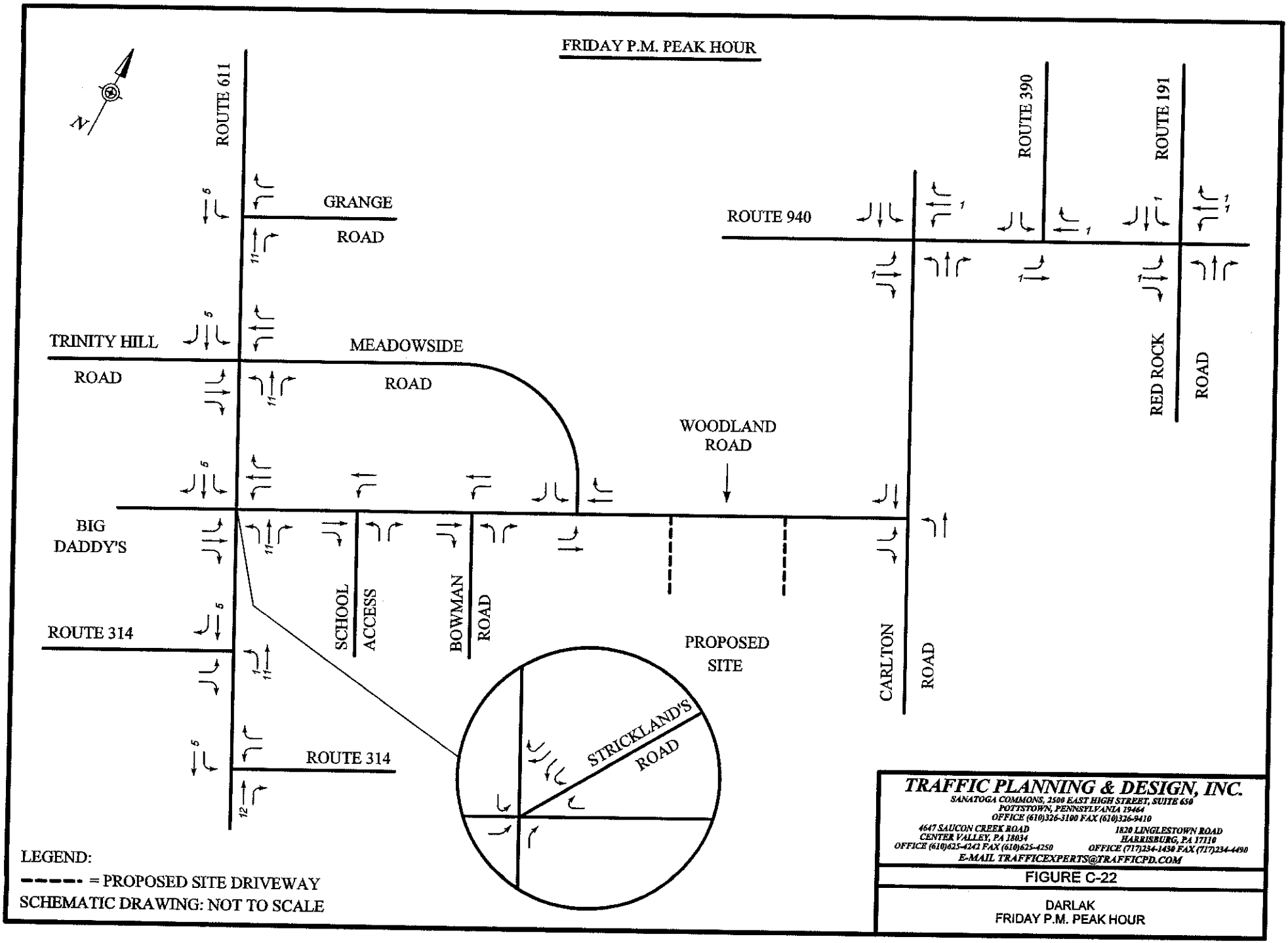

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FIGURE C-22

DARLAK
FRIDAY P.M. PEAK HOUR

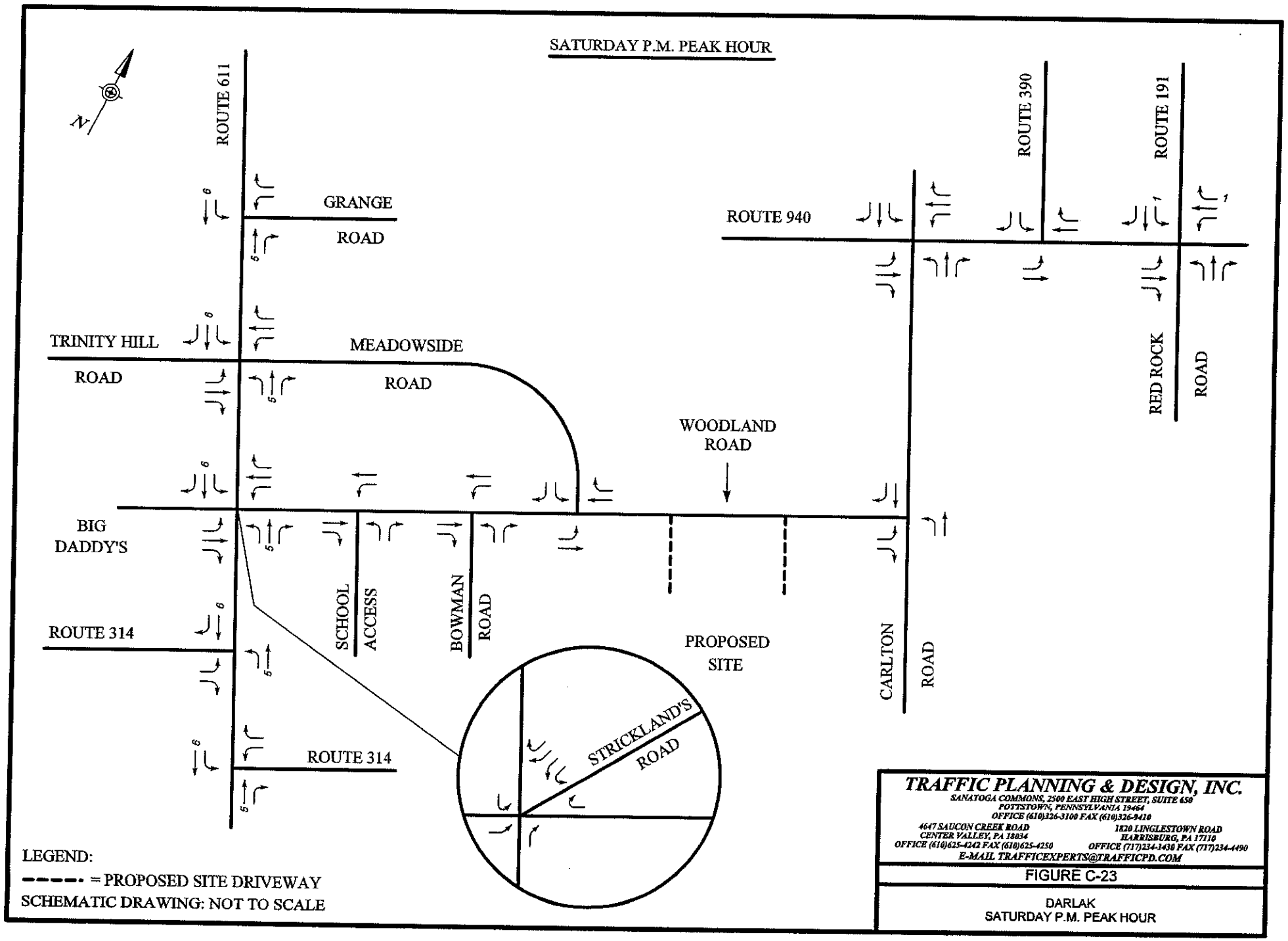

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FIGURE C-23

DARLAK
SATURDAY P.M. PEAK HOUR

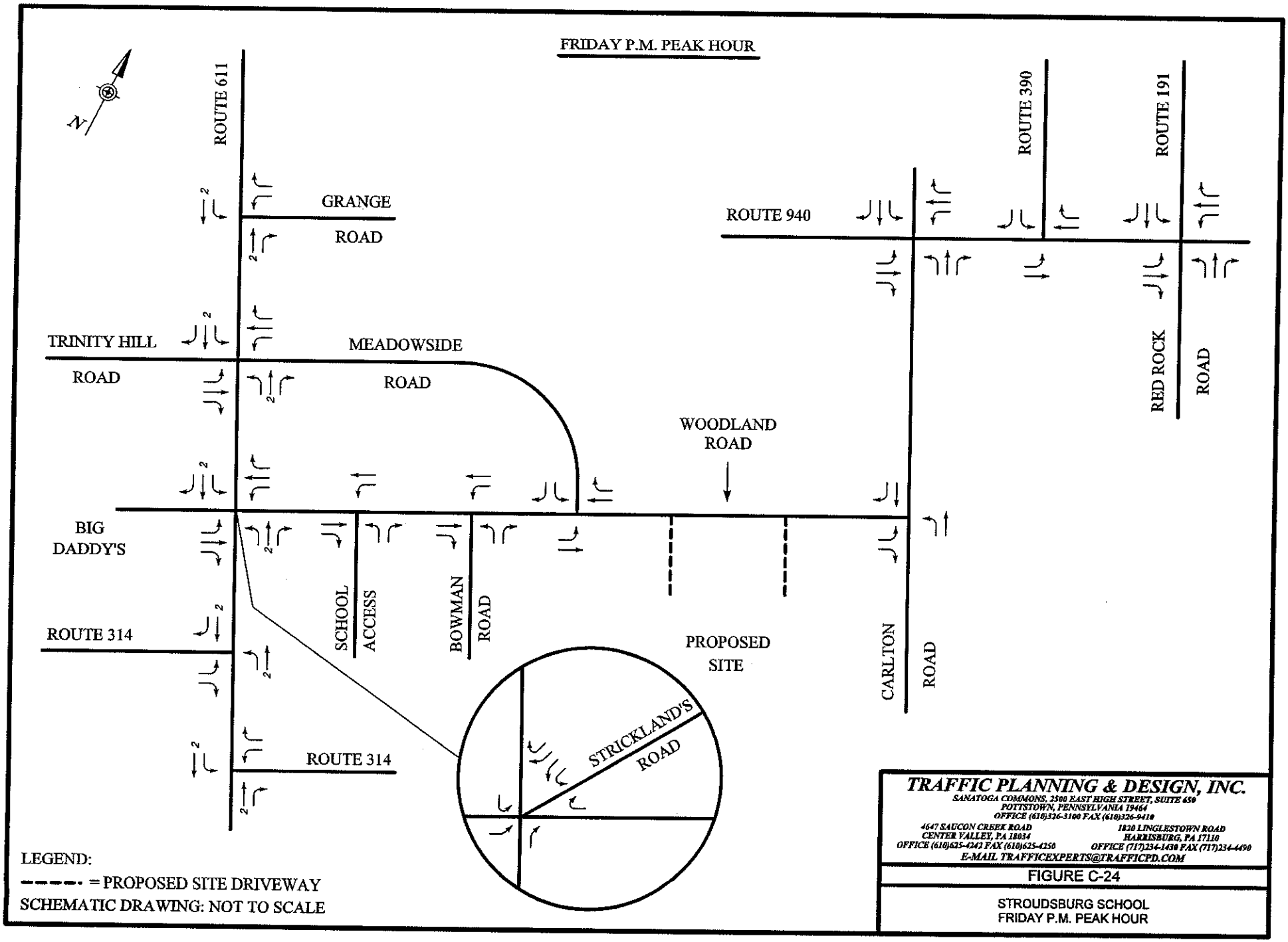

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FIGURE C-24

STROUDSBURG SCHOOL
FRIDAY P.M. PEAK HOUR

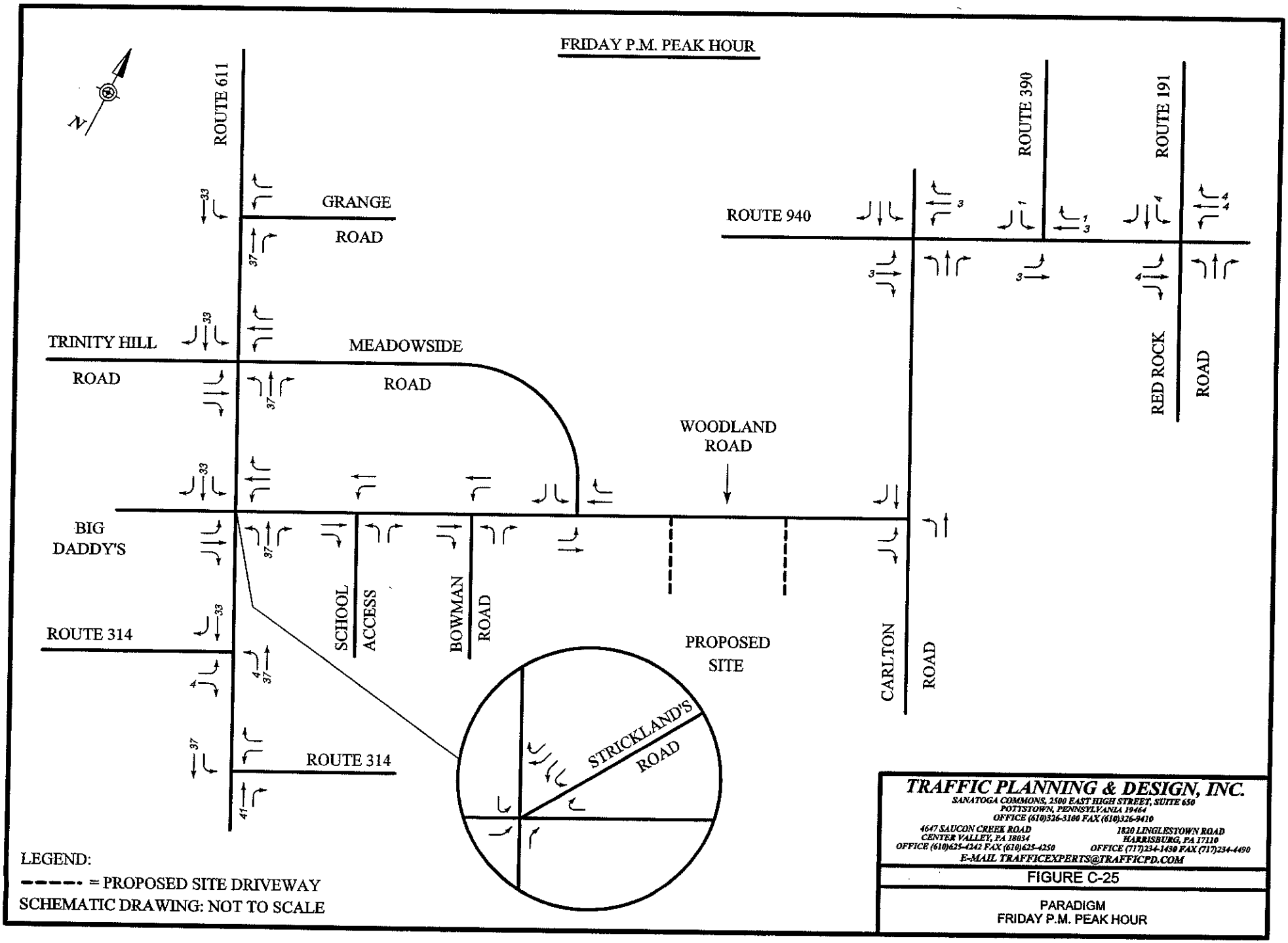

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FIGURE C-25

PARADIGM
FRIDAY P.M. PEAK HOUR

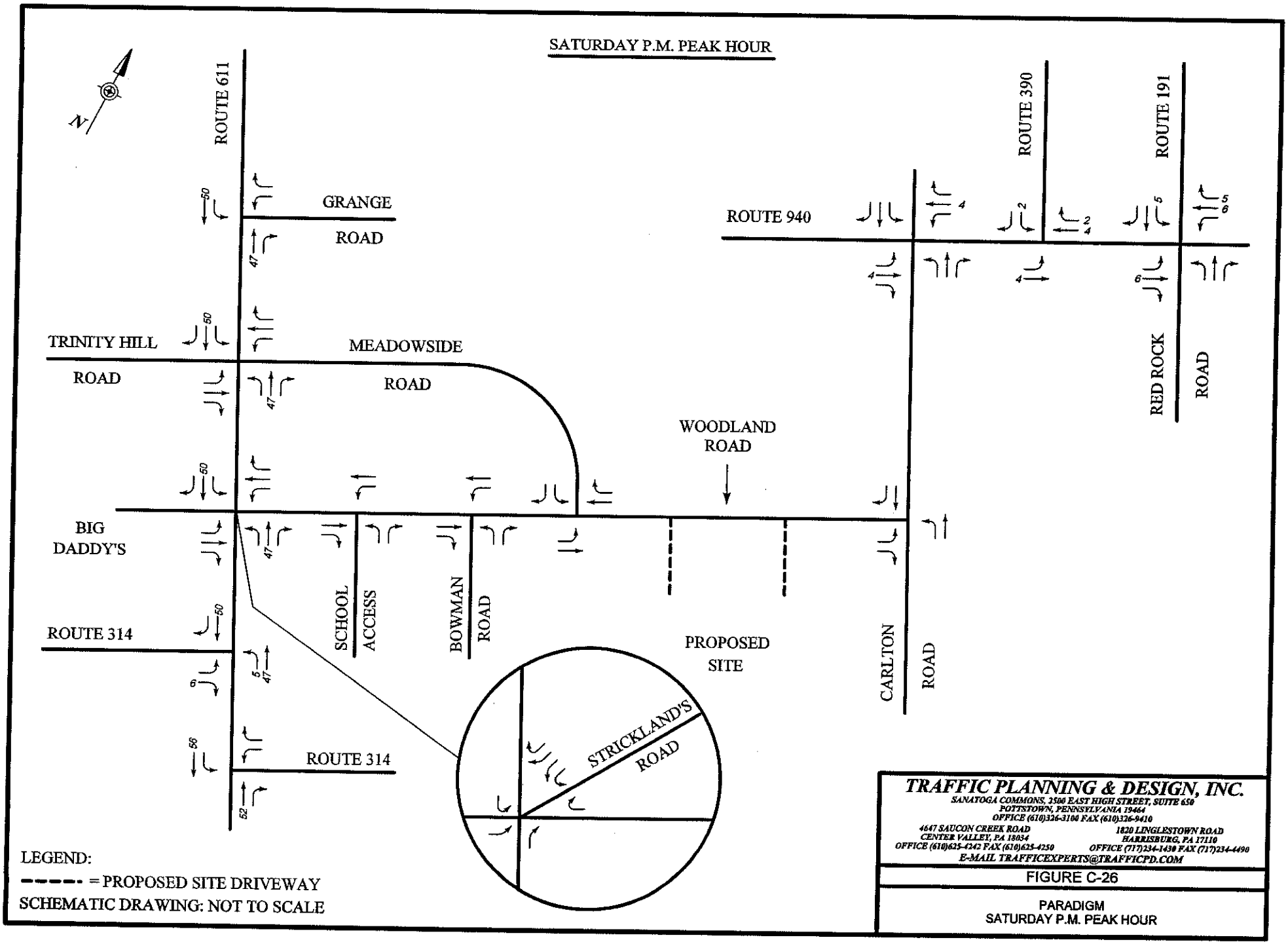

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FIGURE C-26

PARADIGM
SATURDAY P.M. PEAK HOUR

APPENDIX D

DOVER DOWNS
MANUAL TRAFFIC COUNT PRINTOUTS

Traffic Planning and Design
2500 East High St. Suite 650
Pottstown, PA 19464
Dover Downs Driveway

Counter: 28
Counted By: R. Kearney
Weather: clear
Filed As: FRIDD

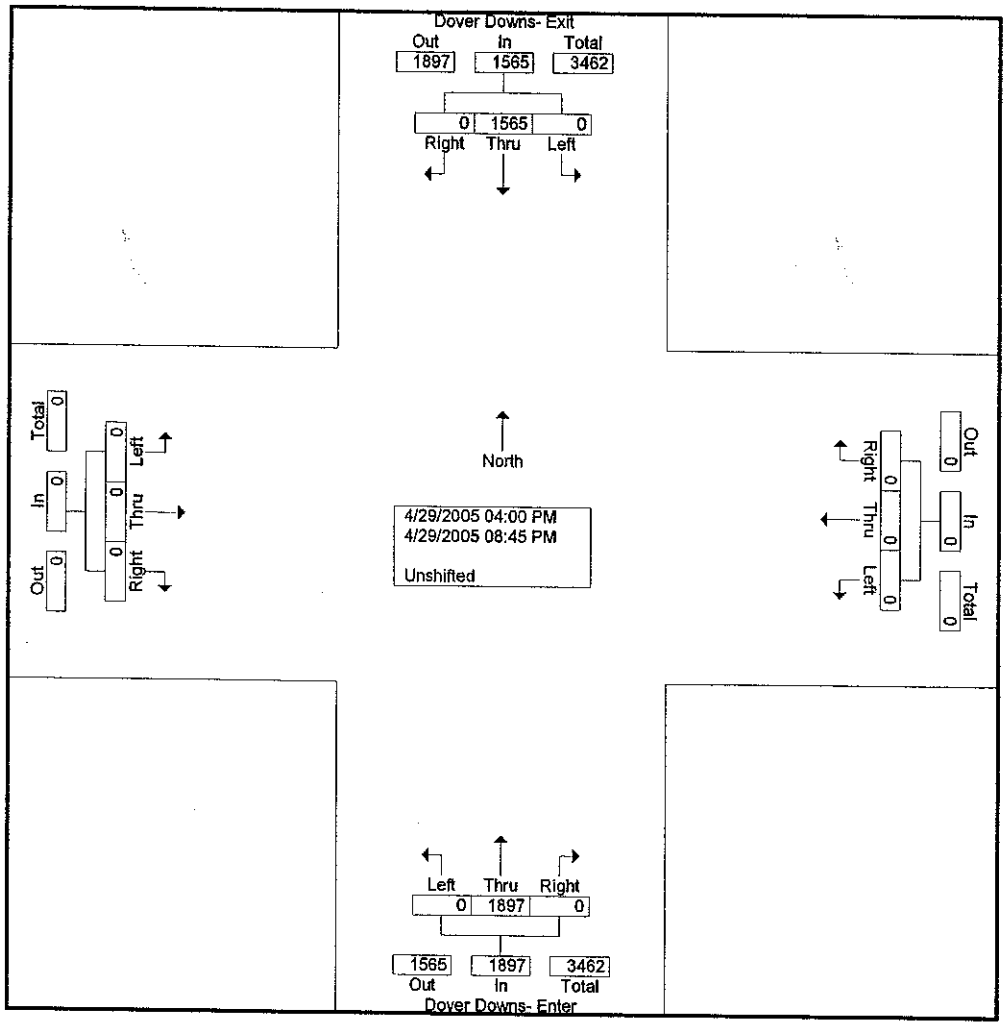
File Name : FRIDD
Site Code : 00000000
Start Date : 4/29/2005
Page No : 1

Groups Printed- Unshifted

	Dover Downs- Exit Southbound					Westbound					Dover Downs- Enter Northbound					Eastbound							
Start Time	Left	Thru	Right	Truck	App. Total	Left	Thru	Right	Truck	App. Total	Left	Thru	Right	Truck	App. Total	Left	Thru	Right	Truck	App. Total	Exclu. Total	Inclu. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0				
04:00 PM	0	76	0	0	76	0	0	0	0	0	0	73	0	1	73	0	0	0	0	0	1	149	150
04:15 PM	0	48	0	1	48	0	0	0	0	0	0	72	0	1	72	0	0	0	0	0	2	120	122
04:30 PM	0	69	0	1	69	0	0	0	0	0	0	81	0	1	81	0	0	0	0	0	2	150	152
04:45 PM	0	60	0	3	60	0	0	0	0	0	0	96	0	1	96	0	0	0	0	0	4	156	160
Total	0	253	0	5	253	0	0	0	0	0	0	322	0	4	322	0	0	0	0	0	9	575	584
05:00 PM	0	129	0	0	129	0	0	0	0	0	0	72	0	0	72	0	0	0	0	0	0	201	201
05:15 PM	0	97	0	1	97	0	0	0	0	0	0	106	0	1	106	0	0	0	0	0	2	203	205
05:30 PM	0	98	0	0	98	0	0	0	0	0	0	117	0	1	117	0	0	0	0	0	1	215	216
05:45 PM	0	80	0	1	80	0	0	0	0	0	0	135	0	1	135	0	0	0	0	0	2	215	217
Total	0	404	0	2	404	0	0	0	0	0	0	430	0	3	430	0	0	0	0	0	5	834	839
06:00 PM	0	80	0	0	80	0	0	0	0	0	0	138	0	1	138	0	0	0	0	0	1	218	219
06:15 PM	0	69	0	0	69	0	0	0	0	0	0	132	0	2	132	0	0	0	0	0	2	201	203
06:30 PM	0	81	0	0	81	0	0	0	0	0	0	100	0	0	100	0	0	0	0	0	0	181	181
06:45 PM	0	49	0	0	49	0	0	0	0	0	0	85	0	1	85	0	0	0	0	0	1	134	135
Total	0	279	0	0	279	0	0	0	0	0	0	455	0	4	455	0	0	0	0	0	4	734	738
07:00 PM	0	70	0	0	70	0	0	0	0	0	0	82	0	0	82	0	0	0	0	0	0	152	152
07:15 PM	0	100	0	0	100	0	0	0	0	0	0	92	0	1	92	0	0	0	0	0	1	192	193
07:30 PM	0	73	0	0	73	0	0	0	0	0	0	87	0	0	87	0	0	0	0	0	0	160	160
07:45 PM	0	67	0	0	67	0	0	0	0	0	0	83	0	0	83	0	0	0	0	0	0	150	150
Total	0	310	0	0	310	0	0	0	0	0	0	344	0	1	344	0	0	0	0	0	1	654	655
08:00 PM	0	74	0	1	74	0	0	0	0	0	0	87	0	0	87	0	0	0	0	0	1	161	162
08:15 PM	0	84	0	2	84	0	0	0	0	0	0	100	0	0	100	0	0	0	0	0	2	184	186
08:30 PM	0	78	0	0	78	0	0	0	0	0	0	85	0	0	85	0	0	0	0	0	0	163	163
08:45 PM	0	83	0	3	83	0	0	0	0	0	0	74	0	1	74	0	0	0	0	0	4	157	161
Total	0	319	0	6	319	0	0	0	0	0	0	346	0	1	346	0	0	0	0	0	7	665	672
Grand Total	0	1565	0	13	1565	0	0	0	0	0	0	1897	0	13	1897	0	0	0	0	0	26	3462	3488
Apprch %	0	100	0			0	0	0			0	100	0			0	0	0					
Total %	0	45.2	0		45.2	0	0	0		0	0	54.8	0		54.8	0	0	0		0	0.7	99.3	

Traffic Planning and Design
2500 East High St. Suite 650
Pottstown, PA 19464
Dover Downs Driveway

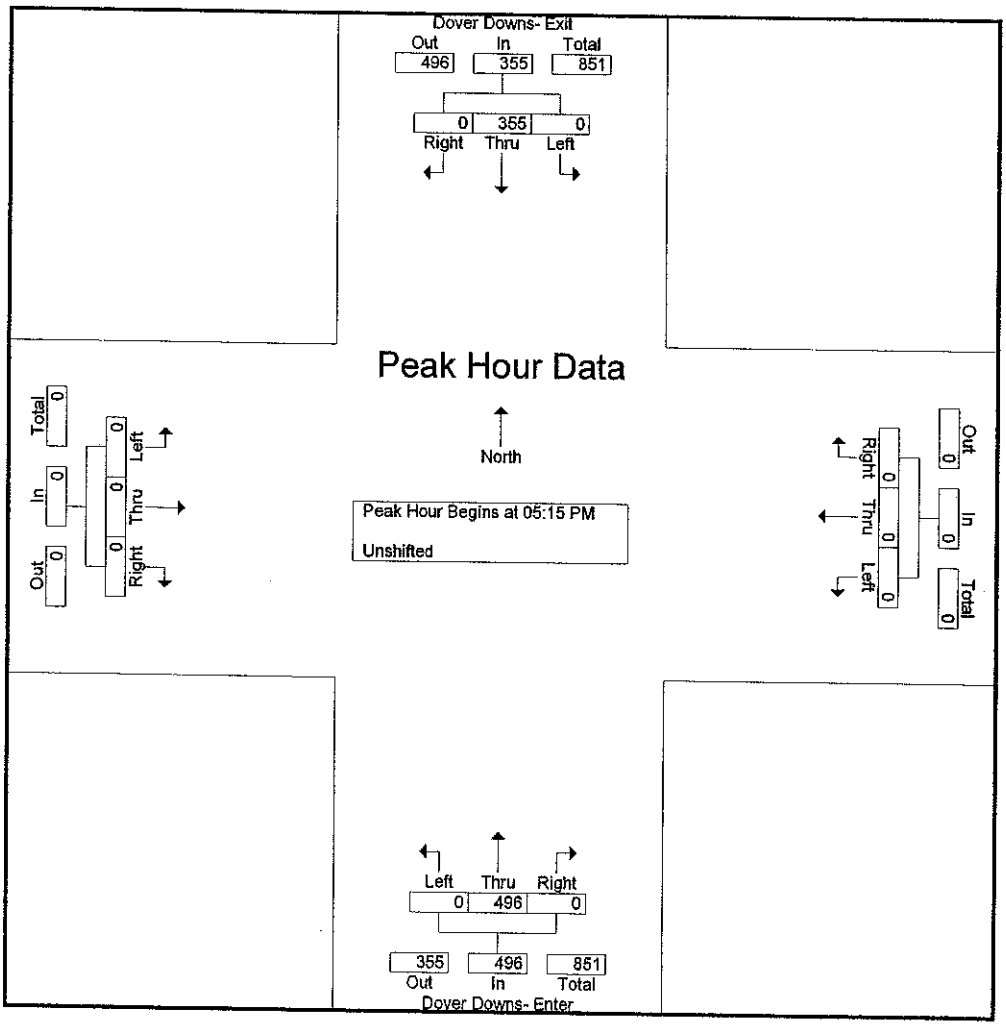
File Name : FRIDD
Site Code : 00000000
Start Date : 4/29/2005
Page No : 2



Traffic Planning and Design
2500 East High St. Suite 650
Pottstown, PA 19464
Dover Downs Driveway

File Name : FRIDD
Site Code : 00000000
Start Date : 4/29/2005
Page No : 3

	Dover Downs- Exit Southbound				Westbound				Dover Downs- Enter Northbound				Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 08:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:15 PM																	
05:15 PM	0	97	0	97	0	0	0	0	0	106	0	106	0	0	0	0	203
05:30 PM	0	**98**	0	**98**	0	0	0	0	0	117	0	117	0	0	0	0	215
05:45 PM	0	80	0	80	0	0	0	0	0	135	0	135	0	0	0	0	215
06:00 PM	0	80	0	80	0	0	0	0	0	**138**	0	**138**	0	0	0	0	**218**
Total Volume	0	355	0	355	0	0	0	0	0	496	0	496	0	0	0	0	851
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.906	.000	.906	.000	.000	.000	.000	.000	.899	.000	.899	.000	.000	.000	.000	.976



Traffic Planning and Design
2500 East High St. Suite 650
Pottstown, PA 19464
Dover Downs Driveway

Counter: 4
Counted By: N. Zipay/S. Gault
Weather: rain
Saved As: SATDD

File Name : SATDD
Site Code : 00000000
Start Date : 4/30/2005
Page No : 1

Groups Printed- Unshifted

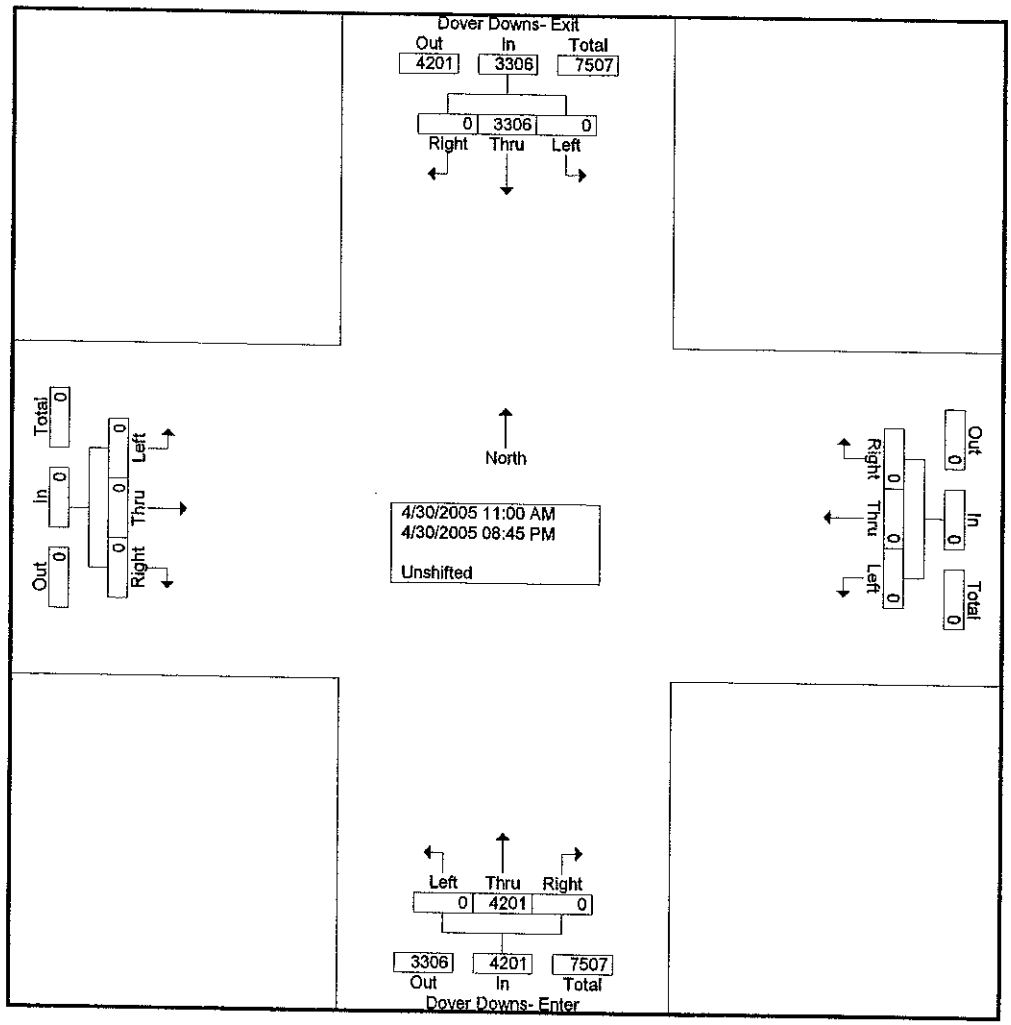
	Dover Downs- Exit Southbound					Westbound					Dover Downs- Enter Northbound					Eastbound							
Start Time	Left	Thru	Right	Truck	App. Total	Left	Thru	Right	Truck	App. Total	Left	Thru	Right	Truck	App. Total	Left	Thru	Right	Truck	App. Total	Exclu. Total	Inclu. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0				
11:00 AM	0	42	0	2	42	0	0	0	0	0	0	94	0	1	94	0	0	0	0	0	3	136	139
11:15 AM	0	57	0	3	57	0	0	0	0	0	0	103	0	0	103	0	0	0	0	0	3	160	163
11:30 AM	0	58	0	0	58	0	0	0	0	0	0	109	0	0	109	0	0	0	0	0	0	167	167
11:45 AM	0	52	0	1	52	0	0	0	0	0	0	97	0	2	97	0	0	0	0	0	3	149	152
Total	0	209	0	6	209	0	0	0	0	0	0	403	0	3	403	0	0	0	0	0	9	612	621
12:00 PM	0	89	0	0	89	0	0	0	0	0	0	118	0	1	118	0	0	0	0	0	1	207	208
12:15 PM	0	71	0	0	71	0	0	0	0	0	0	104	0	1	104	0	0	0	0	0	1	175	176
12:30 PM	0	65	0	0	65	0	0	0	0	0	0	87	0	3	87	0	0	0	0	0	3	152	155
12:45 PM	0	63	0	0	63	0	0	0	0	0	0	93	0	0	93	0	0	0	0	0	0	156	156
Total	0	288	0	0	288	0	0	0	0	0	0	402	0	5	402	0	0	0	0	0	5	690	695
01:00 PM	0	69	0	1	69	0	0	0	0	0	0	90	0	3	90	0	0	0	0	0	4	159	163
01:15 PM	0	77	0	1	77	0	0	0	0	0	0	107	0	1	107	0	0	0	0	0	2	184	186
01:30 PM	0	50	0	0	50	0	0	0	0	0	0	99	0	0	99	0	0	0	0	0	0	149	149
01:45 PM	0	65	0	0	65	0	0	0	0	0	0	91	0	0	91	0	0	0	0	0	0	156	156
Total	0	261	0	2	261	0	0	0	0	0	0	387	0	4	387	0	0	0	0	0	6	648	654
02:00 PM	0	74	0	2	74	0	0	0	0	0	0	121	0	1	121	0	0	0	0	0	3	195	198
02:15 PM	0	62	0	1	62	0	0	0	0	0	0	91	0	0	91	0	0	0	0	0	1	153	154
02:30 PM	0	81	0	0	81	0	0	0	0	0	0	106	0	1	106	0	0	0	0	0	1	187	188
02:45 PM	0	79	0	1	79	0	0	0	0	0	0	106	0	2	106	0	0	0	0	0	3	185	188
Total	0	296	0	4	296	0	0	0	0	0	0	424	0	4	424	0	0	0	0	0	8	720	728
0 PM	0	86	0	1	86	0	0	0	0	0	0	102	0	1	102	0	0	0	0	0	2	188	190
03:15 PM	0	82	0	0	82	0	0	0	0	0	0	99	0	1	99	0	0	0	0	0	1	181	182
03:30 PM	0	98	0	2	98	0	0	0	0	0	0	95	0	0	95	0	0	0	0	0	2	193	195
03:45 PM	0	85	0	0	85	0	0	0	0	0	0	113	0	0	113	0	0	0	0	0	0	198	198
Total	0	351	0	3	351	0	0	0	0	0	0	409	0	2	409	0	0	0	0	0	5	760	765
04:00 PM	0	106	0	1	106	0	0	0	0	0	0	105	0	0	105	0	0	0	0	0	1	211	212
04:15 PM	0	111	0	0	111	0	0	0	0	0	0	109	0	0	109	0	0	0	0	0	0	220	220
04:30 PM	0	105	0	1	105	0	0	0	0	0	0	107	0	0	107	0	0	0	0	0	1	212	213
04:45 PM	0	66	0	0	66	0	0	0	0	0	0	92	0	0	92	0	0	0	0	0	0	158	158
Total	0	388	0	2	388	0	0	0	0	0	0	413	0	0	413	0	0	0	0	0	2	801	803
05:00 PM	0	104	0	0	104	0	0	0	0	0	0	105	0	1	105	0	0	0	0	0	1	209	210
05:15 PM	0	108	0	0	108	0	0	0	0	0	0	106	0	0	106	0	0	0	0	0	0	214	214
05:30 PM	0	91	0	0	91	0	0	0	0	0	0	143	0	0	143	0	0	0	0	0	0	234	234
05:45 PM	0	114	0	1	114	0	0	0	0	0	0	142	0	0	142	0	0	0	0	0	1	256	257
Total	0	417	0	1	417	0	0	0	0	0	0	496	0	1	496	0	0	0	0	0	2	913	915
06:00 PM	0	105	0	0	105	0	0	0	0	0	0	132	0	0	132	0	0	0	0	0	0	237	237
06:15 PM	0	73	0	1	73	0	0	0	0	0	0	102	0	1	102	0	0	0	0	0	2	175	177
06:30 PM	0	80	0	0	80	0	0	0	0	0	0	138	0	1	138	0	0	0	0	0	1	218	219
06:45 PM	0	83	0	1	83	0	0	0	0	0	0	126	0	2	126	0	0	0	0	0	3	209	212
Total	0	341	0	2	341	0	0	0	0	0	0	498	0	4	498	0	0	0	0	0	6	839	845
07:00 PM	0	87	0	1	87	0	0	0	0	0	0	100	0	0	100	0	0	0	0	0	1	187	188
07:15 PM	0	73	0	0	73	0	0	0	0	0	0	68	0	0	68	0	0	0	0	0	0	141	141
07:30 PM	0	94	0	1	94	0	0	0	0	0	0	76	0	0	76	0	0	0	0	0	1	170	171
07:45 PM	0	98	0	0	98	0	0	0	0	0	0	119	0	0	119	0	0	0	0	0	0	217	217
Total	0	352	0	2	352	0	0	0	0	0	0	363	0	0	363	0	0	0	0	0	2	715	717
0 PM	0	104	0	2	104	0	0	0	0	0	0	114	0	1	114	0	0	0	0	0	3	218	221
5 PM	0	92	0	0	92	0	0	0	0	0	0	98	0	0	98	0	0	0	0	0	0	190	190
.30 PM	0	107	0	0	107	0	0	0	0	0	0	106	0	0	106	0	0	0	0	0	0	213	213
08:45 PM	0	100	0	1	100	0	0	0	0	0	0	88	0	1	88	0	0	0	0	0	2	188	190
Total	0	403	0	3	403	0	0	0	0	0	0	406	0	2	406	0	0	0	0	0	5	809	814

Traffic Planning and Design
2500 East High St. Suite 650
Pottstown, PA 19464
Dover Downs Driveway

File Name : SATDD
Site Code : 00000000
Start Date : 4/30/2005
Page No : 2

Groups Printed- Unshifted

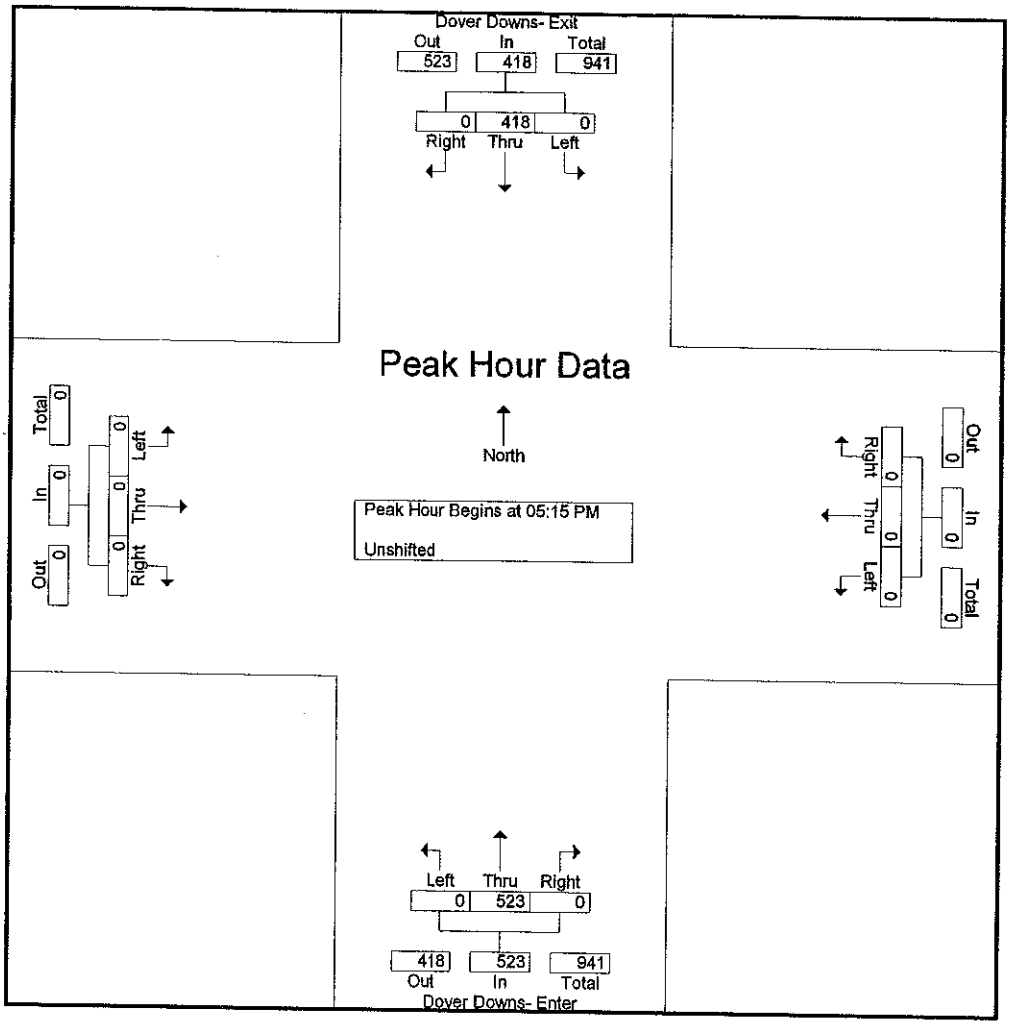
	Dover Downs- Exit Southbound					Westbound					Dover Downs- Enter Northbound					Eastbound							
	Left	Thru	Right	Truck	App. Total	Left	Thru	Right	Truck	App. Total	Left	Thru	Right	Truck	App. Total	Left	Thru	Right	Truck	App. Total	Exclu. Total	Inclu. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0				
Grand Total	0	3306	0	25	3306	0	0	0	0	0	0	4201	0	25	4201	0	0	0	0	0	50	7507	7557
Apprch %	0	100	0			0	0	0			0	100	0			0	0	0					
Total %	0	44	0		44	0	0	0		0	0	56	0		56	0	0	0		0	0.7	99.3	



Traffic Planning and Design
2500 East High St. Suite 650
Pottstown, PA 19464
Dover Downs Driveway

File Name : SATDD
Site Code : 00000000
Start Date : 4/30/2005
Page No : 3

	Dover Downs- Exit Southbound				Westbound				Dover Downs- Enter Northbound				Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 08:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:15 PM																	
05:15 PM	0	108	0	108	0	0	0	0	0	106	0	106	0	0	0	0	214
05:30 PM	0	91	0	91	0	0	0	0	0	**143**	0	**143**	0	0	0	0	234
05:45 PM	0	**114**	0	**114**	0	0	0	0	0	142	0	142	0	0	0	0	**256**
06:00 PM	0	105	0	105	0	0	0	0	0	132	0	132	0	0	0	0	237
Total Volume	0	418	0	418	0	0	0	0	0	523	0	523	0	0	0	0	941
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.917	.000	.917	.000	.000	.000	.000	.000	.914	.000	.914	.000	.000	.000	.000	.919



APPENDIX E

200-MILE RADIUS GRAVITY MODEL

TPD Job #: CECO.A.00008
Calculated by: EMM

Regional Gravity Model for Mount Airy Lodge[1] (200-mile Radius)

Location	County	State	Distance to Mt. Airy (Miles)	Potential Regional Gamblers	Percentage of Regional Gamblers to Mt. Airy	Potential Regional Gamblers to Mt. Airy	Percentage To Mt. Airly From Geographic Area[2]	Route to Mt. Airy				
								To/From East via 80	To/From West via 80	To/From North via 380	To/From North via 390	To/From North via 196
Local	Monroe County	PA	5	**66,853**	57.6%	**38,507**	**16.6%**					
Northwest	Chemung County	NY	145	16,178	4.5%	728				100%		
	Schuyler County	NY	165	3,999		0				100%		
	Steuben County	NY	200	15,472		0				100%		
	Bradford County	PA	90	6,930	6.3%	437				100%		
	Lackawanna County	PA	15	68,000	13.8%	9,384				100%		
	Sullivan County	PA	105	904	9.0%	81			100%			
	Susquehanna County	PA	70	5,784	9.3%	538				100%		
	Tioga County	PA	165	3,430	5.9%	202			100%			
	Wyoming County	PA	60	6,004	8.6%	516			100%			
	Total			**126,701**		**11,886**	**5.1%**		**0.3%**	**4.8%**		
North	Broome County	NY	75	30,150	5.3%	1,598				100%		
	Chenango County	NY	130	8,521	3.6%	307				100%		
	Cortland County	NY	125	10,066	2.5%	252				100%		
	Delaware County	NY	110	8,361	3.5%	293				100%		
	Otsego County	NY	160	8,770	4.0%	351				100%		
	Tioga County	NY	120	7,647	5.2%	398				100%		
	Tompkins County	NY	135	21,637		0				100%		
	Wayne County	PA	50	7,699	11.1%	855					60%	40%
	Total			**102,851**		**4,054**	**1.7%**			**1.4%**	**0.2%**	**0.1%**
Northeast	Fairfield County	CT	140	359,315	1.2%	4,312					60%	40%
	Dutchess County	NY	130	45,149	2.5%	1,129					60%	40%
	Greene County	NY	160	7,124	3.2%	228					60%	40%
	Sullivan County	NY	70	32,550	0.1%	33					60%	40%
	Ulster County	NY	160	41,538	2.5%	1,038					60%	40%
	Pike County	PA	35	9,610	24.2%	2,326					60%	40%
	Total			**495,286**		**9,066**	**3.9%**				**2.3%**	**1.6%**
East	Bergen County	NJ	85	328,257	2.3%	7,550		100%				
	Essex County	NJ	70	277,548	2.9%	8,049		100%				
	Hudson County	NJ	95	223,906	2.1%	4,702		100%				
	Hunterdon County	NJ	65	43,403	6.3%	2,734		100%				
	Mercer County	NJ	80	174,319	1.5%	2,615		100%				
	Middlesex County	NJ	100	266,340	2.6%	6,925		100%				
	Monmouth County	NJ	100	217,865	1.1%	2,397		100%				
	Morris County	NJ	55	162,642	7.1%	11,548		100%				
	Passiac County	NJ	85	170,973	3.4%	5,813		100%				
	Somerset County	NJ	80	101,586	4.4%	4,470		100%				
	Sussex County	NJ	55	47,105	11.4%	5,370		100%				
	Union County	NJ	85	187,525	2.9%	5,438		100%				
	Warren County	NJ	30	46,295	18.1%	8,379		100%				
	Bronx County	NY	100	302,621	1.2%	3,631		100%				
	Kings County	NY	100	632,966	1.6%	10,127		100%				
	Nassau County	NY	130	384,707	1.0%	3,847		100%				
	New York County	NY	90	489,111	1.8%	8,804		100%				
	Orange County	NY	80	85,037	3.1%	2,636					60%	40%
	Putnam County	NY	120	21,530	2.1%	452					60%	40%
	Queens County	NY	105	644,026	0.6%	3,864		100%				
	Richmond County	NY	100	125,647	2.2%	2,764		100%				
	Rockland County	NY	105	106,974	2.5%	2,674		100%				
	Suffolk County	NY	160	298,326		0		100%				
	Westchester	NY	110	464,759	1.6%	7,436					60%	40%
	Total			**5,803,468**		**122,225**	**52.8%**	**48.3%**			**2.7%**	**1.8%**

1 = Regional gravity model based upon marketing study (prepared by others)
2 = Number of potential gamblers from geographic area/totoal number of potential gamblers (200-mile radius)

TPD Job #: CECO.A.00008
Calculated by: EMM

Regional Gravity Model for Mount Airy Lodge[1] (200-mile Radius)

Southeast	Kent County	DE	200	20,747		0		100%				
	New Castle County	DE	160	124,604	0.1%	125		100%				
	Sussex County	DE	220	9,592		0		100%				
	Caroline County	MD	210	7,849		0		100%				
	Cecil County	MD	170	17,840	0.7%	125		100%				
	Dorchester County	MD	250	4,355		0		100%				
	Harford County	MD	170	31,435		0		100%				
	Kent County	MD	200	3,156		0		100%				
	Queen Anne's County	MD	200	6,541		0		100%				
	Talbot County	MD	210	5,925		0		100%				
	Atlantic County	NJ	160	125,635		0		100%				
	Burlington County	NJ	150	212,372	0.5%	1,062		100%				
	Camden County	NJ	135	248,160	0.4%	993		100%				
	Cape May County	NJ	210	44,529		0		100%				
	Cumberland County	NJ	170	52,136		0		100%				
	Gloucester County	NJ	150	123,820	0.3%	371		100%				
	Ocean County	NJ	145	171,807	0.3%	515		100%				
	Salem County	NJ	145	31,795	0.3%	95		100%				
	Total			**1,242,298**		**3,286**	**1.4%**	**1.4%**				
South	Baltimore City	MD	200	67,454		0		100%				
	Baltimore County	MD	200	87,153		0			100%			
	Carrol County	MD	180	18,154		0			100%			
	Howard County	MD	200	26,972		0			100%			
	Berks County	PA	95	67,675	3.5%	2,369		100%				
	Bucks County	PA	70	204,400	1.5%	3,066		100%				
	Chester County	PA	125	101,888	1.3%	1,325		100%				
	Delaware County	PA	120	227,192	0.6%	1,363		100%				
	Lehigh County	PA	50	158,150	3.1%	4,903		100%				
	Montgomery County	PA	105	274,806	1.3%	3,572		100%				
	Northampton County	PA	30	134,532	5.3%	7,130		100%				
	Philadelphia County	PA	120	686,104	0.0%	0		100%				
	Total			**2,054,480**		**23,728**	**10.3%**	**10.3%**	**0.0%**			
Southwest	Anne Arundel County	MD	220	56,365		0		100%				
	Adams County	PA	175	11,278		0			100%			
	Carbon County	PA	50	12,415	16.9%	2,098			100%			
	Cumberland County	PA	165	44,180		0			100%			
	Dauphin County	PA	120	119,306	0.5%	597			100%			
	Juniata County	PA	150	3,112		0			100%			
	Lancaster County	PA	125	87,213	1.7%	1,483		100%				
	Lebanon County	PA	110	44,180	1.2%	530			100%			
	Perry County	PA	135	7,781	1.8%	140			100%			
	Schuylkill County	PA	85	26,886	6.4%	1,721			100%			
	Snyder County	PA	115	5,680	3.6%	204			100%			
	York County	PA	150	70,565	1.6%	1,129			100%			
	Total			**488,961**		**7,902**	**3.4%**	**0.6%**	**2.8%**			
West	Centre County	PA	150	13,700		0			100%			
	Clinton County	PA	140	3,272		0			100%			
	Columbia County	PA	70	10,515	7.2%	757			100%			
	Luzerne County	PA	40	139,227	5.8%	8,075			100%			
	Lycoming County	PA	150	13,075	6.6%	863			100%			
	Mifflin County	PA	120	4,961		0			100%			
	Montour County	PA	80	2,501	6.4%	160			100%			
	Northumberland County	PA	95	16,712	5.3%	886			100%			
	Union County	PA	120	6,074	5.2%	316			100%			
	Total			**210,037**		**11,057**	**4.8%**		**4.8%**			
Total				**10,590,935**		**231,711**		**60.6%**	**7.9%**	**6.2%**	**5.2%**	**3.5%**

1 = Regional gravity model based upon marketing study (prepared by others)
2 = Number of potential gamblers from geographic area/totoal number of potential gamblers (200-mile radius)

TPD Job #: CECO.A.00008
Calculated by: EMM

Local Traffic (Monroe County) Gravity Model[1]

Municipality	2000 Population	Percentage	Route to Mt. Airy								
			To/From East via 80	To/From East via 940	To/From West via 80	To/From West via 940	To/From North via 611	To/From North via 196	To/From North via 191	To/From North via 390	To/From South via 611
Barret Township	3,880	2.8%							5%	95%	
Chestnuthill Township	14,418	10.4%	25%								75%
Coolbaugh Township	15,205	11.0%					50%	50%			
Delaware Water Gap Borough	744	0.5%	100%								
East Stroudsburg Borough	9,888	7.1%	100%								
Eldred Township	2,665	1.9%	100%								
Hamilton Township	8,235	5.9%	100%								
Jackson Township	5,979	4.3%									100%
Middle Smithfield Township	11,495	8.3%	25%	75%							
Mount Pocono Borough	2,742	2.0%				50%	50%				
Paradise Township	2,671	1.9%		20%		20%	10%		20%	20%	10%
Pocono Township	9,607	6.9%									100%
Polk Township	6,533	4.7%	50%								50%
Price Township	2,649	1.9%		50%					10%	40%	
Ross Township	5,435	3.9%	100%								
Smithfield Township	5,672	4.1%	90%								10%
Stroud Township	13,978	10.1%	80%								20%
Stroudsburg Borough	5,756	4.2%	100%								
Tobyhanna Township	6,152	4.4%				100%					
Tunkhannock Township	4,983	3.6%				100%					
Total	138,687	100.0%	58755	10480	0	13040	9241	7603	993	5280	33296
Percentage of Traffic From Monroe County			**7.0%**	**1.3%**	**0.0%**	**1.6%**	**1.1%**	**0.9%**	**0.1%**	**0.6%**	**4.0%**

1 = Based upon 2000 United States Census Bureau Data prepared by the Pennsylvania State Data Center

APPENDIX F

CAPACITY ANALYIS WORKSHEETS

EXISTING CONDITIONS

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	13	12	11	11	11	12
Grade (%)	-6%		-2%			-5%
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0
Lane Util. Factor	1.00	1.00	0.95		1.00	0.95
Frt	1.00	0.85	0.97		1.00	1.00
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1883	1631	3321		1753	3628
Flt Permitted	0.95	1.00	1.00		0.12	1.00
Satd. Flow (perm)	1883	1631	3321		221	3628
Volume (vph)	249	108	970	238	90	685
Peak-hour factor, PHF	0.78	0.78	0.98	0.98	0.83	0.83
Adj. Flow (vph)	319	138	990	243	108	825
RTOR Reduction (vph)	0	84	0	0	0	0
Lane Group Flow (vph)	319	54	1233	0	108	825
Heavy Vehicles (%)	2%	2%	3%	3%	2%	2%
Turn Type		Perm			pm+pt	
Protected Phases	8		2		1	6
Permitted Phases		8			6	
Actuated Green, G (s)	16.3	16.3	25.4		36.5	36.5
Effective Green, g (s)	19.3	19.3	29.4		40.5	40.5
Actuated g/C Ratio	0.28	0.28	0.43		0.60	0.60
Clearance Time (s)	7.0	7.0	8.0		6.0	8.0
Vehicle Extension (s)	3.0	3.0	6.0		3.0	6.0
Lane Grp Cap (vph)	536	464	1440		292	2167
v/s Ratio Prot	c0.17		c0.37		0.04	c0.23
v/s Ratio Perm		0.03			0.18	
v/c Ratio	0.60	0.12	0.86		0.37	0.38
Uniform Delay, d1	20.9	17.9	17.3		10.0	7.1
Progression Factor	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	1.8	0.1	6.0		0.8	0.3
Delay (s)	22.7	18.0	23.3		10.8	7.4
Level of Service	C	B	C		B	A
Approach Delay (s)	21.3		23.3			7.8
Approach LOS	C		C			A

Intersection Summary			
HCM Average Control Delay	17.4	HCM Level of Service	B
HCM Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	67.8	Sum of lost time (s)	12.0
Intersection Capacity Utilization	63.2%	ICU Level of Service	B
Analysis Period (min)	15		

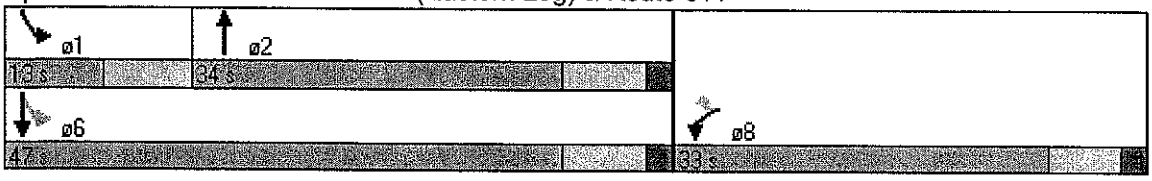
c Critical Lane Group

Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Configurations					
Volume (vph)	249	108	970	90	685
Lane Group Flow (vph)	319	138	1233	108	825
Turn Type		Perm		pm+pt	
Protected Phases	8		2	1	6
Permitted Phases		8		6	
Detector Phases	8	8	2	1	6
Minimum Initial (s)	1.0	1.0	15.0	1.0	15.0
Minimum Split (s)	8.0	8.0	23.0	7.0	23.0
Total Split (s)	33.0	33.0	34.0	13.0	47.0
Total Split (%)	41.3%	41.3%	42.5%	16.3%	58.8%
Yellow Time (s)	5.0	5.0	6.0	6.0	6.0
All-Red Time (s)	2.0	2.0	2.0	0.0	2.0
Lead/Lag			Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	
Recall Mode	None	None	Min	None	Min
v/c Ratio	0.58	0.25	0.84	0.34	0.39
Control Delay	23.2	6.3	25.5	10.2	8.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	23.2	6.3	25.5	10.2	8.7
Queue Length 50th (ft)	120	6	251	18	86
Queue Length 95th (ft)	160	30	#459	44	142
Internal Link Dist (ft)	1091		2024		1030
Turn Bay Length (ft)		72		175	
Base Capacity (vph)	726	701	1503	323	2218
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.44	0.20	0.82	0.33	0.37

Intersection Summary

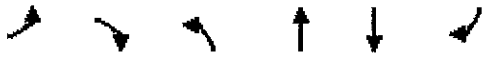
Cycle Length: 80
Actuated Cycle Length: 66.9
Natural Cycle: 55
Control Type: Semi Act-Uncoord
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: Route 314 (Eastern Leg) & Route 611



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	12	12	12
Grade (%)	4%			7%	-6%	
Storage Length (ft)	50	0	143			0
Storage Lanes	1	1	1			0
Turning Speed (mph)	15	9	15			9
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt		0.850			0.992	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1587	1420	1708	3415	3581	0
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	1587	1420	1708	3415	3581	0
Headway Factor	1.12	1.12	1.05	1.05	0.96	0.96
Link Speed (mph)	40			45	45	
Link Distance (ft)	3960			1110	2283	
Travel Time (s)	67.5			16.8	34.6	
Volume (vph)	9	132	287	791	643	38
Peak Hour Factor	0.67	0.67	0.95	0.95	0.76	0.76
Heavy Vehicles (%)	4%	4%	2%	2%	3%	3%
Adj. Flow (vph)	13	197	302	833	846	50
Lane Group Flow (vph)	13	197	302	833	896	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 48.2%		ICU Level of Service A	
Analysis Period (min) 15			



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	4%			7%	-6%	
Volume (veh/h)	9	132	287	791	643	38
Peak Hour Factor	0.67	0.67	0.95	0.95	0.76	0.76
Hourly flow rate (vph)	13	197	302	833	846	50
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)				1110		
pX, platoon unblocked						
vC, conflicting volume	1892	448	896			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1892	448	896			
tC, single (s)	6.9	7.0	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	63	64	60			
cM capacity (veh/h)	36	552	753			

Direction, Lane #	EB 1	EB 2	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	13	197	302	416	416	564	332
Volume Left	13	0	302	0	0	0	0
Volume Right	0	197	0	0	0	0	50
cSH	36	552	753	1700	1700	1700	1700
Volume to Capacity	0.37	0.36	0.40	0.24	0.24	0.33	0.20
Queue Length 95th (ft)	31	40	49	0	0	0	0
Control Delay (s)	155.7	15.1	12.9	0.0	0.0	0.0	0.0
Lane LOS	F	C	B				
Approach Delay (s)	24.1		3.4			0.0	
Approach LOS	C						

Intersection Summary			
Average Delay	4.0		
Intersection Capacity Utilization	48.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL2	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBL	NBT	NBR	NBR2
Lane Configurations			↕			↕			↰	↑↕		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	15	15	15	15	13	13	13	13	11	12	12	12
Grade (%)			6%			5%				3%		
Total Lost time (s)			4.0			4.0			4.0	4.0		
Lane Util. Factor			1.00			1.00			1.00	0.95		
Frt			0.96			0.94			1.00	0.99		
Flt Protected			0.98			0.98			0.95	1.00		
Satd. Flow (prot)			1866			1720			1685	3441		
Flt Permitted			0.88			0.83			0.36	1.00		
Satd. Flow (perm)			1679			1471			646	3441		
Volume (vph)	4	1	2	3	65	7	59	1	5	727	1	67
Peak-hour factor, PHF	0.56	0.56	0.56	0.56	0.89	0.89	0.89	0.89	0.99	0.99	0.99	0.99
Adj. Flow (vph)	7	2	4	5	73	8	66	1	5	734	1	68
RTOR Reduction (vph)	0	0	4	0	0	0	0	0	0	5	0	0
Lane Group Flow (vph)	0	0	14	0	0	148	0	0	5	798	0	0
Turn Type	Perm	Perm			Perm				Perm			
Protected Phases			4			8				2		
Permitted Phases	4	4			8				2			
Actuated Green, G (s)			10.3			10.3			29.0	29.0		
Effective Green, g (s)			12.3			12.3			32.5	32.5		
Actuated g/C Ratio			0.18			0.18			0.48	0.48		
Clearance Time (s)			6.0			6.0			7.5	7.5		
Vehicle Extension (s)			3.0			3.0			5.0	5.0		
Lane Grp Cap (vph)			305			268			311	1654		
v/s Ratio Prot										c0.23		
v/s Ratio Perm			0.01			c0.10			0.01			
v/c Ratio			0.05			0.55			0.02	0.48		
Uniform Delay, d1			22.8			25.1			9.2	11.9		
Progression Factor			1.00			1.00			1.00	1.00		
Incremental Delay, d2			0.1			2.5			0.0	0.5		
Delay (s)			22.9			27.6			9.2	12.3		
Level of Service			C			C			A	B		
Approach Delay (s)			22.9			27.6				12.3		
Approach LOS			C			C				B		

Intersection Summary			
HCM Average Control Delay	11.4	HCM Level of Service	B
HCM Volume to Capacity ratio	0.47		
Actuated Cycle Length (s)	67.6	Sum of lost time (s)	16.0
Intersection Capacity Utilization	54.3%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

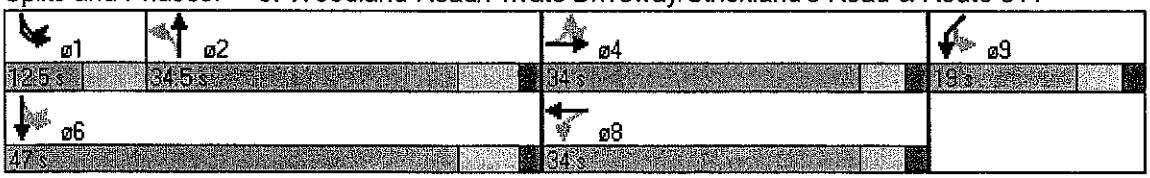
Movement	SBL2	SBL	SBT	SBR	SWL2	SWL	SWR	SWR2
Lane Configurations								
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	11	12	12	11	11	11	11
Grade (%)			-7%			-2%		
Total Lost time (s)		4.0	4.0			4.0		
Lane Util. Factor		1.00	0.95			1.00		
Frt		1.00	1.00			0.93		
Flt Protected		0.95	1.00			0.98		
Satd. Flow (prot)		1770	3657			1655		
Flt Permitted		0.25	1.00			0.98		
Satd. Flow (perm)		458	3657			1655		
Volume (vph)	1	38	613	7	1	1	1	1
Peak-hour factor, PHF	0.82	0.82	0.82	0.82	1.00	1.00	1.00	1.00
Adj. Flow (vph)	1	46	748	9	1	1	1	1
RTOR Reduction (vph)	0	0	0	0	0	1	0	0
Lane Group Flow (vph)	0	47	757	0	0	3	0	0
Turn Type	pm+pt	pm+pt			Perm			
Protected Phases	1	1	6			9		
Permitted Phases	6	6			9			
Actuated Green, G (s)		36.8	36.8			1.0		
Effective Green, g (s)		40.3	40.3			3.0		
Actuated g/C Ratio		0.60	0.60			0.04		
Clearance Time (s)		5.5	7.5			6.0		
Vehicle Extension (s)		3.0	5.0			3.0		
Lane Grp Cap (vph)		347	2180			73		
v/s Ratio Prot		0.01	c0.21					
v/s Ratio Perm		0.07				0.00		
v/c Ratio		0.14	0.35			0.04		
Uniform Delay, d1		6.6	7.0			30.9		
Progression Factor		1.00	1.00			1.00		
Incremental Delay, d2		0.2	0.2			0.2		
Delay (s)		6.8	7.2			31.2		
Level of Service		A	A			C		
Approach Delay (s)			7.1			31.2		
Approach LOS			A			C		

Intersection Summary

Lane Group	EBL2	EBL	EBT	WBL	WBT	NBL	NBT	SBL2	SBL	SBT	SWL
Lane Configurations											
Volume (vph)	4	1	2	65	7	5	727	1	38	613	1
Lane Group Flow (vph)	0	0	18	0	148	5	803	0	47	757	4
Turn Type	Perm	Perm		Perm		Perm		pm+pt	pm+pt		
Protected Phases			4		8		2	1	1	6	9
Permitted Phases	4	4		8		2		6	6		
Detector Phases	4	4	4	8	8	2	2	1	1	6	9
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	10.0	10.0	4.0	4.0	10.0	7.0
Minimum Split (s)	13.0	13.0	13.0	13.0	13.0	17.5	17.5	9.5	9.5	17.5	13.0
Total Split (s)	34.0	34.0	34.0	34.0	34.0	34.5	34.5	12.5	12.5	47.0	19.0
Total Split (%)	34.0%	34.0%	34.0%	34.0%	34.0%	34.5%	34.5%	12.5%	12.5%	47.0%	19.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	5.5	5.5	5.5	5.5	5.5	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	0.0	0.0	2.0	2.0
Lead/Lag						Lag	Lag	Lead	Lead		
Lead-Lag Optimize?						Yes	Yes	Yes	Yes		
Recall Mode	None	None	None	None	None	Min	Min	None	None	Min	None
v/c Ratio			0.05		0.43	0.01	0.41		0.15	0.33	0.02
Control Delay			17.1		19.4	14.2	12.2		9.5	7.4	28.2
Queue Delay			0.0		0.0	0.0	0.0		0.0	0.0	0.0
Total Delay			17.1		19.4	14.2	12.2		9.5	7.4	28.2
Queue Length 50th (ft)			2		23	1	48		4	44	1
Queue Length 95th (ft)			12		119	9	245		26	148	11
Internal Link Dist (ft)			105		2012		2196			2319	625
Turn Bay Length (ft)						73			183		
Base Capacity (vph)			691		609	398	2123		340	2606	344
Starvation Cap Reductn			0		0	0	0		0	0	0
Spillback Cap Reductn			0		0	0	0		0	0	0
Storage Cap Reductn			0		0	0	0		0	0	0
Reduced v/c Ratio			0.03		0.24	0.01	0.38		0.14	0.29	0.01

Intersection Summary
Cycle Length: 100
Actuated Cycle Length: 59.4
Natural Cycle: 60
Control Type: Semi Act-Uncoord

Splits and Phases: 3: Woodland Road/Private Driveway/Strickland's Road & Route 611



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↑↑↔			↑↑↔	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	13	13	12	12	12	12	12	12	12	12	12
Grade (%)		2%			8%			1%			-1%	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.865			0.888							
Flt Protected					0.996							
Satd. Flow (prot)	0	1648	0	0	1582	0	0	3522	0	0	3455	0
Flt Permitted					0.996							
Satd. Flow (perm)	0	1648	0	0	1582	0	0	3522	0	0	3455	0
Headway Factor	0.97	0.97	0.97	1.05	1.05	1.05	1.01	1.01	1.01	0.99	0.99	0.99
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		158			1027			2399			3261	
Travel Time (s)		3.1			20.0			36.3			49.4	
Volume (vph)	0	0	3	1	1	10	3	786	1	5	654	1
Peak Hour Factor	0.75	0.75	0.75	0.50	0.50	0.50	0.97	0.97	0.97	0.83	0.83	0.83
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	5%	5%	5%
Adj. Flow (vph)	0	0	4	2	2	20	3	810	1	6	788	1
Lane Group Flow (vph)	0	4	0	0	24	0	0	814	0	0	795	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	33.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕↑			↕↑	
Sign Control		Stop			Stop			Free			Free	
Grade		2%			8%			1%			-1%	
Volume (veh/h)	0	0	3	1	1	10	3	786	1	5	654	1
Peak Hour Factor	0.75	0.75	0.75	0.50	0.50	0.50	0.97	0.97	0.97	0.83	0.83	0.83
Hourly flow rate (vph)	0	0	4	2	2	20	3	810	1	6	788	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1233	1618	395	1227	1618	406	789			811		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1233	1618	395	1227	1618	406	789			811		
tC, single (s)	7.5	6.5	6.9	7.6	6.6	6.9	4.1			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	99	98	98	97	100			99		
cM capacity (veh/h)	125	101	604	132	100	594	826			792		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	4	24	408	406	400	395
Volume Left	0	2	3	0	6	0
Volume Right	4	20	0	1	0	1
cSH	604	349	826	1700	792	1700
Volume to Capacity	0.01	0.07	0.00	0.24	0.01	0.23
Queue Length 95th (ft)	0	6	0	0	1	0
Control Delay (s)	11.0	16.1	0.1	0.0	0.2	0.0
Lane LOS	B	C	A		A	
Approach Delay (s)	11.0	16.1	0.1		0.1	
Approach LOS	B	C				

Intersection Summary				
Average Delay	0.3			
Intersection Capacity Utilization	33.8%	ICU Level of Service	A	
Analysis Period (min)	15			

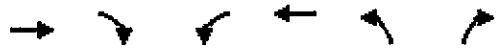
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	12	12	12
Grade (%)	9%		2%			-5%
Turning Speed (mph)	15	9		9	15	
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Frt	0.899		0.999			
Flt Protected	0.988					0.999
Satd. Flow (prot)	1475	0	3500	0	0	3624
Flt Permitted	0.988					0.999
Satd. Flow (perm)	1475	0	3500	0	0	3624
Headway Factor	1.16	1.16	1.01	1.01	0.97	0.97
Link Speed (mph)	35		45			45
Link Distance (ft)	1492		3261			2754
Travel Time (s)	29.1		49.4			41.7
Volume (vph)	2	7	788	8	12	658
Peak Hour Factor	0.75	0.75	0.97	0.97	0.77	0.77
Adj. Flow (vph)	3	9	812	8	16	855
Lane Group Flow (vph)	12	0	820	0	0	871
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 36.7%		ICU Level of Service A	
Analysis Period (min) 15			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	9%		2%			-5%
Volume (veh/h)	2	7	788	8	12	658
Peak Hour Factor	0.75	0.75	0.97	0.97	0.77	0.77
Hourly flow rate (vph)	3	9	812	8	16	855
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	1275	410			821	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1275	410			821	
tC, single (s)	6.9	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	98	98			98	
cM capacity (veh/h)	155	590			804	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	12	542	279	300	570
Volume Left	3	0	0	16	0
Volume Right	9	0	8	0	0
cSH	363	1700	1700	804	1700
Volume to Capacity	0.03	0.32	0.16	0.02	0.34
Queue Length 95th (ft)	3	0	0	1	0
Control Delay (s)	15.3	0.0	0.0	0.7	0.0
Lane LOS	C			A	
Approach Delay (s)	15.3	0.0		0.2	
Approach LOS	C				

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	36.7%	ICU Level of Service	A
Analysis Period (min)	15		



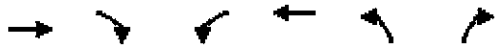
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	11	11
Grade (%)	1%			-3%	0%	
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.955				0.962	
Flt Protected				0.993	0.965	
Satd. Flow (prot)	1575	0	0	1686	1672	0
Flt Permitted				0.993	0.965	
Satd. Flow (perm)	1575	0	0	1686	1672	0
Headway Factor	1.10	1.10	1.07	1.07	1.04	1.04
Link Speed (mph)	40			40	25	
Link Distance (ft)	2092			650	499	
Travel Time (s)	35.7			11.1	13.6	
Volume (vph)	71	36	15	85	46	18
Peak Hour Factor	0.82	0.82	0.79	0.79	0.53	0.53
Heavy Vehicles (%)	7%	7%	6%	6%	2%	2%
Adj. Flow (vph)	87	44	19	108	87	34
Lane Group Flow (vph)	131	0	0	127	121	0
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 22.3%		ICU Level of Service A	
Analysis Period (min) 15			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Free			Free	Stop	
Grade	1%			-3%	0%	
Volume (veh/h)	71	36	15	85	46	18
Peak Hour Factor	0.82	0.82	0.79	0.79	0.53	0.53
Hourly flow rate (vph)	87	44	19	108	87	34
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			130		254	109
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			130		254	109
tC, single (s)			4.2		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.3		3.5	3.3
p0 queue free %			99		88	96
cM capacity (veh/h)			1430		725	945

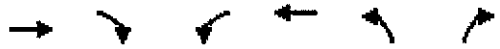
Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	130	127	121
Volume Left	0	19	87
Volume Right	44	0	34
cSH	1700	1430	776
Volume to Capacity	0.08	0.01	0.16
Queue Length 95th (ft)	0	1	14
Control Delay (s)	0.0	1.2	10.5
Lane LOS		A	B
Approach Delay (s)	0.0	1.2	10.5
Approach LOS			B

Intersection Summary			
Average Delay	3.8		
Intersection Capacity Utilization	22.3%	ICU Level of Service	A
Analysis Period (min)	15		



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	10	10
Grade (%)	1%			1%	-1%	
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.999				0.865	
Flt Protected						
Satd. Flow (prot)	1790	0	0	1757	1511	0
Flt Permitted						
Satd. Flow (perm)	1790	0	0	1757	1511	0
Headway Factor	1.05	1.05	1.05	1.05	1.09	1.09
Link Speed (mph)	40			40	35	
Link Distance (ft)	650			936	704	
Travel Time (s)	11.1			16.0	13.7	
Volume (vph)	88	1	0	100	0	1
Peak Hour Factor	0.72	0.72	0.80	0.80	0.25	0.25
Heavy Vehicles (%)	2%	2%	4%	4%	2%	2%
Adj. Flow (vph)	122	1	0	125	0	4
Lane Group Flow (vph)	123	0	0	125	4	0
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 15.3%		ICU Level of Service A	
Analysis Period (min) 15			



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Free			Free	Stop	
Grade	1%			1%	-1%	
Volume (veh/h)	88	1	0	100	0	1
Peak Hour Factor	0.72	0.72	0.80	0.80	0.25	0.25
Hourly flow rate (vph)	122	1	0	125	0	4
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			124		248	123
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			124		248	123
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1451		741	928

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	124	125	4
Volume Left	0	0	0
Volume Right	1	0	4
cSH	1700	1451	928
Volume to Capacity	0.07	0.00	0.00
Queue Length 95th (ft)	0	0	0
Control Delay (s)	0.0	0.0	8.9
Lane LOS			A
Approach Delay (s)	0.0	0.0	8.9
Approach LOS			A

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	15.3%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	10	10
Grade (%)		-4%	2%		-6%	
Turning Speed (mph)	15			9	15	9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999		0.932	
Flt Protected		0.999			0.976	
Satd. Flow (prot)	0	1835	1747	0	1629	0
Flt Permitted		0.999			0.976	
Satd. Flow (perm)	0	1835	1747	0	1629	0
Headway Factor	1.02	1.02	1.06	1.06	1.05	1.05
Link Speed (mph)		40	40		35	
Link Distance (ft)		936	819		1342	
Travel Time (s)		16.0	14.0		26.1	
Volume (vph)	2	87	98	1	2	2
Peak Hour Factor	0.84	0.84	0.77	0.77	0.50	0.50
Heavy Vehicles (%)	2%	2%	4%	4%	2%	2%
Adj. Flow (vph)	2	104	127	1	4	4
Lane Group Flow (vph)	0	106	128	0	8	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 16.2%		ICU Level of Service A	
Analysis Period (min) 15			

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		-4%	2%		-6%	
Volume (veh/h)	2	87	98	1	2	2
Peak Hour Factor	0.84	0.84	0.77	0.77	0.50	0.50
Hourly flow rate (vph)	2	104	127	1	4	4
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	129				236	128
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	129				236	128
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				99	100
cM capacity (veh/h)	1457				751	922

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	106	129	8
Volume Left	2	0	4
Volume Right	0	1	4
cSH	1457	1700	828
Volume to Capacity	0.00	0.08	0.01
Queue Length 95th (ft)	0	0	1
Control Delay (s)	0.2	0.0	9.4
Lane LOS	A		A
Approach Delay (s)	0.2	0.0	9.4
Approach LOS			A

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	16.2%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	11	11	11	11
Grade (%)	-3%			-5%	4%	
Turning Speed (mph)	15	9	15			9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.995				0.941	
Flt Protected	0.954			0.999		
Satd. Flow (prot)	1675	0	0	1844	1644	0
Flt Permitted	0.954			0.999		
Satd. Flow (perm)	1675	0	0	1844	1644	0
Headway Factor	1.07	1.07	1.01	1.01	1.07	1.07
Link Speed (mph)	40			45	45	
Link Distance (ft)	1794			1439	1446	
Travel Time (s)	30.6			21.8	21.9	
Volume (vph)	86	3	4	146	122	95
Peak Hour Factor	0.82	0.82	0.96	0.96	0.81	0.81
Heavy Vehicles (%)	2%	2%	2%	2%	3%	3%
Adj. Flow (vph)	105	4	4	152	151	117
Lane Group Flow (vph)	109	0	0	156	268	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 23.8%		ICU Level of Service A	
Analysis Period (min) 15			

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	-3%			-5%	4%	
Volume (veh/h)	86	3	4	146	122	95
Peak Hour Factor	0.82	0.82	0.96	0.96	0.81	0.81
Hourly flow rate (vph)	105	4	4	152	151	117
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	370	209	268			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	370	209	268			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	83	100	100			
cM capacity (veh/h)	629	831	1296			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	109	156	268
Volume Left	105	4	0
Volume Right	4	0	117
cSH	634	1296	1700
Volume to Capacity	0.17	0.00	0.16
Queue Length 95th (ft)	15	0	0
Control Delay (s)	11.8	0.2	0.0
Lane LOS	B	A	
Approach Delay (s)	11.8	0.2	0.0
Approach LOS	B		

Intersection Summary			
Average Delay	2.5		
Intersection Capacity Utilization	23.8%	ICU Level of Service	A
Analysis Period (min)	15		

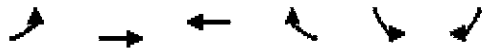
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	8	8	8
Grade (%)		-4%			4%			1%			-1%	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. 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
Frt		0.987						0.884			0.966	
Flt Protected					0.984			0.993			0.993	
Satd. Flow (prot)	0	1813	0	0	1736	0	0	1542	0	0	1556	0
Flt Permitted					0.984			0.993			0.993	
Satd. Flow (perm)	0	1813	0	0	1736	0	0	1542	0	0	1556	0
Headway Factor	1.02	1.02	1.02	1.07	1.07	1.07	1.05	1.05	1.05	1.19	1.19	1.19
Link Speed (mph)		45			45			45			15	
Link Distance (ft)		1402			1150			1446			153	
Travel Time (s)		21.2			17.4			21.9			7.0	
Volume (vph)	3	388	40	170	355	1	31	2	199	2	7	3
Peak Hour Factor	0.86	0.86	0.86	0.98	0.98	0.98	0.87	0.87	0.87	0.60	0.60	0.60
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	4%	4%	4%	2%	2%	2%
Adj. Flow (vph)	3	451	47	173	362	1	36	2	229	3	12	5
Lane Group Flow (vph)	0	501	0	0	536	0	0	267	0	0	20	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 78.9%		ICU Level of Service D	
Analysis Period (min) 15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Sign Control		Free			Free			Stop			Stop	
Grade		-4%			4%			1%			-1%	
Volume (veh/h)	3	388	40	170	355	1	31	2	199	2	7	3
Peak Hour Factor	0.86	0.86	0.86	0.98	0.98	0.98	0.87	0.87	0.87	0.60	0.60	0.60
Hourly flow rate (vph)	3	451	47	173	362	1	36	2	229	3	12	5
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	363			498			1202	1192	474	1421	1214	363
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	363			498			1202	1192	474	1421	1214	363
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			84			73	99	61	94	92	99
cM capacity (veh/h)	1195			1066			131	155	586	60	152	682

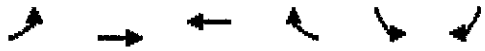
Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	501	537	267	20
Volume Left	3	173	36	3
Volume Right	47	1	229	5
cSH	1195	1066	393	143
Volume to Capacity	0.00	0.16	0.68	0.14
Queue Length 95th (ft)	0	14	121	12
Control Delay (s)	0.1	4.2	31.4	34.2
Lane LOS	A	A	D	D
Approach Delay (s)	0.1	4.2	31.4	34.2
Approach LOS			D	D

Intersection Summary			
Average Delay	8.6		
Intersection Capacity Utilization	78.9%	ICU Level of Service	D
Analysis Period (min)	15		



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11
Grade (%)		-2%	2%		-4%	
Turning Speed (mph)	15			9	15	9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.865
Flt Protected		0.969				
Satd. Flow (prot)	0	1762	1783	0	0	1558
Flt Permitted		0.969				
Satd. Flow (perm)	0	1762	1783	0	0	1558
Headway Factor	1.03	1.03	1.06	1.06	1.02	1.02
Link Speed (mph)		45	45		45	
Link Distance (ft)		571	145		193	
Travel Time (s)		8.7	2.2		2.9	
Volume (vph)	374	215	214	0	0	312
Peak Hour Factor	0.89	0.89	0.93	0.93	0.80	0.80
Heavy Vehicles (%)	2%	2%	2%	2%	4%	4%
Adj. Flow (vph)	420	242	230	0	0	390
Lane Group Flow (vph)	0	662	230	0	0	390
Sign Control		Free	Free		Stop	

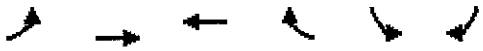
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 49.9%		ICU Level of Service A	
Analysis Period (min) 15			



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		-2%	2%		-4%	
Volume (veh/h)	374	215	214	0	0	312
Peak Hour Factor	0.89	0.89	0.93	0.93	0.80	0.80
Hourly flow rate (vph)	420	242	230	0	0	390
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	230				1312	230
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	230				1312	230
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	69				100	52
cM capacity (veh/h)	1338				119	804

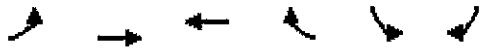
Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	662	230	390
Volume Left	420	0	0
Volume Right	0	0	390
cSH	1338	1700	804
Volume to Capacity	0.31	0.14	0.48
Queue Length 95th (ft)	34	0	67
Control Delay (s)	6.9	0.0	13.6
Lane LOS	A		B
Approach Delay (s)	6.9	0.0	13.6
Approach LOS			B

Intersection Summary			
Average Delay	7.7		
Intersection Capacity Utilization	49.9%	ICU Level of Service	A
Analysis Period (min)	15		



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↱		↰	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	16	12
Grade (%)		-2%	2%		-4%	
Turning Speed (mph)	15			9	15	9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.994			
Flt Protected					0.950	
Satd. Flow (prot)	0	1819	1772	0	2006	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	1819	1772	0	2006	0
Headway Factor	1.03	1.03	1.06	1.06	0.82	0.97
Link Speed (mph)		45	45		45	
Link Distance (ft)		145	1236		157	
Travel Time (s)		2.2	18.7		2.4	
Volume (vph)	0	215	214	9	5	0
Peak Hour Factor	0.89	0.89	0.93	0.93	0.80	0.80
Heavy Vehicles (%)	2%	2%	2%	2%	4%	4%
Adj. Flow (vph)	0	242	230	10	6	0
Lane Group Flow (vph)	0	242	240	0	6	0
Sign Control		Free	Free		Stop	

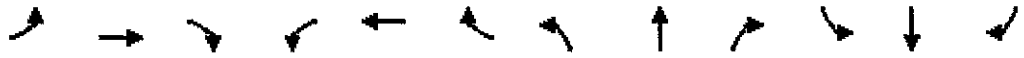
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 21.8%		ICU Level of Service A	
Analysis Period (min) 15			



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		-2%	2%		-4%	
Volume (veh/h)	0	215	214	9	5	0
Peak Hour Factor	0.89	0.89	0.93	0.93	0.80	0.80
Hourly flow rate (vph)	0	242	230	10	6	0
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	240				477	235
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	240				477	235
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				99	100
cM capacity (veh/h)	1327				544	799

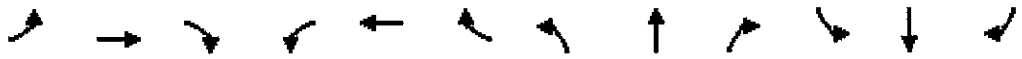
Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	242	240	6
Volume Left	0	0	6
Volume Right	0	10	0
cSH	1700	1700	544
Volume to Capacity	0.14	0.14	0.01
Queue Length 95th (ft)	0	0	1
Control Delay (s)	0.0	0.0	11.7
Lane LOS			B
Approach Delay (s)	0.0	0.0	11.7
Approach LOS			B

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	21.8%	ICU Level of Service	A
Analysis Period (min)	15		



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	8	8	8	11	11	11
Grade (%)		-2%			2%			-3%			-1%	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. 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
Frt		0.998			0.959			0.986			0.971	
Flt Protected		0.992			0.999			0.987			0.964	
Satd. Flow (prot)	0	1801	0	0	1708	0	0	1595	0	0	1694	0
Flt Permitted		0.992			0.999			0.987			0.964	
Satd. Flow (perm)	0	1801	0	0	1708	0	0	1595	0	0	1694	0
Headway Factor	1.03	1.03	1.03	1.06	1.06	1.06	1.18	1.18	1.18	1.04	1.04	1.04
Link Speed (mph)		45			45			35			45	
Link Distance (ft)		1662			865			282			1220	
Travel Time (s)		25.2			13.1			5.5			18.5	
Volume (vph)	35	181	4	5	200	89	4	10	2	67	4	19
Peak Hour Factor	0.90	0.90	0.90	0.84	0.84	0.84	0.80	0.80	0.80	0.87	0.87	0.87
Adj. Flow (vph)	39	201	4	6	238	106	5	13	3	77	5	22
Lane Group Flow (vph)	0	244	0	0	350	0	0	19	0	0	104	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 49.0%		ICU Level of Service A	
Analysis Period (min) 15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Sign Control		Free			Free			Stop			Stop	
Grade		-2%			2%			-3%			-1%	
Volume (veh/h)	35	181	4	5	200	89	4	10	2	67	4	19
Peak Hour Factor	0.90	0.90	0.90	0.84	0.84	0.84	0.80	0.80	0.80	0.87	0.87	0.87
Hourly flow rate (vph)	39	201	4	6	238	106	5	12	2	77	5	22
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	344			206			608	637	203	593	586	291
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	344			206			608	637	203	593	586	291
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	97			100			99	97	100	80	99	97
cM capacity (veh/h)	1215			1366			382	381	838	395	407	748

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	244	350	20	103
Volume Left	39	6	5	77
Volume Right	4	106	2	22
cSH	1215	1366	409	439
Volume to Capacity	0.03	0.00	0.05	0.24
Queue Length 95th (ft)	2	0	4	23
Control Delay (s)	1.5	0.2	14.3	15.7
Lane LOS	A	A	B	C
Approach Delay (s)	1.5	0.2	14.3	15.7
Approach LOS			B	C

Intersection Summary			
Average Delay	3.3		
Intersection Capacity Utilization	49.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	13	12	11	11	11	12
Grade (%)	-6%		-2%			-5%
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0
Lane Util. Factor	1.00	1.00	0.95		1.00	0.95
Frt	1.00	0.85	0.98		1.00	1.00
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1883	1631	3375		1753	3628
Flt Permitted	0.95	1.00	1.00		0.20	1.00
Satd. Flow (perm)	1883	1631	3375		363	3628
Volume (vph)	94	37	835	152	38	641
Peak-hour factor, PHF	0.90	0.90	0.94	0.94	0.94	0.94
Adj. Flow (vph)	104	41	888	162	40	682
RTOR Reduction (vph)	0	34	0	0	0	0
Lane Group Flow (vph)	104	7	1050	0	40	682
Turn Type		Perm			pm+pt	
Protected Phases	8		2		1	6
Permitted Phases		8			6	
Actuated Green, G (s)	9.0	9.0	37.9		46.7	46.7
Effective Green, g (s)	12.0	12.0	41.9		50.7	50.7
Actuated g/C Ratio	0.17	0.17	0.59		0.72	0.72
Clearance Time (s)	7.0	7.0	8.0		6.0	8.0
Vehicle Extension (s)	3.0	3.0	6.0		3.0	6.0
Lane Grp Cap (vph)	320	277	2000		355	2602
v/s Ratio Prot	c0.06		c0.31		0.01	c0.19
v/s Ratio Perm		0.00			0.07	
v/c Ratio	0.32	0.03	0.52		0.11	0.26
Uniform Delay, d1	25.8	24.5	8.5		4.1	3.5
Progression Factor	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	0.6	0.0	0.6		0.1	0.2
Delay (s)	26.4	24.5	9.1		4.3	3.6
Level of Service	C	C	A		A	A
Approach Delay (s)	25.9		9.1			3.7
Approach LOS	C		A			A

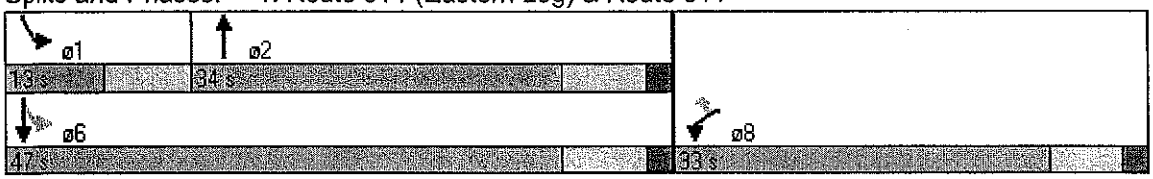
Intersection Summary			
HCM Average Control Delay	8.3	HCM Level of Service	A
HCM Volume to Capacity ratio	0.47		
Actuated Cycle Length (s)	70.7	Sum of lost time (s)	12.0
Intersection Capacity Utilization	43.5%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Configurations					
Volume (vph)	94	37	835	38	641
Lane Group Flow (vph)	104	41	1050	40	682
Turn Type		Perm		pm+pt	
Protected Phases	8		2	1	6
Permitted Phases		8		6	
Detector Phases	8	8	2	1	6
Minimum Initial (s)	1.0	1.0	15.0	1.0	15.0
Minimum Split (s)	8.0	8.0	23.0	7.0	23.0
Total Split (s)	33.0	33.0	34.0	13.0	47.0
Total Split (%)	41.3%	41.3%	42.5%	16.3%	58.8%
Yellow Time (s)	5.0	5.0	6.0	6.0	6.0
All-Red Time (s)	2.0	2.0	2.0	0.0	2.0
Lead/Lag			Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	
Recall Mode	None	None	Min	None	Min
v/c Ratio	0.29	0.12	0.50	0.13	0.27
Control Delay	18.7	8.1	9.9	5.8	4.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	18.7	8.1	9.9	5.8	4.3
Queue Length 50th (ft)	21	0	71	4	38
Queue Length 95th (ft)	72	21	232	13	75
Internal Link Dist (ft)	1091		2024		1031
Turn Bay Length (ft)		72		175	
Base Capacity (vph)	683	617	2142	335	2703
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.15	0.07	0.49	0.12	0.25

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 68.4
Natural Cycle: 40
Control Type: Semi Act-Uncoord

Splits and Phases: 1: Route 314 (Eastern Leg) & Route 611



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	12	12	12
Grade (%)	4%			7%	-6%	
Storage Length (ft)	50	0	143			0
Storage Lanes	1	1	1			0
Turning Speed (mph)	15	9	15			9
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt		0.850			0.995	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1587	1420	1708	3415	3627	0
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	1587	1420	1708	3415	3627	0
Headway Factor	1.12	1.12	1.05	1.05	0.96	0.96
Link Speed (mph)	40			45	45	
Link Distance (ft)	3960			1111	2283	
Travel Time (s)	67.5			16.8	34.6	
Volume (vph)	17	96	115	757	583	18
Peak Hour Factor	0.96	0.96	0.96	0.96	0.97	0.97
Heavy Vehicles (%)	4%	4%	2%	2%	2%	2%
Adj. Flow (vph)	18	100	120	789	601	19
Lane Group Flow (vph)	18	100	120	789	620	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 36.4%		ICU Level of Service A	
Analysis Period (min) 15			

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	4%			7%	-6%	
Volume (veh/h)	17	96	115	757	583	18
Peak Hour Factor	0.96	0.96	0.96	0.96	0.97	0.97
Hourly flow rate (vph)	18	100	120	789	601	19
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)				1111		
pX, platoon unblocked	0.99					
vC, conflicting volume	1244	310	620			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1238	310	620			
tC, single (s)	6.9	7.0	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	88	85	87			
cM capacity (veh/h)	143	680	957			

Direction, Lane #	EB 1	EB 2	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	18	100	120	394	394	401	219
Volume Left	18	0	120	0	0	0	0
Volume Right	0	100	0	0	0	0	19
cSH	143	680	957	1700	1700	1700	1700
Volume to Capacity	0.12	0.15	0.13	0.23	0.23	0.24	0.13
Queue Length 95th (ft)	10	13	11	0	0	0	0
Control Delay (s)	33.7	11.2	9.3	0.0	0.0	0.0	0.0
Lane LOS	D	B	A				
Approach Delay (s)	14.6		1.2			0.0	
Approach LOS	B						

Intersection Summary			
Average Delay	1.7		
Intersection Capacity Utilization	36.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL2	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBL	NBT	NBR	NBR2
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	15	15	15	15	13	13	13	13	11	12	12	12
Grade (%)			6%			5%				3%		
Total Lost time (s)			4.0			4.0			4.0	4.0		
Lane Util. Factor			1.00			1.00			1.00	0.95		
Frt			0.92			0.98			1.00	0.99		
Flt Protected			0.98			0.96			0.95	1.00		
Satd. Flow (prot)			1792			1773			1685	3442		
Flt Permitted			0.91			0.74			0.44	1.00		
Satd. Flow (perm)			1652			1372			781	3442		
Volume (vph)	5	1	1	12	49	4	6	1	13	699	2	62
Peak-hour factor, PHF	0.61	0.61	0.61	0.61	0.92	0.92	0.92	0.92	0.98	0.98	0.98	0.98
Adj. Flow (vph)	8	2	2	20	53	4	7	1	13	713	2	63
RTOR Reduction (vph)	0	0	18	0	0	1	0	0	0	3	0	0
Lane Group Flow (vph)	0	0	14	0	0	64	0	0	13	775	0	0
Turn Type	Perm	Perm			Perm				Perm			
Protected Phases			4			8				2		
Permitted Phases	4	4			8				2			
Actuated Green, G (s)			4.9			4.9			44.8	44.8		
Effective Green, g (s)			6.9			6.9			48.3	48.3		
Actuated g/C Ratio			0.09			0.09			0.63	0.63		
Clearance Time (s)			6.0			6.0			7.5	7.5		
Vehicle Extension (s)			3.0			3.0			5.0	5.0		
Lane Grp Cap (vph)			148			123			491	2162		
v/s Ratio Prot										c0.23		
v/s Ratio Perm			0.01			c0.05			0.02			
v/c Ratio			0.09			0.52			0.03	0.36		
Uniform Delay, d1			32.1			33.4			5.4	6.9		
Progression Factor			1.00			1.00			1.00	1.00		
Incremental Delay, d2			0.3			3.9			0.0	0.2		
Delay (s)			32.4			37.2			5.5	7.1		
Level of Service			C			D			A	A		
Approach Delay (s)			32.4			37.2				7.0		
Approach LOS			C			D				A		

Intersection Summary			
HCM Average Control Delay	7.8	HCM Level of Service	A
HCM Volume to Capacity ratio	0.36		
Actuated Cycle Length (s)	76.9	Sum of lost time (s)	16.0
Intersection Capacity Utilization	44.7%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	SBL2	SBL	SBT	SBR	SWL2	SWL	SWR	SWR2
Lane Configurations								
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	11	12	12	11	11	11	11
Grade (%)			-7%			-2%		
Total Lost time (s)		4.0	4.0			4.0		
Lane Util. Factor		1.00	0.95			1.00		
Frt		1.00	1.00			0.93		
Flt Protected		0.95	1.00			0.98		
Satd. Flow (prot)		1770	3650			1655		
Flt Permitted		0.30	1.00			0.98		
Satd. Flow (perm)		558	3650			1655		
Volume (vph)	1	4	540	13	1	1	1	1
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	1.00	1.00	1.00	1.00
Adj. Flow (vph)	1	4	551	13	1	1	1	1
RTOR Reduction (vph)	0	0	1	0	0	1	0	0
Lane Group Flow (vph)	0	5	563	0	0	3	0	0
Turn Type	pm+pt	pm+pt			Perm			
Protected Phases	1	1	6			9		
Permitted Phases	6	6			9			
Actuated Green, G (s)		51.3	51.3			1.2		
Effective Green, g (s)		54.8	54.8			3.2		
Actuated g/C Ratio		0.71	0.71			0.04		
Clearance Time (s)		5.5	7.5			6.0		
Vehicle Extension (s)		3.0	5.0			3.0		
Lane Grp Cap (vph)		437	2601			69		
v/s Ratio Prot		0.00	c0.15					
v/s Ratio Perm		0.01				0.00		
v/c Ratio		0.01	0.22			0.04		
Uniform Delay, d1		3.6	3.8			35.4		
Progression Factor		1.00	1.00			1.00		
Incremental Delay, d2		0.0	0.1			0.3		
Delay (s)		3.7	3.8			35.6		
Level of Service		A	A			D		
Approach Delay (s)			3.8			35.6		
Approach LOS			A			D		

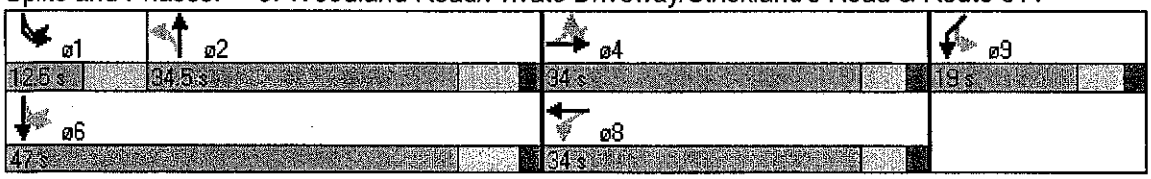
Intersection Summary

Lane Group	EBL2	EBL	EBT	WBL	WBT	NBL	NBT	SBL2	SBL	SBT	SWL
Lane Configurations											
Volume (vph)	5	1	1	49	4	13	699	1	4	540	1
Lane Group Flow (vph)	0	0	32	0	65	13	778	0	5	564	4
Turn Type	Perm	Perm		Perm		Perm		pm+pt	pm+pt		
Protected Phases			4		8		2	1	1	6	9
Permitted Phases	4	4		8		2		6	6		
Detector Phases	4	4	4	8	8	2	2	1	1	6	9
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	10.0	10.0	4.0	4.0	10.0	7.0
Minimum Split (s)	13.0	13.0	13.0	13.0	13.0	17.5	17.5	9.5	9.5	17.5	13.0
Total Split (s)	34.0	34.0	34.0	34.0	34.0	34.5	34.5	12.5	12.5	47.0	19.0
Total Split (%)	34.0%	34.0%	34.0%	34.0%	34.0%	34.5%	34.5%	12.5%	12.5%	47.0%	19.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	5.5	5.5	5.5	5.5	5.5	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	0.0	0.0	2.0	2.0
Lead/Lag						Lag	Lag	Lead	Lead		
Lead-Lag Optimize?						Yes	Yes	Yes	Yes		
Recall Mode	None	None	None	None	None	Min	Min	None	None	Min	None
v/c Ratio			0.11		0.27	0.02	0.29		0.01	0.19	0.02
Control Delay			11.8		17.1	9.2	6.7		7.8	4.1	22.5
Queue Delay			0.0		0.0	0.0	0.0		0.0	0.0	0.0
Total Delay			11.8		17.1	9.2	6.7		7.8	4.1	22.5
Queue Length 50th (ft)			1		7	0	0		0	0	0
Queue Length 95th (ft)			16		61	15	203		6	100	10
Internal Link Dist (ft)			105		2012		2203			2327	625
Turn Bay Length (ft)						73			183		
Base Capacity (vph)			625		523	628	2770		368	3107	341
Starvation Cap Reductn			0		0	0	0		0	0	0
Spillback Cap Reductn			0		0	0	0		0	0	0
Storage Cap Reductn			0		0	0	0		0	0	0
Reduced v/c Ratio			0.05		0.12	0.02	0.28		0.01	0.18	0.01

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 66.4
Natural Cycle: 55
Control Type: Semi Act-Uncoord

Splits and Phases: 3: Woodland Road/Private Driveway/Strickland's Road & Route 611



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	13	13	12	12	12	12	12	12	12	12	12
Grade (%)		2%			8%			1%			-1%	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.899			0.936							
Flt Protected		0.988			0.991							
Satd. Flow (prot)	0	1693	0	0	1659	0	0	3522	0	0	3557	0
Flt Permitted		0.988			0.991							
Satd. Flow (perm)	0	1693	0	0	1659	0	0	3522	0	0	3557	0
Headway Factor	0.97	0.97	0.97	1.05	1.05	1.05	1.01	1.01	1.01	0.99	0.99	0.99
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		158			1027			2407			3261	
Travel Time (s)		3.1			20.0			36.5			49.4	
Volume (vph)	1	0	3	3	6	8	6	705	1	1	551	1
Peak Hour Factor	0.50	0.50	0.50	0.39	0.39	0.39	0.92	0.92	0.92	0.89	0.89	0.89
Adj. Flow (vph)	2	0	6	8	15	21	7	766	1	1	619	1
Lane Group Flow (vph)	0	8	0	0	44	0	0	774	0	0	621	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 33.7%		ICU Level of Service A	
Analysis Period (min) 15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕↑			↕↑	
Sign Control		Stop			Stop			Free			Free	
Grade		2%			8%			1%			-1%	
Volume (veh/h)	1	0	3	3	6	8	6	705	1	1	551	1
Peak Hour Factor	0.50	0.50	0.50	0.39	0.39	0.39	0.92	0.92	0.92	0.89	0.89	0.89
Hourly flow rate (vph)	2	0	6	8	15	21	7	766	1	1	619	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1046	1402	310	1098	1402	384	620			767		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1046	1402	310	1098	1402	384	620			767		
tC, single (s)	7.5	6.5	6.9	7.6	6.6	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	99	100	99	95	89	97	99			100		
cM capacity (veh/h)	160	137	686	164	137	614	956			842		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	8	44	390	384	311	311
Volume Left	2	8	7	0	1	0
Volume Right	6	21	0	1	0	1
cSH	377	226	956	1700	842	1700
Volume to Capacity	0.02	0.19	0.01	0.23	0.00	0.18
Queue Length 95th (ft)	2	17	1	0	0	0
Control Delay (s)	14.8	24.7	0.2	0.0	0.0	0.0
Lane LOS	B	C	A		A	
Approach Delay (s)	14.8	24.7	0.1		0.0	
Approach LOS	B	C				

Intersection Summary			
Average Delay	0.9		
Intersection Capacity Utilization	33.7%	ICU Level of Service	A
Analysis Period (min)	15		

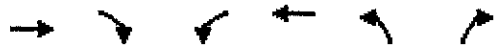
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	12	12	12
Grade (%)	9%		2%			-5%
Turning Speed (mph)	15	9		9	15	
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Frt	0.954		0.997			
Flt Protected	0.968					0.999
Satd. Flow (prot)	1533	0	3493	0	0	3624
Flt Permitted	0.968					0.999
Satd. Flow (perm)	1533	0	3493	0	0	3624
Headway Factor	1.16	1.16	1.01	1.01	0.97	0.97
Link Speed (mph)	35		45			45
Link Distance (ft)	1492		3261			2754
Travel Time (s)	29.1		49.4			41.7
Volume (vph)	15	8	699	15	7	538
Peak Hour Factor	0.72	0.72	0.94	0.94	0.95	0.95
Adj. Flow (vph)	21	11	744	16	7	566
Lane Group Flow (vph)	32	0	760	0	0	573
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 29.8%		ICU Level of Service A	
Analysis Period (min) 15			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	9%		2%			-5%
Volume (veh/h)	15	8	699	15	7	538
Peak Hour Factor	0.72	0.72	0.94	0.94	0.95	0.95
Hourly flow rate (vph)	21	11	744	16	7	566
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	1049	380			760	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1049	380			760	
tC, single (s)	6.9	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	91	98			99	
cM capacity (veh/h)	220	617			848	

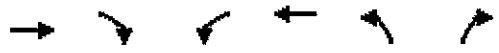
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	32	496	264	196	378
Volume Left	21	0	0	7	0
Volume Right	11	0	16	0	0
cSH	283	1700	1700	848	1700
Volume to Capacity	0.11	0.29	0.16	0.01	0.22
Queue Length 95th (ft)	9	0	0	1	0
Control Delay (s)	19.3	0.0	0.0	0.4	0.0
Lane LOS	C			A	
Approach Delay (s)	19.3	0.0		0.1	
Approach LOS	C				

Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	29.8%	ICU Level of Service	A
Analysis Period (min)	15		



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	11	11
Grade (%)	1%			-3%	0%	
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.987					
Flt Protected				0.998	0.950	
Satd. Flow (prot)	1707	0	0	1761	1711	0
Flt Permitted				0.998	0.950	
Satd. Flow (perm)	1707	0	0	1761	1711	0
Headway Factor	1.10	1.10	1.07	1.07	1.04	1.04
Link Speed (mph)	40			40	25	
Link Distance (ft)	2092			650	499	
Travel Time (s)	35.7			11.1	13.6	
Volume (vph)	60	6	2	55	5	0
Peak Hour Factor	0.92	0.92	0.90	0.90	0.63	0.63
Adj. Flow (vph)	65	7	2	61	8	0
Lane Group Flow (vph)	72	0	0	63	8	0
Sign Control	Free			Free	Stop	

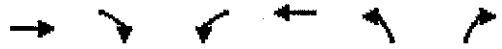
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 14.5%		ICU Level of Service A	
Analysis Period (min) 15			



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Free			Free	Stop	
Grade	1%			-3%	0%	
Volume (veh/h)	60	6	2	55	5	0
Peak Hour Factor	0.92	0.92	0.90	0.90	0.63	0.63
Hourly flow rate (vph)	65	7	2	61	8	0
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			72		134	68
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			72		134	68
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		99	100
cM capacity (veh/h)			1528		858	995

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	72	63	8
Volume Left	0	2	8
Volume Right	7	0	0
cSH	1700	1528	858
Volume to Capacity	0.04	0.00	0.01
Queue Length 95th (ft)	0	0	1
Control Delay (s)	0.0	0.3	9.2
Lane LOS		A	A
Approach Delay (s)	0.0	0.3	9.2
Approach LOS			A

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	14.5%	ICU Level of Service	A
Analysis Period (min)	15		



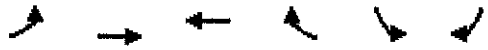
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	10	10
Grade (%)	1%			1%	-1%	
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.996				0.910	
Flt Protected				0.997	0.984	
Satd. Flow (prot)	1784	0	0	1786	1565	0
Flt Permitted				0.997	0.984	
Satd. Flow (perm)	1784	0	0	1786	1565	0
Headway Factor	1.05	1.05	1.05	1.05	1.09	1.09
Link Speed (mph)	40			40	35	
Link Distance (ft)	650			936	704	
Travel Time (s)	11.1			16.0	13.7	
Volume (vph)	58	2	3	55	2	4
Peak Hour Factor	0.81	0.81	0.85	0.85	0.50	0.50
Adj. Flow (vph)	72	2	4	65	4	8
Lane Group Flow (vph)	74	0	0	69	12	0
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 15.3%		ICU Level of Service A	
Analysis Period (min) 15			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Free			Free	Stop	
Grade	1%			1%	-1%	
Volume (veh/h)	58	2	3	55	2	4
Peak Hour Factor	0.81	0.81	0.85	0.85	0.50	0.50
Hourly flow rate (vph)	72	2	4	65	4	8
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			74		145	73
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			74		145	73
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	99
cM capacity (veh/h)			1525		846	989

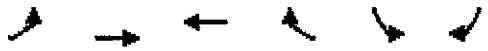
Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	74	68	12
Volume Left	0	4	4
Volume Right	2	0	8
cSH	1700	1525	936
Volume to Capacity	0.04	0.00	0.01
Queue Length 95th (ft)	0	0	1
Control Delay (s)	0.0	0.4	8.9
Lane LOS		A	A
Approach Delay (s)	0.0	0.4	8.9
Approach LOS			A

Intersection Summary			
Average Delay	0.9		
Intersection Capacity Utilization	15.3%	ICU Level of Service	A
Analysis Period (min)	15		



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	10	10
Grade (%)		-4%	2%		-6%	
Turning Speed (mph)	15			9	15	9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.982		0.949	
Flt Protected		0.998			0.970	
Satd. Flow (prot)	0	1833	1751	0	1648	0
Flt Permitted		0.998			0.970	
Satd. Flow (perm)	0	1833	1751	0	1648	0
Headway Factor	1.02	1.02	1.06	1.06	1.05	1.05
Link Speed (mph)		40	40		35	
Link Distance (ft)		936	819		1342	
Travel Time (s)		16.0	14.0		26.1	
Volume (vph)	2	60	56	8	3	2
Peak Hour Factor	0.95	0.95	0.93	0.93	0.63	0.63
Adj. Flow (vph)	2	63	60	9	5	3
Lane Group Flow (vph)	0	65	69	0	8	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	14.8%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		-4%	2%		-6%	
Volume (veh/h)	2	60	56	8	3	2
Peak Hour Factor	0.95	0.95	0.93	0.93	0.63	0.63
Hourly flow rate (vph)	2	63	60	9	5	3
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	69				132	65
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	69				132	65
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				99	100
cM capacity (veh/h)	1532				861	1000

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	65	69	8
Volume Left	2	0	5
Volume Right	0	9	3
cSH	1532	1700	912
Volume to Capacity	0.00	0.04	0.01
Queue Length 95th (ft)	0	0	1
Control Delay (s)	0.2	0.0	9.0
Lane LOS	A		A
Approach Delay (s)	0.2	0.0	9.0
Approach LOS			A

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	14.8%	ICU Level of Service	A
Analysis Period (min)	15		

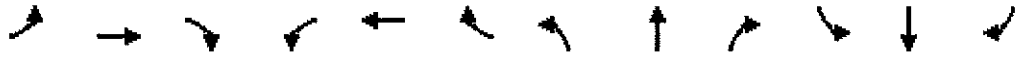
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	11	11	11	11
Grade (%)	-3%			-5%	4%	
Turning Speed (mph)	15	9	15			9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.998				0.948	
Flt Protected	0.953			0.999		
Satd. Flow (prot)	1678	0	0	1844	1673	0
Flt Permitted	0.953			0.999		
Satd. Flow (perm)	1678	0	0	1844	1673	0
Headway Factor	1.07	1.07	1.01	1.01	1.07	1.07
Link Speed (mph)	40			45	45	
Link Distance (ft)	1794			1439	1446	
Travel Time (s)	30.6			21.8	21.9	
Volume (vph)	62	1	3	105	98	61
Peak Hour Factor	0.82	0.82	0.75	0.75	0.86	0.86
Adj. Flow (vph)	76	1	4	140	114	71
Lane Group Flow (vph)	77	0	0	144	185	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 19.0%		ICU Level of Service A	
Analysis Period (min) 15			

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	-3%			-5%	4%	
Volume (veh/h)	62	1	3	105	98	61
Peak Hour Factor	0.82	0.82	0.75	0.75	0.86	0.86
Hourly flow rate (vph)	76	1	4	140	114	71
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	297	149	185			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	297	149	185			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	89	100	100			
cM capacity (veh/h)	692	897	1390			

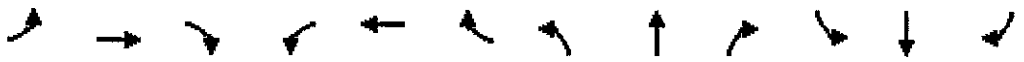
Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	77	144	185
Volume Left	76	4	0
Volume Right	1	0	71
cSH	695	1390	1700
Volume to Capacity	0.11	0.00	0.11
Queue Length 95th (ft)	9	0	0
Control Delay (s)	10.8	0.2	0.0
Lane LOS	B	A	
Approach Delay (s)	10.8	0.2	0.0
Approach LOS	B		

Intersection Summary			
Average Delay	2.1		
Intersection Capacity Utilization	19.0%	ICU Level of Service	A
Analysis Period (min)	15		



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	8	8	8
Grade (%)		-4%			4%			1%			-1%	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. 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
Frt		0.993						0.879			0.882	
Flt Protected		0.999			0.984			0.995			0.994	
Satd. Flow (prot)	0	1822	0	0	1736	0	0	1567	0	0	1422	0
Flt Permitted		0.999			0.984			0.995			0.994	
Satd. Flow (perm)	0	1822	0	0	1736	0	0	1567	0	0	1422	0
Headway Factor	1.02	1.02	1.02	1.07	1.07	1.07	1.05	1.05	1.05	1.19	1.19	1.19
Link Speed (mph)		45			45			45			15	
Link Distance (ft)		1402			1150			1446			153	
Travel Time (s)		21.2			17.4			21.9			7.0	
Volume (vph)	3	273	16	143	291	0	16	1	150	1	0	6
Peak Hour Factor	0.84	0.84	0.84	0.93	0.93	0.93	0.71	0.71	0.71	0.88	0.88	0.88
Adj. Flow (vph)	4	325	19	154	313	0	23	1	211	1	0	7
Lane Group Flow (vph)	0	348	0	0	467	0	0	235	0	0	8	0
Sign Control		Free			Free			Stop			Stop	

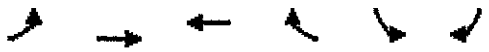
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	61.1%	ICU Level of Service	B
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Sign Control		Free			Free			Stop			Stop	
Grade		-4%			4%			1%			-1%	
Volume (veh/h)	3	273	16	143	291	0	16	1	150	1	0	6
Peak Hour Factor	0.84	0.84	0.84	0.93	0.93	0.93	0.71	0.71	0.71	0.88	0.88	0.88
Hourly flow rate (vph)	4	325	19	154	313	0	23	1	211	1	0	7
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	313			344			969	962	335	1174	972	313
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	313			344			969	962	335	1174	972	313
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			87			89	99	70	99	100	99
cM capacity (veh/h)	1247			1215			208	223	707	106	220	727

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	348	467	235	8
Volume Left	4	154	23	1
Volume Right	19	0	211	7
cSH	1247	1215	569	396
Volume to Capacity	0.00	0.13	0.41	0.02
Queue Length 95th (ft)	0	11	50	2
Control Delay (s)	0.1	3.6	15.7	14.3
Lane LOS	A	A	C	B
Approach Delay (s)	0.1	3.6	15.7	14.3
Approach LOS			C	B

Intersection Summary				
Average Delay	5.2			
Intersection Capacity Utilization	61.1%	ICU Level of Service	B	
Analysis Period (min)	15			



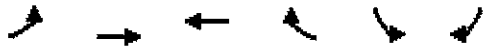
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11
Grade (%)		-2%	2%		-4%	
Turning Speed (mph)	15			9	15	9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.865
Flt Protected		0.973				
Satd. Flow (prot)	0	1752	1783	0	0	1589
Flt Permitted		0.973				
Satd. Flow (perm)	0	1752	1783	0	0	1589
Headway Factor	1.03	1.03	1.06	1.06	1.02	1.02
Link Speed (mph)		45	45		45	
Link Distance (ft)		571	145		193	
Travel Time (s)		8.7	2.2		2.9	
Volume (vph)	232	192	187	0	0	247
Peak Hour Factor	0.79	0.79	0.84	0.84	0.81	0.81
Heavy Vehicles (%)	3%	3%	2%	2%	2%	2%
Adj. Flow (vph)	294	243	223	0	0	305
Lane Group Flow (vph)	0	537	223	0	0	305
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 39.5%		ICU Level of Service A	
Analysis Period (min) 15			

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		-2%	2%		-4%	
Volume (veh/h)	232	192	187	0	0	247
Peak Hour Factor	0.79	0.79	0.84	0.84	0.81	0.81
Hourly flow rate (vph)	294	243	223	0	0	305
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	223				1053	223
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	223				1053	223
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	78				100	63
cM capacity (veh/h)	1340				196	817

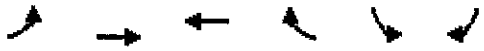
Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	537	223	305
Volume Left	294	0	0
Volume Right	0	0	305
cSH	1340	1700	817
Volume to Capacity	0.22	0.13	0.37
Queue Length 95th (ft)	21	0	43
Control Delay (s)	5.6	0.0	12.0
Lane LOS	A		B
Approach Delay (s)	5.6	0.0	12.0
Approach LOS			B

Intersection Summary			
Average Delay	6.3		
Intersection Capacity Utilization	39.5%	ICU Level of Service	A
Analysis Period (min)	15		



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	16	12
Grade (%)		-2%	2%		-4%	
Turning Speed (mph)	15			9	15	9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.994			
Flt Protected					0.950	
Satd. Flow (prot)	0	1819	1772	0	2046	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	1819	1772	0	2046	0
Headway Factor	1.03	1.03	1.06	1.06	0.82	0.97
Link Speed (mph)		45	45		45	
Link Distance (ft)		145	1236		157	
Travel Time (s)		2.2	18.7		2.4	
Volume (vph)	0	192	187	8	28	0
Peak Hour Factor	0.79	0.79	0.84	0.84	0.81	0.81
Adj. Flow (vph)	0	243	223	10	35	0
Lane Group Flow (vph)	0	243	233	0	35	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 20.3%		ICU Level of Service A	
Analysis Period (min) 15			



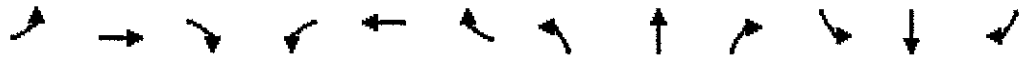
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		-2%	2%		-4%	
Volume (veh/h)	0	192	187	8	28	0
Peak Hour Factor	0.79	0.79	0.84	0.84	0.81	0.81
Hourly flow rate (vph)	0	243	223	10	35	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	232				470	227
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	232				470	227
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				94	100
cM capacity (veh/h)	1336				552	812

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	243	232	35
Volume Left	0	0	35
Volume Right	0	10	0
cSH	1700	1700	552
Volume to Capacity	0.14	0.14	0.06
Queue Length 95th (ft)	0	0	5
Control Delay (s)	0.0	0.0	12.0
Lane LOS			B
Approach Delay (s)	0.0	0.0	12.0
Approach LOS			B

Intersection Summary			
Average Delay	0.8		
Intersection Capacity Utilization	20.3%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	8	8	8	11	11	11
Grade (%)		-2%			2%			-3%			-1%	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. 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
Frt		0.998			0.962			0.973			0.964	
Flt Protected		0.992			0.999			0.983			0.969	
Satd. Flow (prot)	0	1783	0	0	1713	0	0	1567	0	0	1690	0
Flt Permitted		0.992			0.999			0.983			0.969	
Satd. Flow (perm)	0	1783	0	0	1713	0	0	1567	0	0	1690	0
Headway Factor	1.03	1.03	1.03	1.06	1.06	1.06	1.18	1.18	1.18	1.04	1.04	1.04
Link Speed (mph)		45			45			35			45	
Link Distance (ft)		1662			865			282			1220	
Travel Time (s)		25.2			13.1			5.5			18.5	
Volume (vph)	35	181	4	4	165	66	3	4	2	64	11	27
Peak Hour Factor	0.89	0.89	0.89	0.81	0.81	0.81	0.45	0.45	0.45	0.88	0.88	0.88
Heavy Vehicles (%)	3%	3%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	39	203	4	5	204	81	7	9	4	73	13	31
Lane Group Flow (vph)	0	246	0	0	290	0	0	20	0	0	116	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	45.0%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Sign Control		Free			Free			Stop			Stop	
Grade		-2%			2%			-3%			-1%	
Volume (veh/h)	35	181	4	4	165	66	3	4	2	64	11	27
Peak Hour Factor	0.89	0.89	0.89	0.81	0.81	0.81	0.45	0.45	0.45	0.88	0.88	0.88
Hourly flow rate (vph)	39	203	4	5	204	81	7	9	4	73	12	31
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	285			208			576	579	206	547	541	244
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	285			208			576	579	206	547	541	244
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	97			100			98	98	99	83	97	96
cM capacity (veh/h)	1271			1363			393	412	835	426	433	794

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	247	290	20	116
Volume Left	39	5	7	73
Volume Right	4	81	4	31
cSH	1271	1363	456	487
Volume to Capacity	0.03	0.00	0.04	0.24
Queue Length 95th (ft)	2	0	3	23
Control Delay (s)	1.5	0.2	13.3	14.7
Lane LOS	A	A	B	B
Approach Delay (s)	1.5	0.2	13.3	14.7
Approach LOS			B	B

Intersection Summary				
Average Delay	3.5			
Intersection Capacity Utilization	45.0%	ICU Level of Service	A	
Analysis Period (min)	15			

2007 BASE CONDITIONS

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	13	12	11	11	11	12
Grade (%)	-6%		-2%			-5%
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0
Lane Util. Factor	1.00	1.00	0.95		1.00	0.95
Frt	1.00	0.85	0.97		1.00	1.00
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1883	1631	3332		1753	3628
Flt Permitted	0.95	1.00	1.00		0.12	1.00
Satd. Flow (perm)	1883	1631	3332		213	3628
Volume (vph)	302	142	1334	283	119	994
Peak-hour factor, PHF	0.83	0.83	0.98	0.98	0.83	0.83
Adj. Flow (vph)	364	171	1361	289	143	1198
RTOR Reduction (vph)	0	91	0	0	0	0
Lane Group Flow (vph)	364	80	1650	0	143	1198
Heavy Vehicles (%)	2%	2%	3%	3%	2%	2%
Turn Type		Perm			pm+pt	
Protected Phases	8		2		1	6
Permitted Phases		8			6	
Actuated Green, G (s)	18.2	18.2	26.7		37.9	37.9
Effective Green, g (s)	21.2	21.2	30.7		41.9	41.9
Actuated g/C Ratio	0.30	0.30	0.43		0.59	0.59
Clearance Time (s)	7.0	7.0	8.0		6.0	8.0
Vehicle Extension (s)	3.0	3.0	6.0		3.0	6.0
Lane Grp Cap (vph)	561	486	1439		281	2138
v/s Ratio Prot	c0.19		c0.50		0.05	c0.33
v/s Ratio Perm		0.05			0.25	
v/c Ratio	0.65	0.17	1.15		0.51	0.56
Uniform Delay, d1	21.7	18.4	20.2		15.0	9.0
Progression Factor	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	2.6	0.2	74.6		1.5	0.7
Delay (s)	24.3	18.6	94.8		16.4	9.7
Level of Service	C	B	F		B	A
Approach Delay (s)	22.5		94.8			10.4
Approach LOS	C		F			B

Intersection Summary			
HCM Average Control Delay	51.7	HCM Level of Service	D
HCM Volume to Capacity ratio	0.91		
Actuated Cycle Length (s)	71.1	Sum of lost time (s)	12.0
Intersection Capacity Utilization	79.2%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Configurations					
Volume (vph)	302	142	1334	119	994
Lane Group Flow (vph)	364	171	1650	143	1198
Turn Type		Perm		pm+pt	
Protected Phases	8		2	1	6
Permitted Phases		8		6	
Detector Phases	8	8	2	1	6
Minimum Initial (s)	1.0	1.0	15.0	1.0	15.0
Minimum Split (s)	8.0	8.0	23.0	7.0	23.0
Total Split (s)	33.0	33.0	34.0	13.0	47.0
Total Split (%)	41.3%	41.3%	42.5%	16.3%	58.8%
Yellow Time (s)	5.0	5.0	6.0	6.0	6.0
All-Red Time (s)	2.0	2.0	2.0	0.0	2.0
Lead/Lag			Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	
Recall Mode	None	None	Min	None	Min
v/c Ratio	0.64	0.29	1.13	0.47	0.57
Control Delay	24.2	7.1	90.2	14.0	11.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	24.2	7.1	90.2	14.0	11.3
Queue Length 50th (ft)	141	13	~487	26	156
Queue Length 95th (ft)	200	45	#702	59	232
Internal Link Dist (ft)	1091		2024		1031
Turn Bay Length (ft)		72		175	
Base Capacity (vph)	709	694	1466	312	2160
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.51	0.25	1.13	0.46	0.55

Intersection Summary

Cycle Length: 80

Actuated Cycle Length: 70.1

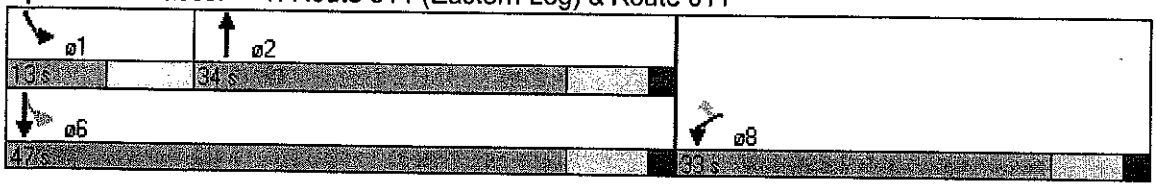
Natural Cycle: 65

Control Type: Semi Act-Uncoord

~ 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: 1: Route 314 (Eastern Leg) & Route 611



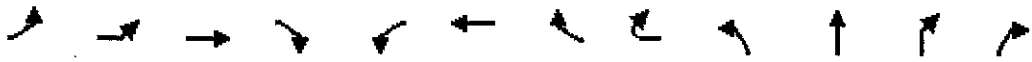
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	12	12	12
Grade (%)	4%			7%	-6%	
Storage Length (ft)	50	0	143			0
Storage Lanes	1	1	1			0
Turning Speed (mph)	15	9	15			9
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt		0.850			0.994	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1587	1420	1708	3415	3588	0
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	1587	1420	1708	3415	3588	0
Headway Factor	1.12	1.12	1.05	1.05	0.96	0.96
Link Speed (mph)	40			45	45	
Link Distance (ft)	3960			1111	2283	
Travel Time (s)	67.5			16.8	34.6	
Volume (vph)	11	164	328	1148	949	42
Peak Hour Factor	0.67	0.67	0.95	0.95	0.76	0.76
Heavy Vehicles (%)	4%	4%	2%	2%	3%	3%
Adj. Flow (vph)	16	245	345	1208	1249	55
Lane Group Flow (vph)	16	245	345	1208	1304	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 59.1%		ICU Level of Service B	
Analysis Period (min) 15			

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	4%			7%	-6%	
Volume (veh/h)	11	164	328	1148	949	42
Peak Hour Factor	0.67	0.67	0.95	0.95	0.76	0.76
Hourly flow rate (vph)	16	245	345	1208	1249	55
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)				1111		
pX, platoon unblocked	0.86					
vC, conflicting volume	2571	652	1304			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2662	652	1304			
tC, single (s)	6.9	7.0	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	0	40	34			
cM capacity (veh/h)	5	406	527			

Direction, Lane #	EB 1	EB 2	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	16	245	345	604	604	832	471
Volume Left	16	0	345	0	0	0	0
Volume Right	0	245	0	0	0	0	55
cSH	5	406	527	1700	1700	1700	1700
Volume to Capacity	3.13	0.60	0.66	0.36	0.36	0.49	0.28
Queue Length 95th (ft)	Err	96	118	0	0	0	0
Control Delay (s)	Err	26.5	23.9	0.0	0.0	0.0	0.0
Lane LOS	F	D	C				
Approach Delay (s)	653.3		5.3			0.0	
Approach LOS	F						

Intersection Summary			
Average Delay	57.4		
Intersection Capacity Utilization	59.1%	ICU Level of Service	B
Analysis Period (min)	15		



Movement	EBL2	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBL	NBT	NBR	NBR2
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	15	15	15	15	13	13	13	13	11	12	12	12
Grade (%)			6%			5%				3%		
Total Lost time (s)			4.0			4.0			4.0	4.0		
Lane Util. Factor			1.00			1.00			1.00	0.95		
Frt			0.96			0.94			1.00	0.99		
Flt Protected			0.98			0.98			0.95	1.00		
Satd. Flow (prot)			1866			1719			1685	3445		
Flt Permitted			0.88			0.83			0.25	1.00		
Satd. Flow (perm)			1678			1463			439	3445		
Volume (vph)	4	1	2	3	91	7	79	1	5	1063	1	90
Peak-hour factor, PHF	0.56	0.56	0.56	0.56	0.89	0.89	0.89	0.89	0.99	0.99	0.99	0.99
Adj. Flow (vph)	7	2	4	5	102	8	89	1	5	1074	1	91
RTOR Reduction (vph)	0	0	4	0	0	0	0	0	0	5	0	0
Lane Group Flow (vph)	0	0	14	0	0	200	0	0	5	1161	0	0
Turn Type	Perm	Perm			Perm				Perm			
Protected Phases			4			8				2		
Permitted Phases	4	4			8				2			
Actuated Green, G (s)			14.0			14.0			33.2	33.2		
Effective Green, g (s)			16.0			16.0			36.7	36.7		
Actuated g/C Ratio			0.21			0.21			0.48	0.48		
Clearance Time (s)			6.0			6.0			7.5	7.5		
Vehicle Extension (s)			3.0			3.0			5.0	5.0		
Lane Grp Cap (vph)			349			304			210	1644		
v/s Ratio Prot										c0.34		
v/s Ratio Perm			0.01			c0.14			0.01			
v/c Ratio			0.04			0.66			0.02	0.71		
Uniform Delay, d1			24.3			27.9			10.6	15.8		
Progression Factor			1.00			1.00			1.00	1.00		
Incremental Delay, d2			0.0			5.1			0.1	1.8		
Delay (s)			24.4			33.0			10.7	17.6		
Level of Service			C			C			B	B		
Approach Delay (s)			24.4			33.0				17.6		
Approach LOS			C			C				B		

Intersection Summary			
HCM Average Control Delay	15.1	HCM Level of Service	B
HCM Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	76.9	Sum of lost time (s)	16.0
Intersection Capacity Utilization	67.8%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	SBL2	SBL	SBT	SBR	SWL2	SWL	SWR	SWR2
Lane Configurations								
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	11	12	12	11	11	11	11
Grade (%)			-7%			-2%		
Total Lost time (s)		4.0	4.0			4.0		
Lane Util. Factor		1.00	0.95			1.00		
Frt		1.00	1.00			0.93		
Flt Protected		0.95	1.00			0.98		
Satd. Flow (prot)		1770	3659			1655		
Flt Permitted		0.12	1.00			0.98		
Satd. Flow (perm)		221	3659			1655		
Volume (vph)	1	54	897	7	1	1	1	1
Peak-hour factor, PHF	0.82	0.82	0.82	0.82	1.00	1.00	1.00	1.00
Adj. Flow (vph)	1	66	1094	9	1	1	1	1
RTOR Reduction (vph)	0	0	0	0	0	1	0	0
Lane Group Flow (vph)	0	67	1103	0	0	3	0	0
Turn Type	pm+pt	pm+pt			Perm			
Protected Phases	1	1	6			9		
Permitted Phases	6	6			9			
Actuated Green, G (s)		42.4	42.4			1.0		
Effective Green, g (s)		45.9	45.9			3.0		
Actuated g/C Ratio		0.60	0.60			0.04		
Clearance Time (s)		5.5	7.5			6.0		
Vehicle Extension (s)		3.0	5.0			3.0		
Lane Grp Cap (vph)		237	2184			65		
v/s Ratio Prot		0.02	c0.30					
v/s Ratio Perm		0.15				0.00		
v/c Ratio		0.28	0.50			0.05		
Uniform Delay, d1		9.8	8.9			35.6		
Progression Factor		1.00	1.00			1.00		
Incremental Delay, d2		0.7	0.4			0.3		
Delay (s)		10.5	9.3			35.9		
Level of Service		B	A			D		
Approach Delay (s)			9.4			35.9		
Approach LOS			A			D		

Intersection Summary

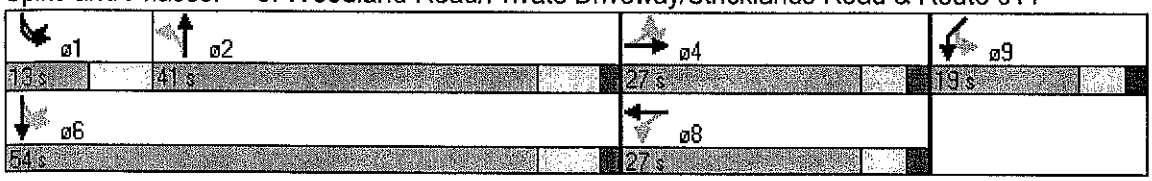
3: Woodland Road/Private Driveway/Stricklands Road & Route 611

Lane Group	EBL2	EBL	EBT	WBL	WBT	NBL	NBT	SBL2	SBL	SBT	SWL
Lane Configurations											
Volume (vph)	4	1	2	91	7	5	1063	1	54	897	1
Lane Group Flow (vph)	0	0	18	0	200	5	1166	0	67	1103	4
Turn Type	Perm	Perm		Perm		Perm		pm+pt	pm+pt		
Protected Phases			4		8		2	1	1	6	9
Permitted Phases	4	4		8		2		6	6		
Detector Phases	4	4	4	8	8	2	2	1	1	6	9
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	10.0	10.0	4.0	4.0	10.0	7.0
Minimum Split (s)	13.0	13.0	13.0	13.0	13.0	17.5	17.5	9.5	9.5	17.5	13.0
Total Split (s)	27.0	27.0	27.0	27.0	27.0	41.0	41.0	13.0	13.0	54.0	19.0
Total Split (%)	27.0%	27.0%	27.0%	27.0%	27.0%	41.0%	41.0%	13.0%	13.0%	54.0%	19.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	5.5	5.5	5.5	5.5	5.5	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	0.0	0.0	2.0	2.0
Lead/Lag						Lag	Lag	Lead	Lead		
Lead-Lag Optimize?						Yes	Yes	Yes	Yes		
Recall Mode	None	None	None	None	None	Min	Min	None	None	Min	None
v/c Ratio			0.05		0.59	0.03	0.64		0.24	0.49	0.02
Control Delay			21.2		28.5	15.2	17.2		9.6	9.2	34.8
Queue Delay			0.0		0.0	0.0	0.0		0.0	0.0	0.0
Total Delay			21.2		28.5	15.2	17.2		9.6	9.2	34.8
Queue Length 50th (ft)			4		77	1	195		9	107	1
Queue Length 95th (ft)			13		175	10	#417		35	242	12
Internal Link Dist (ft)			105		2012		2203			2327	625
Turn Bay Length (ft)						73			183		
Base Capacity (vph)			510		450	205	1895		297	2414	295
Starvation Cap Reductn			0		0	0	0		0	0	0
Spillback Cap Reductn			0		0	0	0		0	0	0
Storage Cap Reductn			0		0	0	0		0	0	0
Reduced v/c Ratio			0.04		0.44	0.02	0.62		0.23	0.46	0.01

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 70.1
Natural Cycle: 70
Control Type: Semi Act-Uncoord
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: Woodland Road/Private Driveway/Stricklands Road & Route 611



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↰	↑↑↱		↰	↑↑↱	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	13	13	12	12	12	11	12	12	11	12	12
Grade (%)		2%			8%			1%			-1%	
Storage Length (ft)	0		0	0		0	100		0	100		0
Storage Lanes	0		0	0		0	1		0	1		0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.865			0.887							
Flt Protected					0.996		0.950			0.950		
Satd. Flow (prot)	0	1648	0	0	1580	0	1702	3522	0	1670	3455	0
Flt Permitted					0.996		0.950			0.950		
Satd. Flow (perm)	0	1648	0	0	1580	0	1702	3522	0	1670	3455	0
Headway Factor	0.97	0.97	0.97	1.05	1.05	1.05	1.05	1.01	1.01	1.04	0.99	0.99
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		158			1027			2407			3261	
Travel Time (s)		3.1			20.0			36.5			49.4	
Volume (vph)	0	0	3	1	1	10	3	1142	1	5	954	1
Peak Hour Factor	0.75	0.75	0.75	0.50	0.50	0.50	0.97	0.97	0.97	0.83	0.83	0.83
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	5%	5%	5%
Adj. Flow (vph)	0	0	4	2	2	20	3	1177	1	6	1149	1
Lane Group Flow (vph)	0	4	0	0	24	0	3	1178	0	6	1150	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 41.6%		ICU Level of Service A	
Analysis Period (min) 15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↰	↑↑↱		↰	↑↑↱	
Sign Control		Stop			Stop			Free			Free	
Grade		2%			8%			1%			-1%	
Volume (veh/h)	0	0	3	1	1	10	3	1142	1	5	954	1
Peak Hour Factor	0.75	0.75	0.75	0.50	0.50	0.50	0.97	0.97	0.97	0.83	0.83	0.83
Hourly flow rate (vph)	0	0	4	2	2	20	3	1177	1	6	1149	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1778	2347	575	1775	2347	589	1151			1178		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1778	2347	575	1775	2347	589	1151			1178		
tC, single (s)	7.5	6.5	6.9	7.6	6.6	6.9	4.1			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	99	96	94	96	99			99		
cM capacity (veh/h)	47	35	461	51	35	451	603			572		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	4	24	3	785	393	6	766	384
Volume Left	0	2	3	0	0	6	0	0
Volume Right	4	20	0	0	1	0	0	1
cSH	461	170	603	1700	1700	572	1700	1700
Volume to Capacity	0.01	0.14	0.01	0.46	0.23	0.01	0.45	0.23
Queue Length 95th (ft)	1	12	0	0	0	1	0	0
Control Delay (s)	12.9	29.6	11.0	0.0	0.0	11.4	0.0	0.0
Lane LOS	B	D	B			B		
Approach Delay (s)	12.9	29.6	0.0			0.1		
Approach LOS	B	D						

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	41.6%	ICU Level of Service	A
Analysis Period (min)	15		

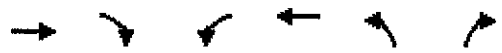
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	10	10	10	11	12	12	11	12	12
Grade (%)		0%			9%			2%			-5%	
Storage Length (ft)	0		0	0		0	100		0	100		0
Storage Lanes	0		0	0		0	1		0	1		0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.938			0.937			0.998			0.996	
Flt Protected		0.978			0.983		0.950			0.950		
Satd. Flow (prot)	0	1709	0	0	1529	0	1694	3497	0	1753	3613	0
Flt Permitted		0.978			0.983		0.950			0.950		
Satd. Flow (perm)	0	1709	0	0	1529	0	1694	3497	0	1753	3613	0
Headway Factor	1.00	1.00	1.00	1.16	1.16	1.16	1.06	1.01	1.01	1.01	0.97	0.97
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		294			1492			3261			2754	
Travel Time (s)		6.7			33.9			49.4			41.7	
Volume (vph)	20	4	20	12	7	16	31	1103	18	19	928	31
Peak Hour Factor	0.90	0.90	0.90	0.75	0.90	0.75	0.90	0.97	0.97	0.77	0.77	0.90
Adj. Flow (vph)	22	4	22	16	8	21	34	1137	19	25	1205	34
Lane Group Flow (vph)	0	48	0	0	45	0	34	1156	0	25	1239	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	41.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Free			Free	
Grade		0%			9%			2%			-5%	
Volume (veh/h)	20	4	20	12	7	16	31	1103	18	19	928	31
Peak Hour Factor	0.90	0.90	0.90	0.75	0.90	0.75	0.90	0.97	0.97	0.77	0.77	0.90
Hourly flow rate (vph)	22	4	22	16	8	21	34	1137	19	25	1205	34
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1934	2496	620	1892	2504	578	1240			1156		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1934	2496	620	1892	2504	578	1240			1156		
tC, single (s)	7.5	6.5	6.9	7.6	6.6	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	17	83	95	50	69	95	94			96		
cM capacity (veh/h)	27	26	431	32	25	459	558			600		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	49	45	34	758	398	25	803	436
Volume Left	22	16	34	0	0	25	0	0
Volume Right	22	21	0	0	19	0	0	34
cSH	46	53	558	1700	1700	600	1700	1700
Volume to Capacity	1.06	0.85	0.06	0.45	0.23	0.04	0.47	0.26
Queue Length 95th (ft)	111	91	5	0	0	3	0	0
Control Delay (s)	289.8	205.4	11.9	0.0	0.0	11.3	0.0	0.0
Lane LOS	F	F	B			B		
Approach Delay (s)	289.8	205.4	0.3			0.2		
Approach LOS	F	F						

Intersection Summary			
Average Delay	9.5		
Intersection Capacity Utilization	41.5%	ICU Level of Service	A
Analysis Period (min)	15		



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	11	11
Grade (%)	1%			-3%	0%	
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.965				0.962	
Flt Protected				0.995	0.965	
Satd. Flow (prot)	1591	0	0	1690	1672	0
Flt Permitted				0.995	0.965	
Satd. Flow (perm)	1591	0	0	1690	1672	0
Headway Factor	1.10	1.10	1.07	1.07	1.04	1.04
Link Speed (mph)	40			40	25	
Link Distance (ft)	2092			650	499	
Travel Time (s)	35.7			11.1	13.6	
Volume (vph)	108	38	16	129	48	19
Peak Hour Factor	0.82	0.82	0.79	0.79	0.53	0.53
Heavy Vehicles (%)	7%	7%	6%	6%	2%	2%
Adj. Flow (vph)	132	46	20	163	91	36
Lane Group Flow (vph)	178	0	0	183	127	0
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 29.5%		ICU Level of Service A	
Analysis Period (min) 15			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Free			Free	Stop	
Grade	1%			-3%	0%	
Volume (veh/h)	108	38	16	129	48	19
Peak Hour Factor	0.82	0.82	0.79	0.79	0.53	0.53
Hourly flow rate (vph)	132	46	20	163	91	36
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			178		359	155
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			178		359	155
tC, single (s)			4.2		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.3		3.5	3.3
p0 queue free %			99		86	96
cM capacity (veh/h)			1374		630	891

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	178	184	126
Volume Left	0	20	91
Volume Right	46	0	36
cSH	1700	1374	687
Volume to Capacity	0.10	0.01	0.18
Queue Length 95th (ft)	0	1	17
Control Delay (s)	0.0	1.0	11.4
Lane LOS		A	B
Approach Delay (s)	0.0	1.0	11.4
Approach LOS			B

Intersection Summary			
Average Delay	3.3		
Intersection Capacity Utilization	29.5%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	10	10
Grade (%)	1%			1%	-1%	
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.965				0.964	
Flt Protected				0.996	0.965	
Satd. Flow (prot)	1729	0	0	1750	1625	0
Flt Permitted				0.996	0.965	
Satd. Flow (perm)	1729	0	0	1750	1625	0
Headway Factor	1.05	1.05	1.05	1.05	1.09	1.09
Link Speed (mph)	40			40	35	
Link Distance (ft)	650			936	704	
Travel Time (s)	11.1			16.0	13.7	
Volume (vph)	94	33	10	107	38	14
Peak Hour Factor	0.72	0.72	0.80	0.80	0.25	0.25
Heavy Vehicles (%)	2%	2%	4%	4%	2%	2%
Adj. Flow (vph)	131	46	13	134	152	56
Lane Group Flow (vph)	177	0	0	146	208	0
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 23.9%		ICU Level of Service A	
Analysis Period (min) 15			

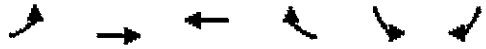
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Free			Free	Stop	
Grade	1%			1%	-1%	
Volume (veh/h)	94	33	10	107	38	14
Peak Hour Factor	0.72	0.72	0.80	0.80	0.25	0.25
Hourly flow rate (vph)	131	46	12	134	152	56
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			176		312	153
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			176		312	153
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		77	94
cM capacity (veh/h)			1388		674	893

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	176	146	208
Volume Left	0	12	152
Volume Right	46	0	56
cSH	1700	1388	722
Volume to Capacity	0.10	0.01	0.29
Queue Length 95th (ft)	0	1	30
Control Delay (s)	0.0	0.7	12.0
Lane LOS		A	B
Approach Delay (s)	0.0	0.7	12.0
Approach LOS			B

Intersection Summary			
Average Delay	4.9		
Intersection Capacity Utilization	23.9%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	10	10
Grade (%)		-4%	2%		-6%	
Turning Speed (mph)	15			9	15	9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999		0.932	
Flt Protected		0.999			0.976	
Satd. Flow (prot)	0	1835	1747	0	1629	0
Flt Permitted		0.999			0.976	
Satd. Flow (perm)	0	1835	1747	0	1629	0
Headway Factor	1.02	1.02	1.06	1.06	1.05	1.05
Link Speed (mph)		40	40		35	
Link Distance (ft)		936	819		1342	
Travel Time (s)		16.0	14.0		26.1	
Volume (vph)	2	106	115	1	2	2
Peak Hour Factor	0.84	0.84	0.77	0.77	0.50	0.50
Heavy Vehicles (%)	2%	2%	4%	4%	2%	2%
Adj. Flow (vph)	2	126	149	1	4	4
Lane Group Flow (vph)	0	128	150	0	8	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	17.2%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		-4%	2%		-6%	
Volume (veh/h)	2	106	115	1	2	2
Peak Hour Factor	0.84	0.84	0.77	0.77	0.50	0.50
Hourly flow rate (vph)	2	126	149	1	4	4
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	151				281	150
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	151				281	150
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				99	100
cM capacity (veh/h)	1430				709	897

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	129	151	8
Volume Left	2	0	4
Volume Right	0	1	4
cSH	1430	1700	792
Volume to Capacity	0.00	0.09	0.01
Queue Length 95th (ft)	0	0	1
Control Delay (s)	0.2	0.0	9.6
Lane LOS	A		A
Approach Delay (s)	0.2	0.0	9.6
Approach LOS			A

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	17.2%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	11	11	11	11
Grade (%)	-3%			-5%	4%	
Turning Speed (mph)	15	9	15			9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.993				0.937	
Flt Protected	0.955			0.998		
Satd. Flow (prot)	1673	0	0	1842	1637	0
Flt Permitted	0.955			0.998		
Satd. Flow (perm)	1673	0	0	1842	1637	0
Headway Factor	1.07	1.07	1.01	1.01	1.07	1.07
Link Speed (mph)	40			45	45	
Link Distance (ft)	1794			1439	1446	
Travel Time (s)	30.6			21.8	21.9	
Volume (vph)	102	6	6	152	127	110
Peak Hour Factor	0.82	0.82	0.96	0.96	0.81	0.81
Heavy Vehicles (%)	2%	2%	2%	2%	3%	3%
Adj. Flow (vph)	124	7	6	158	157	136
Lane Group Flow (vph)	131	0	0	164	293	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 26.1%		ICU Level of Service A	
Analysis Period (min) 15			

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	-3%			-5%	4%	
Volume (veh/h)	102	6	6	152	127	110
Peak Hour Factor	0.82	0.82	0.96	0.96	0.81	0.81
Hourly flow rate (vph)	124	7	6	158	157	136
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	396	225	293			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	396	225	293			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	80	99	100			
cM capacity (veh/h)	607	815	1269			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	132	165	293
Volume Left	124	6	0
Volume Right	7	0	136
cSH	616	1269	1700
Volume to Capacity	0.21	0.00	0.17
Queue Length 95th (ft)	20	0	0
Control Delay (s)	12.4	0.3	0.0
Lane LOS	B	A	
Approach Delay (s)	12.4	0.3	0.0
Approach LOS	B		

Intersection Summary			
Average Delay	2.9		
Intersection Capacity Utilization	26.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	11	11	11	11	11	11	11	11	8	8	8
Grade (%)		-4%			4%			1%			-1%	
Total Lost time (s)		4.0			4.0			4.0			4.0	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frt		0.99			1.00			0.88			0.97	
Flt Protected		1.00			0.99			0.99			0.99	
Satd. Flow (prot)		1816			1738			1542			1556	
Flt Permitted		1.00			0.59			0.95			0.88	
Satd. Flow (perm)		1812			1048			1480			1377	
Volume (vph)	3	478	43	187	433	1	33	2	219	2	7	3
Peak-hour factor, PHF	0.86	0.86	0.86	0.98	0.98	0.98	0.87	0.87	0.87	0.60	0.60	0.60
Adj. Flow (vph)	3	556	50	191	442	1	38	2	252	3	12	5
RTOR Reduction (vph)	0	4	0	0	0	0	0	211	0	0	4	0
Lane Group Flow (vph)	0	605	0	0	634	0	0	81	0	0	16	0
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	4%	4%	4%	2%	2%	2%
Turn Type	Perm			pm+pt			Perm			Perm		
Protected Phases		2		1	6			8			4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)		27.2			43.0			9.2			9.2	
Effective Green, g (s)		29.2			45.0			10.2			10.2	
Actuated g/C Ratio		0.46			0.71			0.16			0.16	
Clearance Time (s)		6.0			6.0			5.0			5.0	
Vehicle Extension (s)		6.0			6.0			3.0			3.0	
Lane Grp Cap (vph)		837			875			239			222	
v/s Ratio Prot					c0.14							
v/s Ratio Perm		0.33			c0.38			c0.05			0.01	
v/c Ratio		0.72			0.72			0.34			0.07	
Uniform Delay, d1		13.7			5.4			23.5			22.5	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d2		4.3			4.2			0.8			0.1	
Delay (s)		18.1			9.6			24.3			22.6	
Level of Service		B			A			C			C	
Approach Delay (s)		18.1			9.6			24.3			22.6	
Approach LOS		B			A			C			C	

Intersection Summary			
HCM Average Control Delay	15.9	HCM Level of Service	B
HCM Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	63.2	Sum of lost time (s)	8.0
Intersection Capacity Utilization	90.5%	ICU Level of Service	E
Analysis Period (min)	15		

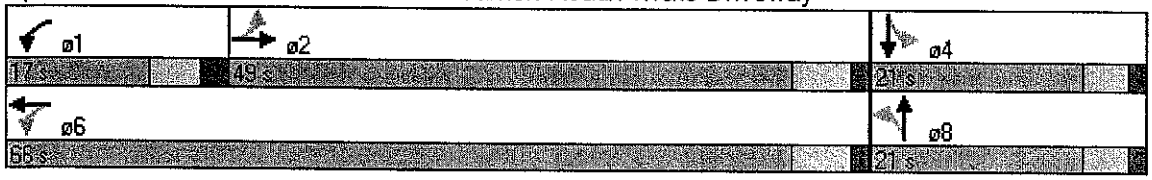
c Critical Lane Group

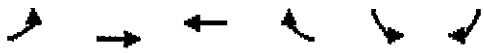
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		↕		↕		↕		↕
Volume (vph)	3	478	187	433	33	2	2	7
Lane Group Flow (vph)	0	609	0	634	0	292	0	20
Turn Type	Perm		pm+pt		Perm		Perm	
Protected Phases		2	1	6		8		4
Permitted Phases	2		6		8		4	
Detector Phases	2	2	1	6 1	8	8	4	4
Minimum Initial (s)	10.0	10.0	4.0	10.0	6.0	6.0	6.0	6.0
Minimum Split (s)	16.0	16.0	10.0	16.0	11.0	11.0	11.0	11.0
Total Split (s)	49.0	49.0	17.0	66.0	21.0	21.0	21.0	21.0
Total Split (%)	56.3%	56.3%	19.5%	75.9%	24.1%	24.1%	24.1%	24.1%
Yellow Time (s)	4.5	4.5	4.0	4.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	2.0	1.5	1.5	1.5	1.5	1.5
Lead/Lag	Lag	Lag	Lead					
Lead-Lag Optimize?	Yes	Yes	Yes					
Recall Mode	Min	Min	None	Min	None	None	None	None
v/c Ratio		0.74		0.74		0.65		0.08
Control Delay		16.7		8.0		10.7		24.9
Queue Delay		0.0		0.0		0.0		0.0
Total Delay		16.7		8.0		10.7		24.9
Queue Length 50th (ft)		171		72		13		5
Queue Length 95th (ft)		314		201		84		16
Internal Link Dist (ft)		1322		1070		1366		73
Turn Bay Length (ft)								
Base Capacity (vph)		1042		1034		563		378
Starvation Cap Reductn		0		0		0		0
Spillback Cap Reductn		0		0		0		0
Storage Cap Reductn		0		0		0		0
Reduced v/c Ratio		0.58		0.61		0.52		0.05

Intersection Summary

Cycle Length: 87
Actuated Cycle Length: 64.1
Natural Cycle: 60
Control Type: Semi Act-Uncoord

Splits and Phases: 10: Route 940 & Carlton Road/Private Driveway





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	11	11	11	11	14	14
Grade (%)		-2%	2%		-4%	
Total Lost time (s)		4.0	4.0		4.0	
Lane Util. Factor		1.00	1.00		1.00	
Frt		1.00	0.99		0.87	
Flt Protected		0.97	1.00		1.00	
Satd. Flow (prot)		1766	1770		1725	
Flt Permitted		0.52	1.00		1.00	
Satd. Flow (perm)		954	1770		1725	
Volume (vph)	418	283	272	15	11	349
Peak-hour factor, PHF	0.89	0.89	0.93	0.93	0.80	0.80
Adj. Flow (vph)	470	318	292	16	14	436
RTOR Reduction (vph)	0	0	2	0	378	0
Lane Group Flow (vph)	0	788	306	0	72	0
Heavy Vehicles (%)	2%	2%	2%	2%	4%	4%
Turn Type	pm+pt					
Protected Phases	5	2	6		4	
Permitted Phases	2					
Actuated Green, G (s)		67.0	41.7		9.7	
Effective Green, g (s)		69.0	43.7		11.7	
Actuated g/C Ratio		0.78	0.49		0.13	
Clearance Time (s)		6.0	6.0		6.0	
Vehicle Extension (s)		6.0	6.0		3.0	
Lane Grp Cap (vph)		937	872		228	
v/s Ratio Prot		c0.20	0.17		c0.04	
v/s Ratio Perm		c0.45				
v/c Ratio		0.84	0.35		0.31	
Uniform Delay, d1		6.3	13.8		34.9	
Progression Factor		1.00	1.00		1.00	
Incremental Delay, d2		7.9	0.7		0.8	
Delay (s)		14.3	14.5		35.7	
Level of Service		B	B		D	
Approach Delay (s)		14.3	14.5		35.7	
Approach LOS		B	B		D	

Intersection Summary			
HCM Average Control Delay	20.5	HCM Level of Service	C
HCM Volume to Capacity ratio	0.76		
Actuated Cycle Length (s)	88.7	Sum of lost time (s)	8.0
Intersection Capacity Utilization	85.5%	ICU Level of Service	E
Analysis Period (min)	15		

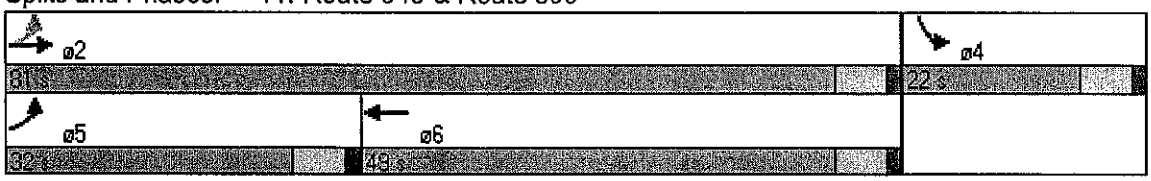
c Critical Lane Group

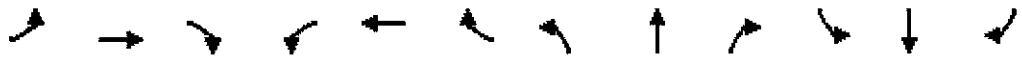
Lane Group	EBL	EBT	WBT	SBL
Lane Configurations				
Volume (vph)	418	283	272	11
Lane Group Flow (vph)	0	788	308	450
Turn Type	pm+pt			
Protected Phases	5	2	6	4
Permitted Phases	2			
Detector Phases	5	2 5	6	4
Minimum Initial (s)	4.0	10.0	10.0	7.0
Minimum Split (s)	10.0	16.0	16.0	13.0
Total Split (s)	32.0	81.0	49.0	22.0
Total Split (%)	31.1%	78.6%	47.6%	21.4%
Yellow Time (s)	4.5	4.5	4.5	4.5
All-Red Time (s)	1.5	1.5	1.5	1.5
Lead/Lag	Lead		Lag	
Lead-Lag Optimize?	Yes		Yes	
Recall Mode	None	Min	Min	None
v/c Ratio		0.87	0.36	0.74
Control Delay		12.0	16.5	9.8
Queue Delay		0.0	0.0	0.0
Total Delay		12.0	16.5	9.8
Queue Length 50th (ft)		109	91	8
Queue Length 95th (ft)		#328	204	52
Internal Link Dist (ft)		491	1298	1263
Turn Bay Length (ft)				
Base Capacity (vph)		1000	925	686
Starvation Cap Reductn		0	0	0
Spillback Cap Reductn		0	0	0
Storage Cap Reductn		0	0	0
Reduced v/c Ratio		0.79	0.33	0.66

Intersection Summary

Cycle Length: 103
Actuated Cycle Length: 89.3
Natural Cycle: 90
Control Type: Semi Act-Uncoord
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

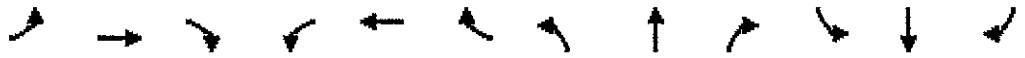
Splits and Phases: 11: Route 940 & Route 390





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	8	8	8	11	11	11
Grade (%)		-2%			2%			-3%			-1%	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. 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
Frt		0.998			0.961			0.986			0.975	
Flt Protected		0.994			0.999			0.987			0.963	
Satd. Flow (prot)	0	1804	0	0	1711	0	0	1595	0	0	1699	0
Flt Permitted		0.994			0.999			0.987			0.963	
Satd. Flow (perm)	0	1804	0	0	1711	0	0	1595	0	0	1699	0
Headway Factor	1.03	1.03	1.03	1.06	1.06	1.06	1.18	1.18	1.18	1.04	1.04	1.04
Link Speed (mph)		45			45			35			45	
Link Distance (ft)		1662			865			282			1220	
Travel Time (s)		25.2			13.1			5.5			18.5	
Volume (vph)	38	252	4	5	262	109	4	10	2	86	4	21
Peak Hour Factor	0.90	0.90	0.90	0.84	0.84	0.84	0.80	0.80	0.80	0.87	0.87	0.87
Adj. Flow (vph)	42	280	4	6	312	130	5	13	3	99	5	24
Lane Group Flow (vph)	0	326	0	0	448	0	0	19	0	0	128	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 56.9%		ICU Level of Service B	
Analysis Period (min) 15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Sign Control		Free			Free			Stop			Stop	
Grade		-2%			2%			-3%			-1%	
Volume (veh/h)	38	252	4	5	262	109	4	10	2	86	4	21
Peak Hour Factor	0.90	0.90	0.90	0.84	0.84	0.84	0.80	0.80	0.80	0.87	0.87	0.87
Hourly flow rate (vph)	42	280	4	6	312	130	5	12	2	99	5	24
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	442			284			782	820	282	764	758	377
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	442			284			782	820	282	764	758	377
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	96			100			98	96	100	67	99	96
cM capacity (veh/h)	1118			1278			288	297	757	299	323	670

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	327	448	20	128
Volume Left	42	6	5	99
Volume Right	4	130	2	24
cSH	1118	1278	319	335
Volume to Capacity	0.04	0.00	0.06	0.38
Queue Length 95th (ft)	3	0	5	43
Control Delay (s)	1.4	0.2	17.0	22.2
Lane LOS	A	A	C	C
Approach Delay (s)	1.4	0.2	17.0	22.2
Approach LOS			C	C

Intersection Summary			
Average Delay	4.0		
Intersection Capacity Utilization	56.9%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	13	12	11	11	11	12
Grade (%)	-6%		-2%			-5%
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0
Lane Util. Factor	1.00	1.00	0.95		1.00	0.95
Frt	1.00	0.85	0.98		1.00	1.00
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1883	1631	3396		1753	3628
Flt Permitted	0.95	1.00	1.00		0.09	1.00
Satd. Flow (perm)	1883	1631	3396		168	3628
Volume (vph)	98	66	1219	159	70	1036
Peak-hour factor, PHF	0.90	0.90	0.94	0.94	0.94	0.94
Adj. Flow (vph)	109	73	1297	169	74	1102
RTOR Reduction (vph)	0	61	0	0	0	0
Lane Group Flow (vph)	109	12	1466	0	74	1102
Turn Type		Perm			pm+pt	
Protected Phases	8		2		1	6
Permitted Phases		8			6	
Actuated Green, G (s)	9.2	9.2	38.8		49.3	49.3
Effective Green, g (s)	12.2	12.2	42.8		53.3	53.3
Actuated g/C Ratio	0.17	0.17	0.58		0.73	0.73
Clearance Time (s)	7.0	7.0	8.0		6.0	8.0
Vehicle Extension (s)	3.0	3.0	6.0		3.0	6.0
Lane Grp Cap (vph)	313	271	1978		262	2631
v/s Ratio Prot	c0.06		c0.43		0.02	c0.30
v/s Ratio Perm		0.01			0.18	
v/c Ratio	0.35	0.04	0.74		0.28	0.42
Uniform Delay, d1	27.1	25.8	11.3		7.5	4.0
Progression Factor	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	0.7	0.1	2.1		0.6	0.3
Delay (s)	27.8	25.8	13.3		8.1	4.3
Level of Service	C	C	B		A	A
Approach Delay (s)	27.0		13.3			4.5
Approach LOS	C		B			A

Intersection Summary			
HCM Average Control Delay	10.6	HCM Level of Service	B
HCM Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	73.5	Sum of lost time (s)	12.0
Intersection Capacity Utilization	58.1%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Configurations					
Volume (vph)	98	66	1219	70	1036
Lane Group Flow (vph)	109	73	1466	74	1102
Turn Type		Perm		pm+pt	
Protected Phases	8		2	1	6
Permitted Phases		8		6	
Detector Phases	8	8	2	1	6
Minimum Initial (s)	1.0	1.0	15.0	1.0	15.0
Minimum Split (s)	8.0	8.0	23.0	7.0	23.0
Total Split (s)	33.0	33.0	34.0	13.0	47.0
Total Split (%)	41.3%	41.3%	42.5%	16.3%	58.8%
Yellow Time (s)	5.0	5.0	6.0	6.0	6.0
All-Red Time (s)	2.0	2.0	2.0	0.0	2.0
Lead/Lag			Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	
Recall Mode	None	None	Min	None	Min
v/c Ratio	0.32	0.21	0.71	0.22	0.42
Control Delay	21.3	6.6	16.0	5.7	5.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	21.3	6.6	16.0	5.7	5.1
Queue Length 50th (ft)	36	0	247	8	80
Queue Length 95th (ft)	75	28	#443	21	138
Internal Link Dist (ft)	1091		2024		1031
Turn Bay Length (ft)		72		175	
Base Capacity (vph)	646	607	2057	341	2688
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.17	0.12	0.71	0.22	0.41

Intersection Summary

Cycle Length: 80

Actuated Cycle Length: 72.1

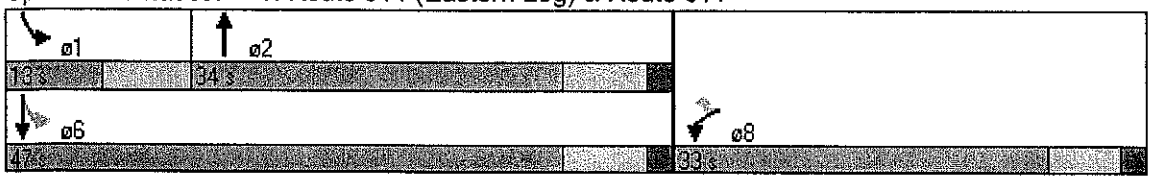
Natural Cycle: 55

Control Type: Semi Act-Uncoord

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 1: Route 314 (Eastern Leg) & Route 611



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	12	12	12
Grade (%)	4%			7%	-6%	
Storage Length (ft)	50	0	143			0
Storage Lanes	1	1	1			0
Turning Speed (mph)	15	9	15			9
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt		0.850			0.997	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1587	1420	1708	3415	3634	0
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	1587	1420	1708	3415	3634	0
Headway Factor	1.12	1.12	1.05	1.05	0.96	0.96
Link Speed (mph)	40			45	45	
Link Distance (ft)	3960			1111	2283	
Travel Time (s)	67.5			16.8	34.6	
Volume (vph)	18	135	158	1127	971	19
Peak Hour Factor	0.96	0.96	0.96	0.96	0.97	0.97
Heavy Vehicles (%)	4%	4%	2%	2%	2%	2%
Adj. Flow (vph)	19	141	165	1174	1001	20
Lane Group Flow (vph)	19	141	165	1174	1021	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 49.5%		ICU Level of Service A	
Analysis Period (min) 15			

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	4%			7%	-6%	
Volume (veh/h)	18	135	158	1127	971	19
Peak Hour Factor	0.96	0.96	0.96	0.96	0.97	0.97
Hourly flow rate (vph)	19	141	165	1174	1001	20
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)				1111		
pX, platoon unblocked	0.75					
vC, conflicting volume	1927	510	1021			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1903	510	1021			
tC, single (s)	6.9	7.0	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	44	72	76			
cM capacity (veh/h)	34	503	676			

Direction, Lane #	EB 1	EB 2	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	19	141	165	587	587	667	353
Volume Left	19	0	165	0	0	0	0
Volume Right	0	141	0	0	0	0	20
cSH	34	503	676	1700	1700	1700	1700
Volume to Capacity	0.56	0.28	0.24	0.35	0.35	0.39	0.21
Queue Length 95th (ft)	47	28	24	0	0	0	0
Control Delay (s)	203.9	14.9	12.0	0.0	0.0	0.0	0.0
Lane LOS	F	B	B				
Approach Delay (s)	37.1		1.5			0.0	
Approach LOS	E						

Intersection Summary			
Average Delay	3.1		
Intersection Capacity Utilization	49.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL2	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBL	NBT	NBR	NBR2
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	15	15	15	15	13	13	13	13	11	12	12	12
Grade (%)			6%			5%				3%		
Total Lost time (s)			4.0			4.0			4.0	4.0		
Lane Util. Factor			1.00			1.00			1.00	0.95		
Frt			0.91			0.98			1.00	0.99		
Flt Protected			0.99			0.96			0.95	1.00		
Satd. Flow (prot)			1790			1774			1685	3454		
Flt Permitted			0.90			0.74			0.30	1.00		
Satd. Flow (perm)			1634			1367			531	3454		
Volume (vph)	5	1	1	13	53	4	6	1	14	1062	2	67
Peak-hour factor, PHF	0.61	0.61	0.61	0.61	0.92	0.92	0.92	0.92	0.98	0.98	0.98	0.98
Adj. Flow (vph)	8	2	2	21	58	4	7	1	14	1084	2	68
RTOR Reduction (vph)	0	0	18	0	0	1	0	0	0	2	0	0
Lane Group Flow (vph)	0	0	15	0	0	69	0	0	14	1152	0	0
Turn Type	Perm	Perm			Perm				Perm			
Protected Phases			4			8				2		
Permitted Phases	4	4			8				2			
Actuated Green, G (s)			8.9			8.9			47.0	47.0		
Effective Green, g (s)			10.9			10.9			50.5	50.5		
Actuated g/C Ratio			0.13			0.13			0.60	0.60		
Clearance Time (s)			6.0			6.0			7.5	7.5		
Vehicle Extension (s)			3.0			3.0			5.0	5.0		
Lane Grp Cap (vph)			213			178			321	2089		
v/s Ratio Prot										c0.33		
v/s Ratio Perm			0.01			c0.05			0.03			
v/c Ratio			0.07			0.39			0.04	0.55		
Uniform Delay, d1			31.8			33.2			6.7	9.8		
Progression Factor			1.00			1.00			1.00	1.00		
Incremental Delay, d2			0.1			1.4			0.1	0.5		
Delay (s)			32.0			34.7			6.8	10.3		
Level of Service			C			C			A	B		
Approach Delay (s)			32.0			34.7				10.3		
Approach LOS			C			C				B		

Intersection Summary			
HCM Average Control Delay	9.5	HCM Level of Service	A
HCM Volume to Capacity ratio	0.50		
Actuated Cycle Length (s)	83.5	Sum of lost time (s)	16.0
Intersection Capacity Utilization	55.8%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

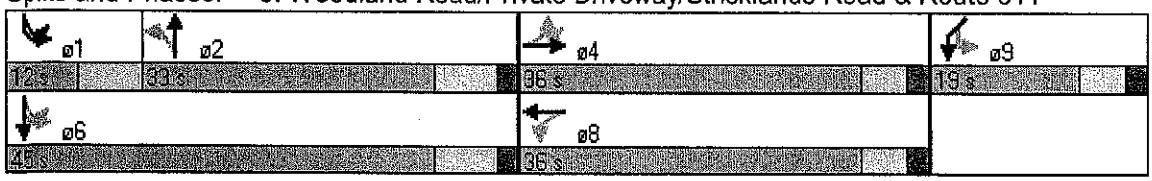
Movement	SBL2	SBL	SBT	SBR	SWL2	SWL	SWR	SWR2
Lane Configurations								
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	11	12	12	11	11	11	11
Grade (%)			-7%			-2%		
Total Lost time (s)		4.0	4.0			4.0		
Lane Util. Factor		1.00	0.95			1.00		
Frt		1.00	1.00			0.93		
Flt Protected		0.95	1.00			0.98		
Satd. Flow (prot)		1770	3655			1655		
Flt Permitted		0.17	1.00			0.98		
Satd. Flow (perm)		317	3655			1655		
Volume (vph)	1	4	924	14	1	1	1	1
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	1.00	1.00	1.00	1.00
Adj. Flow (vph)	1	4	943	14	1	1	1	1
RTOR Reduction (vph)	0	0	1	0	0	1	0	0
Lane Group Flow (vph)	0	5	956	0	0	3	0	0
Turn Type	pm+pt	pm+pt			Perm			
Protected Phases	1	1	6			9		
Permitted Phases	6	6			9			
Actuated Green, G (s)		53.7	53.7			1.4		
Effective Green, g (s)		57.2	57.2			3.4		
Actuated g/C Ratio		0.69	0.69			0.04		
Clearance Time (s)		5.5	7.5			6.0		
Vehicle Extension (s)		3.0	5.0			3.0		
Lane Grp Cap (vph)		264	2504			67		
v/s Ratio Prot		0.00	c0.26					
v/s Ratio Perm		0.01				0.00		
v/c Ratio		0.02	0.38			0.05		
Uniform Delay, d1		5.9	5.6			38.5		
Progression Factor		1.00	1.00			1.00		
Incremental Delay, d2		0.0	0.2			0.3		
Delay (s)		5.9	5.8			38.8		
Level of Service		A	A			D		
Approach Delay (s)			5.8			38.8		
Approach LOS			A			D		

Intersection Summary

Lane Group	EBL2	EBL	EBT	WBL	WBT	NBL	NBT	SBL2	SBL	SBT	SWL
Lane Configurations											
Volume (vph)	5	1	1	53	4	14	1062	1	4	924	1
Lane Group Flow (vph)	0	0	33	0	70	14	1154	0	5	957	4
Turn Type	Perm	Perm		Perm		Perm		pm+pt	pm+pt		
Protected Phases			4		8		2	1	1	6	9
Permitted Phases	4	4		8		2		6	6		
Detector Phases	4	4	4	8	8	2	2	1	1	6	9
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	10.0	10.0	4.0	4.0	10.0	7.0
Minimum Split (s)	13.0	13.0	13.0	13.0	13.0	17.5	17.5	9.5	9.5	17.5	13.0
Total Split (s)	36.0	36.0	36.0	36.0	36.0	33.0	33.0	12.0	12.0	45.0	19.0
Total Split (%)	36.0%	36.0%	36.0%	36.0%	36.0%	33.0%	33.0%	12.0%	12.0%	45.0%	19.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	5.5	5.5	5.5	5.5	5.5	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	0.0	0.0	2.0	2.0
Lead/Lag						Lag	Lag	Lead	Lead		
Lead-Lag Optimize?						Yes	Yes	Yes	Yes		
Recall Mode	None	None	None	None	None	Min	Min	None	None	Min	None
v/c Ratio			0.11		0.30	0.05	0.49		0.02	0.37	0.02
Control Delay			12.6		20.3	10.5	10.1		8.2	5.9	24.8
Queue Delay			0.0		0.0	0.0	0.0		0.0	0.0	0.0
Total Delay			12.6		20.3	10.5	10.1		8.2	5.9	24.8
Queue Length 50th (ft)			3		19	1	74		1	55	1
Queue Length 95th (ft)			15		m63	16	#382		6	187	10
Internal Link Dist (ft)			105		2012		2203			2327	625
Turn Bay Length (ft)						73			183		
Base Capacity (vph)			612		510	277	2370		298	2703	292
Starvation Cap Reductn			0		0	0	0		0	0	0
Spillback Cap Reductn			0		0	0	0		0	0	0
Storage Cap Reductn			0		0	0	0		0	0	0
Reduced v/c Ratio			0.05		0.14	0.05	0.49		0.02	0.35	0.01

Intersection Summary
Cycle Length: 100
Actuated Cycle Length: 74.9
Natural Cycle: 60
Control Type: Semi Act-Uncoord
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Woodland Road/Private Driveway/Stricklands Road & Route 611



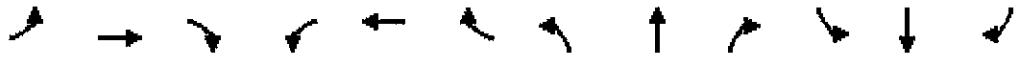
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	13	13	12	12	12	11	12	12	11	12	12
Grade (%)		2%			8%			1%			-1%	
Storage Length (ft)	0		0	0		0	100		0	100		0
Storage Lanes	0		0	0		0	1		0	1		0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.899			0.936							
Flt Protected		0.988			0.991		0.950			0.950		
Satd. Flow (prot)	0	1693	0	0	1659	0	1702	3522	0	1719	3557	0
Flt Permitted		0.988			0.991		0.950			0.950		
Satd. Flow (perm)	0	1693	0	0	1659	0	1702	3522	0	1719	3557	0
Headway Factor	0.97	0.97	0.97	1.05	1.05	1.05	1.05	1.01	1.01	1.04	0.99	0.99
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		158			1027			2407			3261	
Travel Time (s)		3.1			20.0			36.5			49.4	
Volume (vph)	1	0	3	3	6	8	6	1070	1	1	936	1
Peak Hour Factor	0.50	0.50	0.50	0.39	0.39	0.39	0.92	0.92	0.92	0.89	0.89	0.89
Adj. Flow (vph)	2	0	6	8	15	21	7	1163	1	1	1052	1
Lane Group Flow (vph)	0	8	0	0	44	0	7	1164	0	1	1053	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 39.6%		ICU Level of Service A	
Analysis Period (min) 15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Free			Free	
Grade		2%			8%			1%			-1%	
Volume (veh/h)	1	0	3	3	6	8	6	1070	1	1	936	1
Peak Hour Factor	0.50	0.50	0.50	0.39	0.39	0.39	0.92	0.92	0.92	0.89	0.89	0.89
Hourly flow rate (vph)	2	0	6	8	15	21	7	1163	1	1	1052	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1677	2232	526	1711	2232	582	1053			1164		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1677	2232	526	1711	2232	582	1053			1164		
tC, single (s)	7.5	6.5	6.9	7.6	6.6	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	95	100	99	86	63	95	99			100		
cM capacity (veh/h)	42	42	496	57	41	456	657			596		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	8	44	7	775	389	1	701	352
Volume Left	2	8	7	0	0	1	0	0
Volume Right	6	21	0	0	1	0	0	1
cSH	133	79	657	1700	1700	596	1700	1700
Volume to Capacity	0.06	0.55	0.01	0.46	0.23	0.00	0.41	0.21
Queue Length 95th (ft)	5	60	1	0	0	0	0	0
Control Delay (s)	33.8	96.6	10.5	0.0	0.0	11.1	0.0	0.0
Lane LOS	D	F	B			B		
Approach Delay (s)	33.8	96.6	0.1			0.0		
Approach LOS	D	F						

Intersection Summary			
Average Delay	2.0		
Intersection Capacity Utilization	39.6%	ICU Level of Service	A
Analysis Period (min)	15		



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	10	10	10	11	12	12	11	12	12
Grade (%)		0%			9%			2%			-5%	
Storage Length (ft)	0		0	0		0	100		0	100		0
Storage Lanes	0		0	0		0	1		0	1		0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.940			0.960			0.995			0.995	
Flt Protected		0.978			0.971		0.950			0.950		
Satd. Flow (prot)	0	1712	0	0	1548	0	1694	3486	0	1753	3610	0
Flt Permitted		0.978			0.971		0.950			0.950		
Satd. Flow (perm)	0	1712	0	0	1548	0	1694	3486	0	1753	3610	0
Headway Factor	1.00	1.00	1.00	1.16	1.16	1.16	1.06	1.01	1.01	1.01	0.97	0.97
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		381			1492			3261			2754	
Travel Time (s)		8.7			33.9			49.4			41.7	
Volume (vph)	28	6	27	31	6	15	25	1021	33	14	880	26
Peak Hour Factor	0.90	0.90	0.90	0.72	0.90	0.72	0.90	0.94	0.94	0.95	0.95	0.90
Adj. Flow (vph)	31	7	30	43	7	21	28	1086	35	15	926	29
Lane Group Flow (vph)	0	68	0	0	71	0	28	1121	0	15	955	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 40.1%	ICU Level of Service A
Analysis Period (min) 15	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Free			Free	
Grade		0%			9%			2%			-5%	
Volume (veh/h)	28	6	27	31	6	15	25	1021	33	14	880	26
Peak Hour Factor	0.90	0.90	0.90	0.72	0.90	0.72	0.90	0.94	0.94	0.95	0.95	0.90
Hourly flow rate (vph)	31	7	30	43	7	21	28	1086	35	15	926	29
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1593	2147	478	1685	2144	561	955			1121		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1593	2147	478	1685	2144	561	955			1121		
tC, single (s)	7.5	6.5	6.9	7.6	6.6	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	46	85	94	11	85	96	96			98		
cM capacity (veh/h)	58	45	534	48	45	471	715			619		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	68	71	28	724	397	15	618	338
Volume Left	31	43	28	0	0	15	0	0
Volume Right	30	21	0	0	35	0	0	29
cSH	91	65	715	1700	1700	619	1700	1700
Volume to Capacity	0.74	1.08	0.04	0.43	0.23	0.02	0.36	0.20
Queue Length 95th (ft)	94	137	3	0	0	2	0	0
Control Delay (s)	114.9	244.4	10.2	0.0	0.0	11.0	0.0	0.0
Lane LOS	F	F	B			B		
Approach Delay (s)	114.9	244.4	0.2			0.2		
Approach LOS	F	F						

Intersection Summary				
Average Delay	11.3			
Intersection Capacity Utilization	40.1%	ICU Level of Service	A	
Analysis Period (min)	15			

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	11	11
Grade (%)	1%			-3%	0%	
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.988					
Flt Protected				0.999	0.950	
Satd. Flow (prot)	1709	0	0	1763	1711	0
Flt Permitted				0.999	0.950	
Satd. Flow (perm)	1709	0	0	1763	1711	0
Headway Factor	1.10	1.10	1.07	1.07	1.04	1.04
Link Speed (mph)	40			40	25	
Link Distance (ft)	2092			650	499	
Travel Time (s)	35.7			11.1	13.6	
Volume (vph)	65	6	2	59	5	0
Peak Hour Factor	0.92	0.92	0.90	0.90	0.63	0.63
Adj. Flow (vph)	71	7	2	66	8	0
Lane Group Flow (vph)	78	0	0	68	8	0
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 14.7%	ICU Level of Service A
Analysis Period (min) 15	

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Free			Free	Stop	
Grade	1%			-3%	0%	
Volume (veh/h)	65	6	2	59	5	0
Peak Hour Factor	0.92	0.92	0.90	0.90	0.63	0.63
Hourly flow rate (vph)	71	7	2	66	8	0
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			77		144	74
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			77		144	74
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		99	100
cM capacity (veh/h)			1521		847	988

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	77	68	8
Volume Left	0	2	8
Volume Right	7	0	0
cSH	1700	1521	847
Volume to Capacity	0.05	0.00	0.01
Queue Length 95th (ft)	0	0	1
Control Delay (s)	0.0	0.3	9.3
Lane LOS		A	A
Approach Delay (s)	0.0	0.3	9.3
Approach LOS			A

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	14.7%	ICU Level of Service	A
Analysis Period (min)	15		

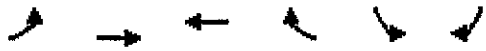
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	10	10
Grade (%)	1%			1%	-1%	
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.997				0.910	
Flt Protected				0.997	0.984	
Satd. Flow (prot)	1786	0	0	1786	1565	0
Flt Permitted				0.997	0.984	
Satd. Flow (perm)	1786	0	0	1786	1565	0
Headway Factor	1.05	1.05	1.05	1.05	1.09	1.09
Link Speed (mph)	40			40	35	
Link Distance (ft)	650			936	704	
Travel Time (s)	11.1			16.0	13.7	
Volume (vph)	63	2	3	59	2	4
Peak Hour Factor	0.81	0.81	0.85	0.85	0.50	0.50
Adj. Flow (vph)	78	2	4	69	4	8
Lane Group Flow (vph)	80	0	0	73	12	0
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 15.5%		ICU Level of Service A	
Analysis Period (min) 15			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Free			Free	Stop	
Grade	1%			1%	-1%	
Volume (veh/h)	63	2	3	59	2	4
Peak Hour Factor	0.81	0.81	0.85	0.85	0.50	0.50
Hourly flow rate (vph)	78	2	4	69	4	8
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			80		155	79
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			80		155	79
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	99
cM capacity (veh/h)			1518		834	981

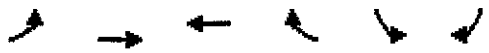
Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	80	73	12
Volume Left	0	4	4
Volume Right	2	0	8
cSH	1700	1518	927
Volume to Capacity	0.05	0.00	0.01
Queue Length 95th (ft)	0	0	1
Control Delay (s)	0.0	0.4	8.9
Lane LOS		A	A
Approach Delay (s)	0.0	0.4	8.9
Approach LOS			A

Intersection Summary			
Average Delay	0.8		
Intersection Capacity Utilization	15.5%	ICU Level of Service	A
Analysis Period (min)	15		



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	10	10
Grade (%)		-4%	2%		-6%	
Turning Speed (mph)	15			9	15	9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.982		0.949	
Flt Protected		0.999			0.970	
Satd. Flow (prot)	0	1835	1751	0	1648	0
Flt Permitted		0.999			0.970	
Satd. Flow (perm)	0	1835	1751	0	1648	0
Headway Factor	1.02	1.02	1.06	1.06	1.05	1.05
Link Speed (mph)		40	40		35	
Link Distance (ft)		936	819		1342	
Travel Time (s)		16.0	14.0		26.1	
Volume (vph)	2	65	60	9	3	2
Peak Hour Factor	0.95	0.95	0.93	0.93	0.63	0.63
Adj. Flow (vph)	2	68	65	10	5	3
Lane Group Flow (vph)	0	70	75	0	8	0
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization	15.0%
	ICU Level of Service A
Analysis Period (min)	15



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		-4%	2%		-6%	
Volume (veh/h)	2	65	60	9	3	2
Peak Hour Factor	0.95	0.95	0.93	0.93	0.63	0.63
Hourly flow rate (vph)	2	68	65	10	5	3
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	74				142	69
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	74				142	69
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				99	100
cM capacity (veh/h)	1525				850	994

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	71	74	8
Volume Left	2	0	5
Volume Right	0	10	3
cSH	1525	1700	902
Volume to Capacity	0.00	0.04	0.01
Queue Length 95th (ft)	0	0	1
Control Delay (s)	0.2	0.0	9.0
Lane LOS	A		A
Approach Delay (s)	0.2	0.0	9.0
Approach LOS			A

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	15.0%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	11	11	11	11
Grade (%)	-3%			-5%	4%	
Turning Speed (mph)	15	9	15			9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.998				0.947	
Flt Protected	0.953			0.999		
Satd. Flow (prot)	1678	0	0	1844	1671	0
Flt Permitted	0.953			0.999		
Satd. Flow (perm)	1678	0	0	1844	1671	0
Headway Factor	1.07	1.07	1.01	1.01	1.07	1.07
Link Speed (mph)	40			45	45	
Link Distance (ft)	1794			1439	1446	
Travel Time (s)	30.6			21.8	21.9	
Volume (vph)	67	1	3	110	102	66
Peak Hour Factor	0.82	0.82	0.75	0.75	0.86	0.86
Adj. Flow (vph)	82	1	4	147	119	77
Lane Group Flow (vph)	83	0	0	151	196	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 19.8%		ICU Level of Service A	
Analysis Period (min) 15			

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	-3%			-5%	4%	
Volume (veh/h)	67	1	3	110	102	66
Peak Hour Factor	0.82	0.82	0.75	0.75	0.86	0.86
Hourly flow rate (vph)	82	1	4	147	119	77
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	312	157	195			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	312	157	195			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	88	100	100			
cM capacity (veh/h)	679	889	1378			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	83	151	195
Volume Left	82	4	0
Volume Right	1	0	77
cSH	682	1378	1700
Volume to Capacity	0.12	0.00	0.11
Queue Length 95th (ft)	10	0	0
Control Delay (s)	11.0	0.2	0.0
Lane LOS	B	A	
Approach Delay (s)	11.0	0.2	0.0
Approach LOS	B		

Intersection Summary			
Average Delay	2.2		
Intersection Capacity Utilization	19.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	11	11	11	11	11	11	11	11	8	8	8
Grade (%)		-4%			4%			1%			-1%	
Total Lost time (s)		4.0			4.0			4.0			4.0	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frt		0.99			1.00			0.88			0.88	
Flt Protected		1.00			0.99			1.00			0.99	
Satd. Flow (prot)		1826			1741			1567			1422	
Flt Permitted		1.00			0.70			0.97			0.95	
Satd. Flow (perm)		1818			1241			1525			1353	
Volume (vph)	3	390	17	151	395	0	17	1	159	1	0	6
Peak-hour factor, PHF	0.84	0.84	0.84	0.93	0.93	0.93	0.71	0.71	0.71	0.88	0.88	0.88
Adj. Flow (vph)	4	464	20	162	425	0	24	1	224	1	0	7
RTOR Reduction (vph)	0	2	0	0	0	0	0	187	0	0	6	0
Lane Group Flow (vph)	0	486	0	0	587	0	0	62	0	0	2	0
Turn Type	Perm			pm+pt			Perm			Perm		
Protected Phases		2		1	6			8			4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)		22.2			37.5			8.3			8.3	
Effective Green, g (s)		24.2			39.5			9.3			9.3	
Actuated g/C Ratio		0.43			0.70			0.16			0.16	
Clearance Time (s)		6.0			6.0			5.0			5.0	
Vehicle Extension (s)		6.0			6.0			3.0			3.0	
Lane Grp Cap (vph)		775			962			250			222	
v/s Ratio Prot					c0.12							
v/s Ratio Perm		0.27			c0.30			c0.04			0.00	
v/c Ratio		0.63			0.61			0.25			0.01	
Uniform Delay, d1		12.8			4.6			20.7			19.9	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d2		2.7			2.0			0.5			0.0	
Delay (s)		15.5			6.6			21.2			19.9	
Level of Service		B			A			C			B	
Approach Delay (s)		15.5			6.6			21.2			19.9	
Approach LOS		B			A			C			B	

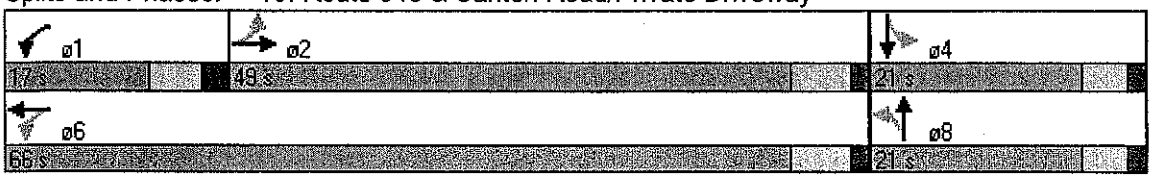
Intersection Summary			
HCM Average Control Delay	12.7	HCM Level of Service	B
HCM Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	56.8	Sum of lost time (s)	8.0
Intersection Capacity Utilization	74.0%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		↔		↔		↔		↔
Volume (vph)	3	390	151	395	17	1	1	0
Lane Group Flow (vph)	0	488	0	587	0	249	0	8
Turn Type	Perm		pm+pt		Perm		Perm	
Protected Phases		2	1	6		8		4
Permitted Phases	2		6		8		4	
Detector Phases	2	2	1	6 1	8	8	4	4
Minimum Initial (s)	10.0	10.0	4.0	10.0	6.0	6.0	6.0	6.0
Minimum Split (s)	16.0	16.0	10.0	16.0	11.0	11.0	11.0	11.0
Total Split (s)	49.0	49.0	17.0	66.0	21.0	21.0	21.0	21.0
Total Split (%)	56.3%	56.3%	19.5%	75.9%	24.1%	24.1%	24.1%	24.1%
Yellow Time (s)	4.5	4.5	4.0	4.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	2.0	1.5	1.5	1.5	1.5	1.5
Lead/Lag	Lag	Lag	Lead					
Lead-Lag Optimize?	Yes	Yes	Yes					
Recall Mode	Min	Min	None	Min	None	None	None	None
v/c Ratio		0.64		0.62		0.57		0.03
Control Delay		15.1		6.1		8.5		16.3
Queue Delay		0.0		0.0		0.0		0.0
Total Delay		15.1		6.1		8.5		16.3
Queue Length 50th (ft)		117		58		7		0
Queue Length 95th (ft)		224		172		33		12
Internal Link Dist (ft)		1322		1070		1366		73
Turn Bay Length (ft)								
Base Capacity (vph)		1059		1184		576		380
Starvation Cap Reductn		0		0		0		0
Spillback Cap Reductn		0		0		0		0
Storage Cap Reductn		0		0		0		0
Reduced v/c Ratio		0.46		0.50		0.43		0.02

Intersection Summary

Cycle Length: 87
Actuated Cycle Length: 57.4
Natural Cycle: 55
Control Type: Semi Act-Uncoord

Splits and Phases: 10: Route 940 & Carlton Road/Private Driveway



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	11	11	11	11	14	14
Grade (%)		-2%	2%		-4%	
Total Lost time (s)		4.0	4.0		4.0	
Lane Util. Factor		1.00	1.00		1.00	
Frt		1.00	0.99		0.88	
Flt Protected		0.98	1.00		0.99	
Satd. Flow (prot)		1757	1768		1775	
Flt Permitted		0.52	1.00		0.99	
Satd. Flow (perm)		936	1768		1775	
Volume (vph)	276	274	257	17	38	289
Peak-hour factor, PHF	0.79	0.79	0.84	0.84	0.81	0.81
Adj. Flow (vph)	349	347	306	20	47	357
RTOR Reduction (vph)	0	0	2	0	269	0
Lane Group Flow (vph)	0	696	324	0	135	0
Heavy Vehicles (%)	3%	3%	2%	2%	2%	2%
Turn Type	pm+pt					
Protected Phases	5	2	6		4	
Permitted Phases	2					
Actuated Green, G (s)		57.3	34.8		11.3	
Effective Green, g (s)		59.3	36.8		13.3	
Actuated g/C Ratio		0.74	0.46		0.17	
Clearance Time (s)		6.0	6.0		6.0	
Vehicle Extension (s)		6.0	6.0		3.0	
Lane Grp Cap (vph)		877	807		293	
v/s Ratio Prot		c0.18	0.18		c0.08	
v/s Ratio Perm		c0.40				
v/c Ratio		0.79	0.40		0.46	
Uniform Delay, d1		6.8	14.6		30.4	
Progression Factor		1.00	1.00		1.00	
Incremental Delay, d2		6.1	0.9		1.2	
Delay (s)		12.8	15.5		31.6	
Level of Service		B	B		C	
Approach Delay (s)		12.8	15.5		31.6	
Approach LOS		B	B		C	

Intersection Summary			
HCM Average Control Delay	18.7	HCM Level of Service	B
HCM Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	80.6	Sum of lost time (s)	8.0
Intersection Capacity Utilization	74.2%	ICU Level of Service	D
Analysis Period (min)	15		

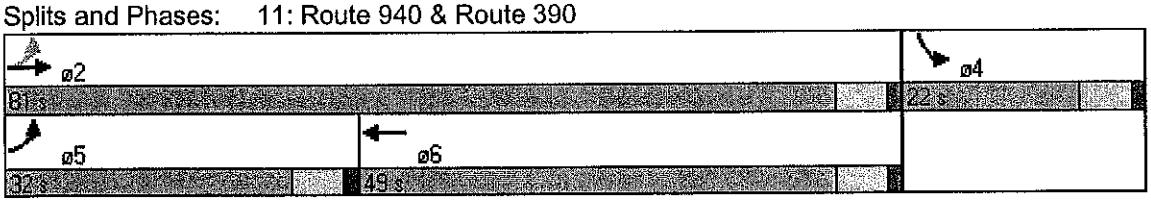
c Critical Lane Group

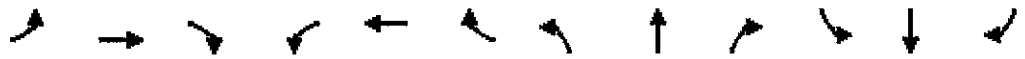
Lane Group	EBL	EBT	WBT	SBL
Lane Configurations				
Volume (vph)	276	274	257	38
Lane Group Flow (vph)	0	696	326	404
Turn Type	pm+pt			
Protected Phases	5	2	6	4
Permitted Phases	2			
Detector Phases	5	2 5	6	4
Minimum Initial (s)	4.0	10.0	10.0	7.0
Minimum Split (s)	10.0	16.0	16.0	13.0
Total Split (s)	32.0	81.0	49.0	22.0
Total Split (%)	31.1%	78.6%	47.6%	21.4%
Yellow Time (s)	4.5	4.5	4.5	4.5
All-Red Time (s)	1.5	1.5	1.5	1.5
Lead/Lag	Lead		Lag	
Lead-Lag Optimize?	Yes		Yes	
Recall Mode	None	Min	Min	None
v/c Ratio		0.82	0.42	0.72
Control Delay		8.5	17.0	14.3
Queue Delay		0.0	0.0	0.0
Total Delay		8.5	17.0	14.3
Queue Length 50th (ft)		119	101	47
Queue Length 95th (ft)		183	198	105
Internal Link Dist (ft)		491	1298	1171
Turn Bay Length (ft)				
Base Capacity (vph)		1030	932	646
Starvation Cap Reductn		0	0	0
Spillback Cap Reductn		0	0	0
Storage Cap Reductn		0	0	0
Reduced v/c Ratio		0.68	0.35	0.63

Intersection Summary

Cycle Length: 103
Actuated Cycle Length: 82
Natural Cycle: 60
Control Type: Semi Act-Uncoord

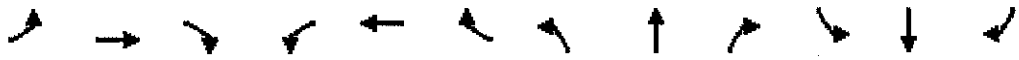
Splits and Phases: 11: Route 940 & Route 390





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	8	8	8	11	11	11
Grade (%)		-2%			2%			-3%			-1%	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. 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
Frt		0.998			0.964			0.973			0.970	
Flt Protected		0.994			0.999			0.983			0.967	
Satd. Flow (prot)	0	1787	0	0	1717	0	0	1567	0	0	1697	0
Flt Permitted		0.994			0.999			0.983			0.967	
Satd. Flow (perm)	0	1787	0	0	1717	0	0	1567	0	0	1697	0
Headway Factor	1.03	1.03	1.03	1.06	1.06	1.06	1.18	1.18	1.18	1.04	1.04	1.04
Link Speed (mph)		45			45			35			45	
Link Distance (ft)		1662			865			282			1220	
Travel Time (s)		25.2			13.1			5.5			18.5	
Volume (vph)	37	271	4	4	243	89	3	4	2	87	11	28
Peak Hour Factor	0.89	0.89	0.89	0.81	0.81	0.81	0.45	0.45	0.45	0.88	0.88	0.88
Heavy Vehicles (%)	3%	3%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	42	304	4	5	300	110	7	9	4	99	13	32
Lane Group Flow (vph)	0	350	0	0	415	0	0	20	0	0	143	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	58.5%	ICU Level of Service	B
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Sign Control		Free			Free			Stop			Stop	
Grade		-2%			2%			-3%			-1%	
Volume (veh/h)	37	271	4	4	243	89	3	4	2	87	11	28
Peak Hour Factor	0.89	0.89	0.89	0.81	0.81	0.81	0.45	0.45	0.45	0.88	0.88	0.88
Hourly flow rate (vph)	42	304	4	5	300	110	7	9	4	99	12	32
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	410			309			793	810	307	764	757	355
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	410			309			793	810	307	764	757	355
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	96			100			98	97	99	67	96	95
cM capacity (veh/h)	1144			1252			275	302	733	302	324	689

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	351	415	20	143
Volume Left	42	5	7	99
Volume Right	4	110	4	32
cSH	1144	1252	335	348
Volume to Capacity	0.04	0.00	0.06	0.41
Queue Length 95th (ft)	3	0	5	49
Control Delay (s)	1.3	0.1	16.4	22.4
Lane LOS	A	A	C	C
Approach Delay (s)	1.3	0.1	16.4	22.4
Approach LOS			C	C

Intersection Summary			
Average Delay	4.4		
Intersection Capacity Utilization	58.5%	ICU Level of Service	B
Analysis Period (min)	15		

2007 PROJECTED CONDITIONS

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	13	12	11	11	11	12
Grade (%)	-6%		-2%			-5%
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0
Lane Util. Factor	1.00	1.00	0.95		1.00	0.95
Frt	1.00	0.85	0.97		1.00	1.00
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1883	1631	3334		1753	3628
Flt Permitted	0.95	1.00	1.00		0.07	1.00
Satd. Flow (perm)	1883	1631	3334		127	3628
Volume (vph)	345	142	1659	343	119	1229
Peak-hour factor, PHF	0.83	0.83	0.98	0.98	0.83	0.83
Adj. Flow (vph)	416	171	1693	350	143	1481
RTOR Reduction (vph)	0	58	0	0	0	0
Lane Group Flow (vph)	416	113	2043	0	143	1481
Heavy Vehicles (%)	2%	2%	3%	3%	2%	2%
Turn Type		Perm			pm+pt	
Protected Phases	8		2		1	6
Permitted Phases		8			6	
Actuated Green, G (s)	21.7	21.7	50.0		62.9	62.9
Effective Green, g (s)	24.7	24.7	54.0		66.9	66.9
Actuated g/C Ratio	0.25	0.25	0.54		0.67	0.67
Clearance Time (s)	7.0	7.0	8.0		6.0	8.0
Vehicle Extension (s)	3.0	3.0	6.0		3.0	6.0
Lane Grp Cap (vph)	467	404	1808		231	2437
v/s Ratio Prot	c0.22		c0.61		0.06	c0.41
v/s Ratio Perm		0.07			0.36	
v/c Ratio	0.89	0.28	1.13		0.62	0.61
Uniform Delay, d1	36.1	30.3	22.8		25.0	9.1
Progression Factor	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	18.8	0.4	66.1		4.9	0.8
Delay (s)	54.9	30.6	88.9		29.9	9.8
Level of Service	D	C	F		C	A
Approach Delay (s)	47.8		88.9			11.6
Approach LOS	D		F			B

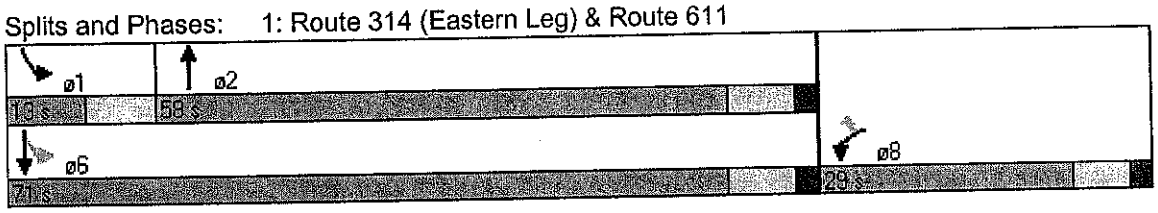
Intersection Summary			
HCM Average Control Delay	53.7	HCM Level of Service	D
HCM Volume to Capacity ratio	1.02		
Actuated Cycle Length (s)	99.6	Sum of lost time (s)	12.0
Intersection Capacity Utilization	92.5%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Configurations					
Volume (vph)	345	142	1659	119	1229
Lane Group Flow (vph)	416	171	2043	143	1481
Turn Type		Perm		pm+pt	
Protected Phases	8		2	1	6
Permitted Phases		8		6	
Detector Phases	8	8	2	1	6
Minimum Initial (s)	1.0	1.0	15.0	1.0	15.0
Minimum Split (s)	8.0	8.0	23.0	7.0	23.0
Total Split (s)	29.0	29.0	58.0	13.0	71.0
Total Split (%)	29.0%	29.0%	58.0%	13.0%	71.0%
Yellow Time (s)	5.0	5.0	6.0	6.0	6.0
All-Red Time (s)	2.0	2.0	2.0	0.0	2.0
Lead/Lag			Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	
Recall Mode	None	None	Min	None	Min
v/c Ratio	0.89	0.37	1.13	0.62	0.61
Control Delay	57.9	19.5	90.3	27.6	10.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	57.9	19.5	90.3	27.6	10.4
Queue Length 50th (ft)	256	48	~802	36	247
Queue Length 95th (ft)	#369	94	#941	88	265
Internal Link Dist (ft)	1091		2024		1031
Turn Bay Length (ft)		72		175	
Base Capacity (vph)	472	466	1808	232	2439
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.88	0.37	1.13	0.62	0.61

Intersection Summary
Cycle Length: 100
Actuated Cycle Length: 99.6
Natural Cycle: 100
Control Type: Semi Act-Uncoord
~ 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: 1: Route 314 (Eastern Leg) & Route 611



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	12	12	12
Grade (%)	4%			7%	-6%	
Storage Length (ft)	50	0	143			0
Storage Lanes	1	1	1			0
Turning Speed (mph)	15	9	15			9
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt		0.850			0.992	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1587	1420	1708	3415	3581	0
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	1587	1420	1708	3415	3581	0
Headway Factor	1.12	1.12	1.05	1.05	0.96	0.96
Link Speed (mph)	40			45	45	
Link Distance (ft)	3960			1111	2283	
Travel Time (s)	67.5			16.8	34.6	
Volume (vph)	41	164	328	1473	1184	64
Peak Hour Factor	0.67	0.67	0.95	0.95	0.76	0.76
Heavy Vehicles (%)	4%	4%	2%	2%	3%	3%
Adj. Flow (vph)	61	245	345	1551	1558	84
Lane Group Flow (vph)	61	245	345	1551	1642	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 66.3%		ICU Level of Service C	
Analysis Period (min) 15			

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	4%			7%	-6%	
Volume (veh/h)	41	164	328	1473	1184	64
Peak Hour Factor	0.67	0.67	0.95	0.95	0.76	0.76
Hourly flow rate (vph)	61	245	345	1551	1558	84
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)				1111		
pX, platoon unblocked	0.50					
vC, conflicting volume	3066	821	1642			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	4140	821	1642			
tC, single (s)	6.9	7.0	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	0	22	12			
cM capacity (veh/h)	0	313	390			

Direction, Lane #	EB 1	EB 2	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	61	245	345	775	775	1039	604
Volume Left	61	0	345	0	0	0	0
Volume Right	0	245	0	0	0	0	84
cSH	0	313	390	1700	1700	1700	1700
Volume to Capacity	697.14	0.78	0.88	0.46	0.46	0.61	0.36
Queue Length 95th (ft)	Err	155	223	0	0	0	0
Control Delay (s)	Err	47.7	54.2	0.0	0.0	0.0	0.0
Lane LOS	F	E	F				
Approach Delay (s)	2038.0		9.9			0.0	
Approach LOS	F						

Intersection Summary			
Average Delay	167.1		
Intersection Capacity Utilization	66.3%	ICU Level of Service	C
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	15	15	15	12	12	14	11	12	14	11	12	12
Grade (%)		6%			5%			3%			-7%	
Total Lost time (s)		4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor		1.00		0.95	0.95	1.00	1.00	0.95	1.00	1.00	0.95	
Frt		0.96		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	
Flt Protected		0.98		0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1863		1639	1646	1647	1685	3486	1664	1770	3659	
Flt Permitted		0.98		0.95	0.95	1.00	0.26	1.00	1.00	0.14	1.00	
Satd. Flow (perm)		1863		1639	1646	1647	459	3486	1664	267	3659	
Volume (vph)	4	2	3	348	7	139	5	1064	445	137	897	7
Peak-hour factor, PHF	0.56	0.56	0.56	0.89	0.89	0.89	0.99	0.99	0.99	0.82	0.82	0.82
Adj. Flow (vph)	7	4	5	391	8	156	5	1075	449	167	1094	9
RTOR Reduction (vph)	0	5	0	0	0	109	0	0	182	0	1	0
Lane Group Flow (vph)	0	11	0	196	203	47	5	1075	267	167	1102	0
Turn Type	Split			Split		pm+ov	Perm		pm+ov	pm+pt		
Protected Phases	4	4		8	8	1		2	8	1	6	
Permitted Phases						8	2		2	6		
Actuated Green, G (s)		0.6		10.4	10.4	15.1	20.4	20.4	30.8	30.6	30.6	
Effective Green, g (s)		2.6		12.4	12.4	18.6	23.9	23.9	36.3	34.1	34.1	
Actuated g/C Ratio		0.04		0.20	0.20	0.30	0.39	0.39	0.59	0.56	0.56	
Clearance Time (s)		6.0		6.0	6.0	5.5	7.5	7.5	6.0	5.5	7.5	
Vehicle Extension (s)		3.0		3.0	3.0	3.0	5.0	5.0	3.0	3.0	5.0	
Lane Grp Cap (vph)		79		333	334	609	180	1364	989	302	2042	
v/s Ratio Prot		c0.01		0.12	c0.12	0.01		c0.31	0.05	0.06	c0.30	
v/s Ratio Perm						0.02	0.01		0.11	0.25		
v/c Ratio		0.14		0.59	0.61	0.08	0.03	0.79	0.27	0.55	0.54	
Uniform Delay, d1		28.2		22.0	22.1	15.1	11.4	16.4	6.0	9.7	8.5	
Progression Factor		1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		0.8		2.7	3.1	0.1	0.1	3.6	0.1	2.2	0.5	
Delay (s)		29.0		24.7	25.3	15.2	11.6	20.0	6.1	11.9	9.0	
Level of Service		C		C	C	B	B	B	A	B	A	
Approach Delay (s)		29.0			22.2			15.9			9.4	
Approach LOS		C			C			B			A	

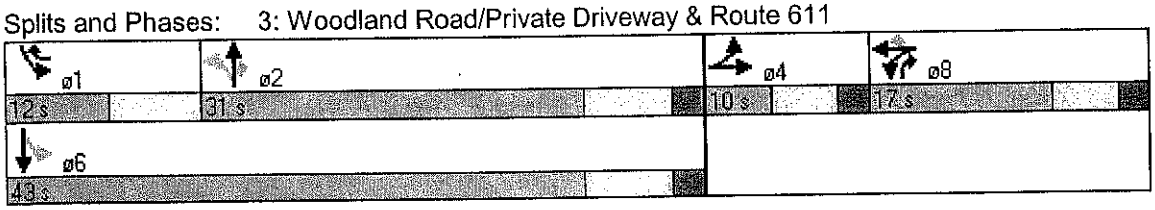
Intersection Summary				
HCM Average Control Delay	14.6	HCM Level of Service	B	
HCM Volume to Capacity ratio	0.69			
Actuated Cycle Length (s)	61.1	Sum of lost time (s)	16.0	
Intersection Capacity Utilization	63.5%	ICU Level of Service	B	
Analysis Period (min)	15			
c Critical Lane Group				

Lane Group	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Volume (vph)	2	348	7	139	5	1064	445	137	897
Lane Group Flow (vph)	16	196	203	156	5	1075	449	167	1103
Turn Type		Split		pm+ov	Perm		pm+ov	pm+pt	
Protected Phases	4	8	8	1		2	8	1	6
Permitted Phases				8	2		2	6	
Detector Phases	4	8	8	1	2	2	8	1	6
Minimum Initial (s)	4.0	7.0	7.0	4.0	10.0	10.0	7.0	4.0	10.0
Minimum Split (s)	10.0	13.0	13.0	9.5	17.5	17.5	13.0	9.5	17.5
Total Split (s)	10.0	17.0	17.0	12.0	31.0	31.0	17.0	12.0	43.0
Total Split (%)	14.3%	24.3%	24.3%	17.1%	44.3%	44.3%	24.3%	17.1%	61.4%
Yellow Time (s)	4.0	4.0	4.0	5.5	5.5	5.5	4.0	5.5	5.5
All-Red Time (s)	2.0	2.0	2.0	0.0	2.0	2.0	2.0	0.0	2.0
Lead/Lag				Lead	Lag	Lag		Lead	
Lead-Lag Optimize?				Yes	Yes	Yes		Yes	
Recall Mode	None	None	None	None	Min	Min	None	None	Min
v/c Ratio	0.09	0.53	0.55	0.21	0.03	0.71	0.33	0.48	0.51
Control Delay	26.0	28.0	28.5	3.7	12.2	16.8	1.1	11.6	7.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.0	28.0	28.5	3.7	12.2	16.8	1.1	11.6	7.6
Queue Length 50th (ft)	4	66	69	0	1	153	0	19	86
Queue Length 95th (ft)	12	#163	#171	33	8	285	14	59	167
Internal Link Dist (ft)	105		2012			2203			2327
Turn Bay Length (ft)		250		250	73		350	183	
Base Capacity (vph)	187	397	399	758	216	1638	1361	351	2345
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.49	0.51	0.21	0.02	0.66	0.33	0.48	0.47

Intersection Summary

Cycle Length: 70
Actuated Cycle Length: 55.7
Natural Cycle: 60
Control Type: Semi Act-Uncoord
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: Woodland Road/Private Driveway & Route 611



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↰	↑↱		↰	↑↱	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	13	13	12	12	12	11	12	12	11	12	12
Grade (%)		2%			8%			1%			-1%	
Storage Length (ft)	0		0	0		0	100		0	100		0
Storage Lanes	0		0	0		0	1		0	1		0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.865			0.882							
Flt Protected					0.997		0.950			0.950		
Satd. Flow (prot)	0	1648	0	0	1572	0	1702	3522	0	1670	3455	0
Flt Permitted					0.997		0.950			0.950		
Satd. Flow (perm)	0	1648	0	0	1572	0	1702	3522	0	1670	3455	0
Headway Factor	0.97	0.97	0.97	1.05	1.05	1.05	1.05	1.01	1.01	1.04	0.99	0.99
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		158			1027			2407			3261	
Travel Time (s)		3.1			20.0			36.5			49.4	
Volume (vph)	0	0	3	1	1	14	3	1202	1	11	1037	1
Peak Hour Factor	0.75	0.75	0.75	0.50	0.50	0.50	0.97	0.97	0.97	0.83	0.83	0.83
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	5%	5%	5%
Adj. Flow (vph)	0	0	4	2	2	28	3	1239	1	13	1249	1
Lane Group Flow (vph)	0	4	0	0	32	0	3	1240	0	13	1250	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 43.3%		ICU Level of Service A	
Analysis Period (min) 15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Free			Free	
Grade		2%			8%			1%			-1%	
Volume (veh/h)	0	0	3	1	1	14	3	1202	1	11	1037	1
Peak Hour Factor	0.75	0.75	0.75	0.50	0.50	0.50	0.97	0.97	0.97	0.83	0.83	0.83
Hourly flow rate (vph)	0	0	4	2	2	28	3	1239	1	13	1249	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1931	2523	625	1901	2523	620	1251			1240		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1931	2523	625	1901	2523	620	1251			1240		
tC, single (s)	7.5	6.5	6.9	7.6	6.6	6.9	4.1			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	99	95	92	93	99			98		
cM capacity (veh/h)	34	27	427	40	26	430	552			541		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	4	32	3	826	414	13	833	418
Volume Left	0	2	3	0	0	13	0	0
Volume Right	4	28	0	0	1	0	0	1
cSH	427	168	552	1700	1700	541	1700	1700
Volume to Capacity	0.01	0.19	0.01	0.49	0.24	0.02	0.49	0.25
Queue Length 95th (ft)	1	17	0	0	0	2	0	0
Control Delay (s)	13.5	31.4	11.6	0.0	0.0	11.8	0.0	0.0
Lane LOS	B	D	B			B		
Approach Delay (s)	13.5	31.4	0.0			0.1		
Approach LOS	B	D						

Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	43.3%	ICU Level of Service	A
Analysis Period (min)	15		

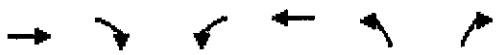
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	10	10	10	11	12	12	11	12	12
Grade (%)		0%			9%			2%			-5%	
Storage Length (ft)	0		0	0		0	100		0	100		0
Storage Lanes	0		0	0		0	1		0	1		0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.938			0.937			0.998			0.996	
Flt Protected		0.978			0.983		0.950			0.950		
Satd. Flow (prot)	0	1709	0	0	1529	0	1694	3497	0	1753	3613	0
Flt Permitted		0.978			0.983		0.950			0.950		
Satd. Flow (perm)	0	1709	0	0	1529	0	1694	3497	0	1753	3613	0
Headway Factor	1.00	1.00	1.00	1.16	1.16	1.16	1.06	1.01	1.01	1.01	0.97	0.97
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		294			1492			3261			2754	
Travel Time (s)		6.7			33.9			49.4			41.7	
Volume (vph)	20	4	20	12	7	16	31	1167	18	19	1017	31
Peak Hour Factor	0.90	0.90	0.90	0.75	0.90	0.75	0.90	0.97	0.97	0.77	0.77	0.90
Adj. Flow (vph)	22	4	22	16	8	21	34	1203	19	25	1321	34
Lane Group Flow (vph)	0	48	0	0	45	0	34	1222	0	25	1355	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 43.3%	ICU Level of Service A
Analysis Period (min) 15	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↰	↑↑↱		↰	↑↑↱	
Sign Control		Stop			Stop			Free			Free	
Grade		0%			9%			2%			-5%	
Volume (veh/h)	20	4	20	12	7	16	31	1167	18	19	1017	31
Peak Hour Factor	0.90	0.90	0.90	0.75	0.90	0.75	0.90	0.97	0.97	0.77	0.77	0.90
Hourly flow rate (vph)	22	4	22	16	8	21	34	1203	19	25	1321	34
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	2083	2678	678	2015	2686	611	1355			1222		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	2083	2678	678	2015	2686	611	1355			1222		
tC, single (s)	7.5	6.5	6.9	7.6	6.6	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	0	77	94	34	59	95	93			96		
cM capacity (veh/h)	18	19	395	24	19	436	504			566		

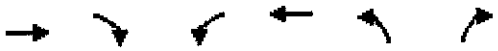
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	49	45	34	802	420	25	881	475
Volume Left	22	16	34	0	0	25	0	0
Volume Right	22	21	0	0	19	0	0	34
cSH	32	40	504	1700	1700	566	1700	1700
Volume to Capacity	1.51	1.12	0.07	0.47	0.25	0.04	0.52	0.28
Queue Length 95th (ft)	136	111	5	0	0	3	0	0
Control Delay (s)	527.4	334.5	12.7	0.0	0.0	11.6	0.0	0.0
Lane LOS	F	F	B			B		
Approach Delay (s)	527.4	334.5	0.3			0.2		
Approach LOS	F	F						

Intersection Summary			
Average Delay	15.2		
Intersection Capacity Utilization	43.3%	ICU Level of Service	A
Analysis Period (min)	15		



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↱	↰	↑	Y	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	14	11	11
Grade (%)	1%			-3%	0%	
Storage Length (ft)		250	100		0	0
Storage Lanes		1	1		1	0
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850			0.962	
Flt Protected			0.950		0.965	
Satd. Flow (prot)	1767	1602	1728	1941	1672	0
Flt Permitted			0.950		0.965	
Satd. Flow (perm)	1767	1602	1728	1941	1672	0
Headway Factor	1.01	0.92	0.98	0.90	1.04	1.04
Link Speed (mph)	40			40	25	
Link Distance (ft)	2092			650	499	
Travel Time (s)	35.7			11.1	13.6	
Volume (vph)	546	38	16	446	48	19
Peak Hour Factor	0.82	0.82	0.79	0.79	0.53	0.53
Heavy Vehicles (%)	7%	7%	6%	6%	2%	2%
Adj. Flow (vph)	666	46	20	565	91	36
Lane Group Flow (vph)	666	46	20	565	127	0
Sign Control	Free			Free	Stop	

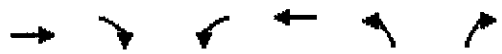
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 39.2%		ICU Level of Service A	
Analysis Period (min) 15			



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Free			Free	Stop	
Grade	1%			-3%	0%	
Volume (veh/h)	546	38	16	446	48	19
Peak Hour Factor	0.82	0.82	0.79	0.79	0.53	0.53
Hourly flow rate (vph)	666	46	20	565	91	36
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					TWLTL	
Median storage veh)					1	
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			712		1271	666
vC1, stage 1 conf vol					666	
vC2, stage 2 conf vol					605	
vCu, unblocked vol			712		1271	666
tC, single (s)			4.2		6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)			2.3		3.5	3.3
p0 queue free %			98		72	92
cM capacity (veh/h)			869		320	459

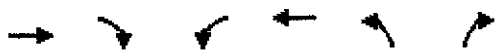
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1
Volume Total	666	46	20	565	126
Volume Left	0	0	20	0	91
Volume Right	0	46	0	0	36
cSH	1700	1700	869	1700	351
Volume to Capacity	0.39	0.03	0.02	0.33	0.36
Queue Length 95th (ft)	0	0	2	0	40
Control Delay (s)	0.0	0.0	9.2	0.0	20.9
Lane LOS			A		C
Approach Delay (s)	0.0		0.3		20.9
Approach LOS					C

Intersection Summary			
Average Delay	2.0		
Intersection Capacity Utilization	39.2%	ICU Level of Service	A
Analysis Period (min)	15		



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↱	↰	↑	⋔	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	14	10	10
Grade (%)	1%			1%	-1%	
Storage Length (ft)		250	100		0	0
Storage Lanes		1	1		1	0
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850			0.908	
Flt Protected			0.950		0.984	
Satd. Flow (prot)	1853	1680	1727	1939	1561	0
Flt Permitted			0.950		0.984	
Satd. Flow (perm)	1853	1680	1727	1939	1561	0
Headway Factor	1.01	0.92	1.01	0.92	1.09	1.09
Link Speed (mph)	40			40	35	
Link Distance (ft)	650			936	704	
Travel Time (s)	11.1			16.0	13.7	
Volume (vph)	532	33	57	424	38	80
Peak Hour Factor	0.72	0.72	0.80	0.80	0.90	0.90
Heavy Vehicles (%)	2%	2%	4%	4%	2%	2%
Adj. Flow (vph)	739	46	71	530	42	89
Lane Group Flow (vph)	739	46	71	530	131	0
Sign Control	Free			Free	Stop	

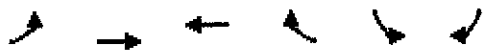
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 48.4%		ICU Level of Service A	
Analysis Period (min) 15			



Movement	EBL	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Free			Free	Stop	
Grade	1%			1%	-1%	
Volume (veh/h)	532	33	57	424	38	80
Peak Hour Factor	0.72	0.72	0.80	0.80	0.90	0.90
Hourly flow rate (vph)	739	46	71	530	42	89
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					TWLTL	
Median storage veh)					1	
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			785		1411	739
vC1, stage 1 conf vol					739	
vC2, stage 2 conf vol					672	
vCu, unblocked vol			785		1411	739
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)			2.2		3.5	3.3
p0 queue free %			91		85	79
cM capacity (veh/h)			825		277	417

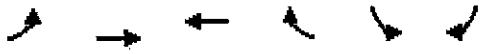
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1
Volume Total	739	46	71	530	131
Volume Left	0	0	71	0	42
Volume Right	0	46	0	0	89
cSH	1700	1700	825	1700	359
Volume to Capacity	0.43	0.03	0.09	0.31	0.37
Queue Length 95th (ft)	0	0	7	0	41
Control Delay (s)	0.0	0.0	9.8	0.0	20.7
Lane LOS			A		C
Approach Delay (s)	0.0		1.2		20.7
Approach LOS					C

Intersection Summary			
Average Delay	2.2		
Intersection Capacity Utilization	48.4%	ICU Level of Service	A
Analysis Period (min)	15		



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	14	14	10	10
Grade (%)		-4%	2%		-6%	
Storage Length (ft)	100			0	0	0
Storage Lanes	1			0	1	0
Turning Speed (mph)	15			9	15	9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999		0.973	
Flt Protected	0.950				0.962	
Satd. Flow (prot)	1805	2027	1927	0	1676	0
Flt Permitted	0.950				0.962	
Satd. Flow (perm)	1805	2027	1927	0	1676	0
Headway Factor	0.97	0.89	0.93	0.93	1.05	1.05
Link Speed (mph)		40	40		35	
Link Distance (ft)		936	400		1342	
Travel Time (s)		16.0	6.8		26.1	
Volume (vph)	2	610	479	5	8	2
Peak Hour Factor	0.84	0.84	0.77	0.77	0.50	0.50
Heavy Vehicles (%)	2%	2%	4%	4%	2%	2%
Adj. Flow (vph)	2	726	622	6	16	4
Lane Group Flow (vph)	2	726	628	0	20	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	42.1%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		-4%	2%		-6%	
Volume (veh/h)	2	610	479	5	8	2
Peak Hour Factor	0.84	0.84	0.77	0.77	0.50	0.50
Hourly flow rate (vph)	2	726	622	6	16	4
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					TWLTL	
Median storage veh)					1	
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	629				1356	625
vC1, stage 1 conf vol					625	
vC2, stage 2 conf vol					731	
vCu, unblocked vol	629				1356	625
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)	2.2				3.5	3.3
p0 queue free %	100				95	99
cM capacity (veh/h)	953				305	485

Direction, Lane #	EB 1	EB 2	WB 1	SB 1
Volume Total	2	726	629	20
Volume Left	2	0	0	16
Volume Right	0	0	6	4
cSH	953	1700	1700	329
Volume to Capacity	0.00	0.43	0.37	0.06
Queue Length 95th (ft)	0	0	0	5
Control Delay (s)	8.8	0.0	0.0	16.6
Lane LOS	A			C
Approach Delay (s)	0.0		0.0	16.6
Approach LOS				C

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	42.1%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	11	11	11	11
Grade (%)	-3%			-5%	4%	
Turning Speed (mph)	15	9	15			9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.992				0.920	
Flt Protected	0.955			0.997		
Satd. Flow (prot)	1672	0	0	1840	1608	0
Flt Permitted	0.955			0.997		
Satd. Flow (perm)	1672	0	0	1840	1608	0
Headway Factor	1.07	1.07	1.01	1.01	1.07	1.07
Link Speed (mph)	40			45	45	
Link Distance (ft)	1794			1439	1446	
Travel Time (s)	30.6			21.8	21.9	
Volume (vph)	158	10	11	152	127	187
Peak Hour Factor	0.82	0.82	0.96	0.96	0.81	0.81
Heavy Vehicles (%)	2%	2%	2%	2%	3%	3%
Adj. Flow (vph)	193	12	11	158	157	231
Lane Group Flow (vph)	205	0	0	169	388	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 34.2%		ICU Level of Service A	
Analysis Period (min) 15			

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	-3%			-5%	4%	
Volume (veh/h)	158	10	11	152	127	187
Peak Hour Factor	0.82	0.82	0.96	0.96	0.81	0.81
Hourly flow rate (vph)	193	12	11	158	157	231
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	453	272	388			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	453	272	388			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	66	98	99			
cM capacity (veh/h)	559	767	1171			

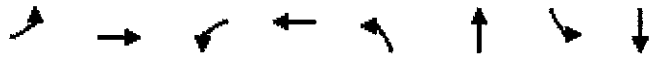
Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	205	170	388
Volume Left	193	11	0
Volume Right	12	0	231
cSH	568	1171	1700
Volume to Capacity	0.36	0.01	0.23
Queue Length 95th (ft)	41	1	0
Control Delay (s)	14.9	0.6	0.0
Lane LOS	B	A	
Approach Delay (s)	14.9	0.6	0.0
Approach LOS	B		

Intersection Summary			
Average Delay	4.1		
Intersection Capacity Utilization	34.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	11	11	10	11	11	11	11	11	8	8	8
Grade (%)		-4%			4%			1%			-1%	
Total Lost time (s)		4.0		4.0	4.0			4.0			4.0	
Lane Util. Factor		1.00		1.00	1.00			1.00			1.00	
Frt		0.98		1.00	1.00			0.89			0.97	
Flt Protected		1.00		0.95	1.00			0.99			0.99	
Satd. Flow (prot)		1801		1619	1764			1552			1556	
Flt Permitted		1.00		0.27	1.00			0.93			0.89	
Satd. Flow (perm)		1798		468	1764			1454			1393	
Volume (vph)	3	478	79	228	433	1	59	2	249	2	7	3
Peak-hour factor, PHF	0.86	0.86	0.86	0.98	0.98	0.98	0.87	0.87	0.87	0.60	0.60	0.60
Adj. Flow (vph)	3	556	92	233	442	1	68	2	286	3	12	5
RTOR Reduction (vph)	0	10	0	0	0	0	0	233	0	0	4	0
Lane Group Flow (vph)	0	641	0	233	443	0	0	123	0	0	16	0
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	4%	4%	4%	2%	2%	2%
Turn Type	Perm			pm+pt			Perm			Perm		
Protected Phases		2		1	6			8			4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)		21.1		31.4	31.4			8.5			8.5	
Effective Green, g (s)		23.1		33.4	33.4			9.5			9.5	
Actuated g/C Ratio		0.45		0.66	0.66			0.19			0.19	
Clearance Time (s)		6.0		6.0	6.0			5.0			5.0	
Vehicle Extension (s)		6.0		3.0	6.0			3.0			3.0	
Lane Grp Cap (vph)		816		450	1158			271			260	
v/s Ratio Prot				c0.06	0.25							
v/s Ratio Perm		c0.36		0.28				c0.08			0.01	
v/c Ratio		0.79		0.52	0.38			0.46			0.06	
Uniform Delay, d1		11.8		6.1	4.0			18.4			17.0	
Progression Factor		1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2		6.2		1.0	0.6			1.2			0.1	
Delay (s)		18.0		7.1	4.6			19.6			17.1	
Level of Service		B		A	A			B			B	
Approach Delay (s)		18.0			5.5			19.6			17.1	
Approach LOS		B			A			B			B	

Intersection Summary			
HCM Average Control Delay	13.3	HCM Level of Service	B
HCM Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	50.9	Sum of lost time (s)	12.0
Intersection Capacity Utilization	88.4%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

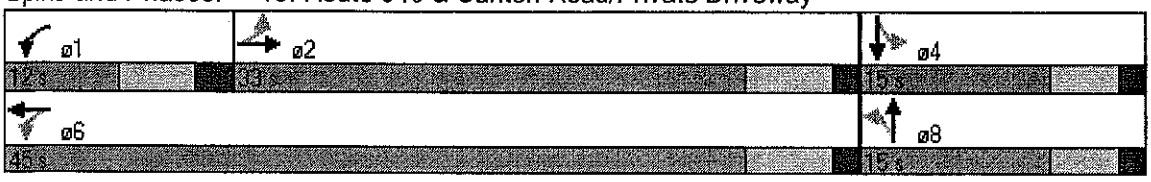


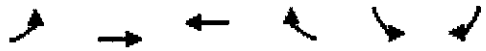
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	3	478	228	433	59	2	2	7
Lane Group Flow (vph)	0	651	233	443	0	356	0	20
Turn Type	Perm		pm+pt		Perm		Perm	
Protected Phases		2	1	6		8		4
Permitted Phases	2		6		8		4	
Detector Phases	2	2	1	6	8	8	4	4
Minimum Initial (s)	10.0	10.0	4.0	10.0	6.0	6.0	6.0	6.0
Minimum Split (s)	16.0	16.0	10.0	16.0	11.0	11.0	11.0	11.0
Total Split (s)	33.0	33.0	12.0	45.0	15.0	15.0	15.0	15.0
Total Split (%)	55.0%	55.0%	20.0%	75.0%	25.0%	25.0%	25.0%	25.0%
Yellow Time (s)	4.5	4.5	4.0	4.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	2.0	1.5	1.5	1.5	1.5	1.5
Lead/Lag	Lag	Lag	Lead					
Lead-Lag Optimize?	Yes	Yes	Yes					
Recall Mode	Min	Min	None	Min	None	None	None	None
v/c Ratio		0.77	0.49	0.40		0.70		0.07
Control Delay		16.4	7.4	5.0		13.1		18.4
Queue Delay		0.0	0.0	0.0		0.0		0.0
Total Delay		16.4	7.4	5.0		13.1		18.4
Queue Length 50th (ft)		166	23	51		21		4
Queue Length 95th (ft)		266	45	91		#112		13
Internal Link Dist (ft)		1322		1070		1366		73
Turn Bay Length (ft)			100					
Base Capacity (vph)		956	474	1243		549		319
Starvation Cap Reductn		0	0	0		0		0
Spillback Cap Reductn		0	0	0		0		0
Storage Cap Reductn		0	0	0		0		0
Reduced v/c Ratio		0.68	0.49	0.36		0.65		0.06

Intersection Summary

Cycle Length: 60
Actuated Cycle Length: 50.4
Natural Cycle: 60
Control Type: Semi Act-Uncoord
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 10: Route 940 & Carlton Road/Private Driveway





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	11	11	11	11	14	14
Grade (%)		-2%	2%		-4%	
Total Lost time (s)		4.0	4.0		4.0	
Lane Util. Factor		1.00	1.00		1.00	
Frt		1.00	0.99		0.87	
Flt Protected		0.97	1.00		1.00	
Satd. Flow (prot)		1766	1771		1725	
Flt Permitted		0.53	1.00		1.00	
Satd. Flow (perm)		970	1771		1725	
Volume (vph)	439	292	285	15	11	378
Peak-hour factor, PHF	0.89	0.89	0.93	0.93	0.80	0.80
Adj. Flow (vph)	493	328	306	16	14	472
RTOR Reduction (vph)	0	0	1	0	417	0
Lane Group Flow (vph)	0	821	321	0	69	0
Heavy Vehicles (%)	2%	2%	2%	2%	4%	4%
Turn Type	pm+pt					
Protected Phases	5	2	6		4	
Permitted Phases	2					
Actuated Green, G (s)		80.8	53.8		9.9	
Effective Green, g (s)		82.8	55.8		11.9	
Actuated g/C Ratio		0.81	0.54		0.12	
Clearance Time (s)		6.0	6.0		6.0	
Vehicle Extension (s)		6.0	6.0		3.0	
Lane Grp Cap (vph)		960	962		200	
v/s Ratio Prot		c0.19	0.18		c0.04	
v/s Ratio Perm		c0.50				
v/c Ratio		0.86	0.33		0.34	
Uniform Delay, d1		6.2	13.1		41.8	
Progression Factor		1.00	1.00		1.00	
Incremental Delay, d2		8.6	0.6		1.0	
Delay (s)		14.8	13.7		42.8	
Level of Service		B	B		D	
Approach Delay (s)		14.8	13.7		42.8	
Approach LOS		B	B		D	

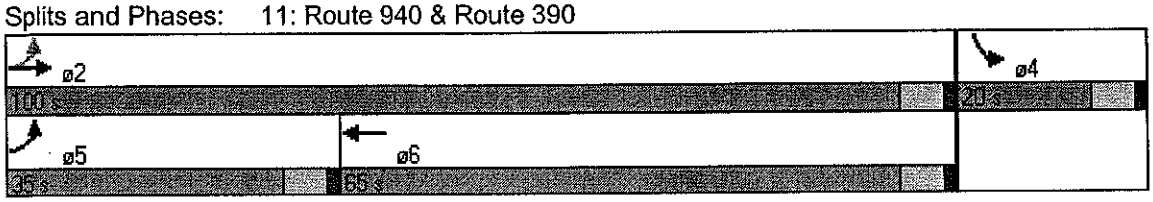
Intersection Summary			
HCM Average Control Delay	22.9	HCM Level of Service	C
HCM Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	102.7	Sum of lost time (s)	8.0
Intersection Capacity Utilization	89.6%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	WBT	SBL
Lane Configurations				
Volume (vph)	439	292	285	11
Lane Group Flow (vph)	0	821	322	486
Turn Type	pm+pt			
Protected Phases	5	2	6	4
Permitted Phases	2			
Detector Phases	5	2 5	6	4
Minimum Initial (s)	4.0	10.0	10.0	7.0
Minimum Split (s)	10.0	16.0	16.0	13.0
Total Split (s)	35.0	100.0	65.0	20.0
Total Split (%)	29.2%	83.3%	54.2%	16.7%
Yellow Time (s)	4.5	4.5	4.5	4.5
All-Red Time (s)	1.5	1.5	1.5	1.5
Lead/Lag	Lead		Lag	
Lead-Lag Optimize?	Yes		Yes	
Recall Mode	None	Min	Min	None
v/c Ratio		0.88	0.34	0.79
Control Delay		10.8	15.0	12.3
Queue Delay		0.0	0.0	0.0
Total Delay		10.8	15.0	12.3
Queue Length 50th (ft)		118	100	10
Queue Length 95th (ft)		286	211	54
Internal Link Dist (ft)		491	1298	1509
Turn Bay Length (ft)				
Base Capacity (vph)		1044	1040	671
Starvation Cap Reductn		0	0	0
Spillback Cap Reductn		0	0	0
Storage Cap Reductn		0	0	0
Reduced v/c Ratio		0.79	0.31	0.72

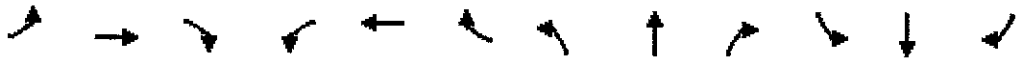
Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 103.8
Natural Cycle: 90
Control Type: Semi Act-Uncoord

Splits and Phases: 11: Route 940 & Route 390



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	8	8	8	11	11	11
Grade (%)		-2%			2%			-3%			-1%	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. 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
Frt		0.998			0.962			0.986			0.975	
Flt Protected		0.994			0.999			0.987			0.963	
Satd. Flow (prot)	0	1804	0	0	1713	0	0	1595	0	0	1699	0
Flt Permitted		0.994			0.999			0.987			0.963	
Satd. Flow (perm)	0	1804	0	0	1713	0	0	1595	0	0	1699	0
Headway Factor	1.03	1.03	1.03	1.06	1.06	1.06	1.18	1.18	1.18	1.04	1.04	1.04
Link Speed (mph)		45			45			35			45	
Link Distance (ft)		1662			865			282			1220	
Travel Time (s)		25.2			13.1			5.5			18.5	
Volume (vph)	38	261	4	5	274	109	4	10	2	86	4	21
Peak Hour Factor	0.90	0.90	0.90	0.84	0.84	0.84	0.80	0.80	0.80	0.87	0.87	0.87
Adj. Flow (vph)	42	290	4	6	326	130	5	13	3	99	5	24
Lane Group Flow (vph)	0	336	0	0	462	0	0	19	0	0	128	0
Sign Control		Free			Free			Stop			Stop	

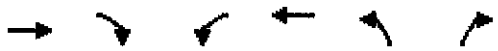
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 57.5%		ICU Level of Service B	
Analysis Period (min) 15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Sign Control		Free			Free			Stop			Stop	
Grade		-2%			2%			-3%			-1%	
Volume (veh/h)	38	261	4	5	274	109	4	10	2	86	4	21
Peak Hour Factor	0.90	0.90	0.90	0.84	0.84	0.84	0.80	0.80	0.80	0.87	0.87	0.87
Hourly flow rate (vph)	42	290	4	6	326	130	5	12	2	99	5	24
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	456			294			806	845	292	788	782	391
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	456			294			806	845	292	788	782	391
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	96			100			98	96	100	66	99	96
cM capacity (veh/h)	1105			1267			277	287	747	288	312	658

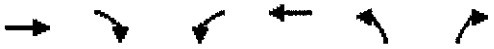
Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	337	462	20	128
Volume Left	42	6	5	99
Volume Right	4	130	2	24
cSH	1105	1267	308	323
Volume to Capacity	0.04	0.00	0.06	0.39
Queue Length 95th (ft)	3	0	5	46
Control Delay (s)	1.4	0.2	17.5	23.2
Lane LOS	A	A	C	C
Approach Delay (s)	1.4	0.2	17.5	23.2
Approach LOS			C	C

Intersection Summary			
Average Delay	4.1		
Intersection Capacity Utilization	57.5%	ICU Level of Service	B
Analysis Period (min)	15		



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↱	↰	↑	↰	↱
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	14	12	14
Grade (%)	-3%			2%	0%	
Storage Length (ft)		250	100		0	0
Storage Lanes		1	1		1	1
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	1891	1714	1752	1967	1770	1689
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	1891	1714	1752	1967	1770	1689
Headway Factor	0.98	0.90	1.01	0.93	1.00	0.92
Link Speed (mph)	40			40	20	
Link Distance (ft)	863			1227	233	
Travel Time (s)	14.7			20.9	7.9	
Volume (vph)	238	380	24	300	184	30
Peak Hour Factor	0.82	0.90	0.90	0.75	0.90	0.90
Adj. Flow (vph)	290	422	27	400	204	33
Lane Group Flow (vph)	290	422	27	400	204	33
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 36.1%		ICU Level of Service A	
Analysis Period (min) 15			



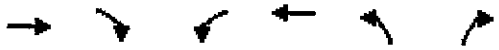
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Free			Free	Stop	
Grade	-3%			2%	0%	
Volume (veh/h)	238	380	24	300	184	30
Peak Hour Factor	0.82	0.90	0.90	0.75	0.90	0.90
Hourly flow rate (vph)	290	422	27	400	204	33
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			290		744	290
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			290		744	290
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			98		45	96
cM capacity (veh/h)			1272		374	749

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2
Volume Total	290	422	27	400	204	33
Volume Left	0	0	27	0	204	0
Volume Right	0	422	0	0	0	33
cSH	1700	1700	1272	1700	374	749
Volume to Capacity	0.17	0.25	0.02	0.24	0.55	0.04
Queue Length 95th (ft)	0	0	2	0	79	3
Control Delay (s)	0.0	0.0	7.9	0.0	25.6	10.0
Lane LOS			A		D	B
Approach Delay (s)	0.0		0.5		23.4	
Approach LOS					C	

Intersection Summary				
Average Delay	4.2			
Intersection Capacity Utilization	36.1%	ICU Level of Service		A
Analysis Period (min)	15			

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	14	12	14
Grade (%)	-3%			2%	0%	
Storage Length (ft)		250	100		0	0
Storage Lanes		1	1		1	1
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	1891	1714	1752	1967	1770	1689
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	1891	1714	1752	1967	1770	1689
Headway Factor	0.98	0.90	1.01	0.93	1.00	0.92
Link Speed (mph)	40			40	20	
Link Distance (ft)	1227			2146	250	
Travel Time (s)	20.9			36.6	8.5	
Volume (vph)	138	130	58	140	184	30
Peak Hour Factor	0.82	0.90	0.90	0.75	0.90	0.90
Adj. Flow (vph)	168	144	64	187	204	33
Lane Group Flow (vph)	168	144	64	187	204	33
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 30.8%		ICU Level of Service A	
Analysis Period (min) 15			



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Free			Free	Stop	
Grade	-3%			2%	0%	
Volume (veh/h)	138	130	58	140	184	30
Peak Hour Factor	0.82	0.90	0.90	0.75	0.90	0.90
Hourly flow rate (vph)	168	144	64	187	204	33
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			168		484	168
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			168		484	168
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			95		60	96
cM capacity (veh/h)			1409		517	876

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2
Volume Total	168	144	64	187	204	33
Volume Left	0	0	64	0	204	0
Volume Right	0	144	0	0	0	33
cSH	1700	1700	1409	1700	517	876
Volume to Capacity	0.10	0.08	0.05	0.11	0.40	0.04
Queue Length 95th (ft)	0	0	4	0	47	3
Control Delay (s)	0.0	0.0	7.7	0.0	16.4	9.3
Lane LOS			A		C	A
Approach Delay (s)	0.0		2.0		15.4	
Approach LOS					C	

Intersection Summary			
Average Delay	5.2		
Intersection Capacity Utilization	30.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	13	12	11	11	11	12
Grade (%)	-6%		-2%			-5%
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0
Lane Util. Factor	1.00	1.00	0.95		1.00	0.95
Frt	1.00	0.85	0.98		1.00	1.00
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1883	1631	3391		1753	3628
Flt Permitted	0.95	1.00	1.00		0.07	1.00
Satd. Flow (perm)	1883	1631	3391		120	3628
Volume (vph)	148	66	1570	223	70	1312
Peak-hour factor, PHF	0.90	0.90	0.94	0.94	0.94	0.94
Adj. Flow (vph)	164	73	1670	237	74	1396
RTOR Reduction (vph)	0	63	0	0	0	0
Lane Group Flow (vph)	164	10	1907	0	74	1396
Turn Type		Perm			pm+pt	
Protected Phases	8		2		1	6
Permitted Phases		8			6	
Actuated Green, G (s)	8.7	8.7	53.3		63.2	63.2
Effective Green, g (s)	11.7	11.7	57.3		67.2	67.2
Actuated g/C Ratio	0.13	0.13	0.66		0.77	0.77
Clearance Time (s)	7.0	7.0	8.0		6.0	8.0
Vehicle Extension (s)	3.0	3.0	6.0		3.0	6.0
Lane Grp Cap (vph)	254	220	2236		204	2806
v/s Ratio Prot	c0.09		c0.56		0.02	c0.38
v/s Ratio Perm		0.01			0.26	
v/c Ratio	0.65	0.04	0.85		0.36	0.50
Uniform Delay, d1	35.6	32.7	11.5		12.9	3.6
Progression Factor	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	5.5	0.1	3.9		1.1	0.4
Delay (s)	41.2	32.8	15.4		14.0	4.0
Level of Service	D	C	B		B	A
Approach Delay (s)	38.6		15.4			4.5
Approach LOS	D		B			A

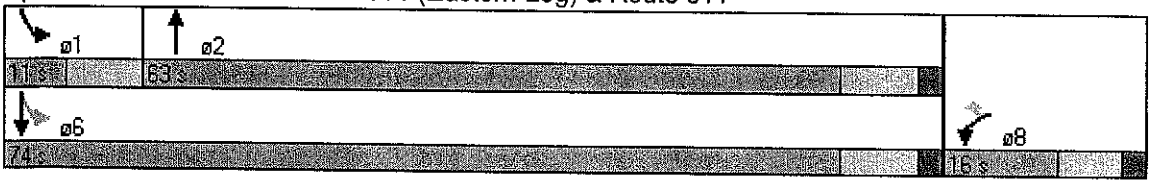
Intersection Summary			
HCM Average Control Delay	12.5	HCM Level of Service	B
HCM Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	86.9	Sum of lost time (s)	12.0
Intersection Capacity Utilization	72.6%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Configurations					
Volume (vph)	148	66	1570	70	1312
Lane Group Flow (vph)	164	73	1907	74	1396
Turn Type		Perm		pm+pt	
Protected Phases	8		2	1	6
Permitted Phases		8		6	
Detector Phases	8	8	2	1	6
Minimum Initial (s)	1.0	1.0	15.0	1.0	15.0
Minimum Split (s)	8.0	8.0	23.0	7.0	23.0
Total Split (s)	16.0	16.0	63.0	11.0	74.0
Total Split (%)	17.8%	17.8%	70.0%	12.2%	82.2%
Yellow Time (s)	5.0	5.0	6.0	6.0	6.0
All-Red Time (s)	2.0	2.0	2.0	0.0	2.0
Lead/Lag			Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	
Recall Mode	None	None	Min	None	Min
v/c Ratio	0.64	0.26	0.84	0.34	0.50
Control Delay	46.8	11.5	15.8	9.5	4.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	46.8	11.5	15.8	9.5	4.4
Queue Length 50th (ft)	90	0	398	8	116
Queue Length 95th (ft)	#169	38	520	31	148
Internal Link Dist (ft)	1091		2024		1031
Turn Bay Length (ft)		72		175	
Base Capacity (vph)	264	291	2294	218	2832
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.62	0.25	0.83	0.34	0.49

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 85.7
Natural Cycle: 60
Control Type: Semi Act-Uncoord
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: Route 314 (Eastern Leg) & Route 611



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	12	12	12
Grade (%)	4%			7%	-6%	
Storage Length (ft)	50	0	143			0
Storage Lanes	1	1	1			0
Turning Speed (mph)	15	9	15			9
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt		0.850			0.995	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1587	1420	1708	3415	3627	0
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	1587	1420	1708	3415	3627	0
Headway Factor	1.12	1.12	1.05	1.05	0.96	0.96
Link Speed (mph)	40			45	45	
Link Distance (ft)	3960			1111	2283	
Travel Time (s)	67.5			16.8	34.6	
Volume (vph)	50	135	158	1478	1247	44
Peak Hour Factor	0.96	0.96	0.96	0.96	0.97	0.97
Heavy Vehicles (%)	4%	4%	2%	2%	2%	2%
Adj. Flow (vph)	52	141	165	1540	1286	45
Lane Group Flow (vph)	52	141	165	1540	1331	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 58.0%		ICU Level of Service B	
Analysis Period (min) 15			

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	4%			7%	-6%	
Volume (veh/h)	50	135	158	1478	1247	44
Peak Hour Factor	0.96	0.96	0.96	0.96	0.97	0.97
Hourly flow rate (vph)	52	141	165	1540	1286	45
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)				1111		
pX, platoon unblocked	0.56					
vC, conflicting volume	2407	665	1331			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2730	665	1331			
tC, single (s)	6.9	7.0	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	0	65	68			
cM capacity (veh/h)	6	397	514			

Direction, Lane #	EB 1	EB 2	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	52	141	165	770	770	857	474
Volume Left	52	0	165	0	0	0	0
Volume Right	0	141	0	0	0	0	45
cSH	6	397	514	1700	1700	1700	1700
Volume to Capacity	8.69	0.35	0.32	0.45	0.45	0.50	0.28
Queue Length 95th (ft)	Err	39	34	0	0	0	0
Control Delay (s)	Err	18.9	15.3	0.0	0.0	0.0	0.0
Lane LOS	F	C	C				
Approach Delay (s)	2716.3		1.5			0.0	
Approach LOS	F						

Intersection Summary			
Average Delay	162.9		
Intersection Capacity Utilization	58.0%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	15	15	15	12	12	14	11	12	14	11	12	12
Grade (%)		6%			5%			3%			-7%	
Total Lost time (s)		4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor		1.00		0.95	0.95	1.00	1.00	0.95	1.00	1.00	0.95	
Frt		0.91		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	
Flt Protected		0.99		0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1783		1639	1645	1647	1685	3486	1664	1770	3655	
Flt Permitted		0.99		0.95	0.95	1.00	0.30	1.00	1.00	0.14	1.00	
Satd. Flow (perm)		1783		1639	1645	1647	531	3486	1664	265	3655	
Volume (vph)	5	1	13	354	4	77	14	1064	450	93	924	14
Peak-hour factor, PHF	0.61	0.61	0.61	0.92	0.92	0.92	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	8	2	21	385	4	84	14	1086	459	95	943	14
RTOR Reduction (vph)	0	20	0	0	0	59	0	0	188	0	1	0
Lane Group Flow (vph)	0	11	0	193	196	25	14	1086	271	95	956	0
Turn Type	Split			Split		pm+ov	Perm		pm+ov	pm+pt		
Protected Phases	4	4		8	8	1		2	8	1	6	
Permitted Phases						8	2		2	6		
Actuated Green, G (s)		1.3		10.5	10.5	15.1	20.6	20.6	31.1	30.7	30.7	
Effective Green, g (s)		3.3		12.5	12.5	18.6	24.1	24.1	36.6	34.2	34.2	
Actuated g/C Ratio		0.05		0.20	0.20	0.30	0.39	0.39	0.59	0.55	0.55	
Clearance Time (s)		6.0		6.0	6.0	5.5	7.5	7.5	6.0	5.5	7.5	
Vehicle Extension (s)		3.0		3.0	3.0	3.0	5.0	5.0	3.0	3.0	5.0	
Lane Grp Cap (vph)		95		330	332	600	206	1355	982	294	2016	
v/s Ratio Prot		c0.01		0.12	c0.12	0.00		c0.31	0.06	0.03	c0.26	
v/s Ratio Perm						0.01	0.03		0.11	0.15		
v/c Ratio		0.12		0.58	0.59	0.04	0.07	0.80	0.28	0.32	0.47	
Uniform Delay, d1		28.0		22.4	22.4	15.4	11.9	16.8	6.2	9.5	8.4	
Progression Factor		1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		0.6		2.6	2.8	0.0	0.3	4.0	0.2	0.6	0.4	
Delay (s)		28.5		25.0	25.2	15.4	12.2	20.8	6.4	10.1	8.8	
Level of Service		C		C	C	B	B	C	A	B	A	
Approach Delay (s)		28.5			23.4			16.5			8.9	
Approach LOS		C			C			B			A	

Intersection Summary			
HCM Average Control Delay	15.1	HCM Level of Service	B
HCM Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	62.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	61.1%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Volume (vph)	1	354	4	77	14	1064	450	93	924
Lane Group Flow (vph)	31	193	196	84	14	1086	459	95	957
Turn Type		Split		pm+ov	Perm		pm+ov	pm+pt	
Protected Phases	4	8	8	1		2	8	1	6
Permitted Phases				8	2		2	6	
Detector Phases	4	8	8	1	2	2	8	1	6
Minimum Initial (s)	4.0	7.0	7.0	4.0	10.0	10.0	7.0	4.0	10.0
Minimum Split (s)	10.0	13.0	13.0	9.5	17.5	17.5	13.0	9.5	17.5
Total Split (s)	10.0	17.0	17.0	12.0	31.0	31.0	17.0	12.0	43.0
Total Split (%)	14.3%	24.3%	24.3%	17.1%	44.3%	44.3%	24.3%	17.1%	61.4%
Yellow Time (s)	4.0	4.0	4.0	5.5	5.5	5.5	4.0	5.5	5.5
All-Red Time (s)	2.0	2.0	2.0	0.0	2.0	2.0	2.0	0.0	2.0
Lead/Lag				Lead	Lag	Lag		Lead	
Lead-Lag Optimize?				Yes	Yes	Yes		Yes	
Recall Mode	None	None	None	None	Min	Min	None	None	Min
v/c Ratio	0.16	0.54	0.54	0.12	0.06	0.74	0.35	0.28	0.46
Control Delay	19.4	29.7	29.8	4.7	14.0	18.6	1.2	8.4	8.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.4	29.7	29.8	4.7	14.0	18.6	1.2	8.4	8.1
Queue Length 50th (ft)	3	65	66	0	3	155	0	10	71
Queue Length 95th (ft)	16	#163	#166	26	15	290	14	37	161
Internal Link Dist (ft)	105		2012			2203			2327
Turn Bay Length (ft)		250		250	73		350	183	
Base Capacity (vph)	194	386	388	674	242	1595	1327	341	2275
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.16	0.50	0.51	0.12	0.06	0.68	0.35	0.28	0.42

Intersection Summary

Cycle Length: 70

Actuated Cycle Length: 57.7

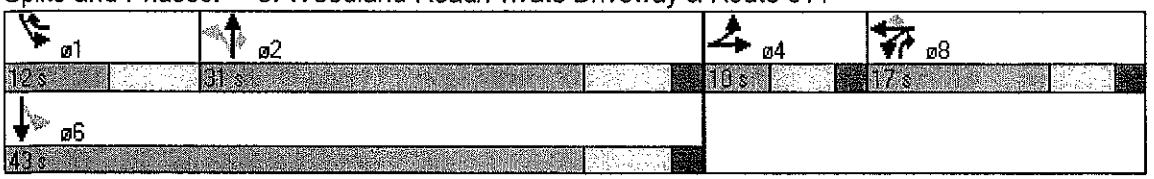
Natural Cycle: 60

Control Type: Semi Act-Uncoord

\# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 3: Woodland Road/Private Driveway & Route 611



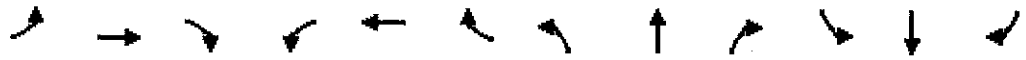
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↰	↑↑↱		↰	↑↑↱	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	13	13	12	12	12	11	12	12	11	12	12
Grade (%)		2%			8%			1%			-1%	
Storage Length (ft)	0		0	0		0	100		0	100		0
Storage Lanes	0		0	0		0	1		0	1		0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.899			0.918							
Flt Protected		0.988			0.993		0.950			0.950		
Satd. Flow (prot)	0	1693	0	0	1630	0	1702	3522	0	1719	3557	0
Flt Permitted		0.988			0.993		0.950			0.950		
Satd. Flow (perm)	0	1693	0	0	1630	0	1702	3522	0	1719	3557	0
Headway Factor	0.97	0.97	0.97	1.05	1.05	1.05	1.05	1.01	1.01	1.04	0.99	0.99
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		158			1027			2407			3261	
Travel Time (s)		3.1			20.0			36.5			49.4	
Volume (vph)	1	0	3	3	6	14	6	1140	1	7	1025	1
Peak Hour Factor	0.50	0.50	0.50	0.39	0.39	0.39	0.92	0.92	0.92	0.89	0.89	0.89
Adj. Flow (vph)	2	0	6	8	15	36	7	1239	1	8	1152	1
Lane Group Flow (vph)	0	8	0	0	59	0	7	1240	0	8	1153	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 41.5%	ICU Level of Service A
Analysis Period (min) 15	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Free			Free	
Grade		2%			8%			1%			-1%	
Volume (veh/h)	1	0	3	3	6	14	6	1140	1	7	1025	1
Peak Hour Factor	0.50	0.50	0.50	0.39	0.39	0.39	0.92	0.92	0.92	0.89	0.89	0.89
Hourly flow rate (vph)	2	0	6	8	15	36	7	1239	1	8	1152	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1844	2421	576	1850	2421	620	1153			1240		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1844	2421	576	1850	2421	620	1153			1240		
tC, single (s)	7.5	6.5	6.9	7.6	6.6	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	92	100	99	83	50	92	99			99		
cM capacity (veh/h)	25	31	460	44	31	430	602			557		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	8	59	7	826	414	8	768	385
Volume Left	2	8	7	0	0	8	0	0
Volume Right	6	36	0	0	1	0	0	1
cSH	87	78	602	1700	1700	557	1700	1700
Volume to Capacity	0.09	0.76	0.01	0.49	0.24	0.01	0.45	0.23
Queue Length 95th (ft)	7	92	1	0	0	1	0	0
Control Delay (s)	50.6	133.7	11.0	0.0	0.0	11.6	0.0	0.0
Lane LOS	F	F	B			B		
Approach Delay (s)	50.6	133.7	0.1			0.1		
Approach LOS	F	F						

Intersection Summary			
Average Delay	3.4		
Intersection Capacity Utilization	41.5%	ICU Level of Service	A
Analysis Period (min)	15		



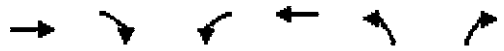
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	10	10	10	11	12	12	11	12	12
Grade (%)		0%			9%			2%			-5%	
Storage Length (ft)	0		0	0		0	100		0	100		0
Storage Lanes	0		0	0		0	1		0	1		0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.940			0.960			0.996			0.996	
Flt Protected		0.978			0.971		0.950			0.950		
Satd. Flow (prot)	0	1712	0	0	1548	0	1694	3490	0	1753	3613	0
Flt Permitted		0.978			0.971		0.950			0.950		
Satd. Flow (perm)	0	1712	0	0	1548	0	1694	3490	0	1753	3613	0
Headway Factor	1.00	1.00	1.00	1.16	1.16	1.16	1.06	1.01	1.01	1.01	0.97	0.97
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		294			1492			3261			2754	
Travel Time (s)		6.7			33.9			49.4			41.7	
Volume (vph)	28	6	27	31	6	15	25	1097	33	14	975	26
Peak Hour Factor	0.90	0.90	0.90	0.72	0.90	0.72	0.90	0.94	0.94	0.95	0.95	0.90
Adj. Flow (vph)	31	7	30	43	7	21	28	1167	35	15	1026	29
Lane Group Flow (vph)	0	68	0	0	71	0	28	1202	0	15	1055	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 42.2%		ICU Level of Service A	
Analysis Period (min) 15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↰	↑↱		↰	↑↱	
Sign Control		Stop			Stop			Free			Free	
Grade		0%			9%			2%			-5%	
Volume (veh/h)	28	6	27	31	6	15	25	1097	33	14	975	26
Peak Hour Factor	0.90	0.90	0.90	0.72	0.90	0.72	0.90	0.94	0.94	0.95	0.95	0.90
Hourly flow rate (vph)	31	7	30	43	7	21	28	1167	35	15	1026	29
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1733	2328	528	1816	2325	601	1055			1202		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1733	2328	528	1816	2325	601	1055			1202		
tC, single (s)	7.5	6.5	6.9	7.6	6.6	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	28	80	94	0	80	95	96			97		
cM capacity (veh/h)	43	34	495	37	34	443	656			576		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	68	71	28	778	424	15	684	371
Volume Left	31	43	28	0	0	15	0	0
Volume Right	30	21	0	0	35	0	0	29
cSH	70	50	656	1700	1700	576	1700	1700
Volume to Capacity	0.97	1.42	0.04	0.46	0.25	0.03	0.40	0.22
Queue Length 95th (ft)	123	165	3	0	0	2	0	0
Control Delay (s)	201.8	406.0	10.7	0.0	0.0	11.4	0.0	0.0
Lane LOS	F	F	B			B		
Approach Delay (s)	201.8	406.0	0.2			0.2		
Approach LOS	F	F						

Intersection Summary			
Average Delay	17.6		
Intersection Capacity Utilization	42.2%	ICU Level of Service	A
Analysis Period (min)	15		



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↱	↰	↑	⋎	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	14	11	11
Grade (%)	1%			-3%	0%	
Storage Length (ft)		250	100		0	0
Storage Lanes		1	1		1	0
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				
Flt Protected			0.950		0.950	
Satd. Flow (prot)	1853	1680	1796	2017	1711	0
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	1853	1680	1796	2017	1711	0
Headway Factor	1.01	0.92	0.98	0.90	1.04	1.04
Link Speed (mph)	40			40	25	
Link Distance (ft)	2092			650	499	
Travel Time (s)	35.7			11.1	13.6	
Volume (vph)	537	6	2	430	5	0
Peak Hour Factor	0.92	0.92	0.90	0.90	0.63	0.63
Adj. Flow (vph)	584	7	2	478	8	0
Lane Group Flow (vph)	584	7	2	478	8	0
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 38.3%		ICU Level of Service A	
Analysis Period (min) 15			

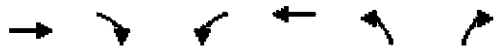
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Free			Free	Stop	
Grade	1%			-3%	0%	
Volume (veh/h)	537	6	2	430	5	0
Peak Hour Factor	0.92	0.92	0.90	0.90	0.63	0.63
Hourly flow rate (vph)	584	7	2	478	8	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					TWLTL	
Median storage veh)					1	
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			590		1066	584
vC1, stage 1 conf vol					584	
vC2, stage 2 conf vol					482	
vCu, unblocked vol			590		1066	584
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)			2.2		3.5	3.3
p0 queue free %			100		98	100
cM capacity (veh/h)			985		379	512

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1
Volume Total	584	7	2	478	8
Volume Left	0	0	2	0	8
Volume Right	0	7	0	0	0
cSH	1700	1700	985	1700	379
Volume to Capacity	0.34	0.00	0.00	0.28	0.02
Queue Length 95th (ft)	0	0	0	0	2
Control Delay (s)	0.0	0.0	8.7	0.0	14.7
Lane LOS			A		B
Approach Delay (s)	0.0		0.0		14.7
Approach LOS					B

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	38.3%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↱	↰	↑	⋎	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	14	10	10
Grade (%)	1%			1%	-1%	
Storage Length (ft)		250	100		0	0
Storage Lanes		1	1		1	0
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850			0.869	
Flt Protected			0.950		0.999	
Satd. Flow (prot)	1853	1680	1761	1977	1517	0
Flt Permitted			0.950		0.999	
Satd. Flow (perm)	1853	1680	1761	1977	1517	0
Headway Factor	1.01	0.92	1.01	0.92	1.09	1.09
Link Speed (mph)	40			40	35	
Link Distance (ft)	650			936	704	
Travel Time (s)	11.1			16.0	13.7	
Volume (vph)	535	2	58	430	2	74
Peak Hour Factor	0.81	0.81	0.85	0.85	0.50	0.50
Adj. Flow (vph)	660	2	68	506	4	148
Lane Group Flow (vph)	660	2	68	506	152	0
Sign Control	Free			Free	Stop	

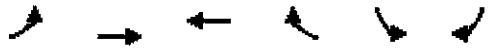
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 46.2%		ICU Level of Service A	
Analysis Period (min) 15			



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Free			Free	Stop	
Grade	1%			1%	-1%	
Volume (veh/h)	535	2	58	430	2	74
Peak Hour Factor	0.81	0.81	0.85	0.85	0.50	0.50
Hourly flow rate (vph)	660	2	68	506	4	148
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					TWLTL	
Median storage veh)					1	
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			663		1303	660
vC1, stage 1 conf vol					660	
vC2, stage 2 conf vol					642	
vCu, unblocked vol			663		1303	660
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)			2.2		3.5	3.3
p0 queue free %			93		99	68
cM capacity (veh/h)			926		303	463

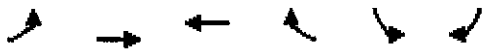
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1
Volume Total	660	2	68	506	152
Volume Left	0	0	68	0	4
Volume Right	0	2	0	0	148
cSH	1700	1700	926	1700	456
Volume to Capacity	0.39	0.00	0.07	0.30	0.33
Queue Length 95th (ft)	0	0	6	0	36
Control Delay (s)	0.0	0.0	9.2	0.0	16.8
Lane LOS			A		C
Approach Delay (s)	0.0		1.1		16.8
Approach LOS					C

Intersection Summary			
Average Delay	2.3		
Intersection Capacity Utilization	46.2%	ICU Level of Service	A
Analysis Period (min)	15		



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	14	14	10	10
Grade (%)		-4%	2%		-6%	
Storage Length (ft)	100			0	0	0
Storage Lanes	1			0	1	0
Turning Speed (mph)	15			9	15	9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.996		0.976	
Flt Protected	0.950				0.960	
Satd. Flow (prot)	1805	2027	1959	0	1678	0
Flt Permitted	0.950				0.960	
Satd. Flow (perm)	1805	2027	1959	0	1678	0
Headway Factor	0.97	0.89	0.93	0.93	1.05	1.05
Link Speed (mph)		40	40		35	
Link Distance (ft)		936	400		1342	
Travel Time (s)		16.0	6.8		26.1	
Volume (vph)	2	607	486	15	9	2
Peak Hour Factor	0.95	0.95	0.93	0.93	0.63	0.63
Adj. Flow (vph)	2	639	523	16	14	3
Lane Group Flow (vph)	2	639	539	0	17	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 41.9%		ICU Level of Service A	
Analysis Period (min) 15			



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		-4%	2%		-6%	
Volume (veh/h)	2	607	486	15	9	2
Peak Hour Factor	0.95	0.95	0.93	0.93	0.63	0.63
Hourly flow rate (vph)	2	639	523	16	14	3
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					TWLTL	
Median storage veh)					1	
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	539				1174	531
vC1, stage 1 conf vol					531	
vC2, stage 2 conf vol					643	
vCu, unblocked vol	539				1174	531
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)	2.2				3.5	3.3
p0 queue free %	100				96	99
cM capacity (veh/h)	1030				350	549

Direction, Lane #	EB 1	EB 2	WB 1	SB 1
Volume Total	2	639	539	17
Volume Left	2	0	0	14
Volume Right	0	0	16	3
cSH	1030	1700	1700	374
Volume to Capacity	0.00	0.38	0.32	0.05
Queue Length 95th (ft)	0	0	0	4
Control Delay (s)	8.5	0.0	0.0	15.1
Lane LOS	A			C
Approach Delay (s)	0.0		0.0	15.1
Approach LOS				C

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	41.9%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	WBL	WBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	11	11	11	11
Grade (%)	-3%			-5%	4%	
Turning Speed (mph)	15	9	15			9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.994				0.920	
Flt Protected	0.954			0.996		
Satd. Flow (prot)	1673	0	0	1838	1623	0
Flt Permitted	0.954			0.996		
Satd. Flow (perm)	1673	0	0	1838	1623	0
Headway Factor	1.07	1.07	1.01	1.01	1.07	1.07
Link Speed (mph)	40			45	45	
Link Distance (ft)	1794			1439	1446	
Travel Time (s)	30.6			21.8	21.9	
Volume (vph)	132	6	10	110	102	149
Peak Hour Factor	0.82	0.82	0.75	0.75	0.86	0.86
Adj. Flow (vph)	161	7	13	147	119	173
Lane Group Flow (vph)	168	0	0	160	292	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 28.8%		ICU Level of Service A	
Analysis Period (min) 15			

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	-3%			-5%	4%	
Volume (veh/h)	132	6	10	110	102	149
Peak Hour Factor	0.82	0.82	0.75	0.75	0.86	0.86
Hourly flow rate (vph)	161	7	13	147	119	173
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	379	205	292			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	379	205	292			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	74	99	99			
cM capacity (veh/h)	617	835	1270			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	168	160	292
Volume Left	161	13	0
Volume Right	7	0	173
cSH	624	1270	1700
Volume to Capacity	0.27	0.01	0.17
Queue Length 95th (ft)	27	1	0
Control Delay (s)	12.9	0.7	0.0
Lane LOS	B	A	
Approach Delay (s)	12.9	0.7	0.0
Approach LOS	B		

Intersection Summary			
Average Delay	3.7		
Intersection Capacity Utilization	28.8%	ICU Level of Service	A
Analysis Period (min)	15		

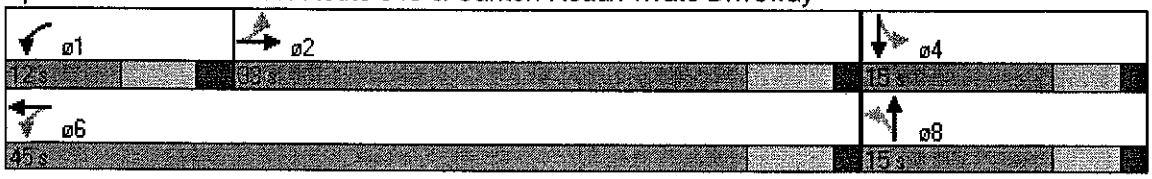
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↰	↕			↕			↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	11	11	10	11	11	11	11	11	8	8	8
Grade (%)		-4%			4%			1%			-1%	
Total Lost time (s)		4.0		4.0	4.0			4.0			4.0	
Lane Util. Factor		1.00		1.00	1.00			1.00			1.00	
Frt		0.98		1.00	1.00			0.89			0.88	
Flt Protected		1.00		0.95	1.00			0.99			0.99	
Satd. Flow (prot)		1806		1619	1765			1582			1422	
Flt Permitted		1.00		0.32	1.00			0.93			0.93	
Satd. Flow (perm)		1800		546	1765			1486			1328	
Volume (vph)	3	390	55	196	395	0	47	1	194	1	0	6
Peak-hour factor, PHF	0.84	0.84	0.84	0.93	0.93	0.93	0.71	0.71	0.71	0.88	0.88	0.88
Adj. Flow (vph)	4	464	65	211	425	0	66	1	273	1	0	7
RTOR Reduction (vph)	0	9	0	0	0	0	0	221	0	0	6	0
Lane Group Flow (vph)	0	524	0	211	425	0	0	119	0	0	2	0
Turn Type	Perm			pm+pt			Perm			Perm		
Protected Phases		2		1	6			8			4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)		19.1		29.5	29.5			8.2			8.2	
Effective Green, g (s)		21.1		31.5	31.5			9.2			9.2	
Actuated g/C Ratio		0.43		0.65	0.65			0.19			0.19	
Clearance Time (s)		6.0		6.0	6.0			5.0			5.0	
Vehicle Extension (s)		6.0		3.0	6.0			3.0			3.0	
Lane Grp Cap (vph)		780		494	1142			281			251	
v/s Ratio Prot				c0.06	0.24							
v/s Ratio Perm		c0.29		0.22				c0.08			0.00	
v/c Ratio		0.67		0.43	0.37			0.42			0.01	
Uniform Delay, d1		11.0		5.4	4.0			17.4			16.0	
Progression Factor		1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2		3.5		0.6	0.6			1.0			0.0	
Delay (s)		14.6		6.0	4.6			18.4			16.1	
Level of Service		B		A	A			B			B	
Approach Delay (s)		14.6			5.0			18.4			16.1	
Approach LOS		B			A			B			B	

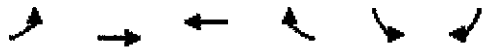
Intersection Summary			
HCM Average Control Delay	11.4	HCM Level of Service	B
HCM Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	48.7	Sum of lost time (s)	12.0
Intersection Capacity Utilization	76.1%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		↔	↰	↑		↔		↔
Volume (vph)	3	390	196	395	47	1	1	0
Lane Group Flow (vph)	0	533	211	425	0	340	0	8
Turn Type	Perm		prm+pt		Perm		Perm	
Protected Phases		2	1	6		8		4
Permitted Phases	2		6		8		4	
Detector Phases	2	2	1	6	8	8	4	4
Minimum Initial (s)	10.0	10.0	4.0	10.0	6.0	6.0	6.0	6.0
Minimum Split (s)	16.0	16.0	10.0	16.0	11.0	11.0	11.0	11.0
Total Split (s)	33.0	33.0	12.0	45.0	15.0	15.0	15.0	15.0
Total Split (%)	55.0%	55.0%	20.0%	75.0%	25.0%	25.0%	25.0%	25.0%
Yellow Time (s)	4.5	4.5	4.0	4.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	2.0	1.5	1.5	1.5	1.5	1.5
Lead/Lag	Lag	Lag	Lead					
Lead-Lag Optimize?	Yes	Yes	Yes					
Recall Mode	Min	Min	None	Min	None	None	None	None
v/c Ratio		0.66	0.41	0.38		0.67		0.03
Control Delay		13.8	6.1	4.9		11.9		13.6
Queue Delay		0.0	0.0	0.0		0.0		0.0
Total Delay		13.8	6.1	4.9		11.9		13.6
Queue Length 50th (ft)		118	19	44		17		0
Queue Length 95th (ft)		191	41	86		44		10
Internal Link Dist (ft)		1322		1070		1366		73
Turn Bay Length (ft)			100					
Base Capacity (vph)		959	520	1247		553		312
Starvation Cap Reductn		0	0	0		0		0
Spillback Cap Reductn		0	0	0		0		0
Storage Cap Reductn		0	0	0		0		0
Reduced v/c Ratio		0.56	0.41	0.34		0.61		0.03

Intersection Summary
Cycle Length: 60
Actuated Cycle Length: 48
Natural Cycle: 45
Control Type: Semi Act-Uncoord

Splits and Phases: 10: Route 940 & Carlton Road/Private Driveway





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	11	11	11	11	14	14
Grade (%)		-2%	2%		-4%	
Total Lost time (s)		4.0	4.0		4.0	
Lane Util. Factor		1.00	1.00		1.00	
Frt		1.00	0.99		0.88	
Flt Protected		0.97	1.00		0.99	
Satd. Flow (prot)		1756	1769		1773	
Flt Permitted		0.51	1.00		0.99	
Satd. Flow (perm)		910	1769		1773	
Volume (vph)	301	284	270	17	38	321
Peak-hour factor, PHF	0.79	0.79	0.84	0.84	0.81	0.81
Adj. Flow (vph)	381	359	321	20	47	396
RTOR Reduction (vph)	0	0	3	0	343	0
Lane Group Flow (vph)	0	740	338	0	100	0
Heavy Vehicles (%)	3%	3%	2%	2%	2%	2%
Turn Type	pm+pt					
Protected Phases	5	2	6		4	
Permitted Phases	2					
Actuated Green, G (s)		51.3	30.5		7.4	
Effective Green, g (s)		53.3	32.5		9.4	
Actuated g/C Ratio		0.75	0.46		0.13	
Clearance Time (s)		6.0	6.0		6.0	
Vehicle Extension (s)		6.0	6.0		3.0	
Lane Grp Cap (vph)		887	813		236	
v/s Ratio Prot		c0.20	0.19		c0.06	
v/s Ratio Perm		c0.43				
v/c Ratio		0.83	0.42		0.42	
Uniform Delay, d1		5.8	12.8		28.2	
Progression Factor		1.00	1.00		1.00	
Incremental Delay, d2		7.9	1.0		1.2	
Delay (s)		13.7	13.7		29.4	
Level of Service		B	B		C	
Approach Delay (s)		13.7	13.7		29.4	
Approach LOS		B	B		C	

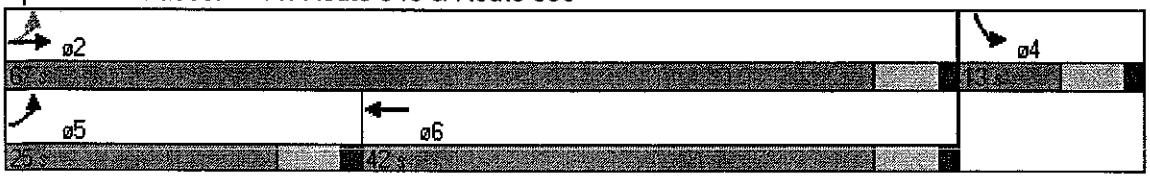
Intersection Summary			
HCM Average Control Delay	18.3	HCM Level of Service	B
HCM Volume to Capacity ratio	0.76		
Actuated Cycle Length (s)	70.7	Sum of lost time (s)	8.0
Intersection Capacity Utilization	78.8%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	WBT	SBR
Lane Configurations				
Volume (vph)	301	284	270	38
Lane Group Flow (vph)	0	740	341	443
Turn Type	pm+pt			
Protected Phases	5	2	6	4
Permitted Phases	2			
Detector Phases	5	2 5	6	4
Minimum Initial (s)	4.0	10.0	10.0	7.0
Minimum Split (s)	10.0	16.0	16.0	13.0
Total Split (s)	25.0	67.0	42.0	13.0
Total Split (%)	31.3%	83.8%	52.5%	16.3%
Yellow Time (s)	4.5	4.5	4.5	4.5
All-Red Time (s)	1.5	1.5	1.5	1.5
Lead/Lag	Lead		Lag	
Lead-Lag Optimize?	Yes		Yes	
Recall Mode	None	Min	Min	None
v/c Ratio		0.83	0.43	0.76
Control Delay		9.0	14.2	16.5
Queue Delay		0.0	0.0	0.0
Total Delay		9.0	14.2	16.5
Queue Length 50th (ft)		98	93	22
Queue Length 95th (ft)		118	153	75
Internal Link Dist (ft)		491	1298	1509
Turn Bay Length (ft)				
Base Capacity (vph)		1003	897	580
Starvation Cap Reductn		0	0	0
Spillback Cap Reductn		0	0	0
Storage Cap Reductn		0	0	0
Reduced v/c Ratio		0.74	0.38	0.76

Intersection Summary
Cycle Length: 80
Actuated Cycle Length: 71.4
Natural Cycle: 75
Control Type: Semi Act-Uncoord

Splits and Phases: 11: Route 940 & Route 390



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	8	8	8	11	11	11
Grade (%)		-2%			2%			-3%			-1%	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. 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
Frt		0.999			0.966			0.973			0.970	
Flt Protected		0.994			0.999			0.983			0.967	
Satd. Flow (prot)	0	1788	0	0	1720	0	0	1567	0	0	1697	0
Flt Permitted		0.994			0.999			0.983			0.967	
Satd. Flow (perm)	0	1788	0	0	1720	0	0	1567	0	0	1697	0
Headway Factor	1.03	1.03	1.03	1.06	1.06	1.06	1.18	1.18	1.18	1.04	1.04	1.04
Link Speed (mph)		45			45			35			45	
Link Distance (ft)		1662			865			282			1220	
Travel Time (s)		25.2			13.1			5.5			18.5	
Volume (vph)	37	281	4	4	256	89	3	4	2	87	11	28
Peak Hour Factor	0.89	0.89	0.89	0.81	0.81	0.81	0.45	0.45	0.45	0.88	0.88	0.88
Heavy Vehicles (%)	3%	3%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	42	316	4	5	316	110	7	9	4	99	13	32
Lane Group Flow (vph)	0	362	0	0	431	0	0	20	0	0	143	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 59.2%		ICU Level of Service B	
Analysis Period (min) 15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		-2%			2%			-3%			-1%	
Volume (veh/h)	37	281	4	4	256	89	3	4	2	87	11	28
Peak Hour Factor	0.89	0.89	0.89	0.81	0.81	0.81	0.45	0.45	0.45	0.88	0.88	0.88
Hourly flow rate (vph)	42	316	4	5	316	110	7	9	4	99	12	32
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	426			320			820	837	318	791	784	371
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	426			320			820	837	318	791	784	371
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	96			100			97	97	99	66	96	95
cM capacity (veh/h)	1128			1240			263	291	723	289	312	675

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	362	431	20	143
Volume Left	42	5	7	99
Volume Right	4	110	4	32
cSH	1128	1240	322	334
Volume to Capacity	0.04	0.00	0.06	0.43
Queue Length 95th (ft)	3	0	5	52
Control Delay (s)	1.3	0.1	16.9	23.6
Lane LOS	A	A	C	C
Approach Delay (s)	1.3	0.1	16.9	23.6
Approach LOS			C	C

Intersection Summary			
Average Delay	4.4		
Intersection Capacity Utilization	59.2%	ICU Level of Service	B
Analysis Period (min)	15		

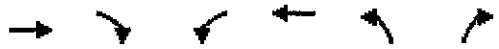
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↱	↰	↑	↰	↱
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	14	12	14
Grade (%)	-3%			2%	0%	
Storage Length (ft)		250	100		0	0
Storage Lanes		1	1		1	1
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	1891	1714	1752	1967	1770	1689
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	1891	1714	1752	1967	1770	1689
Headway Factor	0.98	0.90	1.01	0.93	1.00	0.92
Link Speed (mph)	40			40	20	
Link Distance (ft)	863			1227	233	
Travel Time (s)	14.7			20.9	7.9	
Volume (vph)	208	408	26	285	216	35
Peak Hour Factor	0.85	0.90	0.90	0.84	0.90	0.90
Adj. Flow (vph)	245	453	29	339	240	39
Lane Group Flow (vph)	245	453	29	339	240	39
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 36.2%		ICU Level of Service A	
Analysis Period (min) 15			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↱	↰	↑	↰	↱
Sign Control	Free			Free	Stop	
Grade	-3%			2%	0%	
Volume (veh/h)	208	408	26	285	216	35
Peak Hour Factor	0.85	0.90	0.90	0.84	0.90	0.90
Hourly flow rate (vph)	245	453	29	339	240	39
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			245		642	245
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			245		642	245
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			98		44	95
cM capacity (veh/h)			1321		429	794

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2
Volume Total	245	453	29	339	240	39
Volume Left	0	0	29	0	240	0
Volume Right	0	453	0	0	0	39
cSH	1700	1700	1321	1700	429	794
Volume to Capacity	0.14	0.27	0.02	0.20	0.56	0.05
Queue Length 95th (ft)	0	0	2	0	83	4
Control Delay (s)	0.0	0.0	7.8	0.0	23.5	9.8
Lane LOS			A		C	A
Approach Delay (s)	0.0		0.6		21.6	
Approach LOS					C	

Intersection Summary			
Average Delay	4.6		
Intersection Capacity Utilization	36.2%	ICU Level of Service	A
Analysis Period (min)	15		



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↱	↰	↑	↰	↱
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	14	12	14
Grade (%)	-3%			2%	0%	
Storage Length (ft)		250	100		0	0
Storage Lanes		1	1		1	1
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	1891	1714	1752	1967	1770	1689
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	1891	1714	1752	1967	1770	1689
Headway Factor	0.98	0.90	1.01	0.93	1.00	0.92
Link Speed (mph)	40			40	20	
Link Distance (ft)	1227			2146	250	
Travel Time (s)	20.9			36.6	8.5	
Volume (vph)	103	140	64	95	216	35
Peak Hour Factor	0.85	0.90	0.90	0.84	0.90	0.90
Adj. Flow (vph)	121	156	71	113	240	39
Lane Group Flow (vph)	121	156	71	113	240	39
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 28.8%		ICU Level of Service A	
Analysis Period (min) 15			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Free			Free	Stop	
Grade	-3%			2%	0%	
Volume (veh/h)	103	140	64	95	216	35
Peak Hour Factor	0.85	0.90	0.90	0.84	0.90	0.90
Hourly flow rate (vph)	121	156	71	113	240	39
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			121		376	121
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			121		376	121
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			95		60	96
cM capacity (veh/h)			1466		595	930

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2
Volume Total	121	156	71	113	240	39
Volume Left	0	0	71	0	240	0
Volume Right	0	156	0	0	0	39
cSH	1700	1700	1466	1700	595	930
Volume to Capacity	0.07	0.09	0.05	0.07	0.40	0.04
Queue Length 95th (ft)	0	0	4	0	49	3
Control Delay (s)	0.0	0.0	7.6	0.0	15.1	9.0
Lane LOS			A		C	A
Approach Delay (s)	0.0		2.9		14.2	
Approach LOS					B	

Intersection Summary			
Average Delay	6.1		
Intersection Capacity Utilization	28.8%	ICU Level of Service	A
Analysis Period (min)	15		